

THE
TEMISCAMING
COLONIZATION
NARROW GAUGE
RAILWAY

C H RIFF

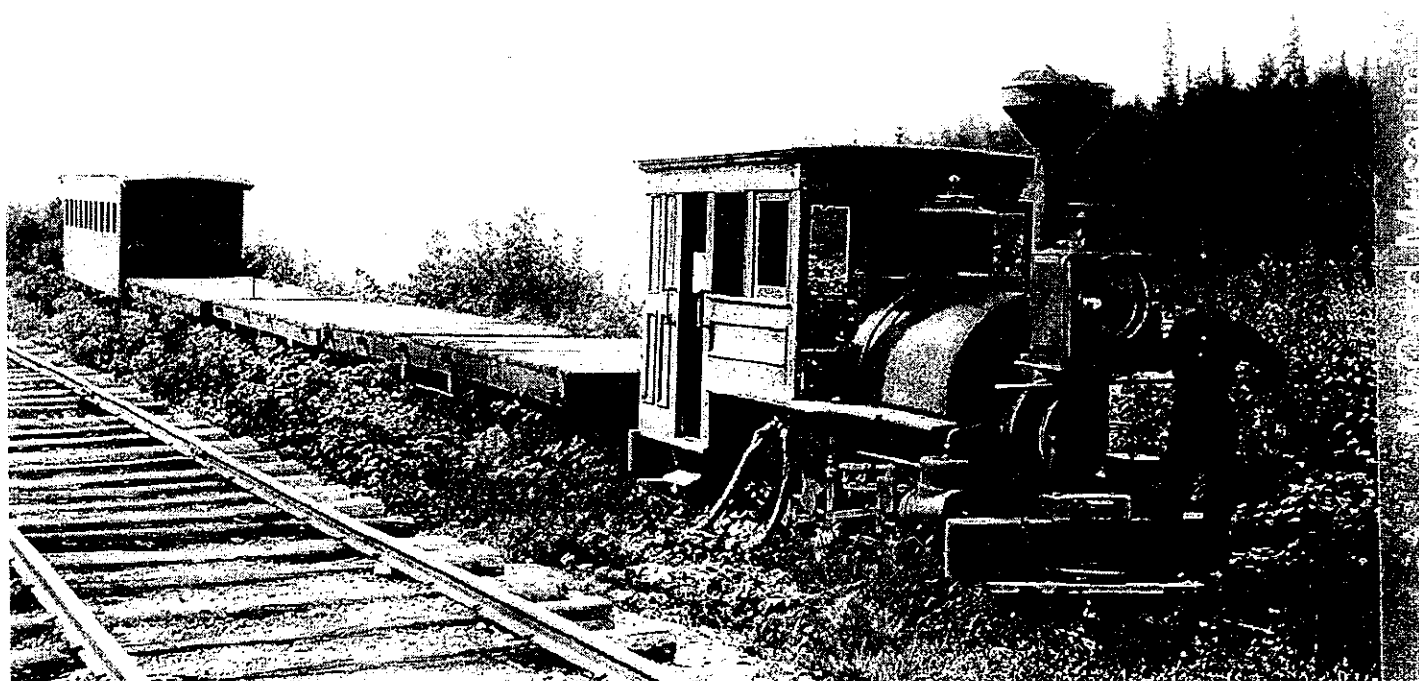




OTTAWA SUPERIEUR — LE LAC T. A. GORDON CREEK (RÉGION TEMISCAMINGUE) — Photo B. CLAYTON

Quebec Archives

Source: Quebec Archives




9/11/2015

MP-0000.800.6 | Old narrow gauge train at Haileybury, ON, 1889 | Photograph | | McCord Museum

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Photograph

*Old narrow gauge train at Haileybury.
ON, 1889*

1884-1894, 19th century
Silver salts on paper mounted on card -
Albumen process
20.8 x 25 cm
Gift of Mr. Stanley G. Triggs
MP-0000.800.6
© McCord Museum
Keywords: [Photograph](#) (77678) ,
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NARROW GAUGE PORTAGE RAILWAY MYSTERY'S

