

Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 469



MARCH - APRIL 1999

-- 50TH YEAR OF CANADIAN RAIL --



ORPHANS' CABOOSE 1885.

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

PUBLIE TOUS LES DEUX MOIS PAR L'ASSOCIATION CANADIENNE D'HISTOIRE FERROVIAIRE



CANADIAN RAIL

ISSN 0008-4875



PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

TABLE OF CONTENTS

| | | |
|-----------------------------------------------------------------------|-------------------------|----|
| INVESTISSEMENTS DU GOUVERNEMENT DU QUEBEC POUR LES CHEMINS DE FER.... | RICHARD LECLERC..... | 31 |
| THE McARTHUR BUILDING 1909 - 1987..... | GEOFFREY A. LESTER..... | 40 |
| AGAIN, MORE MURALS..... | DAVE McMILLAN..... | 43 |
| A DIVISIONAL POINT OUTDATED..... | DAVID J. MERIDEW..... | 44 |
| THE FLEMING DRAWING REVISITED, AND OTHER EARLY LOCOMOTIVES..... | CARL RIFF..... | 48 |
| THE "ORPHANS" EXCURSION OF 1885..... | FRED ANGUS..... | 50 |
| PHOTOS OF THE 1928 TORNADO AT MYSTIC, QUE..... | W.N. POWER..... | 52 |
| WINDSOR STATION'S 110TH ANNIVERSARY..... | FRED ANGUS..... | 53 |
| THE BUSINESS CAR..... | | 54 |

FRONT COVER: This photo was in an old photo album made by a member of the family of R.B. Angus in 1885. It was evidently taken near Megantic, Que. in the days of the International Railway, before it was taken over by the CPR. The occasion seems to have been a hunting and fishing excursion, and the "Orphans" refer to the men in the group being away from their wives during the trip. The International Railway combine number 3, and Grand Trunk cabooses 7587 show in amazing detail considering that this is an amateur snapshot. Also interesting is the canoe on the roof of the cabooses, and the fact that the passengers are riding "Ecuador style" on the roofs of the cars. However it is not likely that they rode thusly when the train was moving. Too bad no one photographed the locomotive!

BELOW: Although we published a photo of this mural (on the wall of the Royal Hotel on River Street in Moose Jaw, Sask.) in the January-February issue, we have received a far better and clearer photo, in better perspective. This shows "Remember Old 80" as it should be viewed. Thanks to Bill and Ann Heselton of Moose Jaw for sending it in.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9

Membership Dues for 1999:

In Canada: \$36.00 (including all taxes)

United States: \$31.00 in U.S. funds.

Other Countries: \$52.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

EDITOR: Fred F. Angus

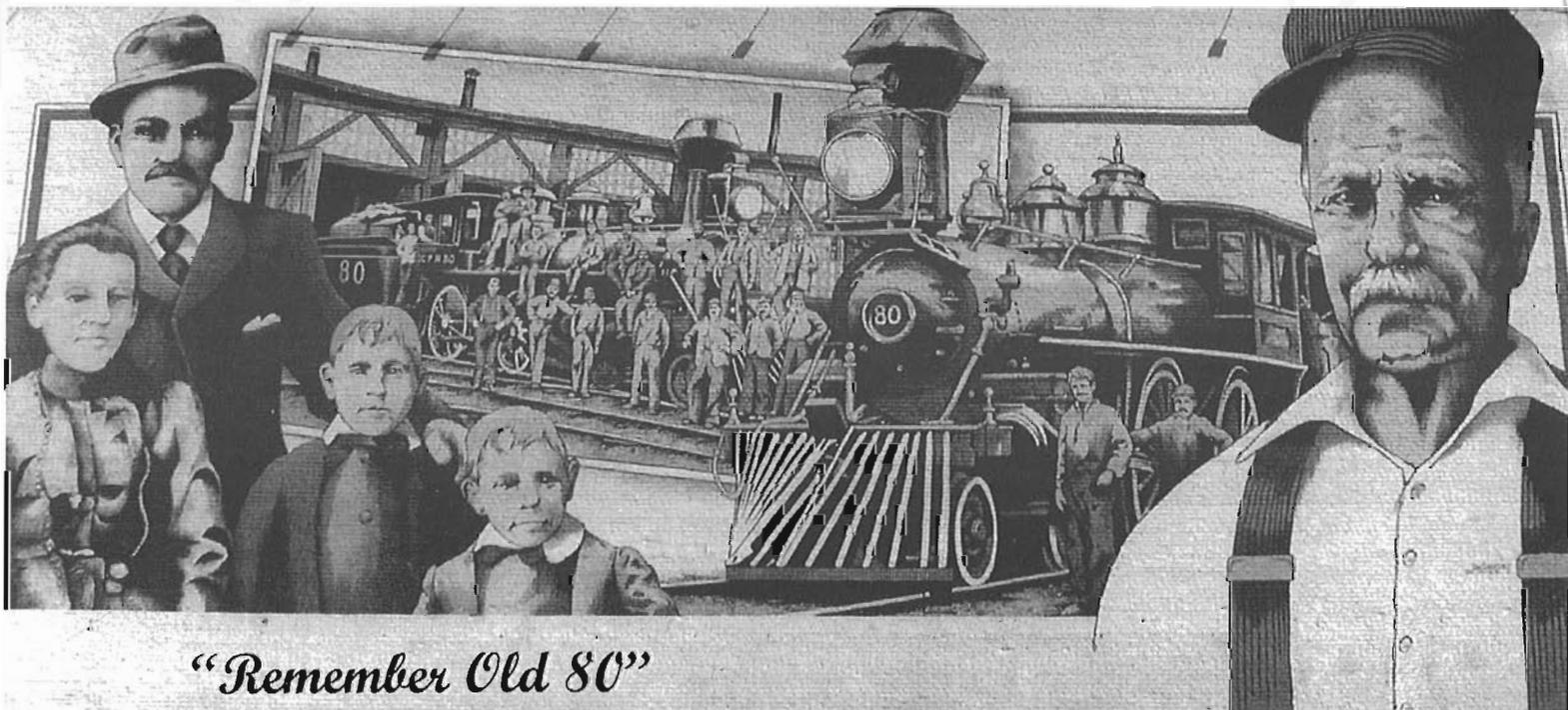
CO-EDITOR: Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power): Hugues W. Bonin

LAYOUT: Fred F. Angus

PRINTING: Procel Printing

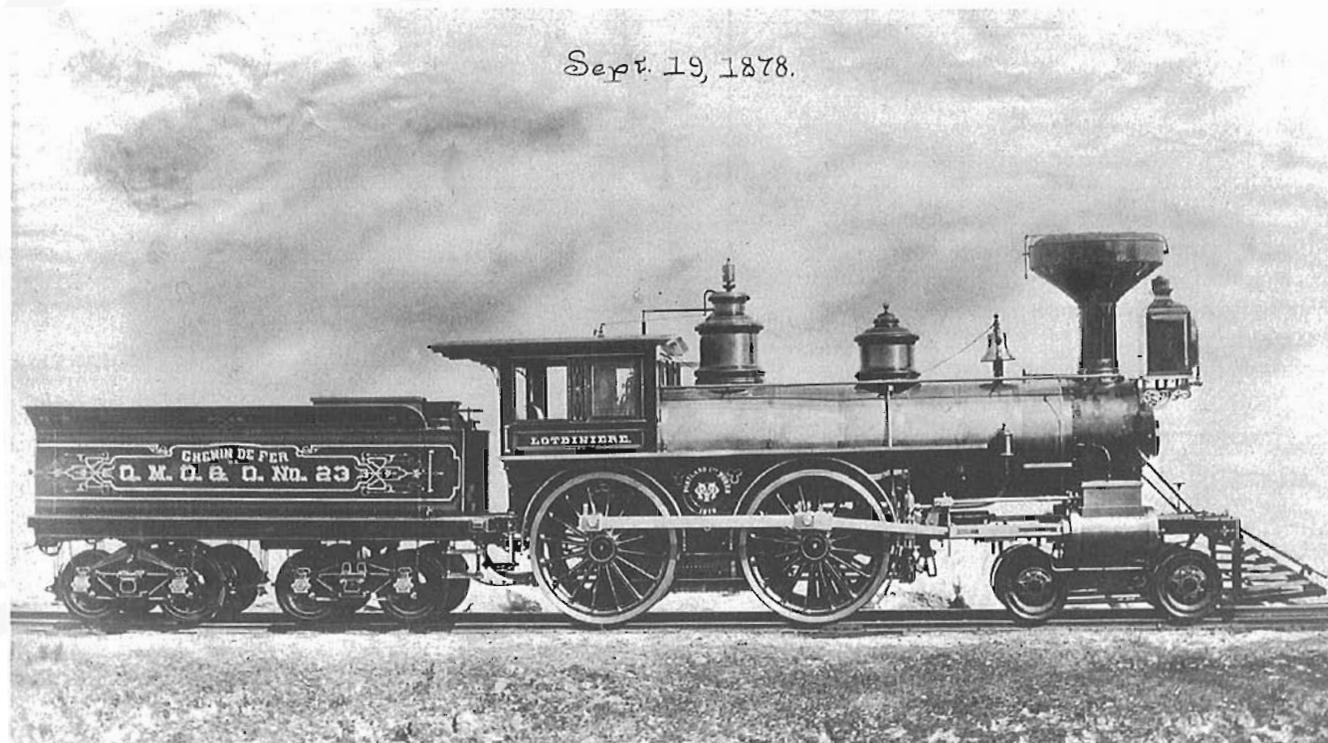
DISTRIBUTION: Joncas Postexperts Inc.



"Remember Old 80"

Les investissements du Gouvernement du Québec pour la construction de chemins de fer

par Richard Leclerc, Ph.D



QMO&O Locomotive No. 23, "Lotbiniere", built by Portland in 1878, photographed on September 19, 1878. National Archives of Canada, Photo C-2617.

Note: An English summary of this article will be found on page 39.

Les crédits budgétaires annuellement votés par le Parlement du Québec sont une des assises auxquelles sont intimement liés l'existence et le dynamisme des politiques publiques. La politique ferroviaire québécoise n'échappe pas à ce modèle, sachant que les équipements et la construction d'infrastructures de transport sur rail exigent des investissements colossaux. L'étude de l'enveloppe budgétaire consacrée à ces activités s'avère le premier exercice auquel on doit s'arrêter. Ces renseignements, classés sur une base régionale, favorisent une meilleure compréhension de la portée et de la distribution géographique des deniers publics destinés à ce secteur depuis 1867.

Pour limiter l'article aux seuls programmes ayant engendré des effets tangibles sur l'organisation territoriale québécoise, seuls les crédits votés pour l'établissement d'infrastructures de chemins de fer ont été retenus. Il est à signaler que les investissements en équipements de chemins de fer effectués par les sociétés d'état québécoises (p. ex. Sidbec) et leurs filiales dont la vocation première n'est pas d'être transporteur ferroviaire, ont subi un sort identique. Ces coûts

n'ont pas été comptabilisés pour deux raisons évidentes: premièrement, les documents budgétaires et les rapports annuels de ces entreprises ne permettent pas de désagréger les sommes qui pourraient être intégrées à la politique ferroviaire. Deuxièmement, le but de l'article étant de mesurer les conséquences de la politique dans les régions, il devenait douteux d'englober au budget global des fonds versés pour des biens qui ne sont pas susceptibles de générer des retombées régionales directes et d'ensemble.

La répartition régionale des dépenses publiques a été réalisée suivant leur localisation géographique, toujours en fonction des divisions et des régions de recensement correspondant chaque période de l'étude.

LES DEPENSES PUBLIQUES FERROVIAIRES

La part du budget gouvernemental affectée à la politique

L'analyse de la contribution gouvernementale à la politique ferroviaire se révèle un excellent indicateur de l'importance accordée à ce poste par les dirigeants québécois au fil des décennies, ce pourquoi cette approche fut retenue.

L'âge d'or du rail: 1867-1925

De l'étude préliminaire de la figure 1, il apparaît que l'apogée de la politique ferroviaire pour la période 1867-1925 fut atteint au cours de la décennie 1880, alors que le gouvernement octroya à plusieurs entreprises de chemins de fer plus de 18,7 M\$. Dans un contexte d'organisation du territoire québécois, une injection massive de fonds publics contribua entre 1875 et 1879 à orienter plus de quarante pour cent des dépenses du gouvernement vers ces projets.

La création du Québec, Montréal, Ottawa et Occidental en 1875, fruit de la nationalisation des chemins de fer Rive nord et Colonisation du nord de Montréal, absorba 51% des deniers alloués dans le cadre de la politique gouvernementale. Le parachèvement du QMOO devint une priorité que s'était imposée le gouvernement pour soutenir l'essor de la rive nord du fleuve Saint Laurent, et annihiler les effets du sous-investissement de l'état fédéral dans ce secteur.

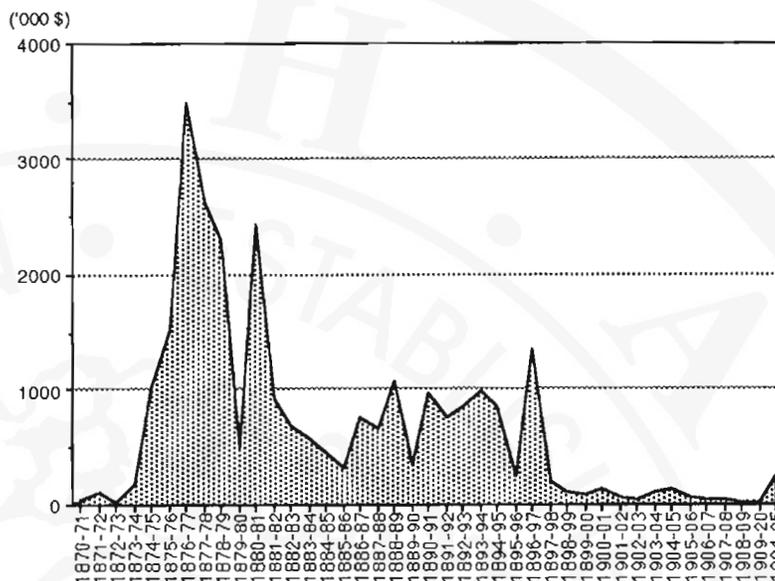
Sous un autre angle, l'étude des dépenses budgétaires suivant le *pro rata* de la population permet d'obtenir un ordre de grandeur relatif de l'importance qu'occupait la politique ferroviaire par rapport aux autres activités gouvernementales. Les comptes publics indiquent qu'au cours des années financières 1875-1876 et 1880-1881, les crédits alloués à la politique ferroviaire revenaient respectivement à 1,20\$ et 1,81\$ par citoyen. En contrepartie, les sommes octroyées au domaine de l'éducation durant ces deux périodes de référence ne s'élevaient qu'à 0,28\$ par citoyen québécois, tandis que la santé n'en recevait que 0,16\$ et 0,19\$. Quant à l'agriculture, un domaine pourtant privilégié par le discours idéologique de l'époque, elle n'en récoltait que 0,04\$ et 0,06\$.

