

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1994

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
Le reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from:/
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments:/
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

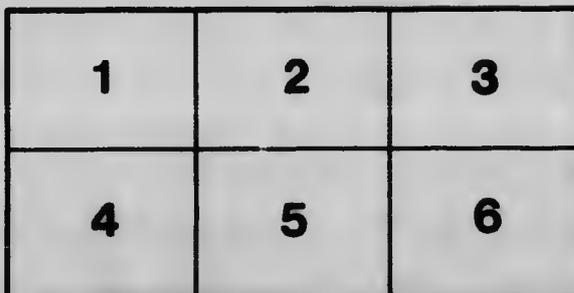
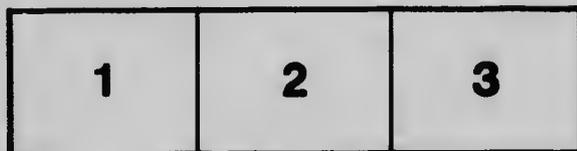
National Library of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

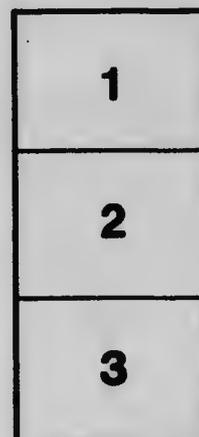
Bibliothèque nationale du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

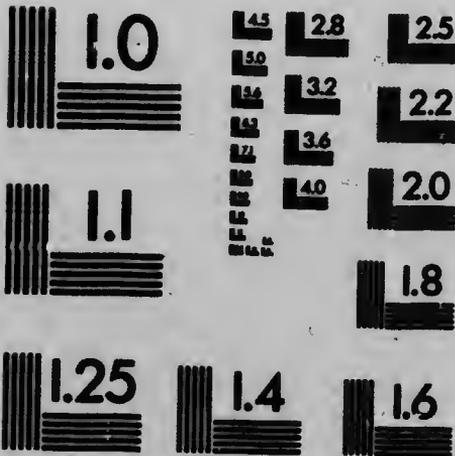
Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482-0300 - Phone
(716) 288-5989 - Fax

[The main body of the page is a large, solid white rectangle, indicating that the content has been redacted or is otherwise illegible.]

The
**Quebec & Lake St. John
Railway**

The
BRANCH TO LA TUQUE

**It Will Hasten by Two Years the Con-
struction of the Grand Trunk Pacific
Railway and Open Up a Country of
Enormous Possibilities** ♡ ♡ ♡ ♡

**ILLUSTRATES THE POSSIBILITY OF RAILWAY
WORK IN WINTER**

HE 2809

34

942

**Quebec &
Lake St. John Railway Co.**



OFFICERS



G. LEMOINE PRESIDENT

WM. HANSON VICE-PRESIDENT

J. T. ROSS "

J. G. SCOTT GENERAL MANAGER

ALEXANDRE HARDY G. F. & P. A.