C. H. RIFF

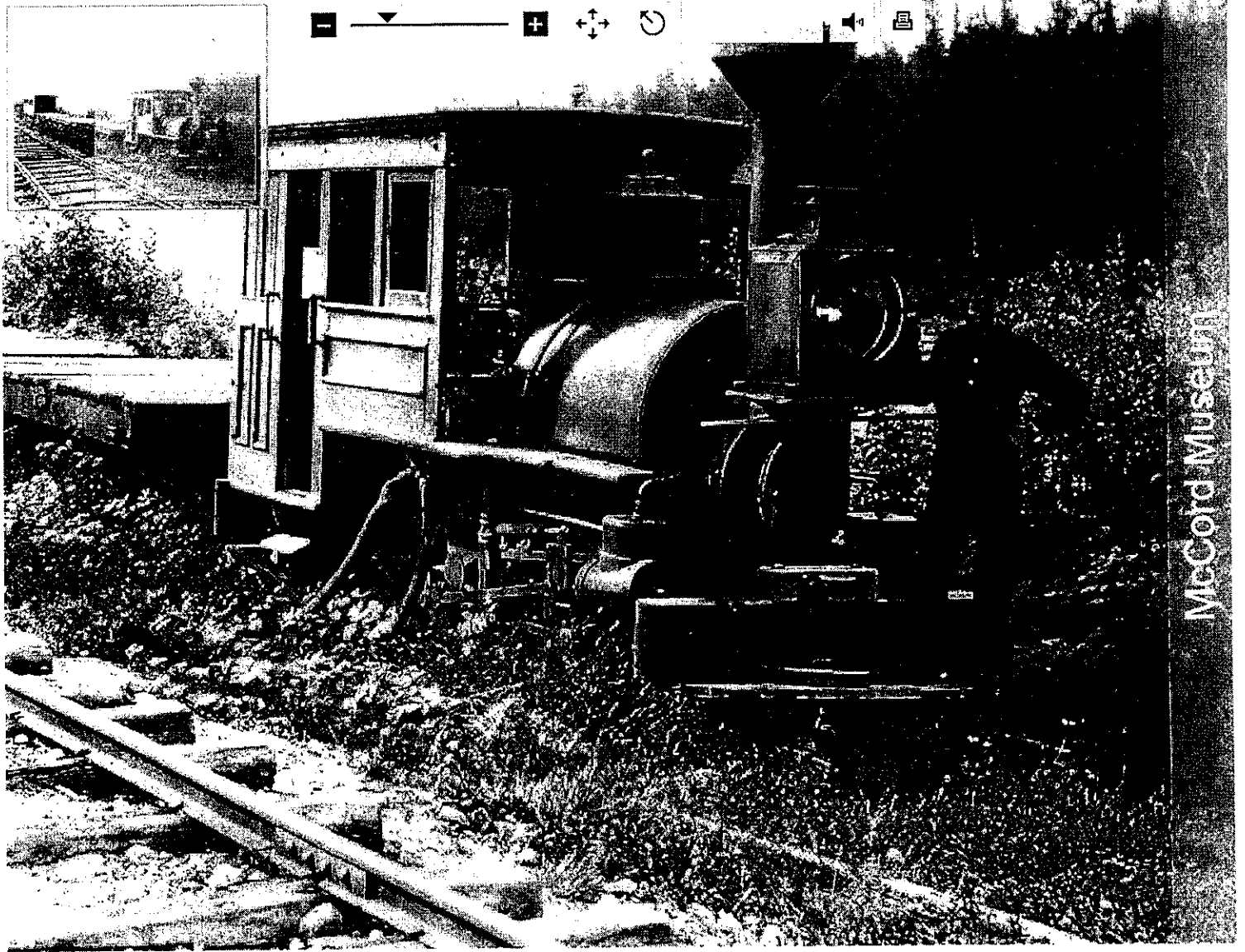
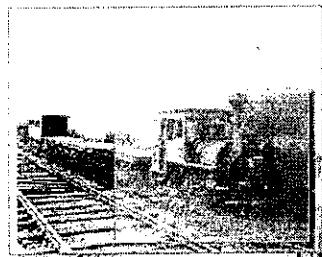
SEPTEMBER 2015-09-20

A mystery started decades ago in the early days of the railway historical movement that Toronto and Nipissing Kingston built engines were sold to Quebec. The assumption was that they went to the Lake Champlain and St Lawrence Junction Railway and then the South Eastern Railway. Don McQueen dealt with this rumor in the January 2002 issue of Canadian Rail.