Il est utile de rappeler qu'à cette époque l'idéologie qui motivait les actions du gouvernement du Québec coïncidait quasi parfaitement à celle que le capitalisme pur attribuait à l'état; soit de limiter son rôle à la gestion de la justice et des affaires courantes. Ce libéralisme correspondait avec la mainmise du pouvoir religieux sur les leviers de la vie sociale et culturelle du peuple québécois. Dans un tel contexte, il n'était pas étonnant de constater que la plupart des activités reliées à l'éducation, à la santé et à l'aide aux nécessiteux relevaient d'organisations privées à but non lucratif.

Les extraits gouvernementaux se bornaient généralement à la distribution discrétionnaire de subsides selon les besoins. Toutefois, le Québec étant un pays en formation, il se devait d'investir ponctuellement pour doter son aire de souveraineté des équipements et services indispensables à son développement national, ce qui amena les élus à déroger à certains principes intrinsèques à la doctrine du laisser-faire économique.

Malheureusement dans toute entreprise [le QMOO] de cette nature, surtout dans un nouveau pays comme le nôtre où les capitaux disponibles sont peu considérables, il était difficile de former une compagnie avec les moyens nécessaires pour la construction d'une ligne telle que celle que nous avons en vue, car le capital est sensible et il est impossible de l'attirer dans

Figure 1: ÉVOLUTION DES DÉPENSES FERROVIAIRES DU QUÉBEC, 1870-1930



Source: Comptes publics de la Province de Québec, 1870-1925.

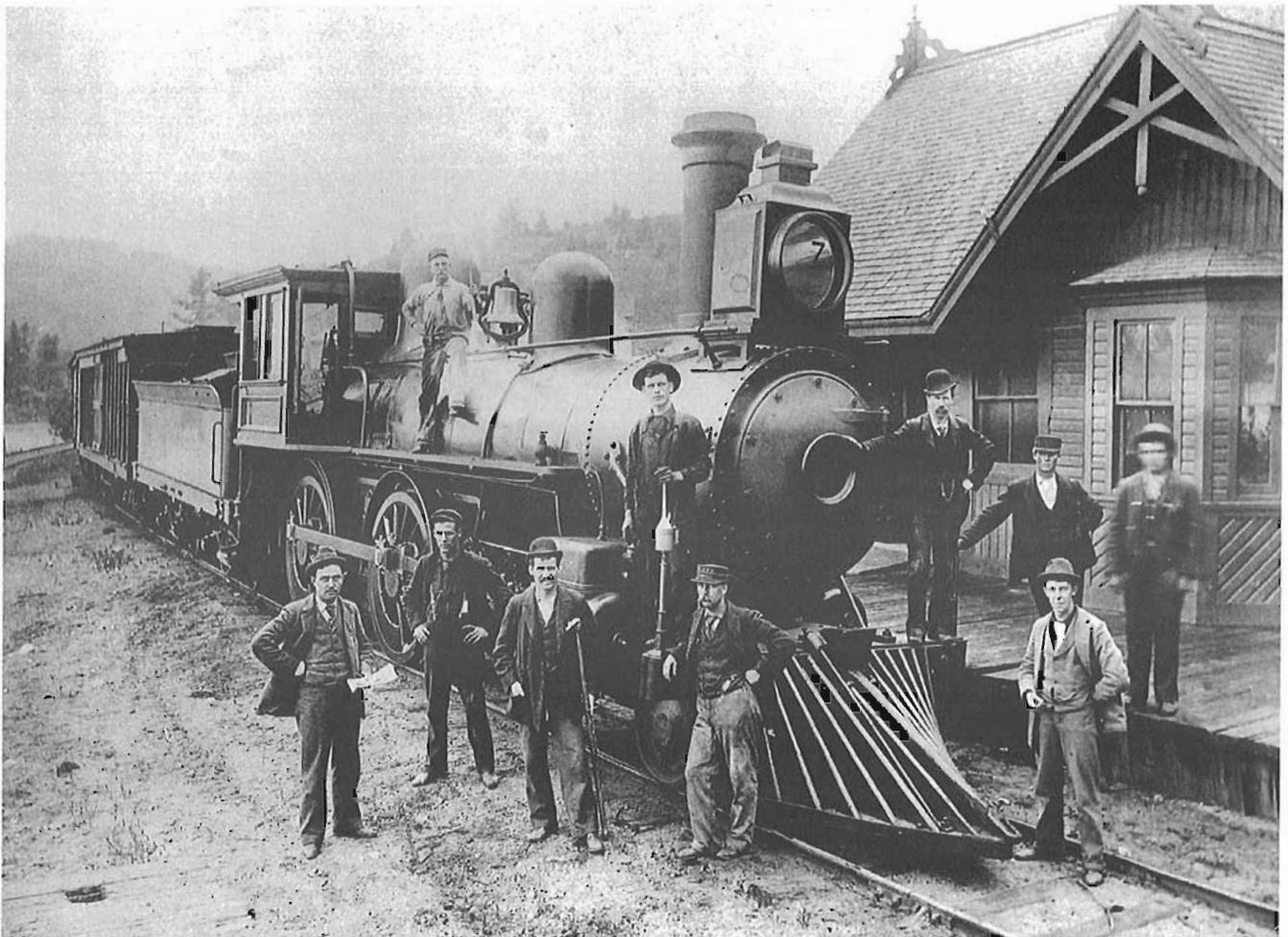
*une voie nouvelle ou il y a des doutes sur l'avantage du placement. L'idée d'une ligne du côté nord du Saint-Laurent fit naître bien des projets sur lesquels il est inutile d'insister. Je me contenterai de dire que plusieurs compagnies se succédèrent les unes aux autres sans avoir réussi à mener cette entreprise à bonne fin. [...] Le gouvernement d'alors voyant le succès qui avait jusqu'à cette époque couronné les efforts de l'entreprise privée et sentant que cette voie ferrée était devenue nécessaire pour les besoins de cette partie de notre province qui est située entre Québec et Ottawa, se décida à la construire aux frais de la province.*²

La transgression à cette philosophie économique fut de courte durée. L'expérience financière lamentable du Québec, Montréal, Ottawa et Occidental favorisa l'adoption d'une attitude très conservatrice en matière de dépenses publiques. Par son envergure, le QMOO fut une initiative qui a été l'exception confirmant la règle de la non-intervention dans les affaires économiques par le gouvernement québécois, et ce, pour plusieurs années.

Les différents programmes d'aide aux chemins de fer furent la résultante concrète des espoirs placés par les forces sociétales dans le développement économique du Québec, par le biais de la croissance du réseau ferroviaire québécois.

*A partir de la fin du dix-neuvième siècle, on peut souligner le contraste de l'histoire financière [du Québec] avec les périodes décennales de 1870 et 1880. Au cours de cette période, Québec porta beaucoup d'attention aux travaux qui semblaient nécessaires au développement du territoire qui borde le fleuve Saint-Laurent, et il s'ensuivit une politique positive d'aide aux chemins de fer.*³

Les compagnies de chemins de fer Québec et du Lac St-Jean et Québec Central sont d'excellents exemples de projets majeurs devant appuyer l'ouverture et l'essor économique de nouvelles régions. Après le QMOO, ce sont ces deux entreprises qui reçurent le plus d'attention des élus québécois. Elles ont obtenu respectivement plus de 2,4 M\$ et 1 M\$ en subsides.



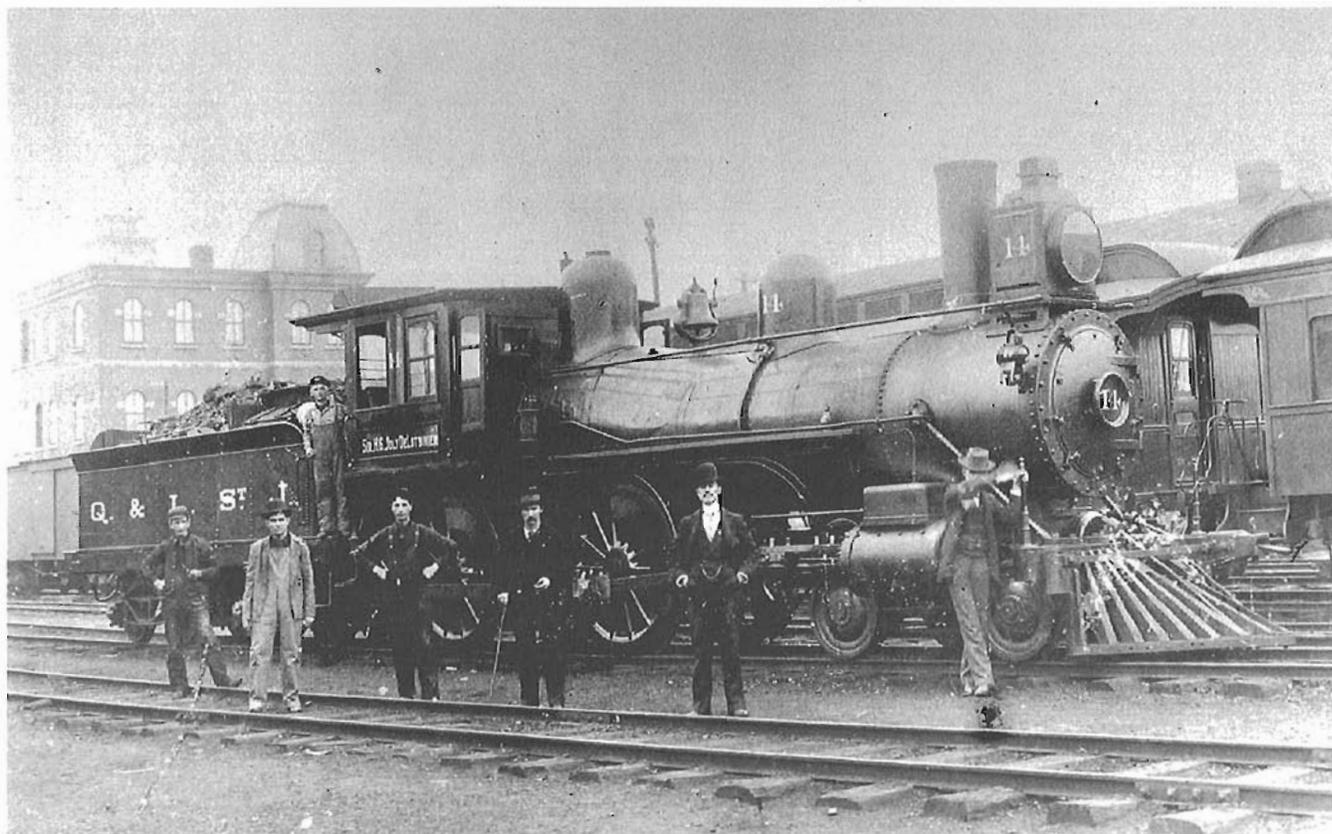
Quebec & Gatineau Valley Railway locomotive No. 7. National Archives of Canada, photo No. PA-164656.

C'est le Canadian Pacific qui bénéficia le plus des ouvrages subventionnés par le Québec. Les entreprises que la compagnie a acquises en sol québécois ont touché 70,4% (19 134 369,17\$) de ces octrois. Le Canadian National bénéficia, selon ce même principe, d'acquisitions de 7 833 765,84\$ (28,8%), tandis que le montant résiduel de 206 786\$ (moins d'un pour cent) alla à des entreprises ferroviaires régionales. C'est dire que 99,2% des deniers québécois investis dans l'aide aux chemins de fer a servi au développement du réseau continental, contribuant ainsi à l'intégration du Québec à l'union économique canadienne et aux marchés nord-américains.

Les sommes engagées pour des entreprises dont l'existence n'a jamais dépassé le statut de projets, ne furent pas incluses dans ce tout; néanmoins elles se chiffrent à 97 970,71\$. L'importance relative de ces fonds improductifs est imputable en grande partie à la faillite du Québec, Saguenay et Chibougamau. En 1929, ce chemin de fer avait obtenu une charte du Parlement québécois lui donnant le droit de relier la ville de Québec à Chibougamau (Nord du Québec), en passant par Dolbeau au Lac-Saint-Jean. Au cours des années 1930, l'entreprise fit banqueroute sans avoir réalisé son mandat, ce qui entraîna une perte nette de 75 000\$ pour le trésor québécois.

Lors de la seconde moitié du XIXe siècle, l'importance des investissements dans le secteur du transport ferroviaire fut inégale d'une décennie à une autre comme le démontre la figure 1. De 1874-1875 à 1896-1897, à l'exception de trois années, plus de 10% du budget total du gouvernement du Québec fut consacré aux chemins de fer. En antinomie, les périodes situées en amont et en aval mobilisèrent faiblement les énergies gouvernementales occupées à d'autres champs d'intérêts. Pendant ces trois décennies, l'effort du Québec a été gigantesque, bien que ses revenus budgétaires étaient restreints à la perception de taxes directes, à la vente et au produit de l'exploitation forestière des terres publiques ainsi qu'aux transferts statutaires du gouvernement fédéral⁴.

En 1869, soixante pour cent des revenus budgétaires du Québec provenaient des transferts de l'état canadien. Le produit tiré des terres de la Couronne rapportait 24% tandis que les taxes directes et les revenus divers en constituaient seize pour cent⁵. Toutefois, ces sources de financement n'étaient guère suffisantes pour concrétiser les priorités québécoises. Les prescriptions de la Loi constitutionnelle de 1867 limitaient sérieusement le pouvoir fiscal des états fédérés. Elles leur excluaient le privilège de prélever toutes taxes indirectes (p. ex. droits de douanes), compétence alors très lucrative qui était



Quebec & Lake St. John Railway locomotive No. 14.

National Archives of Canada, photo No. PA-165576.



Lake Edward (now Lac Edouard) station on the Quebec & Lake St. John Railway.

