

# GASPÉ OF YESTERDAY

## THE BAY CHALEUR RAILWAY \*\*\*\*\*

IN THE PLAY, "THE TEMPEST", WILLIAM SHAKESPEARE HAS PROSPERO SAY : "WE ARE SUCH STUFF AS DREAMS ARE MADE ON". IN THE 19th CENTURY GASPESIANS HAD A DREAM OF A RAILWAY TO LINK THE INTERCOLONIAL RAILWAY AT MATAPEDIA TO THE GREAT NATURAL SEAPORT OF GASPÉ.

FOR THE PATIENT CITIZENS OF GASPESIA THE, "WHEN SHE COMES", OF THE WELL-KNOWN SONG BELOW, COMPRISED THE LONG PERIOD OF FORTY YEARS FROM 1872, WHEN THE FIRST STEPS TO OBTAIN SUCH A RAILWAY WERE TAKEN, UNTIL 1912, WHEN THE FIRST TRAIN REACHED GASPÉ BASIN.

LET US RECALL SOME HIGHLIGHTS OF HOW THE DREAM WAS EVENTUALLY REALIZED AND SOME OF THE PERSONALITIES INVOLVED.

KEN ANNETT

## She'll Be Comin' 'Round The Mountain

When She Comes

Transcription by  
Hugo Frey

Moderately

The musical score is written for guitar and piano. It features a treble and bass clef for the guitar part, and a grand staff (treble and bass clefs) for the piano accompaniment. The key signature has one sharp (F#) and the time signature is 4/4. The tempo is marked 'Moderately'. The score includes guitar chord diagrams for G, C, G7, G dim., and D7. The lyrics are: 'She'll Be Com-in' Round The Moun-tain, When She Comes; — She'll Be Com-in' Round The Moun-tain, When She Comes; —'. A second system of lyrics is provided: '{ I can hear that en-gine pant-in'; And the pas-sen-gers a-chant-in' / { If she hits a cow on Sun-day, Then well all have beef-steak Mon-day. She'll Be Com-in' Round The Moun-tain, When She Comes. —'. The piano accompaniment includes dynamic markings like 'mf' and 'f'.

## THE BAY CHALEUR RAILWAY \*\*\*\*\*

From the earliest of recorded times Gaspesia posed particular problems for transportation because of its geographic location, long coastline and scattered settlements. For long, the sea was the primary highway, not only to and from distant centers, such as Quebec and the Maritime seaports, but for travel from one Gaspesian settlement to another. That early and indefatigable traveller, Archdeacon G.J. Mountain, wrote in his Journal of his travel from Gaspé Basin to Douglastown, Point St. Peter and Percé in the Fall of 1826:

"...I held myself in readiness to go down by a Boat...we got off about 4 & 5 o'clock...I never saw two more active, smart, manly young fellows than the two young Patersons who took us down..like all the inhabitants they were at home upon the sea..."

Some forty years later the remarkable Diaries of the Rev. George Milne, Rector of New Carlisle and Rural Dean of Gaspesia, testified to the primitive state of the roads, the lack of bridges over the rivers and the very real perils that faced the Coast traveller.

But the most detailed and eloquent accounts of early travel in Gaspesia are to be found in "TREASURE TROVE IN GASPE AND THE BAIE DES CHALEURS" by Mrs. Margaret G. MacWhirter, where, in Parts VI & VII she wrote of Pioneer Days, The Baie des Chaleurs Portage and the Early Postal Service. In the same vein an earlier issue of GASPÉ OF YESTERDAY has recounted the experience of Abel Lucas in carrying the Gaspé mail to Quebec, on foot, along the St. Lawrence shore, in mid-winter.

It was in 1825, a year before the Paterson brothers of Gaspé took Archdeacon Mountain to Douglastown and Percé by boat, that the world's first railway line, The Stockton & Darlington Railway, went into operation in England. By 1832 one of the first suggestions for the building of a

railway in Canada was made by Henry Fairburn and soon after a number of charters were obtained to construct railway lines. The first such group to see their project to completion was The Company of Proprietors of the Champlain and St. Lawrence Railway, incorporated in 1832, and with the first train in Canada in operation between Laprairie and St. Johns on the Richelieu in July, 1836. The pioneer track comprised wooden rails and the locomotive, the first imported into Canada, bore the name "Dorchester".