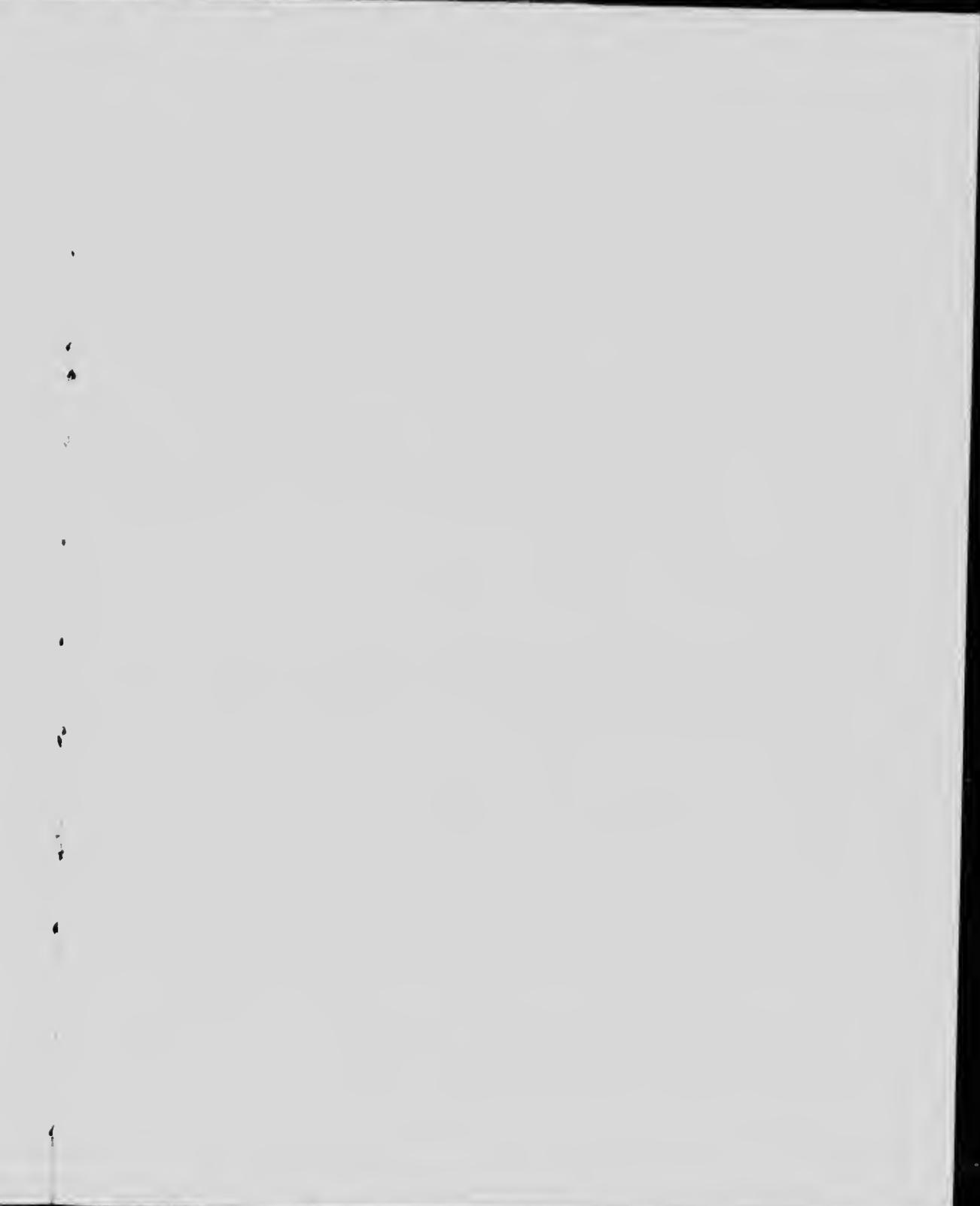
A. E. DOUCET, R. M. C. ... CHIEF ENGINEER