National Archives of Canada, Photo No. PA-144180.

réservée à l'autorité centrale. Au XIX^e siècle, la capacité financière du Québec se comparait remarquablement à celui d'un gros gouvernement municipal.

Dans l'intention de mener à bien sa politique ferroviaire et de satisfaire les demandes issues des forces sociétales, le gouvernement dut élargir son assiette fiscale en prélevant de nouvelles taxes ⁶. Une telle solution n'étant pas rentable au

point de vue électoral et ne permettant point de combler la totalité des appétences du Québec, des emprunts sur les marchés financiers européens et nord-américains durent être effectués. Ce choix engendra de sérieuses conséquences sur la dette, ce qui handicapa la santé financière du Québec pendant plusieurs années. Malgré ces séquelles, il faut souligner que l'emprunt de ces capitaux à des banques états-uniennes et françaises, fut une des premières activités de l'état québécois sur l'échiquier international, laquelle favorisa même un rapprochement avec la mère-patrie⁷.

[Le Québec] emprunte \$4 millions à Londres en 1874, \$3 millions à New-York en 1878 et \$8 millions à Paris de 1880 à 1891. A partir de 1873, la politique ferroviaire introduit un déséquilibre budgétaire qui, jusqu'à la fin du siècle, pèse lourd dans la vie politique du Québec.⁸

La part consacrée au service de la dette augmenta radicalement dans la première moitié de la décennie 1870. Ce phénomène s'explique par le fait que les revenus n'ont pas progressé dans une proportion semblable à ceux des débits. Dès lors, l'endettement du gouvernement accaparait 23% de ses dépenses budgétaires tandis qu'au début du XXe siècle, ce poste en grevait un tiers en raison des emprunts temporaires et à long terme que l'état québécois réalisa en vue de soutenir sa coûteuse politique ferroviaire. Le tableau 1 démontre que les années où le gouvernement effectua ces opérations coïncident avec les années les plus intenses des programmes d'aide aux chemins de fer.

Progressivement, le Québec dut se tourner vers de nouveaux revenus dans l'intention de réduire les déficits engendrés notamment par l'intérêt sur le capital devant être versé à ses créanciers. Dans ce contexte, un impôt sur les profits des compagnies est institué en 1882. Ces mesures ne résolurent pas entièrement la conjoncture financière du Québec, sachant que la part budgétaire du service de la dette augmentait et que la crise économique mondiale, qui s'étendit de 1873 à 1879, amplifia le déséquilibre existant entre les revenus et les dépenses.

Placés en relation avec l'allégeance politique des gouvernements qui se sont succédés pour veiller aux destinées de l'état québécois entre 1867 à 1910, il ressort que c'est sous le Parti conservateur, qui a assumé presque sans interruption pendant plus d'un quart de siècle la direction de la nation française d'Amérique, que les subsides ferroviaires furent les plus généreux (tableau 2).

| Années | Emprunts à long terme | Emprunts temporaires |
|--------|-----------------------|----------------------|
| 1874 | 3 893 333,34\$ | |
| 1876 | 4 185 333,33\$ | |
| 1878 | 3 000 000,00\$ | 800 000,00\$ |
| 1879 | | 1 918 125,00\$ |
| 1880 | 4 275 853,34\$ | 1 050 000,00\$ |
| 1881 | | 500 000,00\$ |
| 1882 | 3 499 833,33\$ | 1 206 849,20\$ |
| 1884 | | 400 000,00\$ |
| 1885 | | 500 000,00\$ |

Source: STEWART, Michel (1983) *Le Québec, Montréal, Ottawa & Occidental: Une entreprise d'État*. Sainte-Foy: Université Laval, Département d'histoire, Thèse de doctorat, p. 63.

A l'exception de l'ère Mercier (1887-1891) où la fièvre des chemins de fer connut une nouvelle vitalité, le Parti libéral n'a jamais été bienveillant envers la politique ferroviaire québécoise. Il est à supposer que ce sentiment était le reflet d'une réaction partisane mal camouflée envers une politique développée par des opposants politiques. Toutefois, des facteurs plus rationnels ont également guidé cette attitude.

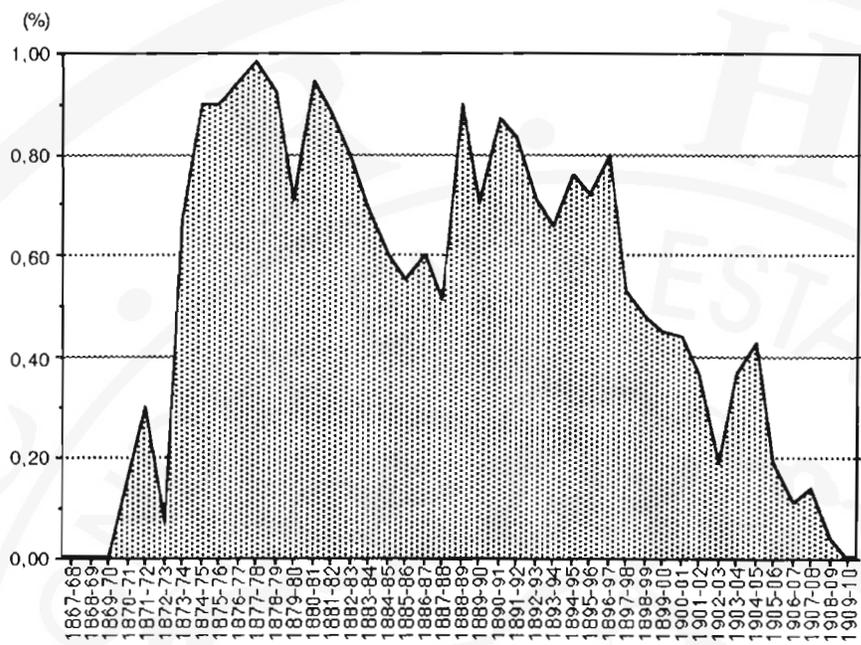
La fin des programmes d'aide coïncida avec l'élection du gouvernement libéral de Félix-Gabriel Marchand (1832-1900) qui entra en fonction en mai 1897. Tandis que sous le dernier gouvernement conservateur, la part des dépenses en rapport avec le total des dépenses budgétaires octroyées à ce programme, s'établissait à 22%, l'année suivante cette contribution décrua à 4% alors qu'elle ne comptait plus que pour moins d'un pour cent en 1909-1910. Dans la continuité des mesures de rationalisation entreprises par le gouvernement conservateur (1892-1896) de Louis-Olivier Taillon (1840-1923), les nouveaux élus souhaitaient assainir les finances du Québec par la fin des emprunts monétaires. Ces finances avaient été sérieusement affaiblies lors de ces années particulièrement onéreuses pour le trésor public.

Durant la période 1870 à 1908, les crédits budgétaires du ministère des Travaux publics étaient destinés pour une large part au transport sur rail. Les priorités de dépenses de ce ministère en font un véritable organisme dévoué à la cause

| Années financières | Allégeances politiques | Subsides alloués |
|--------------------|---------------------------|------------------------------|
| 1867-1878 | Parti conservateur | 8 960 200 \$ (32,9%) |
| 1878-1880 | Parti libéral | 2 805 239 \$ (10,3%) |
| 1880-1887 | Parti conservateur | 6 113 770 \$ (22,5%) |
| 1887-1892 | Parti libéral | 3 788 928 \$ (13,9%) |
| 1892-1896 | Parti conservateur | 2 930 588 \$ (10,8%) |
| 1896-1930 | Parti libéral | 2 621 483 \$ (9,6%) |
| Total | Parti conservateur | 18 004 558 \$ (66,2%) |
| | Parti libéral | 9 215 650 \$ (33,8%) |
| | | 27 220 208 \$ |

Source: Comptes publics de la Province de Québec, 1870-1930.

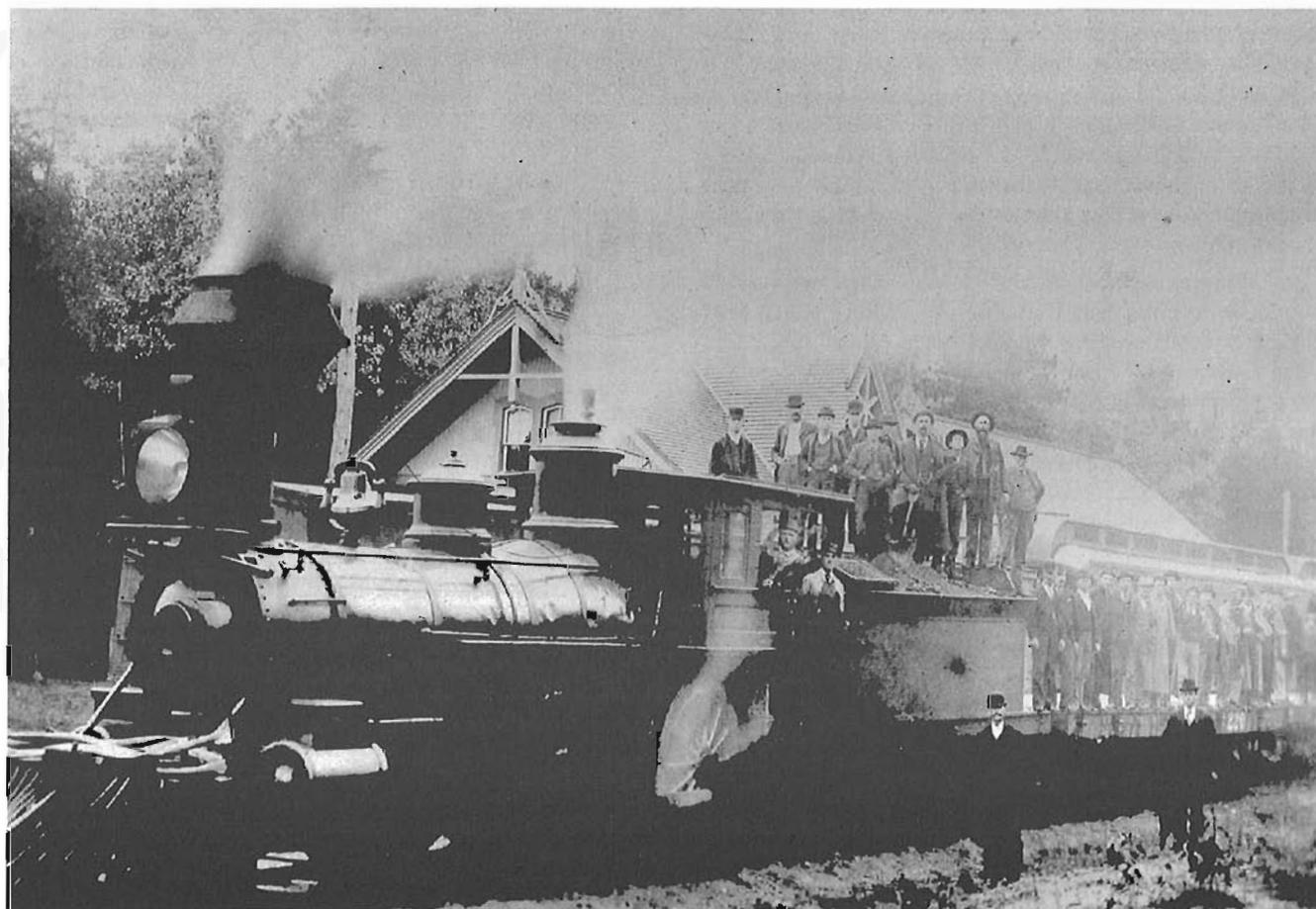
Figure 2: PART DES DÉPENSES FERROVIAIRES DANS LE BUDGET DES TRAVAUX PUBLICS, 1867-1910



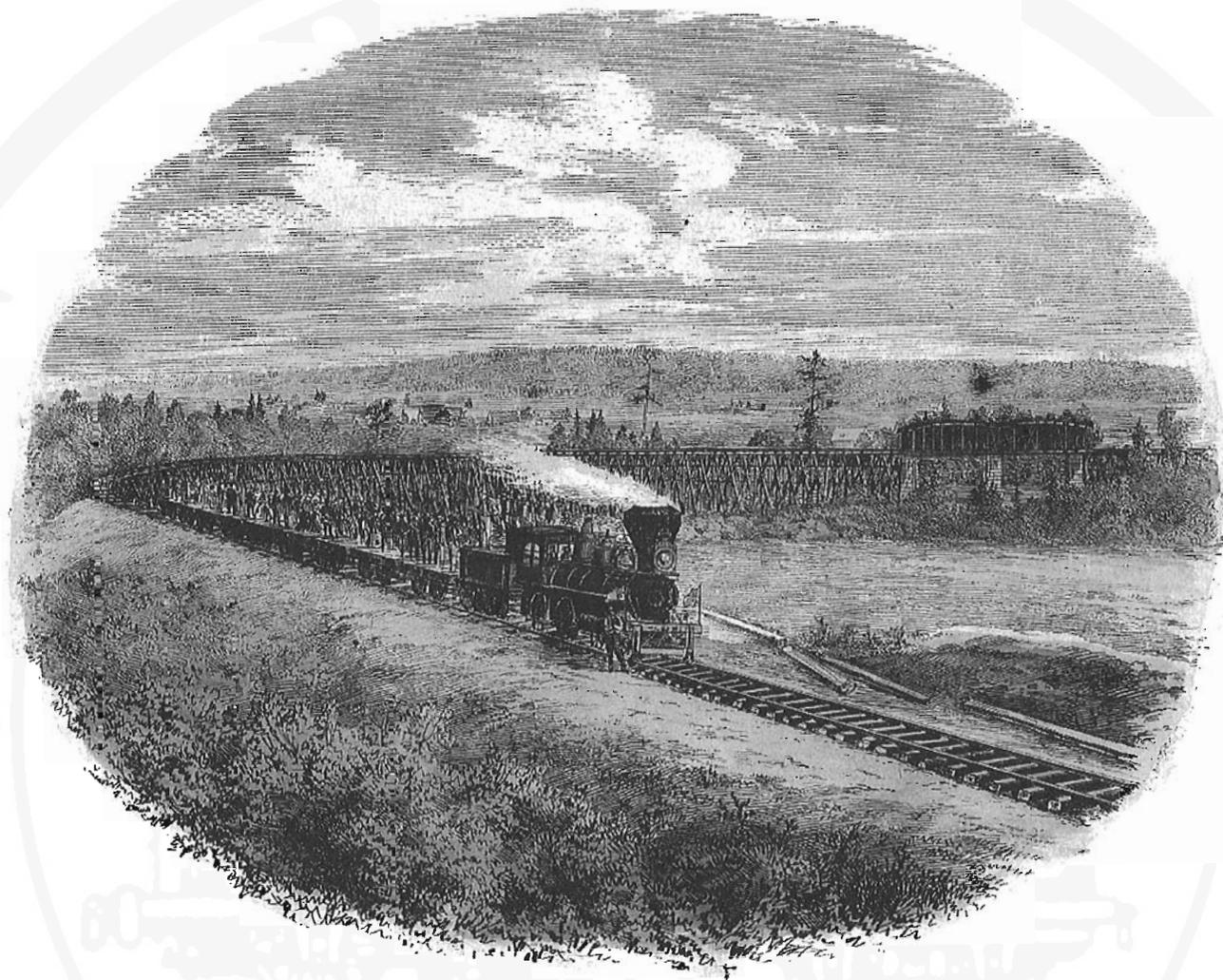
Source: Comptes publics de la Province de Québec, 1870-1925.

ferroviaire, et ce dès les premières années de la Fédération. A partir de cette époque et jusqu'en 1908, au moins dix pour cent du budget annuel de ce ministère était imparti à la construction de chemins de fer. En 1877-1878, au coeur de la période où la politique ferroviaire a atteint son paroxysme, 98% du budget alloué au ministère des Travaux publics était absorbé dans ce secteur (figure 2).

