THE
TEMISCAMING
COLONIZATION
NARROW GUAGE
RAILWAY

C H RIFF

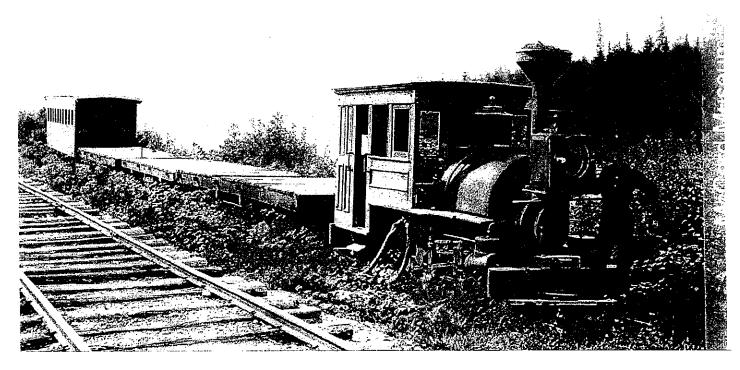




Quebec Archives

Source Challe Christing





9/11/2015

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

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Home Page > Collections and Research > MP-0000.800.6 | Old narrow gauge train at Haileybury, ON, 1889

Photograph

rail (370), <u>Train</u> (185), <u>Transportation</u> (2517)

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),

TOOLS

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NARROW GAUGE PORTAGE RAILWAY MYSTERY'S

C. H. RIFF

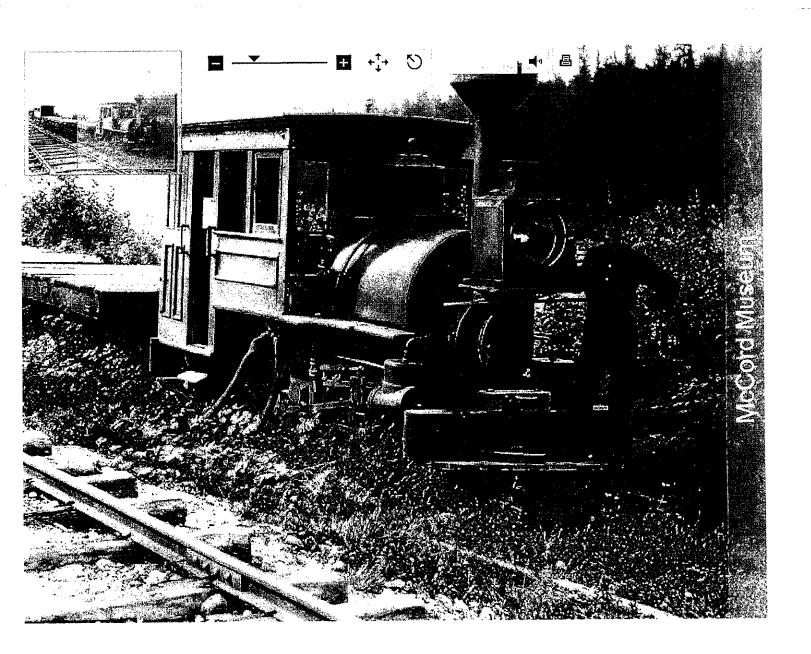
SEPTEMBER 2015-09-20

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 Temiscaminque 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 Pemboke 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 Temicamique 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.



MAY 12 1886 Toronto 6/05. for the Lake Temiscuming Colony and Leave Ottown on Monday Temperate char of Revenue Father Gendreau The work of Construction on the Transpay how the Long Sund Ragueds to grogressin satisfactorily. Several you a new to well survey at Makes Morway to Vattama &

and the second s

The second secon

A Railway to the Kippewa.

AN ADDITION TO BE BUILT TO THE TEMIS CAMINGUE RAILWAY.

Rev. Father Gendreau returned on Saturday from Quebec whither he had gone a few days ago in relation to some natters 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 cheir engineer, Mr. P. T. C. Dumas, to survey a line from termination of the Temiscamingue read 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 acqueinted 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 bownships secured from the Government lie along the new rdad.