#### THE INTERCOLONIAL RAILWAY

As the story of the railway in Gaspesia is intimately bound up with the Intercolonial Railway line, a brief recall of the Intercolonial is necessary. Discussion of the need for a railway to link the Atlantic ports of the Maritime colonies to centers on the St. Lawrence began as early as 1836 but initial plans for a route suffered a serious set-back as a result of the conflict that arose between New Brunswick and the American State of Maine in 1838-39, known as the "Aroostook War". The settlement of this dispute by the Ashburton Treaty of 1842, extended to northern border of Maine to its present limits along the St. John River thus precluding the building of the Intercolonial line across Quebec's Eastern Townships to the valley of the St. John. New surveys were undertaken to determine a new route that would be as remote as possible from the American frontier. Among the officers of the Royal Engineers who toiled in such wilderness surveys were Colonel Halloway and Captains Pison and Henderson in 1844-46. In Oct. 1846, Captain Pison was drowned in the river Restigouche while trying to save the life of one of his party but the survey in which he was engaged established the route, as eventually adopted, of the Intercolonial Railway, from Halifax, along the shore of Bay Chaleur to Matapedia and thence to the St. Lawrence through the Matapedia Valley. The route proposed was the cause of long and bitter debate from New Brunswick leaders but had the support of Nova Scotia's distinguished political leader, Joseph Howe.

A start on the actual construction of what would eventually become the Intercolonial line was made in 1852 with the incorporation of the Grand Trunk Railway Company to build a railway from Sarnia to Trois Pistoles. By 1860 this line was in operation as far to the East as Rivière-du-Loup and, in the Maritimes, a railway had been completed from Halifax to Truro. The outbreak of the American Civil War of the 1860's with the potential threat it posed to the Canadian colonies, not only spurred the completion of the Intercolonial railway but contributed to the start of the serious discussions that led, in that decade, to Canadian Confederation.

It was in 1863 that a remarkable engineer, Sanford Fleming, a Scotchman of the finest type, was engaged to complete the railway from Rivière-du-Loup on the St. Lawrence to Truro, Nova Scotia, via the Matapedia Valley route. Fleming's comprehensive report of that difficult task, complete with detailed drawings of every major bridge, embankment, cut and culvert along the route and with data on the cost and the contractors for each section is an impressive and fascinating document. By the 1870's Canada was a Confederation, the Intercolonial Railway was in operation and the mountains of Matapedia, the Gateway to Gaspesia, echoed to the whistles of trains.

#### GASPESIANS SEEK A RAILWAY

The building of the Intercolonial Railway through Matapedia and along the New Brunswick shore of Bay Chaleur aroused much discussion, and indeed some envy, in the Gaspesian communities. For only two hundred miles from Matapedia, along Bay Chaleur, lay the great, natural harbour of Gaspé, nearer to Europe by some hundreds of miles than other Maritime sea-ports. A great opportunity was seen to promote the building of a railway from Matapedia to serve the Bay Chaleur communities of Gaspesia and to link the Intercolonial Railway with the sea-port of Gaspe. A leading advocate of this project was Dr. Theodore Robitaille of New Carlisle, Member of Parliament for Bonaventure County. A petition was circulated and submitted to the Quebec Government and on

Christmas Eve, 1872, The Bay of Chaleurs Railway Company was incorporated by an Act of the Quebec Legislature (36 Victoria, Cap.43) which stated, in part:

WHEREAS T. ROBITAILLE, M.P., R.H.MONTGOMERY, WILLIAM McPHERSON, GEORGE FALLU, BARNABAS McGIE, OSWALD DAY, ALEXIS POIRIER, L.J. RIOPEL, LOUIS ROBITAILLE, M.D., JAMES ROBERTSON, WILLIAM ROBERTSON, F.S.CYR, LUDGER LUCIER, FRANCOIS GIROUX, JOSEPH ROUSSEAU, MELVIN ADAMS AND DANIEL FRASER HAVE, BY PETITION, PRAYED FOR INCORPORATION AS A COMPANY FOR BUILDING THE RAILWAY HEREINAFTER DESCRIBED, AND WHEREAS THE BUILDING OF SUCH RAILWAY WOULD BE OF GREAT BENEFIT TO THE COMMERCE AND PROSPERITY OF THAT PART OF THE COUNTRY THROUGH WHICH THE SAID RAILWAY WOULD PASS AND WOULD BE THE BEST MEANS OF PROMOTING COLONIZATION THEREIN; AND WHEREAS IT IS EXPEDIENT TO GRANT THE PRAYER OF THE SAID PETITION; THEREFORE, HER MAJESTY, BY AND WITH THE ADVICE AND CONSENT OF THE LEGISLATURE OF QUEBEC, ENACTS AS FOLLOWS:

(THOSE NAMED ABOVE) WITH ALL SUCH PERSONS AND CORPORATIONS AS SHALL BECOME SHAREHOLDERS IN THE COMPANY HEREBY INCORPORATED, SHALL BE AND ARE HEREBY CONSTITUTED A BODY CORPORATE AND POLITIC BY THE NAME OF "THE BAY OF CHALEURS RAILWAY COMPANY".