Après 1911, le gouvernement du Québec éprouvé par sa sombre expérience ne versa que de façon sporadique des subsides aux entreprises ferroviaires. Dans la décennie 1920, dans la région d'Abitibi, le Canadian National obtint 250,000\$ pour l'établissement d'un embranchement reliant Rouyn à une jonction avec le chemin de fer Transcontinental



Pontiac & Pacific Junction Railway (later part of the CPR) locomotive No. 3. National Archives of Canada, photo No. C-6321.



PONT SUR LA RIVIÈRE JACQUES CARTIER, CHEMIN À LISSES GOSFORD.

localisée à proximité du village de Taschereau. Il se désengagea du secteur ferroviaire laissant une place prépondérante à l'état fédéral qui s'était ingéré progressivement dans son champ de compétence.

Dans le courant de la Révolution tranquille, le Québec inaugura au début de la décennie 1970 une nouvelle politique des transports qui consacrait le rôle de cet instrument de développement. En comparaison à la position occupée par le transport ferroviaire dans les périodes budgétaires gouvernementales du XIXe siècle, la place appropriée par ce mode de déplacement est modeste et ne vise guère à combler des aspirations et des objectifs similaires.

La distribution géographique de l'aide financière

Le profil général des ressources financières imparties au transport ferroviaire ayant été présenté, il faut maintenant aborder la répartition géographique de ces extrants. Cette analyse spatiale a pour objectif de recenser les régions ayant bénéficié de la générosité gouvernementale et d'en déduire certaines remarques préliminaires.

Au cours de la période 1867-1930, l'aide financière aux chemins de fer a été canalisée principalement sur la rive nord du fleuve Saint-Laurent. Soixante-trois pour cent des subsides votés par le Parlement dans le cadre de ces programmes ont été répartis entre quinze divisions de recensement: Argenteuil (5%), Berthier (moins de 1%), Champlain (6%), Deux-Montagnes (5%), Hull (5%), Ile-de-Jésus (5%), Ile-de-Montréal (5%), Joliette (1%), L'Assomption (moins de 1%), Maskinongé (moins de 1%), Papineau (5%), Portneuf (7%), Québec (7%), Saint-Maurice (5%) et Terrebonne (6%).

Si ces données sont agrégées en fonction des régions de recensement, il devient évident que près de la moitié de ces subsides a servi à la construction de chemins de fer situés à l'intérieur des limites administratives de la grande région de Montréal (43%). Quant au solde de ces contributions, il a été dispersé entre les régions de Québec (23%), de la Mauricie (18%) et de l'Outaouais (16%).

Toutefois, cet état de la situation ne s'avère guère exhaustif sachant qu'il exclut l'ensemble des régions n'ayant pas obtenu au moins cinq pour cent du total de cette aide. Il

serait maintenant intéressant d'analyser globalement la distribution spatiale de ces deniers. Cette approche va appuyer l'identification des investissements publics consacrés au transport ferroviaire pour chaque région. Cela aidera à recenser les zones prioritaires d'aménagement du territoire et de développement économique vers lesquelles le gouvernement du Québec a orienté ses ressources financières.

C'est toujours la région de Montréal qui domine le palmarès en s'arrogeant 35,4% des subsides. Lorsque ce chiffre est ventilé suivant les trois sous-régions de la métropole québécoise, la Rive Nord détient le haut du pavé en s'accaparant 17,4% de ces crédits, suivie par Montréal-Centre avec 9,4%, alors que la Rive Sud ferme la marche avec 8,6%. Ces résultats attestent l'intérêt marqué pour l'essor de la partie nord de cette zone alors faiblement densifiée.

La région de Québec se classe au second rang avec 19,7%, l'Outaouais au troisième avec 14,6% et la Mauricie-Bois-Francs en quatrième position avec 12,1%. Les régions situées à la périphérie de ces territoires n'obtiennent que 18,2% du gâteau ferroviaire. L'Est du Québec ouvre la voie avec 5,2%, suivi par le Saguenay-Lac-Saint-Jean (4,5%), l'Estrie (4,3%), l'Abitibi-Témiscamingue (4,2%) et, finalement, la Côte-Nord qui ne récolta aucune subvention au cours de la période 1867-1930.

Entre 1867 et 1880, l'apport gouvernemental s'est canalisé sur la rive sud au sein des divisions de recensement situées entre la frontière états-unienne (sud) et le comté de Montmagny. Plus à l'est, Bonaventure constitue l'exception en ayant bénéficié de subsides pour la construction du chemin de fer Baie des Chaleurs. Quant à la rive nord, les divisions qui ont tiré avantage de la politique ferroviaire sont celles localisées entre les comtés de Pontiac et de Québec dont une grande part est redevable au QMOO. Quant au Saguenay-Lac-Saint-Jean il ne fut pas épargné grâce aux généreux subsides donnés au chemin de fer de Québec et du Lac St-Jean.

La décennie 1880 fut l'objet d'une nouvelle vague de subsides. La plupart de ces deniers ont été distribués dans les régions de recensement ayant déjà profité des retombées de la politique gouvernementale. Il est plausible de croire que ces nouveaux transferts visaient à parachever et à densifier le réseau ferroviaire des régions ayant déjà reçu de tels octrois. Le programme d'aide a également favorisé l'extension du chemin de fer vers de nouvelles régions de colonisation; le Témiscamingue, Rivière-du-Loup et le Témiscouata.

Finalement, la phase finale de la première politique s'étendit de 1891 à 1930. Tout comme pour la période précédente il est perceptible de constater la consolidation des subventions à l'intérieur des territoires déjà privilégiés. De plus, il devient évident que la distribution des subventions se polarise entre la région de Montréal et l'Abitibi-Témiscamingue. C'est une réalité qui reflète admirablement la volonté politique d'appuyer le développement industriel de l'agglomération montréalaise par la consolidation de son réseau ferroviaire et d'autre part, d'assurer un accès à une région ressource.

CONCLUSION

L'analyse spatiale qui vient d'être effectuée repose avant tout sur des régions aux frontières immatérielles dont le découpage relève plus de prérogatives découlant de raisons

politico-administratives que naturelles. En utilisant le fleuve comme barrière géographique et axe de répartition des dépenses ferroviaires québécoises, il en ressort qu'il existe un déséquilibre des contributions gouvernementales entre les deux contrées. Tandis que 74,4% de cet argent a été distribué sur la rive nord, les régions situées sur la rive opposée n'en retirèrent qu'un quart.

Ces faits sont une preuve explicite de l'importance qu'accordaient les dirigeants politiques du Québec à la volonté collective de stimuler la poussée des fronts pionniers vers les régions localisées au nord du fleuve Saint-Laurent. Une telle réalité corrobore l'enthousiasme marqué de plusieurs personnes quant au développement du nord québécois². Il est donc aisé de poser l'hypothèse que les demandes et l'influence des forces sociétales ne sont pas étrangères à la concentration géographique des investissements du gouvernement du Québec, sachant que le discours idéologique alors en vigueur privilégiait la création de fronts pionniers nordiques.

Après une abstention de près d'un demi-siècle, le gouvernement du Québec a ramené à son ordre du jour dès les années 1970, ses incursions dans le transport sur rail. Cette politique ferroviaire de deuxième génération diffère radicalement de la première, sachant que l'aide financière du ministère des Transports s'est limitée au transport urbain tout en se concentrant géographiquement à la région de Montréal. De 1971 à 1990, le gouvernement du Québec est intervenu dans quatre régions de recensement: la Côte-Nord, l'Est du Québec, les Bois-Francs et Montréal. L'étude des postes budgétaires du ministère des Transports démontre que la région de Montréal s'est accaparé 98% de ces deniers publics pour les trains de banlieue et le métro. Les autres zones se partageaient les deux pour cent restants, principalement destinés au transport ferroviaire des marchandises.

Il faut retenir de cet article l'importance qu'a toujours occupé, chez les élus québécois, la région de Montréal, alors qu'elle a récolté de tout temps une part appréciable des subsides disponibles aux chemins de fer. Cette situation n'est pas incohérente sachant que depuis la fin du XIXe siècle cette région est le centre névralgique sur lequel s'appuie le développement économique du Québec. Toutefois, certaines régions comme le Saguenay-Lac-Saint-Jean auraient mérité une meilleure desserte ferroviaire avec le reste du continent pour appuyer leur essor.

NOTES

1 GOW, James (1986) Histoire de l'administration publique québécoise 1867-1970. Montréal: Presses de l'Université de Montréal. Calculé à partir des données fournies en page 26.

2 Débats de l'Assemblée Législative. Joseph Shehyn, 6 mai 1884, pp. 962-963.

3 BATES, Stewart (1939) Histoire financière des gouvernements canadiens. Ottawa: Commission royale des relations entre le Dominion et les provinces. p. 151.

4 Les subsides fédéraux octroyés au *pro rata* de la population constituèrent, jusqu'à la fin du XIXe siècle, une source importante de revenus pour contrebalancer la carence des entrées de fonds des états fédérés. La contribution du gouvernement du Canada s'établissait suivant le recensement de la population. Pour chaque citoyen résidant dans une

province au moment du dénombrement décennal, chaque état fédéré recevait 0,80\$.

5 BATES, Stewart (1939) *Op.cit.*, p. 153.

6 Au cours de l'année 1875, le trésorier de la province Joseph Gibb Robertson annonce à la Chambre qu'elle devra adopter trois lois afin de lui donner le pouvoir d'imposition d'une taxe sur la vente des permis d'alcool, une taxe aux compagnies d'assurances et certains frais administratifs imposés par les cours québécoises.

7 HAMELIN, Jean (1968) Québec et le monde extérieur 1867-1967. -In: QUEBEC. Bureau de la statistique du Québec. *Annuaire du Québec 1968-1969*. Québec: Editeur officiel du Québec. pp. 14-15.

8 HAMELIN, Jean et ROBY, Yves (1971) *Histoire économique du Québec 1851-1896*. Montréal: Fides. p. 132.

9 La conception du nord québécois, quant à son étendue et à la localisation de ses limites géographiques, a évolué au fil des générations. A la fin du XIXe siècle lorsque la plupart des promoteurs de la colonisation parlaient du nord, ils réfèrent aux régions situées dans les Plateaux Laurentiens, plus spécialement ceux de l'arrière-pays de Montréal. La présence de fronts pionniers dans le nord montréalais et l'intégration au territoire québécois de l'Ungava en 1912 ont contribué à élargir cette notion, notamment vers l'Abitibi-Témiscamingue. Actuellement cette idée correspond à la région Nord-du-Québec qui s'étend entre le 49e et le 62e parallèle. Pour de plus amples renseignements quant à la transformation de la notion géographique du nord québécois, il est recommandé de consulter l'ouvrage du géographe Christian Morissonneau (1978) intitulé *La Terre Promise: Le mythe du Nord québécois*.

English Summary of the Foregoing Article

by Douglas N W Smith

Quebec Government Investment in Railway Construction

During the last quarter of the nineteenth century, the Quebec government invested heavily in the construction of new railways. The provincial government's railway policy was based upon two considerations. The first goal as manifested by the Quebec, Montreal, Ottawa & Occidental Railway (QMO&O) was to join the principal centres of population with a trans-Quebec railway. The second goal was to open hinterland areas to colonization as many Quebecers were migrating to the United States in search of jobs as the supply of agricultural land near waterways and railways was exhausted.

The period between 1874 and 1884 saw the province spend the most on railway subsidies. The "railway fever" which gripped the provincial politicians was manifested in the construction of the QMO&O. Between 1874 and 1881, the province poured \$13 million into this line which linked Quebec, Trois-Rivieres, Montreal and Hull. This represents over 70% of the total amount of provincial subsidy payments paid to all railways from 1867 to 1925.

The QMO&O started as a private corporation but when it could not make progress, the provincial government took it over. By the time the railway was completed in 1881, the provincial government faced financial ruin. Salvation lay in the sale of the railway, but the sale netted only \$8 million.

Other railways which received substantial support from the government during this period were the Quebec Central Railway and its predecessors the Sherbrooke, Eastern Townships & Kennebec Railway, the Levis & Kennebec Railway and the Quebec & Lake St. John Railway.

The revenue sources available to the provincial government were severely circumscribed as it was prohibited at this time from raising money by direct taxation. In 1869, 69% of the revenues of the Quebec government were from

transfer payments from the Dominion government. The bulk of the remainder came from Crown land leases and a smaller amount from miscellaneous sources. As the financial requirements of its railway policy outstripped its revenues, the provincial government had to borrow heavily from foreign markets. Between 1874 and 1885, Quebec floated \$18.8 million in long term and \$6.3 million in short term loans.

The flirtation with the railway was a heavy drain on the provincial treasury. Calculating the government's spending on a per capita basis for the fiscal year 1880-1881, railway subsidies amounted to \$1.81 for every person in the province. At the same time, per capita spending on education, health and agriculture was only 28 cents, 19 cents and 6 cents respectively.