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.

Fembroke Observer and Upper Ottawa Advertise R
March 18, 1887

The Kippewa Railway.

Mr. Paul T. C. Dumais, who went up to survey the proposed branch of the Temiscamingue railway has returnd to Ottawa. The branch will junction with the main line at Crooked Ripids, and will be ten a da half miles in length. will traverso a fairly good country. will be called the Kippewa branch. Dumais wiil submit h a plans Mr. to the Railway Committee, and if they approve the work will commenced at once. the line, he says will not A rumber of settlers are cult to haild. now settled on the line of the proposed It is thought that the new railway will be very use ul to the lumbermen, and will be patropized 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 Like Niplesing and Temiscamingue, said: "I have been away now some two months, all of which time I spent under canvas and travelling about in my canoo. We went to Mattawa by train and then up the Ottaws to Lake Temiscamingue in our canoos: We staid on this lake for three weeks and found hading and chooting simply grand. We could catch enough fish to last for two days in half an hour.

"'We then proceed on to Lake Nipising, 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 eaid by the fatives to be rich in minerals, including copper, lead, silver and iron. On, or rather near, Lake Temiscamingue there are several line agricultural districts which are being rapidly settled by French who ardibrought 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."

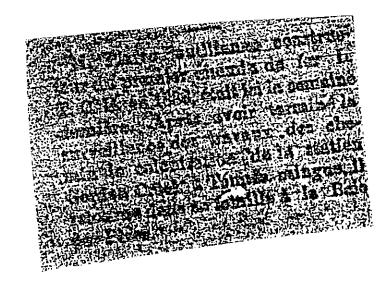
"Did you hear anything about a gold lind above Mattager?"

ites, I heard a lot of talk but saw vory 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."

Pembrohe August 26 1887

ivation company are building about for their line on Temistonat for their line on Temisthe boiler has reached Opin will be drawn to Priest Bay, treamer is being erected.

April 8 1887 Fembroke



Constructed of the infirst Railway LJCR in

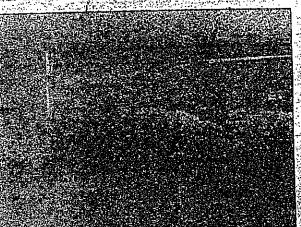
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BONTO, BATURDAY JULY 27, 1897

AGENCE STORY

hay Company post, subsequently Me, undertaking met with is due to the exerkattawa Polsi, and to him and to Mer-tolic Hange, who located at Mattawa shout the same than, belong the credit or being the founders of the town. Aswan Mr. Gormany and these three names. Timmina, bangs and forman

tions of one shis man who was the heart and soul of the enterprise, and unwestying in the presention of it. This man is Patter Captreau, the band of the Ob-lets mission at Mattawa. He was dis-ancial manager of the Ottawa Universtry when he was called to take charge of the colonization project, and he was



sonored ones in Mattews and the similar work in the eastern towships of vicinity. .

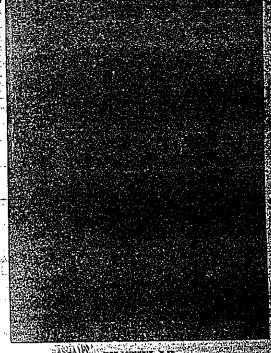
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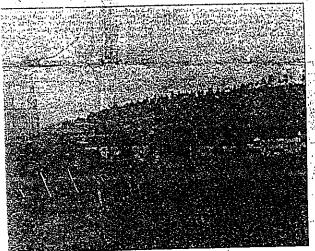
vicinity.