THE SAID COMPANY AND THEIR SERVANTS SHALL HAVE FULL POWER AND AUTHORITY TO LAY OUT, CONSTRUCT, MAKE AND FINISH A DOUBLE OR SINGLE TRACK IRON OR STEEL RAILWAY FROM SOME POINT ON THE INTERCOLONIAL RAILWAY IN THE VICINITY OF THE METAPEDIAC RIVER TO NEW CARLISLE AND THE BAY OF PASPEBIAC, WITH THE RIGHT OF EXTENDING THE SAME TO GASPE BASIN...

Other provisions of this Act of Incorporation gave the new company the right and power to acquire and possess such steamers and vessels as might

be deemed desirable or necessary; the authorization to provide for an initial capital of \$3,000,000 by the issue of 60,000 shares of \$50 each (in which municipalities as well as individuals would have the opportunity to invest); the names of its first Board of Directors; the regulations that would govern the administration of the company.

The thirteenth and final section of the Act ordered that:

THE SAID RAILWAY SHALL BE COMMENCED, BONÂ FIDE, WITHIN FIVE YEARS, AND COMPLETED UP TO THE BAY OF PASPEBIAC WITHIN TEN YEARS AFTER THE PASSING OF THIS ACT.

Notwithstanding the high hopes of its promoters and the formal incorporation of the Bay de Chaleurs Railway Company in 1872, the project remained dormant and in limbo for the next ten years. In 1882 a new petition was presented to the Quebec Government and on May 12th of that year another Act (45 Victoria Cap. 53) incorporated a new company - THE BAIE DES CHALEURS RAILWAY COMPANY. The petitioners of 1882 were:

THE RIGHT HONORABLE CHARLES ADOLPHUS MURRAY, EARL OF DUNMORE, IN THE  
PEERAGE OF SCOTLAND.

THE HONORABLE THOMAS MCGREEVY

ROBERT HUDSON MONTGOMERY, ESQ.

LOUIS ROBITAILLE, ESQ.

PIERRE CLOVIS BEAUCHESNE, ESQ.

LOUIS JOSEPH RIOPEL, ESQ.

FRANCOIS GIROUX, ESQ.

DANIEL AHEARN, ESQ.

THOMAS CARBRAY, ESQ.

CHARLES LE BAS, ESQ.

While the provisions of this new Act were essentially the same as those of the previous Act of 1872, there were now circumstances that would provide

for a start on the actual construction of the long awaited railway line. The Dominion Government granted a subsidy of \$320,000 for the first 100 miles of the line and in 1885 and subsequent years the Legislature of Quebec authorized a series of subsidies that eventually totalled more than \$800,000. Tenders were called in 1885 and the successful bidder was Charles Newhouse Armstrong who agreed to take part of his remuneration in company stock. The arrival of Armstrong on the Gaspesian scene was to introduce one of the most colourful and controversial personalities in the early history of Canadian railway building.

#### CHARLES NEWHOUSE ARMSTRONG

The son of the Honorable James Armstrong, C.M.G., formerly Chief Justice of St. Lucia, West Indies and his wife, Marie Anne Charlotte, daughter of † Hercule Olivier of Berthier, Quebec, Charles Newhouse Armstrong was born in the Manor House of de Lanaudière at Maskinongé, Quebec, in 1850. He was educated in the schools of Sorel and when only in his fourteenth year entered the service of the Ohio and Mississippi Railway as a clerk. His rise in the competitive railway business was demonstrated by his organizing and operating the Montreal & Sorel Railway in 1881 - a company with which he was respectively Managing Director and President. He married Amelia Frances, the daughter of Dr. J. E. Johnstone of Sorel. At the time he secured the contract to build the Baie des Chaleurs Railway, while only thirty-five years of age, he had some twenty-one years of railway experience in the United States and Canada.