By the end of the century, the provincial government was withdrawing from railway subsidies. Whereas between 1867 and 1896, Quebec had provided a total of \$24.6 million (an average of \$800,000 per year), it only provided \$2.6 million for the next 35 years (an average of less than \$75,000). The subsidies were administered by the Department of Public Works (DPW). As shown in Figure 2, they accounted for over half of DPW's spending from 1874 through to the turn of the century. Fiscal year 1877-1878 was the peak year for spending on railways. That year 98% of DPW's budget was spent on railway subsidies.

Assessed upon a geographic basis, over 80% of the subsidies were spent on railways serving Montreal and points north of the St Lawrence and east of the Ottawa Rivers.

By 1930, provincial government subsidies for construction ceased. It was not until the 1980s that the province again began subsidizing railways. This time the expenditures were for the operation and upgrading of commuter trains in the Montreal region.



The McArthur Building 1909-1987

By Geoffrey A. Lester

Much has been written on stations (depots) and hotels owned and operated by the various railway companies. Neglected, however, have been references to other buildings associated with the railways which this essay attempts to redress by recalling one such building, the McArthur Building at #207-211 Portage Avenue (corner of Portage and Main) in Winnipeg, Manitoba. Built in 1909 and demolished in 1987, this twelve storey building was erected at the behest of J. D. McArthur, designed by the well-regarded Winnipeg architect J.H.G. Russell, and constructed by the Carter, Halls, Aldinger Company, to be used for mercantile and commercial offices.

J.D. McArthur, with his home and headquarters in Winnipeg, was a well-known and highly regarded railway contractor and businessman. Born in 1853 in Lancaster, Ontario, he came west in 1879, engaging in the contracting business of supplying ties to the Manitoba and North-Western Railway¹. Graduating to larger railway contracts, he built a number of lines for the major companies-Canadian Pacific, Canadian Northern and National Transcontinental (GTPR). But Mr. McArthur is best remembered as the owner, builder and operator of three lines in Alberta - the Edmonton, Dunvegan and British Columbia, the Central Canada, and the Alberta and Great Waterways - which in 1929, along with the Pembina Valley, became the Northern Alberta Railways. For Manitobans his notable contribution was as the general contractor for the Hudson Bay Railway at its initiation, a line which eventually reached the port of Churchill, this giving an alternative outlet for grain from the prairies to markets in Europe.

J.H.G. Russell was born in Toronto in 1862, and received his education in that city, which eventually resulted in his becoming a professional architect.² Moving west to Winnipeg in 1882, he soon practised elsewhere, mostly in the west. From 1886 to 1893 he worked in the United States - Sioux City, Chicago, Spokane, and Tacoma - at which time he returned to Winnipeg.³ Mr. Russell was instrumental in the formation of the Manitoba Association of Architects (1906) and was twice its president.⁴ He was responsible for various types of buildings - domestic, commercial and religious, examples of which would include the McArthur residence, Central Park Apartments, the Ashdown Hardware Company and Augustine Presbyterian Church, where, incidentally, there is a stained glass window to the memory of J.D. McArthur.

The contractor for the McArthur Building, Carter, Halls, Aldinger were engaged across Western Canada as "...builders of railroad and public work, steel construction and fireproof buildings."⁵ The company was incorporated in 1907 with William H. Carter as President and General Manager and A.H. Aldinger, C.E., as Vice-President. Both men came from the United States where they had been educated and gained experience in civic and railway construction.⁶ (Halls may refer to E.E. Hall, a banker from the United States, who eventually



The building permit, dated June 12, 1909, for the construction of the McArthur Building. Note the City of Winnipeg tax stamps. City of Winnipeg Archives.

established himself in Winnipeg, and founded the Hall Company - a financial, real estate, and investment house.⁷) The railway construction projects of Carter, Halls, Aldinger included Grand Trunk Pacific roundhouses at Watrous, Biggar, Wainwright, Edmonton, and Westfort; the Canadian National Station in Vancouver; and the Canadian Pacific Station at Moose Jaw.⁸

The McArthur Building occupied a trapezoidal shaped site, a "portion of river lots originating in the first surveys in 1860."⁹ In order to offset the shortage of land and the increase in the cost of land in the central business district, it was necessary to increase the height of buildings and thus provide more office space.¹⁰ But with this increase in height came the problems of fire control and high-wind pressure, especially at the corner of Portage and Main.¹¹ The answer to these problems was to

OPPOSITE PAGE: The McArthur Building as it appeared about 1910, when it was new. Provincial Archives of Manitoba, photo No. N1487.

construct buildings of steel and reinforced concrete, suitably braced to withstand a wind pressure of 30 pounds per square foot, and with interior fire proof partitioning.¹² As to fire protection, V.H.G. Russell wrote a letter to E.H. Rodgers, a building inspector:

It is our intention to put in pressure tanks, air compressors and pumps in the basement, also a well, which will be in addition to the four inch City water service, and we will provide for special fire protection in the portion of the building over the one hundred and twenty feet, provided for in the Building By-laws, it is also the intention to put a standpipe up through the building with a hose in each floor.¹³

Describing the McArthur Building the Winnipeg Historical Buildings Committee report states:

Although J.H.G. Russell had considerable experience with steel frame construction, he opted for a conservative approach...while the interior steel skeleton bore the load of the building; the façade was treated as if it were a masonry wall. Although the central portion of the façade was quite simple in design, the base had a heavy pediment over the doorway beneath four piers of channelled terra cotta. The top floor featured squat Corinthian columns, a richly ornamented cornice and a balcony supported by scroll brackets. As if to highlight this veneer, the side and rear elevations were finished in plain brick. The effect of the main façade was attractive and distinctive.¹⁴

The estimated cost of the building (exclusive of the lot) was \$400,000, but the final cost was between \$501,654 and \$512,420.¹⁵ Estimated quantities of some materials were 1,499,000 bricks, 26,350 Superficial square yards of plaster and 805 cubic yards of concrete.¹⁶

The McArthur Building was sold to the Childs Restaurant Company in 1921 but the name was not changed until 1948.¹⁷ As Val Werier wrote of Childs, "For decades it was the place to gather for coffee, and after-theatre talk and dinner."¹⁸ Renovations were made over the years, some quite extensive, and in 1981 the balcony and cornice were removed as being structurally unsound.¹⁹

Canadian Pacific's Marathon Realty obtained ownership of the north-west corner of Portage and Main, which also included the Nanton Building. As Werier reported in his article in the Winnipeg Free Press:

In anticipation of opposition to removal of these buildings, Marathon and the Toronto-Dominion Bank arranged an unusual agreement with the city on December 20, 1976.

The agreement states that the city must not include these buildings in any conservation list 'for reasons of alleged architectural or historical interest.' If the city does so list these buildings within 20 years of the agreement, then the city must reimburse the \$400,000 that Marathon and Toronto-Dominion contributed for the (Portage and Main) underground concourse connection.²⁰

Though the land changed hands the City of Winnipeg did not exempt these buildings as being of historical importance and worthy of being conserved. Thus, the McArthur Building was dismantled and by July 6, 1987 only a vacant lot remained.²¹

SIC TRANSIT GLORIA MUNDI

(So does all the glory of the world pass away).

BIBLIOGRAPHY

City of Winnipeg, Office of Inspector of Buildings. Detailed Statement of Specifications for New Building, No. 1058, June 12, 1909.

McRae, W. editor, *Pioneers and Prominent People of Manitoba*, Canadian Publicity Co., Winnipeg, 1925.

Report of the City of Winnipeg Historical Buildings Committee, 1981 *The Year Past*,

Newspapers: Winnipeg Free Press, Winnipeg Tribune.

Royal Architectural Institute of Canada Journal, No. XXIII, March 1946.

Saunders, Ivan J., R.R. Rostecki, and S. Carrington, *Early building in Winnipeg*, Ottawa, Parks Canada, Department of Indian and Northern Affairs, 1974-1977. (Manuscript report; November 389).

Schofield, Frank, *The Story of Manitoba*, Volume 2, Winnipeg, S.J. Clarke Publishing Co., 1913.

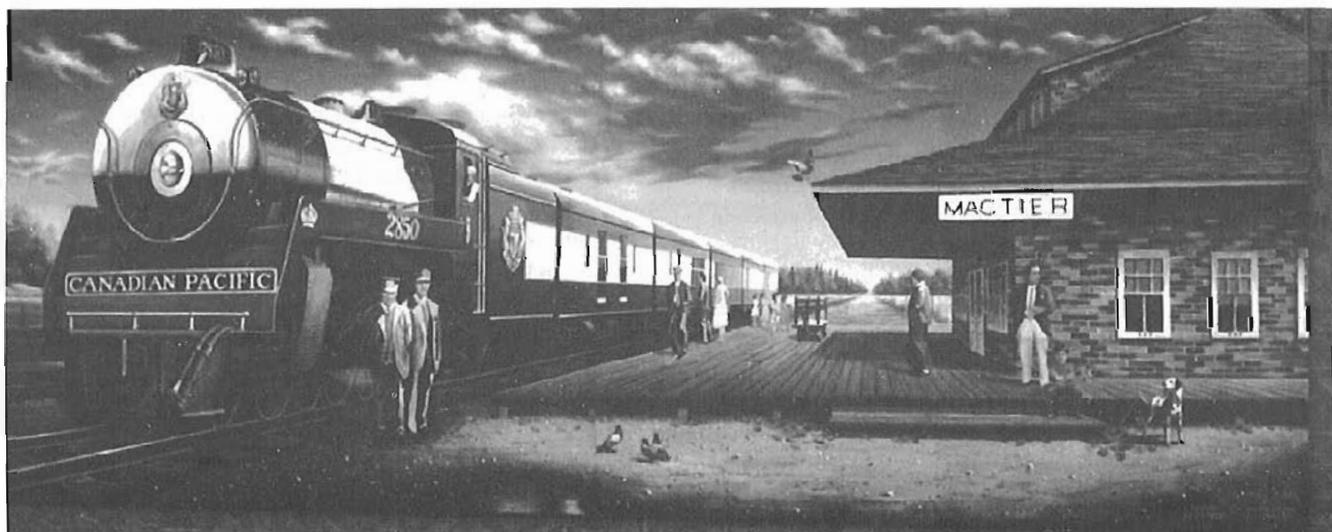
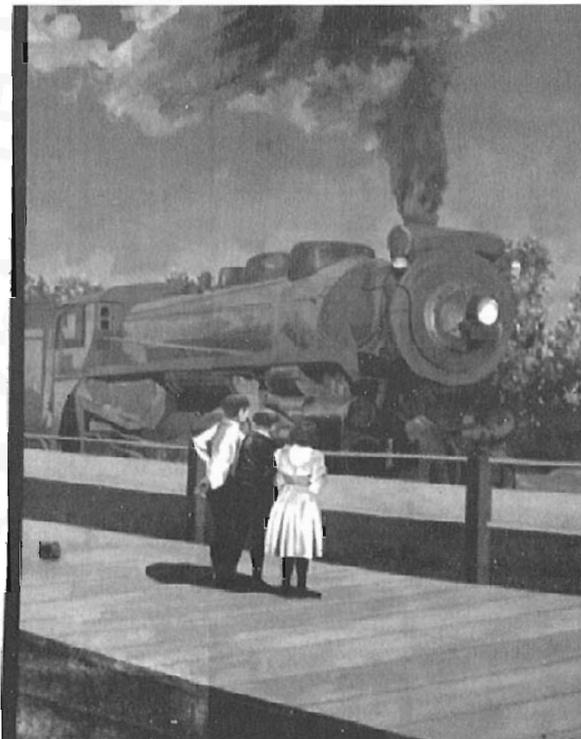
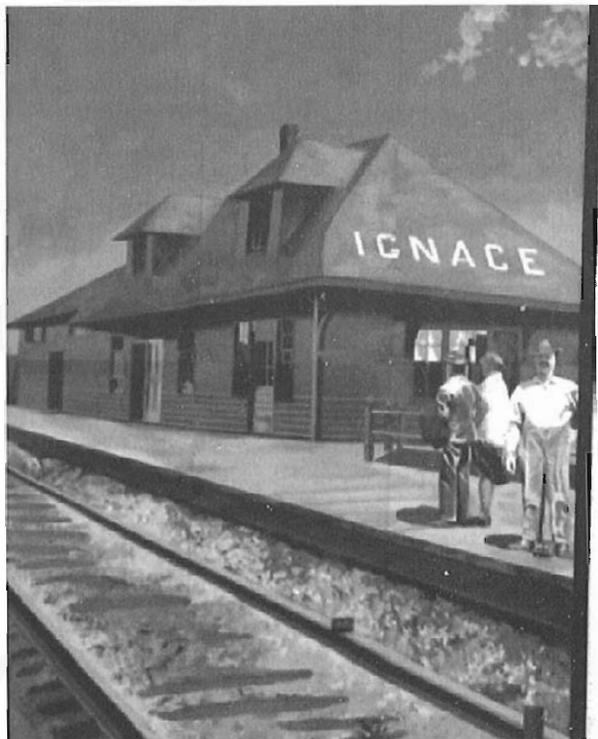
Provincial Archives of Manitoba: Photograph. McArthur Building circa 1910 N1487.

NOTES

1. Winnipeg Evening Tribune, January 10, 1927.
2. Schofield, F. *The Story of Manitoba*, Vol. 2, Winnipeg, S.J. Clarke Publishing Co., 1913, p. 154
3. Schofield, p. 157
4. Schofield, p. 157
5. Schofield, p.205
6. Schofield, pp. 205, 110.
7. Schofield, pp. 68, 71.
8. McRae, W., Editor, *Pioneers and Prominent People of Manitoba*, Canadian Publicity Co., Winnipeg, 1925, pp. 149, 150.
9. Werier, V., *City in danger of losing its December roses*, Winnipeg Free Press, April 18, 1987, p. 6.
10. Saunders et. al. *Early buildings in Winnipeg*, Ottawa, Parks Canada, Dept. of Indian and Northern Affairs, 1974-1977. p. 180.
11. Saunders et. al. p. 180
12. Saunders, et. al. p. 181
13. Letter: J.H.G. Russell to E.H. Rodgers, "Re: McArthur Building", Winnipeg, May 26th, 1909.
14. *The Year Past*, Report of the City of Winnipeg Historical Buildings Committee, 1981. p. 49.
15. Saunders, et. al. p. 182.
16. City of Winnipeg, Office of Inspector of Buildings, Detailed statement of specifications for new building, No. 1058, June 12, 1909.
17. Report of WHBC. p. 49.
18. Werier, V. Winnipeg Free Press, April 18, 1987. p. 6.
19. Report of WHBC, p. 49.
20. Werier, p. 6.
21. Winnipeg Free Press, July 6, 1987 p. 4.