The district of Niplasing was organized by the Government in 1872, with Mr. J. Down as stipendlary Magdatrate, and court was held at Mattawa in the same year? Owing to the great number of longers passing through the town the establishment of authority was necessary and the Massia. authority was necessary, and the Magia-trate and court tended to preserve and murt tended to porsery order, In 1872-a regular line of steam-ers was placed on the Oliawa River, intween Deux Reylinger and Maltawa, 22 miles, and thailtist telegraph office was opened, and in 1877 the bridge over

the Province of Quebec. His first move tion and a railway company, of both which he was closed president. The work was begun in 1884, was pushed with vigor, and was completed and opened for truibe two years later. To great an undertaking for a colonization company, so Father Gendreau provided atomituals on the navigable stretches of the river, and termways at the portages. There were several of these tramways, that at the Long Sault at



the whole northern which has the following representative than it at command to destribe in deal the server as Committee that it as command to destribe in deal the server as Committee that it around a Mattawa from the group of the Committee that it is a committee that it is while the following re



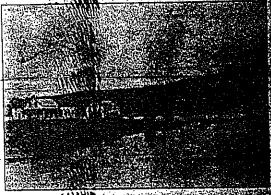
the Muttawa River, connecting the

an belov

the sides of the town, was built. In 1884 Mattawa was erected into a village, with municipal government, Mr. William Hogarth being the first Revewith Noah Timmins as successor, and the work of improvement in the shale in this year the population was comused of 166 families. Up to this year posed of 185 ramines. On this work had tawn owed its progress to the ever-increasing lumber operations in the surrounding country, but the first real impetur was in the year 1384, when the

long. Passengers and freight were con-veyed by steamer to the first portage, and were transferred by train to a steamer on the other side, and so on. On the short portages horses were used to haul the cars, but at the Gordon Creek portage, a dummy ongine was employed. The completion of this work established direct and easy communication between direct and easy communication occurred.

Statawa and the head of Lake Tomiscamingue, a distance of 125 miles, and
opened a large section of country to
trade. Majtawa has not been slow to
gelze the opportunity and to make her-



RESIDENT AND TARREST AT THE MENTINGING

town in 1891, it has the sure progress, and has become one below most important places in the beginner in a vigorous population, many fewer business men and an annual beginner bearing the sure progress of the stories at the Upper Ottawa. In these woods there are progress in these woods there are progress.

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La société de colonisation du igo l'emiscamlingue poursuivait Vigourement son ouvre. M. P. Quillingo, qui avait le contrat du s saures. La Pere Goudreau, pre- l'engénaule, tandie que d'autre glaint de la sacrieté et la prome sont glacie par la failleine config nas coins pur roughest de la lactant de la savieté et le promos sont glaces par la fondent contro gale D'aures aucoresont bear Hegus Ohno, et de plus il stett de responsabilité de le mettre à vous leur vie chan de vous par charge de la mission des Jos-acceution. Une compagnité sode comma des conociatifs de sous sur leur vie chan de vous sur leur vie comma des conociatifs de comma des conociations de comma de c esécution. Une compagnie inde-comme des concluibres qui en