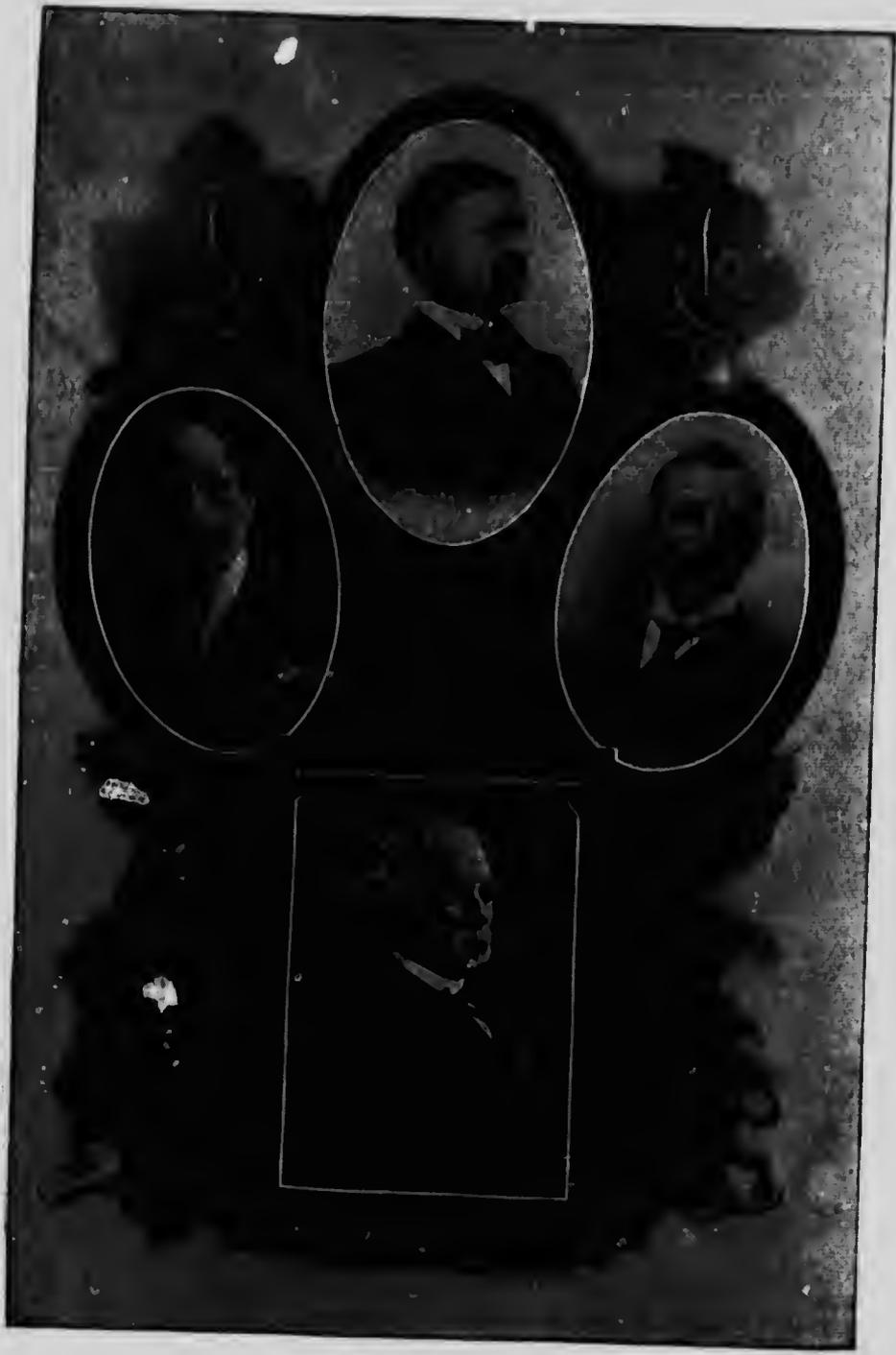
S. S. OLIVER AUDITOR

G. BONHAM ACCOUNTANT

JAS. BAIN SUPERINTENDENT







The QUEBEC &
LAKE ST. JOHN RAILWAY

The
Branch to La Tuque

**It Will Hasten by Two Years the Construction of the Grand
Trunk Pacific Railway and Open Up a Country
of Enormous Possibilities & Illustrates
the Possibility of Railway
Work in Winter**



WITHOUT any ostentatious newspaper publicity or flourish of trumpets of any kind, several hundred men with an elaborate engineering plant have been hard at work for some months past upon a branch line of railway in the very heart of Northern Quebec, which, by reason of the natural riches of the country which it penetrates, and of its fortunate location, is destined not only to open up a country of enormous possibilities for the interests identified with agriculture and colonization, lumbering, pulp and

other industrial enterprises, as well as for the establishment of a new route for tourists, but also to hasten, by at least two years, the construction of a large portion of the main line of the Grand Trunk Pacific railway.

The new railway, which is to be finished in December 1905, is a branch of the Quebec & Lake St. John Railway, which has already succeeded in opening up the wealthy lumbering, pulp, dairying and agricultural districts of Lake St. John and the Saguenay, and in establishing one of the most popular tourist routes in America. La Tuque Junction, on the line of the Quebec and Lake St. John Railway, whence the new road branches off in a northwesterly direction towards the La Tuque Falls, on the St. Maurice River, is 78 miles from Quebec, at a point where the Batiscan river flows close to the main line of the railway. At this point, close to the Junction, the splendid stream is crossed by a very substantial steel and masonry bridge, now in course of construction by the Dominion Bridge Company. After crossing the bridge the new line follows for ten miles the Jeannotte river, the outlet of Lake Edward, piercing the wall like range of the Laurentian mountains, through magnificent scenery, then touching Lac au Lard and a succession of picturesque lakes and rivers, until it reaches Lake Wyagamack, which is drained into the St. Maurice. The river of this name is finally reached by the railway at the head of the magnificent La Tuque Falls. The



LA TUQUE FALLS



THE DRIVE IN THE ST. MAURICE DISTRICT

length of the new line is but forty miles, so that it brings La Tuque within 118 miles of Quebec.

La Tuque, though beyond the Laurentian mountains, is only 500 feet above tidewater, or about the elevation of Sherbrooke, and is the head of steamboat navigation on the St. Maurice, and its picturesque waterfall is of such dimensions that when harnessed by electricity it will furnish a force of 90,000 horse power.