#### MATAPEDIA TO CAPLAN

Despite the high hopes of the directors of the new company and the experience of the contractor, Armstrong, the construction of the railway from Matapedia along Bay Chaleur did not have an auspicious start. The flow of funds promised proved to be intermittent, soon placing Armstrong

in such financial difficulties that he had to transfer his contract to another contractor, McFarlane, who soon went bankrupt. From then until 1890 there was only sporadic building of the line as funds from the sale of lands granted by the Quebec Legislature became available. Then, in 1890, Premier Honoré Mercier, during the contest of a bye-election in Bonaventure County, promised, if returned, to complete the Baie des Chaleurs Railway. Having won the election he took steps to reorganize the company and to provide fresh funds of more than a quarter of a million dollars so as to complete the line as far as Caplan.

Charles Armstrong, aware of this new injection of funds by the Mercier Government, then came forward to present a bill for almost \$300,000 for work that he claimed to be due under his original contract. Premier Honoré Mercier was then in Europe on a round of visits to France, Belgium and Italy and in his absence, the acting premier, under much political pressure, agreed to pay \$175,000 in settlement of Armstrong's alleged claim. The following year the political storm known as the "Bay Chaleur Scandal" broke when it was revealed that Armstrong's claim had no foundation and that of the \$175,000 paid out, some \$100,000 had gone to the director of the newspaper, "l'Electeur", for distribution to friends of the government. On Premier Mercier's return, and following the findings of a Royal Commission, the Lieutenant Governor of Quebec called for and received the resignation of the Mercier Government. Needless to say such financial and political storm did little to hasten the actual construction of the line. Finally, in 1893, eight years after work had begun by Armstrong from Matapedia, the seventy eight miles of track to Caplan was completed. Honoré Mercier continued to represent the County of Bonaventure in the Quebec Legislature until October, 1894.



THE ATLANTIC & LAKE SUPERIOR RAILWAY PLAN

Undeterred by initial failure and the Baie des Chaleurs Railway Scandal that forced the resignation of the Mercier government; Charles Newhouse Armstrong, still enjoying the support of friends with influence, now came forward, in 1893, with a bold new plan and proposal. His proposition was to provide a railway from Lake Superior to Gaspé that could handle the export of vast amount of grain that, he was convinced, the opening West would produce. The railway proposed would run from a point in the Algoma Region of Ontario to the Ottawa Valley, cross the St. Lawrence at Montreal, utilize existing tracks of the Montreal & Sorel and the Intercolonial Railways to Matapedia and thence to Gaspe on an extension of the Baie des Chaleurs Railway from Caplan. The prospectus of this proposed line described the terminal installations for grain shipment, projected for Gaspe, as the equal of anything in North America.

On April 1st., 1893, by an Act of The Dominion Government, the ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY was incorporated, giving Armstrong the authority to build, buy or lease the lines that would link Lake Superior with Gaspé. The plan was so bold and subject to so many unknown factors that, in retrospect, it is legitimate to wonder how Armstrong won support to obtain incorporation of the new company. Research indicates that among the sources of his support were the following:

- . Sir Sanford Fleming - whose reputation and opinion on railway matters commanded national respect - gave solid support, declaring that Gaspé might well become Canada's greatest sea-port on completion of the railway.
- . Experts of the British Admiralty who testified to the suitability of Gaspe as an ocean terminal.
- . Leading men of Montreal including the Honorable Thibaudeau, J.N. Greenshields and the Honorable Desjardins who were among the original petitioners.

- . Representatives of prominent banks of Boston and New York indicated that they would provide financial backing.
- . The internationally known Anglo-Spanish bankers, Juan and Joquin Galindez, who had acquired interests in Gaspé mineral property, indicated that they would stand behind the project.

Thus on the eve of the start to realize this bold, new railway dream in 1893 the future of Charles Newhouse Armstrong and of Gaspesia appeared bright and promising. But time would prove otherwise, as will soon be seen.

#### THE ATLANTIC & LAKE SUPERIOR FIASCO

The complex plan involving the construction of track, the bridging of the St. Lawrence at Montreal, the purchase of some existing lines and the lease of others, experienced problems from the beginning. Though the Act of incorporation had authorized the capital of the Atlantic & Lake Superior Railway to be \$10,000,000, only a quarter of that amount was subscribed and not all of the subscriptions paid up. The actual cost of railway construction through the difficult terrain of Algoma far exceeded the original estimates. The company that had undertaken to finance the bridging of the St. Lawrence at Montreal failed to do so. In Gaspesia, the pace of construction of the line eastward from Caplan was so slow that it took four years to complete the twenty miles of track to Paspebiac. When negotiations were entered into for the lease of existing lines it was found that extortionate compensation was demanded. The dream of Armstrong was fast fading. When the directors of the company sought more financial aid from Canada's Prime Minister, Sir Wilfred Laurier, they were told abruptly that the Atlantic & Lake Superior railway plan was insolvent and rotten and that no Armstrong project stood the faintest hope of assistance. As soon as this became known to the British underwriters of the company's bonds, they decided to cease dealing in them.