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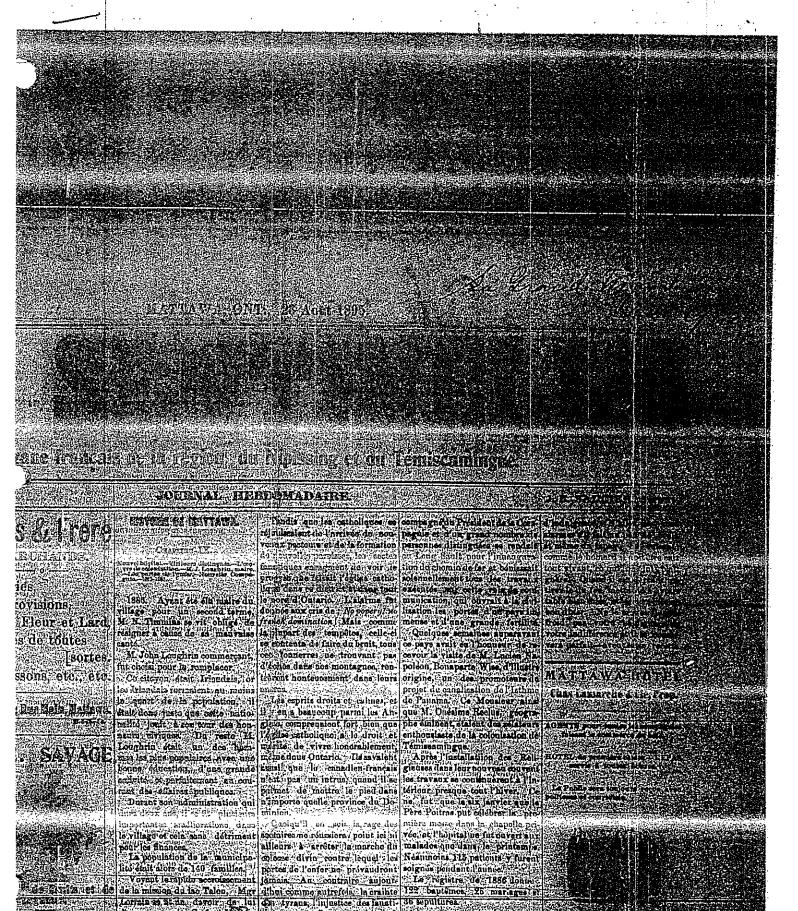
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36 Sepultures.

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La société de colonisation du

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MIN CHIRUPOLLE, Da Queen's College

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PERSONAL DIE REPARATIONS auctpal, Cattawa

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SAVAGE



darenend carbinits: Leauness.

BON MARCHE. B.E. BAVACE Mattawa. Ont

rotone se mattava

1885. Cet hiver plus de cent chantiers furent visités par le Père Nédelec at le Père Thérien. Ce dernier, qui était aussi chargé des Deux Rivières, de Bissett's Creek et de Rockliffe, ne jouit pas longtomps du bonheur que la bon nussionnaire opronven a ovange lisor les classes les plus pauvres. L'obdissance l'appelnit bioutôt aur un autro theatre, : An mole d'août il partale : pour : Lowell : Mass. of il était, remplacé par le Père L' Simonet ancien missionnaire du Nord-Ouest et depais quelques an nées de résidence. L'Maniwaki, sur la Gatineau. ... Celui-di-arrivait 🔏 Mattawa le 18 septembre.

N'ayant, pas de prêtre à en dis position Mgr. Lorrain wonfin la mission' des Joschims aux soins des PP. Oblate de Mattawn Lo 4 octobre, lo Pare Nedelce prenait nessession dile tes nonveat elisaip epiritaet, où ton comptair alors 38: familles //catholiques of 8 protestantes - Durant l'eté l'hôtel de ville nit scheve : Saus ôtre un monumout d'architecture, cet bilifice, avec sa tour assez blogante, donnait au quartier un air d'importance. Il coûtuit a la corpo \$2697. M. St Jenn en étnit l'en trepreneur. M. Not Timmins; ayant ets

elu maire: du village, ne turda pan's donner des preuves 'de son' activită, naturello, et de son zale pour la bien public ... On fit l'no quisition d'une pompe à incendio;

onit an visite pastoralo a Alutti na nabitante du village.

Le dix Mgr. Duhamel arrivalt les deux Prilats, persileur, pour para r'éleve en face de la Mutta elle me leduit de retie le lac Temiscamugue, unit peni vanisar uniterrato compris ontre dans lecquois les ricins continuer la visite, pastriale due frois mes, a 60 hiels an desnis du phôtret due manistre pour les intérêts de la colonisation niveau de la rivière, site admiraz clasif lomb

sporte de la colonisation en Ca-malades, et alles mds faisait le même voyage mandiants Lous ces personnages distingués solgner le n coloniaation.