Again, More Murals

Dave McMillan



Our request for photos of railway murals is producing good results. Our member Dave McMillan of Winnipeg has sent these two excellent views. Mactier and Ignace are on the CPR's main line through Ontario, and both serve as termini for head-end crews.

These two murals show these stations in the days of steam. That of Mactier is especially interesting as it depicts that day in 1939 (sixty years ago this year) when the Royal train, carrying King George VI and Queen Elizabeth (now the Queen Mother) stopped at that station. Motive power for the train was, of course, CPR 2850, the original "Royal Hudson", which is now at the Canadian Railway Museum.

We still would welcome mural photos for future issues of Canadian Rail. Please keep sending them in, they are very much appreciated.

A Divisional Point Outdated

What Actually Happened on February 1, 1899

By David J. Meridew

There has been considerable confusion due to a misleading news report which was published 100 years ago in "Railway and Shipping World" of November 1898. This misinformation was republished again on the inside back cover of "Canadian Rail" No. 467 November - December 1998 on page 171 under title "Century old Notes" Mountain Divisions - stating "Revelstoke is being made the divisional point of the CPR main line ———" (published November 1898). This statement gives the false impression that Revelstoke had just been designated a CPR Divisional Point on or shortly after November 1898. Nothing could be further from the truth, for the CPR made a public announcement eleven years earlier, at the end of June 1887 (and published in the Inland Sentinel on Saturday July 9, 1887 at Kamloops, B.C.), stating that Revelstoke would become a Divisional Point effective August 1st, 1887.

The fact that a new Roundhouse was under construction in 1898, as reported in the Railway and Shipping World, was because the old Roundhouse was damaged by fire in 1897 (which also burned the cabs off some of the locomotives). The roundhouse construction of 1898 was not for a new Divisional Point but was for fire damage and roundhouse expansion to handle the increase number of locomotives serviced at Revelstoke. This roundhouse also served the branch line railway south and boat barge service down to the Kootenays where a big mining boom was fuelling not only the economy of the Kootenays but also that of the mainline at Revelstoke as well.

Construction of the Divisional Point facilities at Revelstoke, including buildings to house the change of train crews and the maintenance of locomotives, was reported in a long letter written September 6, 1887 to the board of directors of the CPR by Vice President and General Manager W.C. Van Horne. In it he stated: "All necessary buildings and other facilities have been completed on this section, except at Revelstoke which is a divisional point and where an engine house, a number of sidings and the other usual works incident to such a point are being provided. Five or six cottages for employees must be built at this place immediately". Portions of this letter were published in the September-October 1987 Canadian Rail No. 400 page 175 in the appendix of a 33 page article "Laying The Foundation" by Douglas N. W. Smith.

The Inland Sentinel (published at Kamloops, B.C.) report of Saturday July 9, 1887 read as follows:

"C. P. R. Changes - Another Division to be Created - Several staff and other important changes.

Within the past fortnight a number of changes have been made in the official staff of the C. P. R. of this and adjoining districts, and by the first of next month it is proposed to create a new division, the present divisions being too long. Mr. J. W. Leonard, lately of Toronto, has been appointed Assistant Superintendent of the Shuswap and Thompson division; vice,

Mr. R. Marpole, promoted. When the proposed divisional changes are completed Mr. Leonard's section will extend from North Bend to Revelstoke. Mr. John A. McDonald (of Victoria), is Mr. Leonard's Clerk. They will be located at Kamloops, Mr. Marpole for the present is Superintendent of the Mountain division, but in future will be Superintendent of the whole Pacific division. He has our congratulations on his merited promotion. Mr. J. D. Townley has been appointed General Superintendent's Assistant, and will be located at Vancouver. Mr. W. H. Armstrong is appointed Chief Roadmaster between Kamloops and Donald.

After August 1st [1887] the Pacific division, formerly two sections, will be subdivided into the three following sections: From Vancouver to North Bend, Cateract[?] division; from North Bend to Revelstoke, Intermediate division; and from Revelstoke to Banff or Canmore, the Mountain division. These alterations will necessitate important changes in the stationing of office and running crews along the line. The despatchers for the district will be stationed at Kamloops instead of North Bend. Freight crews will stop here, while the passenger crews will change at the ends of the divisions. The divisional repairing will be done at the workshops here [Kamloops] as heretofore.

The company intends shortly to erect a number of cottages here [Kamloops] for the use of its officials.

These alterations though they may in some instances be rather detrimental to the interest of Kamloops, yet, there is no doubt, they will materially benefit the town."

This was the first time it was ever stated in the Inland Sentinel that Revelstoke was to be a Divisional Point. The Pacific division Divisional Points of Kamloops and Donald are not mentioned, but note the intermixed use of the words "section" and "division" to mean the same thing.

In British Columbia Donald, Kamloops and North Bend were all built as Divisional Points in 1886, but Revelstoke was delayed one year because of a dispute with a land speculator A. S. Farwell. Note that the Mountain division (section) was not extended to Revelstoke in July 1887, just to Donald, B.C. from Canmore, (Alberta). Donald to Revelstoke was created on August 1st, 1887 as the Selkirk section, and remained the Selkirk section until February 1st, 1899. See 1888 Employees timetable on next page. It lists Revelstoke as a Divisional Point between the Selkirk Section and the Shuswap Section in 1888.

The Inland Sentinel of Saturday August 11, 1888 reports: "MOUNTAIN NOTES: Good Time on the C.P.R. - A belief prevails among eastern people that the Mountain division [Canmore to Donald was the Mountain Section] of the C.P.R. is in poor condition for making rapid time. but the facts do not bear this out. While passenger trains are run slow it is simply to afford tourists an opportunity to view the grand scenery on the route. Last week the arbitration commissioners passed over the road during the night going back the next day. The train

Pacific Division boundaries, Vancouver to Laggan, went in to effect on February 1st, 1899. More than a year earlier, Francis J. Deane, Editor of the Inland Sentinel had predicted this in the issue of Tuesday December 28, 1897: "It is understood that the terminal of the Pacific division of the C.P.R., controlled by Superintendent Marpole, will be extended from Donald to Laggan, says the Golden Era [published at Golden, B.C.]. The object is to place the distribution of the mountain power in the hands of one officer, so that it may be used when required, as lately there has been some friction between Messrs, Marpole and Niblock about engines required from the Selkirks to do work in the Rockies." Thirteen months later this took place.

FROM ABBOTT TO MARPOLE

"MARPOLE APPOINTED - He will Succeed Abbott as General Superintendent of the Pacific Division of the C.P.R. - The Sentinel has received definite information to the effect that R. Marpole is to succeed H. Abbott as general superintendent of the Pacific Division of the C.P.R. on June 1st [1897] prox. It is understood that the appointment of two general managers of the road is under consideration. For these positions the men spoken of are Tait of Montreal, for the eastern division, and White of Winnipeg for the western division. The removal of the dispatchers at the Kamloops office has been postponed. The office of assistant superintendent now held by Mr. Marpole [at Donald] will of course move to Vancouver. Whilst citizens of Kamloops will learn with pleasure of Mr. Marpole's advancement to a position he is eminently well titled to fill, general regret will be felt that this change will necessitate his and Mrs. Marpole's departure from the city of Kamloops". Inland Sentinel Friday May 7, 1897.

Marpole was headquartered at Donald by 1888 but the Marpole family always lived in Kamloops (which is where Marpole was first assigned out west in 1886) The family lived at Kamloops for eleven years from 1886 until June 30, 1897. Mr. Marpole commuted back and forth to home at Kamloops from Donald when he had the time. He was promoted June 1st, 1897 and assigned to Vancouver which was the headquarters for the General Superintendent of the Pacific Division. The Marpole family at Kamloops followed him to Vancouver four weeks later. Family moving day was June 30, 1897.

Harry Abbott announced his resignation from the CPR on March 19, 1897. The news came in a report out of Vancouver, published in the Inland Sentinel. However the official CPR date that Mr. Marpole replaced him as General Superintendent of the Pacific Division was June 1st, 1897. A further report said: "Mr. E. J. Ducheanay is [on June 1, 1897] to be superintendent of the Shuswap and Selkirk sections, including the Shuswap and Okanagan and Arrow Lake branches, with headquarters at Revelstoke." Inland Sentinel Friday May 21, 1897.

BRANCH LINES SOUTH OF REVELSTOKE (Also part of the Pacific Division)

"Mr. H. E. Beasley is to be superintendent of the Kootenay branches, [June 1, 1897] including Columbia river south of Arrowhead, with headquarters at Nelson. With regard to the improvements of the steamboat service on the Columbia river and Kootenay Lakes, Mr. Marpole said that the new steamer Slocan, the finer and speediest on Inland waters will commence running on Slocan Lake, Monday next. [May 24, 1897] On June

1st 1897 the daily boat service with the steamers Nakusp and Kootenay, between Arrowhead and Trail will be inaugurated. A daily service will also be inaugurated for the Lardeau mining district by running the steamer "Illecillewaet" between Arrowhead and Galena Bay." Inland Sentinel Friday May 21, 1897.

MAIN LINE 1886-1899

On Friday November 20, 1896 the Inland Sentinel reported that CPR Shops were to be built at Revelstoke (they were actually built in 1898). This was to replace the 1888 Shops at Donald which was to be shut down in 1898. Donald also lost its Divisional Point status it had since 1886 to the new divisional point east at Laggan, at the top of Field hill. This happened in the big changes of February 1st, 1899. Also Gleichen and Canmore Divisional Points lost their status to the new Divisional Point of Calgary in late 1899 or early 1900.

"The East Kootenay Miner reports that Revelstoke and Field are to be made CPR divisional points." The Kootenay Mail December 11, 1897. This is another misleading statement since the two new divisional points were built at Calgary (opened late 1899 or early 1900) and Laggan-Field opened February 1st, 1899.

An editorial by Francis J. Deane in the Inland Sentinel of Friday August 13, 1897 commented as follows: "At Golden the people feel themselves in a prosperous state — they are in expectation of presently adding a very important section to the community through the contemplated removal of the C P Railway workshops from Donald to Golden making this the divisional point on the line." This is yet another misleading statement, for the Donald shops were replaced by the new shops built at Revelstoke (not Golden) in 1898. Golden did get the big CPR Shops 100 years later. In 1987 the new Golden Shops opened. but Golden has never been called a Divisional Point, at least not yet, but nowadays unit coal train crews change here at Golden but travel by motor vehicle to bunk at Field, B.C. 35 miles away.

The CPR shops were originally designated to be at Kamloops, in July 1886, but after the August 1st, 1887 changes which set up the Pacific Division eastern Boundary (first at Canmore but quickly changed to Donald, B.C.). The shops were built at Donald between late 1887 and early 1889 before being replaced ten years later by the new (1898) shops at Revelstoke.

The Mountain Section (Canmore to Donald late 1887) and the Selkirk Section (Donald to Revelstoke August 1st, 1887) were united into the new Mountain Section Laggan to Revelstoke on February 1st, 1899 and the name Selkirk Section disappeared from the Pacific Division timetable forever.

LATER DEVELOPMENTS 1899-1909

The new Mountain Section of February 1st, 1899 had its boundaries changed again just over ten years later on October 31, 1909. It was now shortened from Field to Revelstoke. This coincided with the official closing of the Field big hill grade of 4.5% just two months after the new spiral tunnel grade opened in late August 1909. Before World War One the name "Section" such as "Mountain Section" was changed to "Subdivision" such as "Mountain Subdivision" between the divisional points of Field and Revelstoke.

The Fleming Drawing Revisited And Other Early Locomotives

In the article by John Thompson on the Fleming drawing of the "James Ferrier", which appeared in the November-December 1998 Canadian Rail, the supposition was made that the so-called "wash drawing" of the Longueuil station was done much later than 1855. The suggestion was made that the drawing was copied from the Fleming drawing, possibly by John Loye, perhaps as late as the 1920s. However it is now known that the picture in question, with its caption, appeared in the Railway and Shipping World for October 1900, more than two decades earlier. However 1900 is a long time after 1855, and there is still the possibility that it was done by John Loye who would have been 20 years old at the time. In any case the idea that it was copied from the Fleming drawing is still very likely; all that has changed is that we now know that it was done no later than 1900.

A very interesting letter on this subject has come from Mr. Carl Riff. By permission of the writer, with alterations made at his request, we reprint considerable extracts from it.

I read the recent article about the wash drawing showing the Longueuil station written by Mr. Thompson. I found much of it very interesting. After Mr. Lavallée's article about the Scottish engines I spent considerable time researching the old newspapers. One item I remember and sent Omer the quotation (with the date) was that the C&StL operated a sail car in 1843.

The reason I am writing would be to rise to the defense of John Loye. I am enclosing copies of the same picture that was published in the Railway and Shipping World for October 1900, page 313. This dates the picture 20 years earlier than attributed in the article, and I was surprised that it was not mentioned in the article. [Editor's note: This is due to an oversight on my part, and I apologize for the omission].

While I never met Mr. Loye, I believe this would have made him very young in 1900. [Editors note: He was then 20 years old. This was three years before he did the "Infamous" incorrect drawing of the "Dorchester"]. Given that it was published as part of the celebration of the Victoria Jubilee Bridge, this might give rise to the fact that Fleming was the artist. [Editor's note: The similarity of this drawing to the 1850 diploma, undoubtedly by Fleming, is the strongest point of evidence.] A check of the Montreal newspapers for the opening of the new bridge might reveal more, as the drawing might be mentioned there. Despite this I found the article interesting, but it still goes to prove that the definitive history of early railways in Canada has yet to be written.

I believe that many years ago Mr. Loye was involved in the controversy about the bogus C&StL Norris engine "Laprairie". The story was that Mr. Loye was told about a Norris "Laprairie" from old engineers about the turn of the century. It has presented a number of problems to researchers. While it has not been published, I had correspondence with Harry Frye of the Boston & Maine Railroad Historical Society in which he mentioned that the Concord Railroad had a Hinkley (Boston Locomotive works) engine, built in 1843, which was sold to the Montreal & New York in 1851 where it became the "Souhegan". Given that the C&StL "Jason C. Peirce" had been sold to the Industrie Railway at that time, and yet the "Souhegan" remained on the roster until the Keefer Report of 1859, I think that these two early engines might have presented some confusion to the early engineers that Mr. Loye spoke to many years later.

The Montreal and Lachine had planned to acquire the two Scottish engines even before the Norris 4-4-0 arrived late in 1847. Undoubtedly delivery time for the American engine was shorter, allowing the line to be opened in November 1847.