Despite the failure of his dream for a railway to carry the grain of the Canadian Prairies to the port of Gaspé, Charles Armstrong retained his interest in the railway of Bay Chaleur. He went before the Courts to regain the equity that he had held in that line at the time it was sold to the Atlantic & Lake Superior Railway Company and succeeded in having the transaction declared null and void.

### THE CENTURY ENDS

As the 19th century ended Gaspésians could look back on more than twenty-five years of effort to secure railway service. Over that long period only 100 miles of track had been completed from Matapédia to Paspébiac.

As the 20th century dawned new railway promoters would appear on the Gaspesian scene, new Acts of Government be passed and the line eventually be completed to Gaspé.

That story will be the subject of Part II of this recall of the Bay Chaleur Railway.

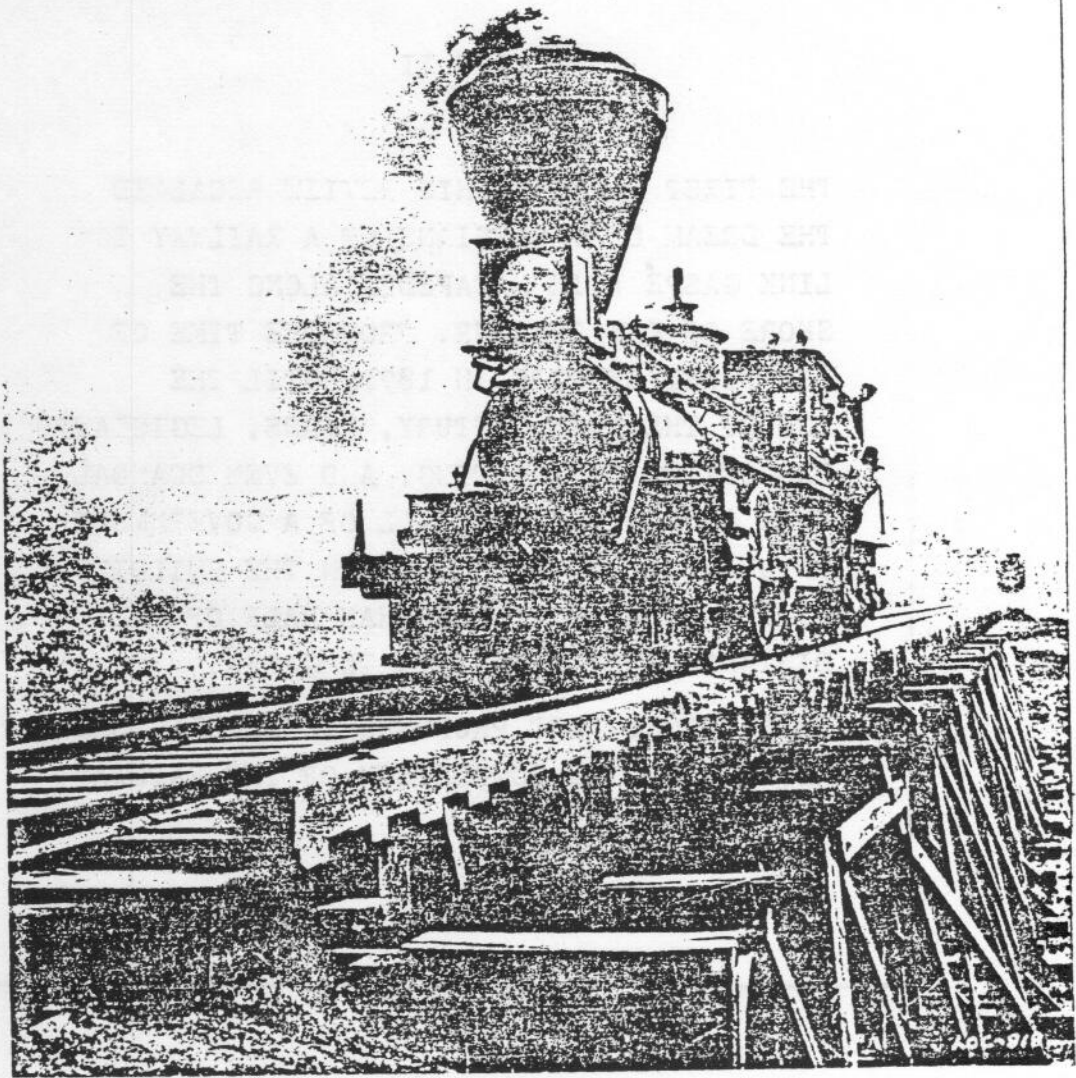
## THE BAY CHALEUR RAILWAY

### PART II

THE FIRST PART OF THIS REVIEW RECALLED THE DREAM OF GASPESIANS OF A RAILWAY TO LINK GASPÉ WITH MATAPEDIA ALONG THE SHORE OF BAY CHALEUR. FROM THE TIME OF THE FIRST EFFORTS IN 1872, UNTIL THE END OF THE 19th CENTURY, PLANS, LEGISLATION, PROMOTION, CONTRACTING, AND EVEN SCANDAL THAT CAUSED THE DOWNFALL OF A GOVERNMENT OF QUEBEC, HAD SUCCEEDED IN THE BUILDING OF THE LINE OVER LESS THAN HALF OF THE DISTANCE FROM MATAPEDIA TO GASPÉ.

THIS SECOND PART PROPOSES TO RECALL SOME ASPECTS OF THE COMPLETION OF THE RAILWAY THROUGH TO GASPÉ.

KEN ANNETT.



## THE BAY CHALEUR RAILWAY

### PART II

Eastward from the end of the Bay Chaleur Railway line at Paspébiac West, in 1900, stern challenges faced builders in extending the line. At Port Daniel the great limestone mountain mass of Cap à l'Enfer ran boldly out to the waters of Bay Chaleur and would require a major tunneling effort to permit the line to pass beyond. From Gascons to Percé the terrain was broken and traversed by such major rivers as those at Pabos and Grande Rivière. At Percé, again, a tumbled mountain mass barred the coastal route and would require search for an alternative way to carry the line through to the coast at Corner of the Beach. Major river crossings would again face the builders at Barachois and Douglastown before the line could be brought to its terminal on the shores of Gaspé Basin. The survey of a route and the subsequent tunneling, bridging, cutting, embankment and building of numerous trestles to bring the line to grade, would be a slow and very costly operation.