Some idea of the development that must follow at La Tuque as soon as it is reached by the railway, may be formed from a glance of what has been accomplished under similar conditions at Grand'Mère and Shawinigan. When a railway reached Grand'Mère, seven years ago, there was nothing there in the shape of industries with the exception of a small pulp mill, while both that place and Shawinigan were practically without population at all. In fact this is true of Shawinigan up to about five years ago. Now the population of each town is about five thousand people, Grand'Mère having a pulp and paper mill that ranks amongst the largest in the world. At Shawinigan, ten millions of dollars have been expended in the development of power from the falls and in the establishment of dependent industries. The Pittsburg Reduction Company has aluminum works there, and there is also a large carbide factory, besides the extensive mills of the Belgo Pulp and Paper Company and the works of the Shawinigan Power Company.

The industries which may be established at La Tuque as a result of the railway construction and the development of the local water power will be only one factor out of many that will contribute towards the wealth of the upper St. Maurice country. The magnitude of the lumbering operations of that district is such that no fewer than 6,000 men are employed, who cut last year the enormous quantity of 3,500,000 logs. What this will mean to the railway when the means of manufacturing at La Tuque have been provided, may easily be imagined. And there will be facilities, of course, for the manufacture of pulp and paper, and for its shipment by rail, as well as for that of lumber.

The lumbering operations in the St. Maurice district are next in magnitude to those of the Ottawa country, and the surveyors who located the new line of railway are authority for the statement that it will open up twelve thousand square miles of timber limits in the valley of the St. Maurice, thus adding very materially to the accessibility of valuable government property and so largely contributing to the public wealth, by its enrichment of the public exchequer.

It appears from the reports of the surveyors and others who have visited the country through which the line is being constructed, that it is infinitely superior to that through which the main line of the Quebec & Lake St. John Railway runs, abounding in excellent timber which has never been burnt over, in beautiful lakes and rivers, and so level in places as to provide



BRIDGEWORK IN WINTER



GRANDE ANSE, ST. MAURICE RIVER

room for the establishment of many settlers. Government surveyors report that above La Tuque there are over two millions of acres of land suitable for settlement. Here again the new railway will become a creator of national wealth by making salable a vast tract of the public domain of the province of Quebec, besides largely contributing to the patriotic development of agriculture and colonization. The first fifteen