"We are glad to see that the Montreal and Lachine Railway is rapidly approaching completion, and it is confidently expected to be opened in the last week of this month. - The terminus, at this end, though not boasting of much architectural ornament, will be a very spacious and comfortable building. On Saturday, we saw the engine lately purchased in the United States, two others being ordered from England, moving in great state along St. Antoine Street, to be set up and placed on the line. It weighs no less than seventeen tons, and the boiler was drawn by eighteen horses. We at first started as if we had seen a ghost, and a very substantial one too, for it exactly reminded us of the progression of the statue of the Iron Duke to Hyde Park Corner". - Montreal Gazette.

Kingston Whig, November 17, 1847.

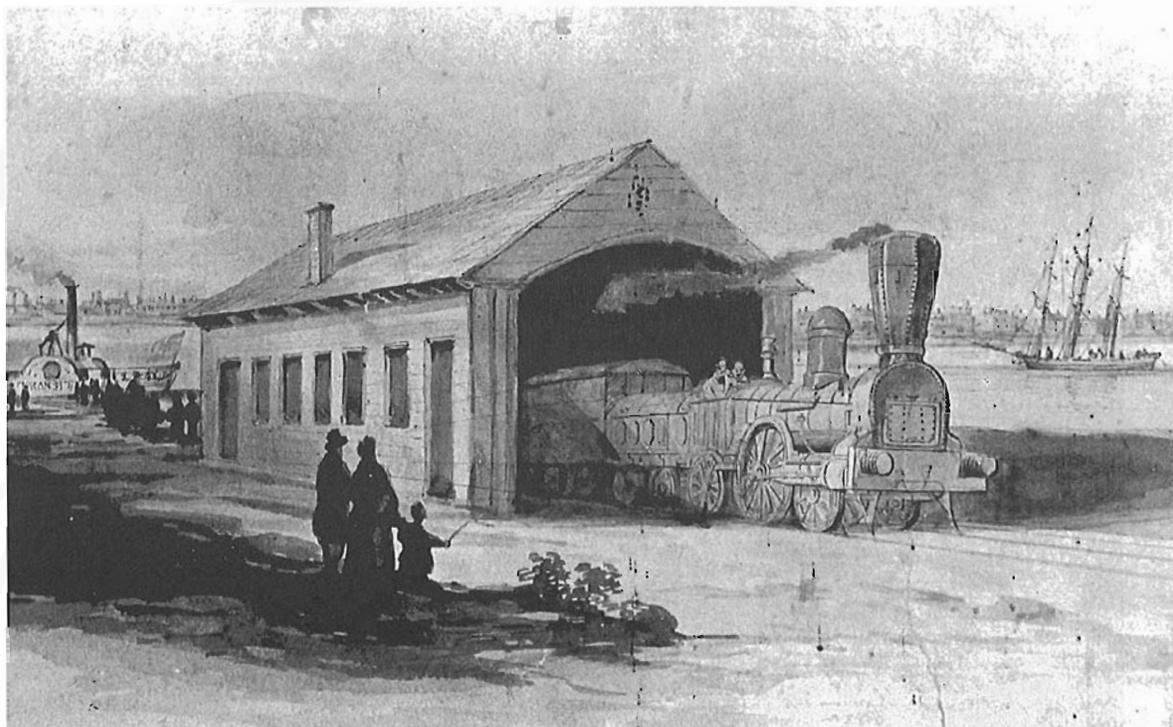
Regarding the Longueuil terminal and the second-hand Scottish engines, two very interesting items are reprinted from Montreal newspapers of 1848 and 1849:

"A large frame building at the Longueuil terminal of the St. Lawrence & Atlantic was blown down on Friday last". Montreal Pilot, June 27, 1848.

"We had the pleasure today of seeing a locomotive engine, intended for the Atlantic & St. Lawrence Railroad, hoisted out of the hold of the "Elizabeth Rose" in which vessel it had come across the Atlantic from Glasgow. We are told that this and a sister engine were purchased for the sum of 900 pounds currency [\$3600], being something like one-third of their prime cost, after very little wear, in consequence of the Company for which they were built having increased [sic, should read decreased] the gauge of their line. The gauge of the engines is exactly what is required for the St. Lawrence and Atlantic line." Montreal Transcript, July 12, 1849.

Meanwhile the first two Kinmond locomotives had been delivered to the M&L as we read in the following article:

"The new locomotive, the "Montreal", the companion engine to the "James Ferrier", was put in operation on the Lachine Railroad a day or two since. It was built by Messrs. Kinmonds of Dundee the maker of the "James Ferrier". Montreal Gazette, September 27, 1848.



The St. Lawrence and Atlantic soon made good use of its second-hand engines, as we see from the following article:

“Railroad du St. Laurent et de l’Atlantique: - Nous avons été prié de contredire la rumeur, qui origine personne ne sait de quelle source, répandant que les travaux de ce chemin sont suspendus. Nous apprenons au contraire qu’ils se poursuivent avec une grande activité. On a fait mettre une locomotive sur les lisses afin de transporter le fer le long de la ligne, lequel sera posé de suite. On a aussi traversé lundi à Longueuil deux chars à marchandises destinés au même objet quant à présent; ils ont été placés immédiatement sur les lisses”.

La Minerve, 24 Août, 1848.

“St. Lawrence and Atlantic Railroad - One engine is now working a distance of 10 miles on the road and a second of 21 tons has been shipped from Portland and will be here in about a fortnight”.

Montreal Gazette, October 10, 1848.

Early in December 1848 the StL&A received its first new locomotive, the “A.N. Morin”, a Portland 4-4-0.

“The board, in reporting the purchase of a secondhand locomotive during the past season and of an engine of first class power from the Portland Company at a cost of 3281 pounds 6 shillings 7 pence [\$13,125.32] have to state that they have ordered a locomotive from Messrs. Kinmonds Co. of Dundee to reach this country in early navigation”.

St. L&A Annual Report, February 1, 1849.

During 1848, at the Portland end, the Atlantic & St. Lawrence had begun operation. The Bytown (now Ottawa) Packet of July 29 1848 reprinted this article from the Portland Advertiser”

“First Trip on the Atlantic and St. Lawrence Railroad! - Yesterday afternoon the President and Directors, accompanied

by the Mayor of our city and the members of the other branches of our city government, Stockholders, and others who were politely favoured with an invitation, made the first experimental trip on the Atlantic and St. Lawrence Railroad to North Yarmouth, as far as now completed. Two splendid cars built in our city by the Portland Company, whose works are near the depot, were filled, and the trip was successfully made. Many of those who were among the first to put their shoulders to this great enterprise, and who have contributed to aid its advancement, were among the passengers, their countenance indicated very great satisfaction at this auspicious opening, and confident hope for the future rapid progress and complete success. - They may well feel gratified at the success which has thus far attended their enterprising efforts. The work is of a firm solid, and substantial character. The broad gauge [sic] adds to the appearance of solidity. The cars are wide and capacious - the seats being of sufficient width to enable two to sit with perfect comfort. As this was an experimental trip, we tried the road at almost every pace, from that of a snail to lightning speed, without taking any particular note of the time. But we saw enough to satisfy us there will be no trouble about speed. The dense fog prevented us from enjoying the beautiful scenery through which this portion of the road passes. Today the cars are to run for passengers - so the Atlantic and St. Lawrence Railroad is now fairly opened and in operation, and will rapidly progress. Three cheers for the same.”

So we see that by the time of Fleming’s visit to Montreal, in the spring of 1849, both the Montreal & Lachine and the Champlain & St. Lawrence were going concerns, and the St. Lawrence & Atlantic (and its American counterpart the Atlantic & St. Lawrence) were well under construction. All three lines had 2-2-2s, but given the close attention given to the M&L by Mr. Fleming, it is likely that it was one of their engines that inspired the locomotive on the diploma drawn later that year.

The "Orphans" Excursion of 1885



GRADING ON INTERNATIONAL RAILWAY MEGANTIC .



MAINE BOUNDARY SHANTY 1885.

In 1885 a group of men from Montreal went on a vacation to the area between Megantic and the Maine border. Little is known about this group, and even their identities are unknown after 114 years. The name "orphans" seems to refer to the fact that they were away from their families, and their vacation time was occupied in hunting and fishing. Recently your editor was looking at an old family album and came upon these photos. Probably an ancestor was one of the group and, fortunately, brought a camera along. This was three years before the first Kodak roll film cameras went on the market, so the camera used was likely one taking small glass plates. By 1885 emulsion speeds were high enough that one did not have to stand still for a long time, and the camera could be hand held.

At the time of this trip the International Railway was under construction towards the border of the state of Maine. This was before the line was acquired by the CPR and made part of the "Short Line" running from Montreal to Saint John N.B. This line was completed in 1889, four years after these photos were taken.

Most interesting of the photos is the one that appears on the cover of this issue. International Railway smoking car combine No. 3 and Grand Trunk caboose 7587 were stopped at an unknown location while no less than 32 people posed on an about the equipment. There is even a canoe on the roof of the caboose. Unfortunately the photographer did not take a picture of the locomotive, which may well have been a wood burner.

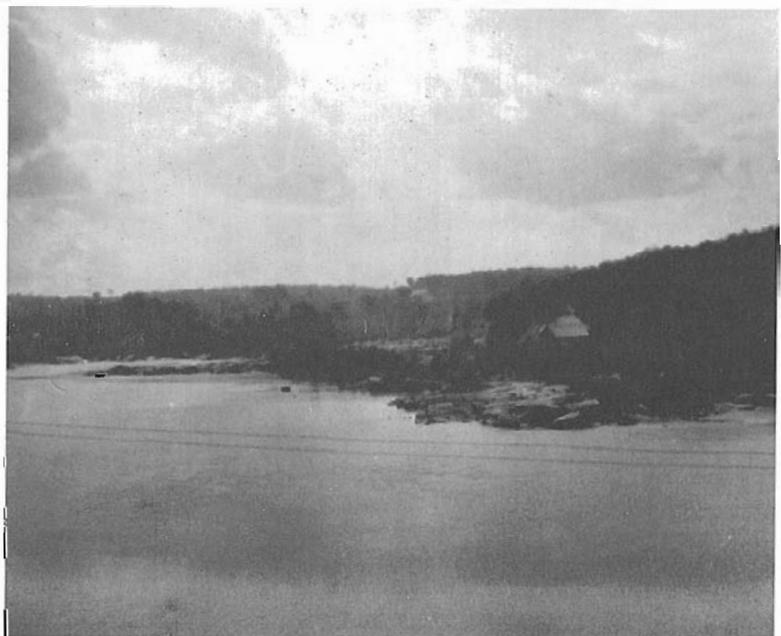
On these pages we have two excellent and rare views of the roadbed of the International Railway before the tracks were laid. Evidently the group traveled by train to end of steel and camped near there. In the photo of the shanty, a freight car can be seen in the background, showing that the tracklaying had reached this far. Of interest is the fact that in the picture there were 6 people, all with guns, plus three dogs, and between them they had succeeded in bagging one solitary deer!

The final scene is a view of the St. Francis River near Windsor Mills. At that time the International Railway had running rights over the Grand Trunk, and it is likely that this photo was taken from the window of the coach en route to or from Megantic.

The hand printed captions under the photos are as written by the unknown photographer soon after they were taken in 1885.

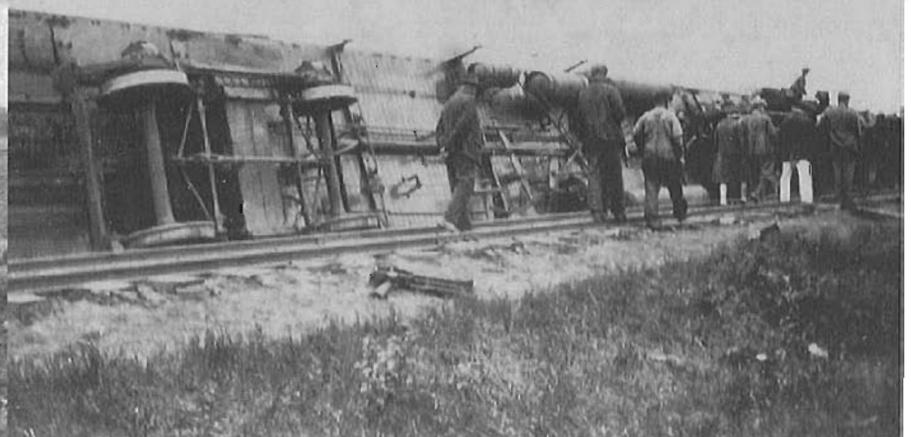
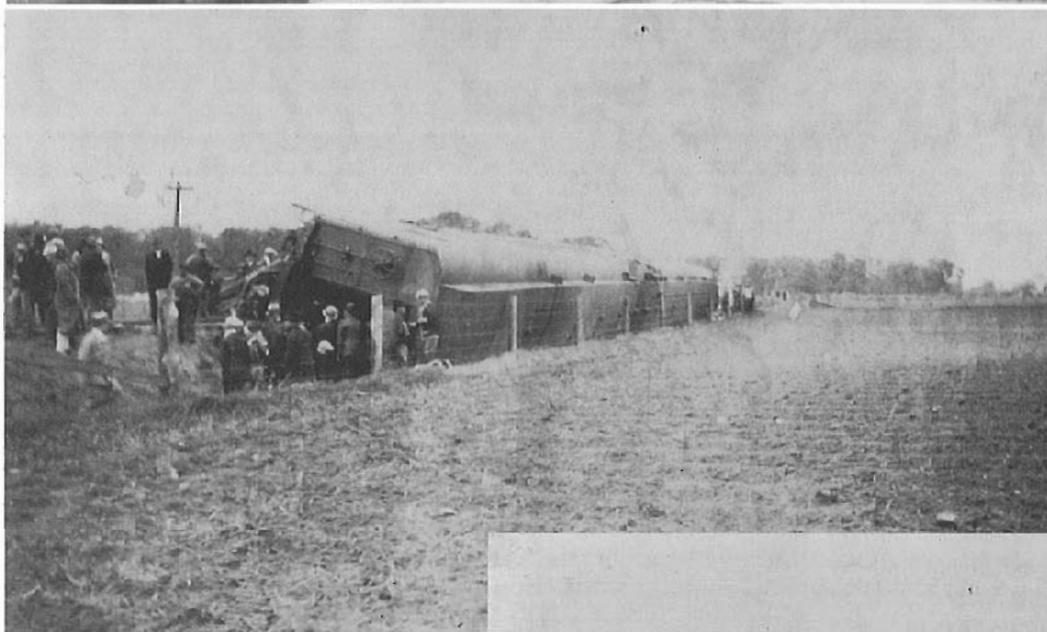


GRADING INTERNATIONAL RAILWAY.