#### LEGISLATIVE LANDMARKS - THE BAY CHALEUR RAILWAY

Before recalling the story of the building of the Paspébiac-Gaspé section of the line it may be helpful to summarize the legislation related to its construction:

- 1872 - The Bay of Chaleurs Railway Company incorporated to build from a junction with the Intercolonial Railway to Paspébiac and with power to extend the line to Gaspé Basin. (36 Vic. Cap.42)
- 1882 - Baie des Chaleurs Railway Company incorporated to build from a junction with the Intercolonial Railway to Paspébiac and with power to extend the line to Gaspé Basin. (45 Vic. Cap.53)
- 1893 - Atlantic and Lake Superior Railway Company incorporated to build from Gaspé Bay to a point in the District of Algoma, Ontario, with power to purchase or lease certain existing lines, including the Baie des Chaleurs Railway. (56 Vic. Cap.39)

- 1894 - Authority for the purchase of the Baie des Chaleurs Railway by the Atlantic and Lake Superior Railway Company. ( 57-58 Vic. Cap.63)
- 1901 - Atlantic, Quebec and Western Railway Company incorporated to build from Gaspé Basin, through the interior of the Gaspé Peninsula, to a point at or near Causapscaal. ( I Edw.VII - Cap.63 )
- 1903 - Quebec Oriental Railway Company incorporated to build from Rivière du Loup to Matapedia. ( 3 Edw.VII - Cap.82)
- 1910 - Authority for the purchase of the Atlantic and Lake Superior Railway Company and the Baie des Chaleurs Railway Company by the Quebec Oriental Railway Company. ( 8-9 Edw.VII - Cap.126)
- 1929 - Purchase of the Quebec Oriental Railway Company and the Atlantic, Quebec and Western Railway Company by the Canadian National Railway Company.

#### A NEW CENTURY BRINGS NEW PLANS

In 1901 new promoters appeared on the scene for railway building in Gaspesia. Prominent among them was Alfred William Carpenter, a principal stockholder of the Charing Cross Bank of London, England. Though search has, to date, yielded little information of a personal nature regarding Carpenter, it seems probable that he was one of the three sons of Dr. Alfred John Carpenter, a noted English doctor and author, and his wife, Margaret Jane, daughter of Evan Jones, Marshal of the High Court of the British Admiralty.