Now I want to add a new idea to the plot. The rumour may have had some truth. A T&N engine may have been sold to Quebec, but not the Eastern Townships but to the Lake Temiscamisque Colonization Railway Company. I introduce this photograph of a narrow gauge 4-4-0 on a bridge at Gordon Creek, Quebec that is in the Quebec Archives. Omer Lavallee gives little information about the LTCR. I have tried to search newspapers into the story of the LTCR, but unfortunately there are very few surviving newspapers from this area. There are whole years missing. I have attached what I have found about the LTCR. from North Bay, Mattawa and Pembroke newspapers. Also the Toronto Globe. Work started in 1886. There is a problem the LTCR was three foot gauge and the T&N was three feet six inches, was the engine narrowed? This is a 4-4-0, it is narrow gauge, and Gordon Creek is on the LTCR in Quebec.

There is a photograph in the McCord Museum of an 0-4-2 (MP-0000.800.6) old narrow gauge train at Haileybury, Colin Churcher identifies Lake Temicamisque Colonization Railway as having #1, a 04-2T built by Porter serial number 756 constructed June 1886, 36" gauge named "Gendreau". I present all the material that I have found on the LTCR.

Omer Lavallee believed that the LTCR equipment later went to the narrow gauge Montfort Colonization Railway. The mystery continues.



McCord Museum

MAY 12 1886 Toronto Globe.

The first party of settlers for the Lake Temiscaming Colony will leave Ottawa on Monday next in charge of Reverend Father Gendreau. The work of construction on the trackway near the Long Sault Rapids is progressing satisfactorily. Several steamers are now making postal trips and a new boat has just been placed on seven leagues lake. The rails for the railway leading to the Colony will arrive at Montreal on May 14 and will be at once forwarded to Mattawa. It is expected that trains will be running by September.

A Railway to the Kippewa.

AN ADDITION TO BE BUILT TO THE TEMISCAMINGUE RAILWAY.

Rev. Father Gendreau returned on Saturday from Quebec whither he had gone a few days ago in relation to some matters in connection with the Temiscamingue Colonization Society's lands. A satisfactory arrangement has been made with the Quebec Government.

The Temiscamingue Railway Coy, of which Father Gendreau is the President, have issued and placed on the market bonds to the amount of \$160,000. All the bonds have been taken up at a good figure. The company have given instructions to their engineer, Mr. P. T. C. Dumas, to survey a line from termination of the Temiscamingue road to the Kippewa Lake. The projected continual will be eight miles in length, and will be completed this coming summer. By this continuation a very great agricultural territory will be opened up. It is the belief of men competent to judge that the Kippewa county, which this new road will tap has thousands of acres of the very best agricultural lands in the Province of Quebec, but many around Pembroke who are acquainted with the country think differently. Father Gendreau has secured from the Government six townships which will be opened to colonists soon as circumstances will permit. It is probable that after this addition to the Temiscamingue railway has been completed the line will be still further continued until that fine country is all opened out. The townships secured from the Government lie along the new road.

The new steamboat for the conveyance of freight and passengers, which is now being built in connection with the railway, will shortly be completed and will be ready for business with the opening of navigation.

Pembroke Observer
and Upper Ottawa
Advertiser
March 18, 1887

The Kippewa Railway.

Mr. Paul T. C. Dumais, who went up to survey the proposed branch of the Temiscamingue railway has returned to Ottawa. The branch will junction with the main line at Crooked Rapids, and will be ten and a half miles in length. It will traverse a fairly good country. It will be called the Kippewa branch. Mr. Dumais will submit his plans to the Railway Committee, and if they approve the work will commenced at once. The line, he says will not be difficult to build. A number of settlers are now settled on the line of the proposed road. It is thought that the new railway will be very useful to the lumbermen, and will be patronized by them.

Pembroke

April 22, 1887

*A Trip to the Temiscamingue
Country.*

Mr. W. F. Anderson, of Ottawa, who has just returned from an extensive fishing excursion to Lake Nipissing and Temiscamingue, said: "I have been away now some two months, all of which time I spent under canvas and travelling about in my canoe. We went to Mattawa by train and then up the Ottawa to Lake Temiscamingue in our canoes. We staid on this lake for three weeks and found fishing and shooting simply grand. We could catch enough fish to last for two days in half an hour.

"We then proceed on to Lake Nipissing, where we spent several weeks in a most enjoyable manner. The country about these lakes is principally of a wild nature, very rocky and barren, but is said by the natives to be rich in minerals, including copper, lead, silver and iron. On, or rather near, Lake Temiscamingue there are several fine agricultural districts which are being rapidly settled by French who are brought from the lower end of the Province of Quebec by the Temiscamingue Colonization Company. They obtain land for next to nothing, and the colony is growing rapidly and is very prosperous."