Photos of the 1928 Tornado at Mystic Que.

By W.N. Power



Our member Mr. W. N. Power of Laval, Que. writes:

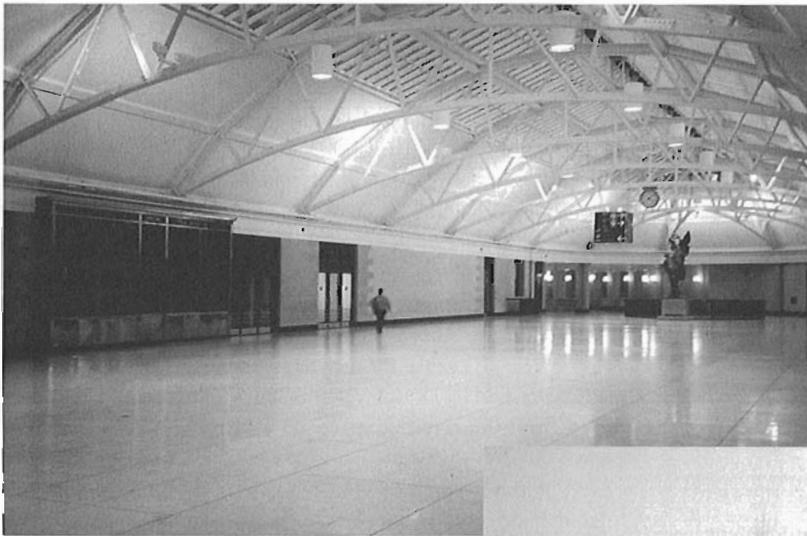
"In the Business Car of the November-December 1998 Canadian Rail there was an article entitled 'Anecdotes Of Climate Events' by Mr A. S. Walbridge about a tornado on the CPR Stanbridge Division at Mystic. I am enclosing pictures of the cars on their side.

The pictures were taken on June 2, 1928, and belonged to my Dad who was Canadian Pacific Express Messenger on that train. The engine was number 29. Dad was off work for a short time after.

At the time I was only 4 years old so I don't remember everything. However I do remember that now and then my Dad would take me with him in the express car, and sometimes he would take me up in the engine number 29 and the fireman would let me ring the bell coming into a station; great memories."

Canadian Rail, and Steve Walbridge (who saw the wreck the day after it happened), send great thanks and appreciation to Mr. Power for these fine photos.

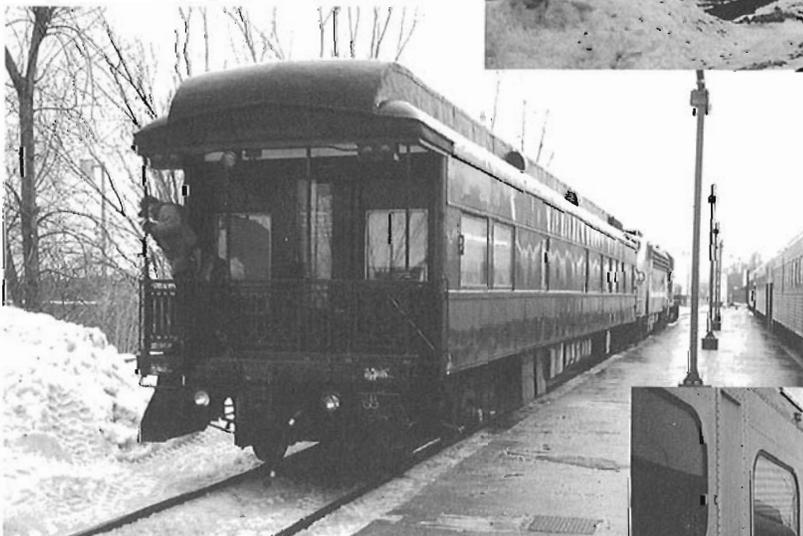
Windsor Station's 110th Anniversary



ABOVE: Only one solitary individual appears in this photo of the concourse at 4:10 P.M. on February 4, 1999. In the old days this would have been the start of the busy commuter rush. However most of the employees have gone to Calgary, and many commuters enter the new terminal a different way, so the old concourse is largely deserted.



ABOVE: One of the recent success stories in Canadian passenger trains has been the new commuter service from Montreal's Park Avenue (Jean Talon) station to Blainville, Que. Early in 1999 some of the trains were extended through to Windsor on a trial basis. Here we see VIA locomotive 6458 with a train of former first-generation GO Transit cars arriving from Blainville on February 4, 1999.



ABOVE: In the afternoon of February 4, official car "Mount Royal" was moved to Windsor station, where it remained for a few days. It is not known whether this had anything to do with the anniversary, but this photo was taken as the car was being switched in.

RIGHT: The "Mount Royal" and the Blainville train stand side by side at the "new" Windsor Station. In the background is the sports arena which blocks the tracks from ever reaching the old station two blocks away.



The Business Car



CN GETS ITS TICKET TO THE GULF

Jan Ravensbergen, The Gazette

Canadian National Railway Co. will soon be shipping newsprint, lumber and other bulk and manufactured products directly from the Canadian mills or factories where they're produced to points as far afield as the Gulf of Mexico. Until now, such shipments hit a huge bottleneck in Chicago, where the freight cars had to be switched to different railway operators. Within months, that will change.

Montreal based CN yesterday [March 25, 1999] got the formal green light for its boldest move since it was privatized in late 1995. A three-person panel of the U.S. Surface Transportation Board okayed CN's \$3 billion purchase of Chicago based Illinois Central Corp. The transaction was unveiled in February 1998.

CN has thus become the No. 5 continental railway, behind the four U.S. biggies [Union Pacific, Burlington Northern-Santa Fe, Norfolk Southern, CSX]. Illinois Central has annual revenue of \$730 million U.S. With CN now firmly on track to grab a substantially bigger piece of the fast-growing north-south trade action between Canada, the U.S. and Mexico, it boasted that it has become "the only true North American railroad on the continent." The enlarged CN will have about \$3.5 billion U.S. in revenue, about 25,000 employees and will operate a network of 17,190 miles of track. CN had just 1,150 miles of track in the U.S. before the takeover. The 3,370 miles held by Illinois Central connect every major city on the Mississippi River, down to New Orleans. "We are extremely gratified by the decision" Paul Tellier, CN's president and chief executive, said in a statement. "This is a big deal for them," said stock analyst Robert Reid of CT Securities Inc. in Toronto. "The further you can go with a railcar without having to switch it with another railroad, the greater the efficiencies there are."

North-south business volume is growing at between 10 and 12 per cent a year. And the freshly enlarged CN has its game plan in hand to aggressively cultivate fresh business - as well as snag existing revenue from other railways and trucking firms. "We're looking at new intermodal service," CN official Mark Hallman said, transporting truck trailers and containers on flatcars, sometimes double-stacked. No. 1 on that list is a Montreal-Memphis route.

Source: Montreal Gazette, March 26, 1999.

THREE-AXLE STREET CARS

Mr. Henry Elsner Jr. of 319 South 44th Street, Philadelphia, PA, 19104 writes:

The article by Fred Angus in your May-June 1996 issue about the Point Ellice Bridge Disaster has recently been brought to my attention. It is a fine treatment both of the tragedy and of the Robinson Radial car involved. I can only add two minor points.

The single car was reportedly acquired following a visit of the Victoria company's president to Boston, presumably shortly after the Robinson cars entered service there and were still viewed favorably by the management. And according to records perused by Douglas Parker, the Victoria truck was indeed raised from the riverbed after the accident, to be weighed as part of the investigation.

Perhaps some of your readers might be interested in a related history of the Robinson truck as well as the further application some decades later of the basic principle, in a different design, in Europe. These matters are discussed at length in my two volume work "Three-Axle Streetcars - from Robinson to Rathgeber".

To bring the 3-axle story almost to its conclusion, it might be noted that the last large-scale use of such vehicles, in Munich, finally ended the last week of May 1997 upon completion of delivery of replacement low-floor articulated cars.

CRAIGLEITH STATION

Mr. Paul Willoughby of Brampton Ontario writes

I was very interested in the article by Marco and Robert Marrone on the Craigeith Station. However, I question some of their statements.

The authors state "It is the oldest and last of the original stations built on the first long line of railway in the province." In 1853 the Ontario Simcoe and Huron Union Railway built a station at King, north of Toronto. This building still exists and is located on the grounds of the King Township Museum. Having been built during the first year of the railway's operation makes it the oldest station associated with this line and possibly the oldest in Canada.

The Craigeith Station is described as "painted in the traditional warm 'railway red'". The original colours used by the Ontario Simcoe and Huron are cream and green. as revealed after much work on the King station. It is believed that the "railway red" came with the ownership of either the Grand Trunk or the Canadian National Railway.

Thank you for an informative and enjoyable magazine.

FIVE TRAINS SHOULD SERVE SOUTH SHORE

Five commuter trains in each direction are better than three for the planned commuter-train link planned for Montreal's South Shore, a feasibility study has concluded. The study was ordered by the Metropolitan Transit Agency and CN as a follow-up to a study last fall indicating there is sufficient demand for such a service. The new study showed that although the CN rail line is used extensively for freight traffic and by Via and Amtrak for passengers, it could still handle a total of 10 commuter runs a day.

"We have the rolling stock. We have the infrastructure. We just have to agree on the cost with CN" said Paul Dorval, commuter-train co-ordinator for the Metropolitan Transit Agency. He hoped some agreement can be reached by spring with CN, which owns the rail line and right-of-way. The agency purchased 90 GO train cars from Ontario in 1994, and 26 are already in use on an interim basis linking Blainville, Sainte-Therese, Rosemere and Laval with Montreal. The projected service would run from Saint-Bruno, Saint-Basile-le-Grand and Saint-Hilaire through Saint-Lambert and LeMoynes to Montreal's Central Station.

Source: Montreal Gazette, March 2, 1999.

140 YEARS AGO

The Grand Trunk to run into the City. - This Long-wished-for desideratum is at length, we understand, in a fair way of being attained. Negotiations are nearly completed between the above company and the Montreal and New York Railroad, whereby the Grand Trunk, for an annual and very liberal compensation, will be allowed to run on the south side of the Lachine road from the crossing at the Tanneries, direct into town. The new station will be on or about the site of the old Hero Engine House, in Chaboillez Square; and a portion of the freight station in Bonaventure Street will be used by each of the companies. The Grand Trunk at the end of four years will have the option of purchasing the right of way at a valuation. We need not say how glad we shall be to see this desirable improvement at once commenced. It will be of the greatest benefit both to the commercial community and travellers to and from the city.

Source: The Montreal Pilot, April 18, 1859.

100 YEARS AGO

The Quebec, Montmorency & Charlevoix Ry. Co. proposes changing the existing steam railway system from Quebec City to Cap Tourmente, 30 miles, into an electric system. In addition it proposes to construct a branch line, parallel to the existing line but on top of the cliff and alongside of the public road, between Quebec and Montmorency Falls, 7 miles. With this object in view the Company has let a contract for the necessary cars, which will be somewhat similar to the ordinary steam railway cars, 55 ft. long and equipped with four 50 h.p. motors and air brakes manufactured by the Westinghouse Company and speeded for 50 miles an hour.

The additional generating plant required at the Montmorency Falls power house will consist of one 600 K.W.A.C. D.C. generator, with converter, Switchboard, etc., complete, and at the sub-station which it is proposed to build at St. Anne de Beupré, one 200 K.W. rotary transformer with converter, switch board, etc., complete. This will all be supplied by the Westinghouse Company. The Q.M.&C.Co. already operates the street railway in Quebec City by electricity.

Since the foregoing was written we have been informed that the changes between Quebec and Cap Tourmente will undoubtedly be made this year, and if there are no undue

obstructions in purchasing the right of way for the branch line between Quebec and Montmorency Falls, it also will also be built this year. All the work will be done by the Company itself, and the contracts for rails, ties, timber and other material have been placed. The cars will be somewhat similar to those used by the Detroit & Ypsilanti Ry., and each will have four 50 h.p. Westinghouse motors, with controllers, air brakes, etc. The generators, rotary transformers, etc. for generating the current at the power house at Montmorency Falls, and at St. Anne de Beupré, will also be of Westinghouse manufacture. The water wheel, which will be required to operate the generators under 195 ft. head, has not yet been ordered.

Source: The Railway and Shipping World. April, 1899.

OKANAGAN VALLEY WINE TRAIN



Canada's newest tourist train will make its debut at 11:00 A.M. on May 9, 1999, when the Okanagan Valley Wine train departs Kelowna B.C. on its first round trip to Vernon. From then until October 31, the train will offer daily trips, leaving at 5:30 P.M. and additional trips leaving at 11:00 A.M. on Sunday only. On all trips there will be a 2 1/2 hour layover at Vernon, and there will be a dinner and show. There will also be special events, including fall foliage trips and a murder mystery, and there will even be a "Millennium Express" on December 31, 1999, billed as "the last ride on the C.N. Super Continental for this century".

As you have no doubt deduced from the last sentence, the equipment for this train is ex-CN 1950s passenger cars, similar to those used on the Super Continental. To quote from the attractive brochure issued by the train's organizers: "Every year thousands of visitors enjoy the beauty of the Okanagan Valley. You're in the heart of prime fruit growing and vineyard country. Wine aficionados and international holiday planners are paying close attention to the Okanagan Valley, and so they should. The unique terrain and climate permits optimum growing conditions for a variety of wine producing grapes.

Adult coach fare is \$63.95, with lower fares for seniors and juniors, and in the cafe-lounge. There is also de-luxe accommodation at higher prices. For complete information phone 1-888-674-TRAK (8725).

BACK COVER: The impressive station of the Intercolonial Railway at Levis Quebec is pictured on this post card which was mailed on August 28, 1911. The view is looking west, for this station was on the north side of the track. Despite its solid, castle-like appearance, this station, built in 1902, was of wooden construction, and it burned to the ground on November 24, 1914. Its replacement was on the south side of the track, and passenger trains continued to serve Levis until 1998.

Canadian Rail

120, rue St-Pierre, St. Constant, Québec
Canada J5A 2G9

Postmaster: if undelivered within
10 days return to sender, postage guaranteed.

I.C.R. Station, Levis, Que.