En effet cette so mit a peine dix mois d'existance avait doja pris des meaures efficaces pour faire disparsitre la grando difficulta des compunications, seul obstacle sérieux. s opposait au progrès de la r velie colonie. Ayunt obteou line bvention: raisonable du parle mant federal at the gouvernment lades furent solgri is Quobea, ella entreprit avec quour uno serie do travaux devalent reduire à une posite ournee le trajet de Mattawa au district qu'on voulait ouvrir Elle faisait construire, sur ino. Timiscamingud un batcan a

vapour d'assez belles d'imensions ot un autre: moins considérable nur le lac: des Bopt Liones: Ce dernice inhugura ses voyages de la mois de septembre de cotte au nee 1885.

www.nemes.tempe.tout.éreis.p gld pour construire, six milles de chemin de fer au Long Sault, sinai que des framicays là ou la navigation se trouvait interromine par des rapides.

Tons cos travanx et cos excuisions apportaient un certain benéfice à notre village et lui donna leut

une plus grande importance. Le 5 octobre s'ouvrait le hidzar organisé par les dames du village, en fuveur du, nouvel hopital et nu rapporta da jolie somme da \$600.50. To 12 du mume mois la vioil hopital, qui servait de redes travaux importants furent didouce aux religiouses doring la executis sur les rues et sur les proie des flammes. L'incendie Par destrivoux publiches chomins do colonisation; quolques marciat avec, tant do rapidité trottoirs furont prolonges. En me imilano polite partie soulement des mo tampe un bon nomira de nons reflete into tro muveo. Il fallalt di les interstees sunt tropygrands vellus būtisses a dlevaient dans 16 botto prenve, tetto fleur pour village. La plus considérable schever d'embellir la première était un hopital de 60 sur 40 pieds couronne que l'auge avait tressée terre, et elles n'obtiendrent surri que les sœurs de la Charité fui pour les sœurs de la Charité de ssiont countraire sur la terrain de Mattawa. Le cul voulnit aussi la mission, & Rosemount; et dont peut-être; par oet secident, prevo M. St. Jean avait l'entroprise hir l'usago profano de cette mai Le neut mutt Mgr. Lorrain fai son sanctifies par taut de verme En effet les sours étaient à le qui doiven et donnait la confimation à 42 vaille de la quitter pour prendre que de les disposer de la parsonnes. Le soir une balle possession de leur nouvelle derrant que les plantes missent. llumination disait & l'illustre vi. re qu'on achevait de construire [19, avoc feurs] siteur la joie et la recounaissance sur le torrain de la mission qui rempliscatent les cours les Après l'incendie les travaux furent pousses aven; plus d'ardent. Cot hopital, qui est saus controwas à Mattawar ot le Jandemun dit là plus belle bâtieses de tout le de forze qu'elle

da hopital receiv

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Im population ofait de 244 familles, dont 117 canadiennes, 52 anguise

Le registe donn 17 mariages, 42 Menultures

AGRICULTI) RE

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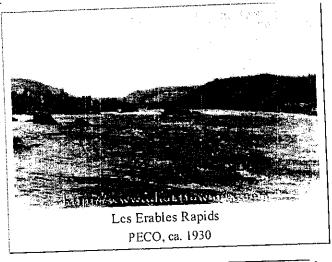
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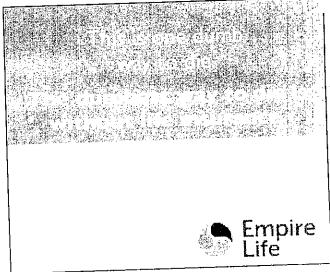
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of four important freighting stations. Historically a native encampment at its southern terminus, numerous explorers and fur traders used this same water route to access and transport furs. By the late 1860's, active lumbering and the beginnings of 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 theses and completed a direct 30.8 kilometres (22 miles) narrow gage 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 Timis kaming (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 Timis kaming 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 (TIMMINSand 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.

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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 Codar 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 Kippewa. 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.

[1890]

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The unpaid balance of subsidy, \$145,000, which had lapsed, was revoted by the Act 52 Vic., ch. 3 (1889), and was again revoted 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. S8 (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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