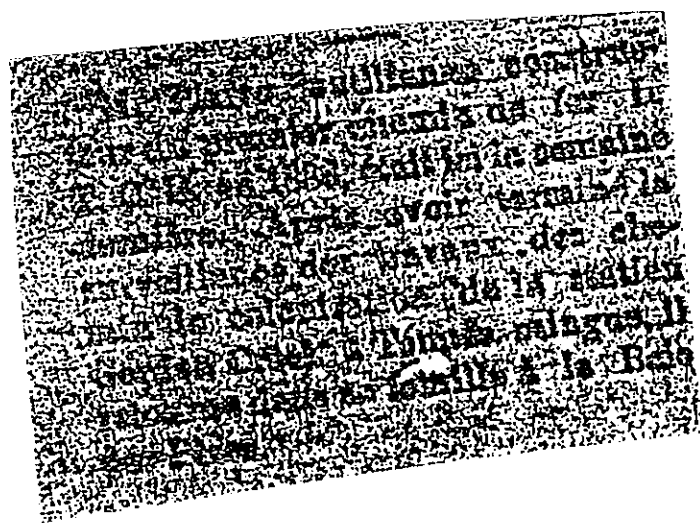
"Did you hear anything about a gold find above Mattawa?"

"Yes, I heard a lot of talk but saw very little gold. There is one man who thinks he has struck it rich near the C. P. R. track, above the town of Mattawa, but most of the people take what is said with a grain of salt. Of course there have been minerals found and probably gold, but from what I could learn there has been no Eldorado struck."

Colonization company are building
boat for their line on Temis-
The boiler has reached Opin-
will be drawn to Priest Bay,
steamer is being erected.

Pembroke
August 26
1887

April 8
1887
Pembroke



Constructor of the
first Railway LTR in
1886

la Sentineller (Mettawa)
December 20 1895

Les journaux de la semaine dernière ont été...
Le gouvernement a décidé de...
Les élections ont eu lieu le...
Le commerce a été...
Les affaires ont été...
Le public a été...
Les journaux de la semaine dernière ont été...
Le gouvernement a décidé de...
Les élections ont eu lieu le...
Le commerce a été...
Les affaires ont été...
Le public a été...

GROCIERIE
PROVISIONS
FRESH MEATS
GRAIN WOLF
FISH & SEAFOOD
POULTRY
BUTTER & EGGS
J. B. HAY
RUE WATSON

INSTITUT
D'ENSEIGNEMENT
TECHNIQUE
RUE WATSON

EMILIE en 1868
T. & W. MURRAY
MAGASIN GENERAL
DE TOUS LES ARTICLES
DE LA MAISON
RUE WATSON

COMPAGNIE
BAIE D'HUON
FONDÉE EN 1870
MAGASIN GENERAL
DE TOUS LES ARTICLES
DE LA MAISON
RUE WATSON

Montana
Oct 11 / 1895

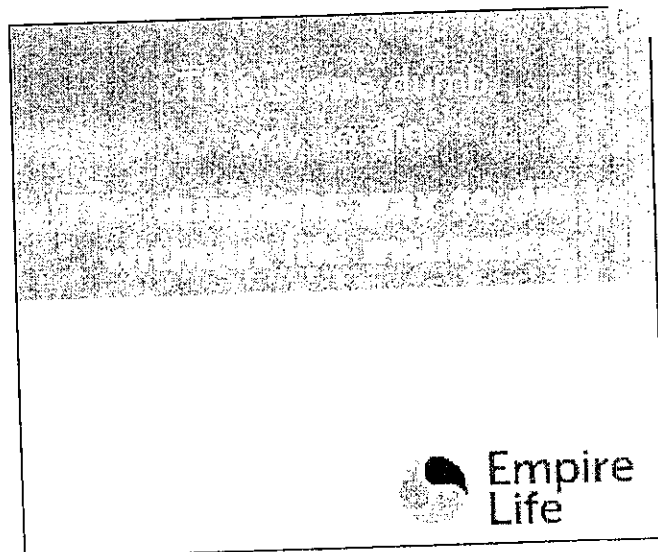
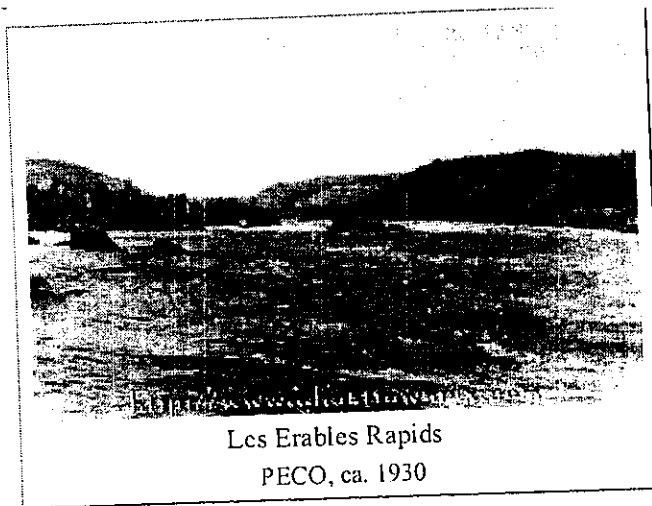
T of four important freighting stations. Historically a native encampment at its southern terminus, numerous explorers and fur traders used this same water route to access and transport furs. By the late 1860's, active lumbering and the beginnings of colonization schemes for northern Ontario and Quebec, contributed to a considerable amount of traffic along the river between Mattawa to the head of Lake Temiskaming.