In response to a petition of Carpenter and his associates, the Government of Quebec, in 1901, adopted AN ACT TO INCORPORATE THE ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY, the Preamble of which read:

Whereas Henry Higgins, gentleman; Alfred William Carpenter, banker; Charles Ernest Richard Preston-Hillary, solicitor-at-law, all three of the city of

London in England and Joseph Xenophon Lavoie of Percé in the county of Gaspé, advocate, have presented a petition praying that a company be incorporated for the purpose of locating, building and operating a railway as herein below described and representing that such railway will cross the interior of Gaspé throughout its length and open up to colonization, for a distance of one hundred miles, a region hitherto uninhabited;

Whereas, without the construction of such railway that vast region will continue to be inaccessible, and its immense resources will remain unproductive;

That the construction of such railway will be a great advantage to the section of the Province through which it will run;

That the powers asked by the said company are necessary for working, utilizing and drawing benefit from the forest, mining and other resources of the region through which it will run;

And whereas it is expedient to grant such prayer;

Therefore, HIS MAJESTY, by and with the advice and consent of the Legislature of Quebec, enacts as Follows:

Of the numerous provisions of the ACT, the following are of particular interest:

- . The Head Office of the company was to be at Gaspé Basin or at such other place as the Directors would determine.
- . The company could locate, construct and operate a line of railway starting from a point at or near Gaspé Basin, following the valley of the York River, or that of the Dartmouth River for a distance of about 30 miles, thence through the interior of the peninsula of Gaspé to some point north of Causapschal, but not beyond Sayabec, in the county of Matane.
- . The company had the power to build a suitable terminus at deep water in Gaspé Basin.
- . Power was given for the construction of telegraph and telephone



- . lines along the route and to charge the public for their use.
- . Authority granted to issue 10,000 shares of \$100 each in capital stock.

The motives that lay behind this plan were to be found in the timberlands and mineral rights held by the Charing Cross Bank of London, England. But to those Gaspesians whose dream of a coastal railway along Bay Chaleur was still unfulfilled, the prospect of a rival line through the interior of the Gaspé Peninsula was seen as a threat. At the instigation of the Members of the Legislature for the counties of Bonaventure and Gaspé, a Select Committee of the Legislature was created and witnesses, including Carpenter, called to testify before it. Incredible as it may seem in retrospect, such pressure was exerted that Carpenter and his partners agreed to complete the Bay Chaleur line to Gaspé before starting the interior line from Gaspé to Causapscaal. That decision would prove to be their undoing !

#### RECOLLECTIONS OF THE SURVEY

In the course of preparing this review a most interesting, two-part article on the original survey of the Paspebiac-Gaspé line was sent to me by Mr. J. Norman Lowe, History Officer, Canadian National Library Services, Head Office, Montreal. Under the title, "I'VE BEEN WORKIN' ON THE RAILROAD," the author, Edmund Henry Brietzche, recalled his personal experiences in Gaspesia. Brietzche, a native of England and a Civil Engineer, was engaged for the survey by the New Canadian Company and landed in Halifax en route to Paspebiac on Christmas Day, 1904. Working under the Survey Chief, a Scotch engineer of great experience, he was immediately put to work in the cold and snow of a Gaspesian winter at reconnaissance surveys. The survey crew comprised the chief, a compass man, leveller and his rodman, topographer and his rodman, two chainmen, three axemen, cook and cookee. Four tents, each about twelve feet square, provided accommodation. Plagued by deep snow and cold in winter and by flies in summer, the survey pushed ahead at the rate of two miles a day in open bush but only half a mile per day in swamps.

In November, 1905, while based at the camp at Corner of the Beach, Brietzche and a companion were ordered to join their survey with that of another party coming from Cape Cove. They were trapped in the mountain wilderness behind Percé by a blizzard of howling wind and driving snow. With little food and less idea of their location they dug in, managed to survive, and eventually floundered through the snow to Cape Cove. On another occasion, while surveying one of the many deep valleys along the proposed route, an enormous log jam let go with a roar like thunder and swept out the valley, over the path that the survey crew had just traversed.

The reconnaissance survey work made it possible to consider possible routes for the line. Then, trial location surveys, more precise and detailed had to be made. When the actual route to be followed was finally decided, the center line was marked out with wooden pegs and accurate levels taken along the whole route to determine the work required to bring the line to grade.