Eventually "La Societe de la Colonization du Lac Temiscamingue" (The Temiskaming Colonization Society), formed a land settlement scheme, incorporated by Catholic priests from the province of Quebec. To encourage and facilitate the establishment of settlers, the colonization society formed a subsidiary company in 1883. They incorporated "La Compagnie de Chemin de fer de Temiscamingue" (or the Temiskaming Railway Company), obtaining a charter that enabled freighting tramways to be built around the rapids. The tramway at La Cave, Les Erables, and La Montagne portages were all completed that year. The following year in 1884 every obstacle within the Long Sault Rapids were bridged.

A small community quickly sprang up at Les Erables to accommodate the travellers and jobbers who funnelled through with supplies and equipment. The site grew to include a stopping place, a few freighting buildings and a depot. The settlement added a few dwellings, a small store and a post office, which was opened in 1883 by George Wilson. Horses pulled the carts along a narrow gauge track a distance of some 4.2 kilometres (3 miles). Completed that same year it was hailed as a major improvement for transportation.

The steamer Lottie left La Cave rapids and dropped passengers at the small landing at Les Erables. The freight was unloaded packed on a cart, and hauled 4.2 kilometres to the north landing. At this point another steamer, "L'Emerillon," came to the northern end of the portage and picked up the freight and continued to La Montagne Rapids where another portage carried freight to Seven League Lake and on to Beauchenes' landing on the Quebec side of the river further north.

The mouth of Beauchenes Creek was at the foot of the gruelling Long



Sault portage, a series of six rapids, which spanned nearly 28 kilometres (20 miles) up to the foot of Lake Temiscaming. This is where another series of rail portages were constructed. The TRC, eventually replaced these and completed a direct 30.8 kilometres (22 miles) narrow gauge rail line by 1890. At Beauchene the freight was then hauled by a steam engine with ease all way the to the small settlements of Gordon Creek (Kipawa Mills), and Lumsden Mills (both present day Temiscaming, Quebec). From there the head of the lake was a mere leisurely 126 kilometres (90 miles) steamboat ride.

The Canadian Pacific Railway purchased the portage railroad in 1891. In 1893 they commenced construction of a standard gauge line from Mattawa to the Long Sault Rapids (Temiscamingue). In 1893 the rails had bypassed the portage trail on the Ontario side, and the following year the 88 kilometres (63 miles) line was finally completed to Lake Temiskaming. At that point Les Erables lost its purpose, and faded to obscurity to become another footnote in the Ottawa River's long history. In 1948 After the Otto Holden Dam was completed and activated, the remains of Les Erables were lost forever under the river.

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Research: Yvan Charbonneau

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Lake Timiskaming

Lake Timiskaming (Lac Témiscamingue), 304 km², 108 km long, elev 180 m, is located on the Ontario and Québec border in the southwestern corner of Québec. Varying from a few hundred metres to 8 km in width, Lake Timiskaming straddles the boundary, half in Ontario and half in Québec.

Lake Timiskaming (Lac Témiscamingue), 304 km², 108 km long, elev 180 m, is located on the Ontario and Québec border in the southwestern corner of Québec. Varying from a few hundred metres to 8 km in width, Lake Timiskaming straddles the boundary, half in Ontario and half in Québec. Its physical character is well summarized in its name, an Algonquin word meaning "at the place of the deep water." The lake is deep - the mean depth is 122 m - except for the clay flats in the northeastern corner, which are dry at low water.