The account of Edmund Henry Brietzche, written following a return visit that he made to Gaspesia in 1940, and published the following year in the Canadian National Magazine, is of such interest that it is hoped that SPEC will seek permission to reprint it in a future issue.

#### THE PORT DANIEL TUNNEL

"There is one tunnel on the railway, at Port Daniel, through Cap a l'Enfer ", wrote Brietzche, "and the name just suits this jutting out piece of rock, for it was an awful job to measure and take elevations over this prominence in winter, whilst wearing snow-shoes. I had to carry a transit instrument weighing about forty pounds and last summer (1940) I tried to scale it once more, with no load or snow-shoes to hamper my efforts, but I had to give up the attempt."

Writing in TREASURE TROVE IN GASPE, Mrs. Margaret MacWhirter recalled that the work of driving the tunnel through the limestone mountain was performed under the direction of Sir Douglas Fox and partners and required two years for its completion. So accurately was the work done that the two groups of tunnellers, working

inwards from opposite sides of Cap à l'Enfer, met exactly at the centre of the 635 foot long tunnel. They had pierced the great barrier of the mountain, permitting the line to continue eastward.

#### THE QUEBEC ORIENTAL RAILWAY

In 1903, with Carpenter and his partners in the Atlantic, Quebec and Western Railway committed to the construction of the line from Paspébiac West to Gaspé, there was a new development that would influence the future of the Gaspesian railway. The Galindez brothers, Joaquin and Pedro Juan, petitioned for and secured the adoption by the Legislature of Quebec of AN ACT TO INCORPORATE THE QUEBEC ORIENTAL RAILWAY. The Preamble to this ACT of 1903 stated the names of those involved in this new company as:

Joaquin de Galindez, gentleman; Pedro Juan de Galindez, gentleman, both of the city of London, England; the Hon. J.P.B. Casgrain, Senator of Montreal, Canada; Joseph Camille Pouliot, Advocate, of Fraserville; Auguste Tessier, Advocate; Jean Baptiste Romuald Fiset, Senator; Herménégilde Lepage, Merchant; Henri Romuald Fiset, Advocate of Rimouski; Napoleon Dion, M.P.P., Merchant of Fraserville; Donat Caron, M.P.P., Farmer of St. Octave de Metis; William Henry Clapperton, M.P.P., Merchant of Maria.

While the ostensible purpose of this ACT was to build a railway from Rivière du Loup to a point on the Intercolonial Railway near Matapédia, passing through the counties of Temiscouata, Rimouski and Bonaventure, the significant aspect for Gaspesia was that the brothers Galindez had been quietly buying up, at discount prices, the bonds of the Atlantic and Lake Superior Railway and the Baie des Chaleurs Railway. By 1909 the Quebec Oriental Railway Company had acquired these former companies, had possession of the outlet at Matapédia and possessed the profitable section of the Bay Chaleur line from there to Paspébiac.

PROBLEMS ARISE FOR THE ATLANTIC, QUEBEC AND WESTERN

Though the Charing Cross Bank of London, in which A.W.Carpenter was a principal, provided \$2,000,000 and aid in marketing the bonds of the Atlantic, Quebec and Western Railway, the costs of the construction of the line from Paspébiac to Gaspé had soared to more than \$4,500,000 by the autumn of 1910. The Charing Cross Bank was forced into bankruptcy.

As only the last 50 miles of track remained to be completed to bring trains to Gaspé Basin, the construction was then taken in hand by a British Canadian Board that was headed up by the Earl of Ranfurly. With the opening of the railway through to Gaspé on July 17th., 1912, the dream of a link from Gaspé to the Intercolonial, so long delayed, became a reality.

Prominent among the men who were responsible for the completion and early operation of the Atlantic, Quebec and Western line was C.R.Scoles, of whom Mrs.MacWhirter wrote:

"The name of the late Mr.C.R.Scoles will always be associated with the building of the Gaspesian Railway. Its completion was largely due to his optimism and indefatigable energy""

Gaspesians will recall that C.R.Scoles died and was buried in New Carlisle where, in life, he had established his headquarters and built up an important center of railway operations.

POSTSCRIPT

Time marches on and on June 14th., 1929, the Canadian National Railway Company was authorized by Dominion Act 19-20 Geo.V -Cap.16 to purchase the whole of the undertaking and railways of the Quebec Oriental and the Atlantic, Quebec and Western Railways, including the rolling stock, equipment, rights, franchises, property and other assets for the sum of \$3,500,00. Payment was made in September, 1929, closing a long and interesting chapter in the railway history of Gaspesia and opening a new era of Canadian National operation.