Along its eastern and southeastern shores are steep cliffs, a part of the LAURENTIAN HIGHLANDS, which until the 19th century were covered by PINE forests. On the southwestern shore this same topography prevails, but north of the Montreal River, where the lake widens, the hills give way to gentler slopes. Geologically, Lake Timiskaming is a remnant of Lake Barlow, a glacial lake dating back about 10 000 years.

History

Before European intrusion into the area, the ALGONQUIN occupied lands to the northeast of the lake, OJIBWA to the south and CREE to the northwest. All were drawn into the FUR TRADE in the early 1670s, and from then until the beginning of the 19th century, when the trade shifted northwestward, Lake Timiskaming was mainly a transportation route for a succession of fur companies and their traders. In the 1830s and 1840s, however, missionary fervour brought first OBLATES and then the Sulpicians into the area. In these same years, lumbermen acquired cutting rights along the eastern shore of the lake in the Kipawa region. By the 1870s, lumbermen had fanned northward and crossed the lake to the western shore. In the 1880s, permanent settlement began around Lake Timiskaming, on the Québec side, thanks to the efforts of missionary colonizers such as Father Paradis at VILLE-MARIE, and in Ontario through the work of such men as Charles C. Farr, founder of HAILEYBURY.

The first commercial steamer appeared on the lake in 1882; 14 were in operation in 1900. By then, however, railways had begun to take over the lake's transportation role. The Canadian Pacific Railway branch line, the Temiskaming Colonization Railway, running northward in Québec from Mattawa, reached TÉMISCAMING in 1894 and Ville-Marie in 1925. The Ontario government began construction of its own colonization railway, the Temiskaming and Northern Ontario (T & NO), in 1902. By 1905 the T & NO had reached NEW LISKEARD, the farming village at the mouth of Wabi Creek on Lake Timiskaming, and 3 years later it connected with the National Transcontinental Railway at COCHRANE in the Great Clay Belt.

As a developmental instrument the T & NO proved to be immensely successful, making possible the establishment of a host of silver (COBALT) and gold (TIMMINS and KIRKLAND LAKE) mining towns to the west and northwest of the lake. Because of these railways and the highways constructed into the area from NORTH BAY and Mattawa in the 1920s, Lake Timiskaming declined as a commercial transportation route after WWI, but became important for tourism and recreational purposes.

After inspection, to
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Lake Erie, Essex and Detroit River Railway Company.

(See Nos. 133.)

By the Act 50-51 Vic., ch. 26 (1887), the grant of a subsidy to the extent of \$118,400, for 27 miles of their railway, was authorized in lieu of a subsidy granted to this company the previous year, and on the 6th of April, 1888, they were admitted to contract for the construction of a line from Walkerville, on the Detroit River, to Cedar Creek Station, under the authority of an Order in Council of the 25th of March.

The line having been built and inspected, the company were authorized, on the 22nd of December, 1888, to open it for traffic.

Of the subsidy, the sum of \$106,500 was paid before the close of the fiscal year 1888-89. During the past fiscal year a further sum of \$11,900 was paid, making the total amount \$118,400, of this company's subsidy.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169 and 216).

By the Act 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the River Ottawa. The limit of the amount was \$25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49 Vic., ch. 10, letters patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the "Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act, 49 Vic., ch. 10, a further subsidy of \$6,000 was authorized for the building of wharves and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of \$31,600.

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of \$33,600 was authorized for 10½ miles of this company's line from Long Sault to Lake Kipewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized not exceeding \$48,000, for 15 miles from Mattawa Station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding \$64,000 for 20 miles from the northern end of the line subsidized by 52 Vic., ch. 3.

During the fiscal year the sum of \$26,360 was paid, making a total of \$52,760 paid to this company. No further payment has been made up to the 31st of December, 1890.

The unpaid balance of subsidy, \$145,000, which had lapsed, was revoked by the Act 52 Vic., ch. 3 (1889), and was again revoked by the Act 56 Vic., ch. 2 (1893).

During the fiscal year 1894-5, the sum of \$32,000 was paid, making the total payments, \$96,000. No payments were made during the past fiscal year.

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

Formerly "the Lake Erie, Essex and Detroit Railway Company," name changed by Dominion Act, 54-55 Vic., ch. 38 (1891).

(See Annual Report for 1893-94.)

L'Assomption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-89.)

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278, 282 and 324.)

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