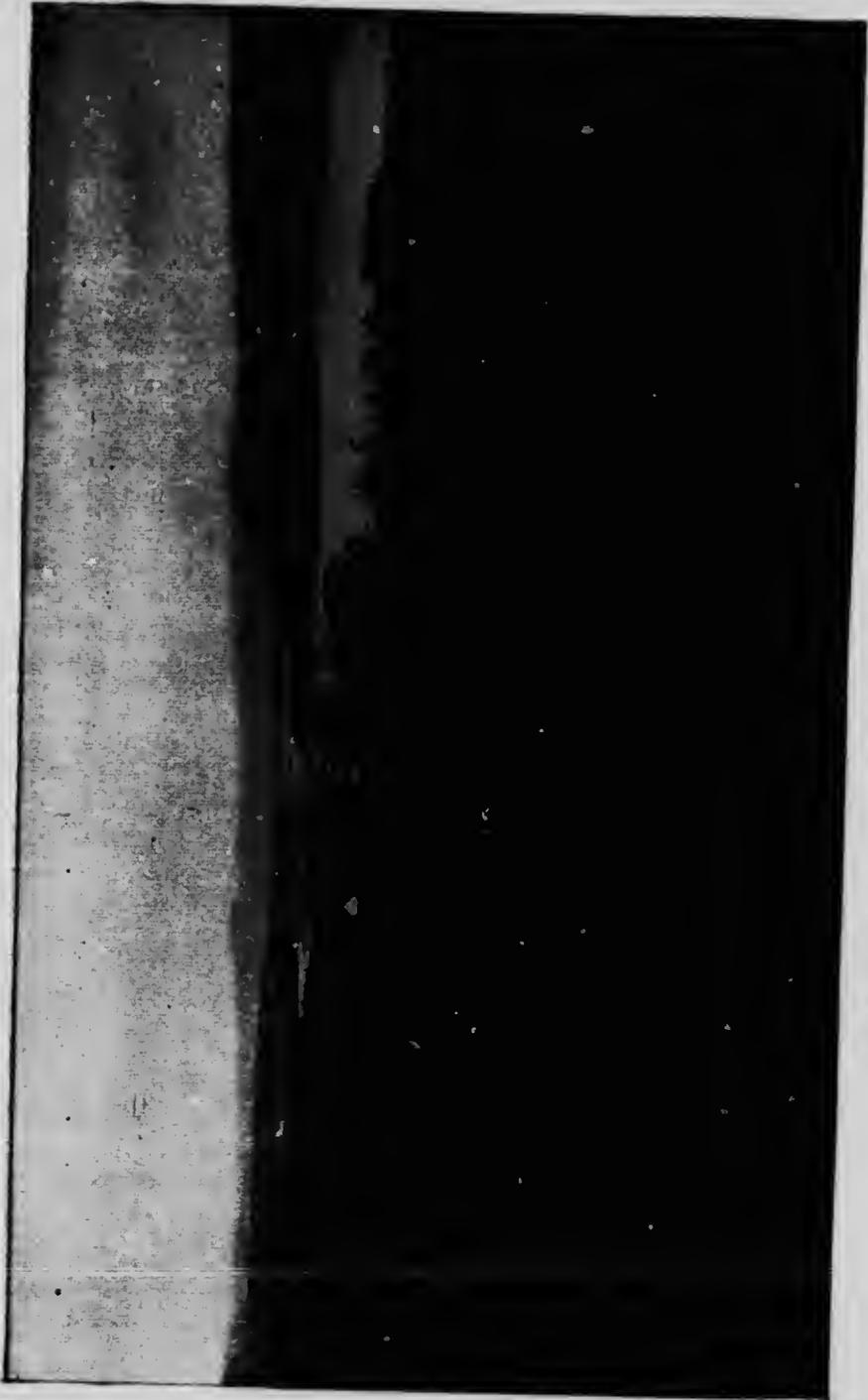


FROM HEAD OF TUQUE FALLS, ST. MAURICE RIVER

miles of the road runs through a very fine new township containing sufficient land of the best quality for the formation of two or three parishes in the valley of the Rivière Jeannotte, and well timbered. This new township has been happily named by the Provincial Government—Laurier—in honor of Canada's Prime Minister.

The railway to La Tuque will possess an exceptional public value to the whole Dominion because of the important part which it is destined to play in facilitating the construction of the Grand Trunk Pacific Railway. As is now well known, the proposed new trans-continental railway is to cross the St. Maurice somewhere within measurable distance of La Tuque, and under the existing order of things it would take probably a couple of years before the line would reach the St. Maurice crossing and be in a position to convey material for the prosecution of the work of construction in this part of the country. The building of the railway from the Lake St. John Railway to La Tuque will so change all these conditions, however, that it will be possible for the Grand Trunk Pacific people to save these two years in the construction of this important part of their through line. Instead of having to wait until their own road is pushed forward to the St. Maurice, they will be able to transport their men and material, their machinery and their rails to La Tuque over the new branch now in course of construction, and even their material for bridging the river ; and from La Tuque the material can easily be moved by water to the exact crossing point of the Grand Trunk Pacific, whence work can be immediately proceeded with on that main line, in both directions, thus saving two years in the construction of this part of the roadway.

This consideration alone eloquently testifies to the



LOOKING DOWN THE ST. MAURICE FROM LA TUQUE



WORKING A ROCK CUT IN WINTER

national importance and value of the railway to La Tuque.

Seventy miles of steamboat navigation on the St. Maurice, will, in connection with the new railway, make a round trip for tourists as beautiful and picturesque and almost as grand as that of the Saguenay. When a new passenger steamer with all modern improvements has been placed upon the St. Maurice, it will be possible for tourists to make the round trip from Quebec to La Tuque and back in part of one day, leaving the city after breakfast, by Quebec and Lake St. John Railway for La Tuque, connecting there with steamer for Grandes Piles, thence to Three Rivers by rail reaching that city in time to take the afternoon train for Quebec or Montreal, which will be reached in time for dinner.

The railway will be a first class one in every respect, suitable for hauling heavy trains of lumber, no grade exceeding one per cent and no curve sharper than eight degrees. The bridges are of steel and masonry of the heaviest specification, and the rails, which have all been purchased and delivered, are of steel of the standard weight.

The work of construction is in the hands of Mr. Joseph Paquet, the well-known contractor, of Levis, who expects to complete it, as already stated, by December next. During the whole of the present winter some 400 men have been constantly employed in clearing, grading—in the heavy cuttings—rock cutting,

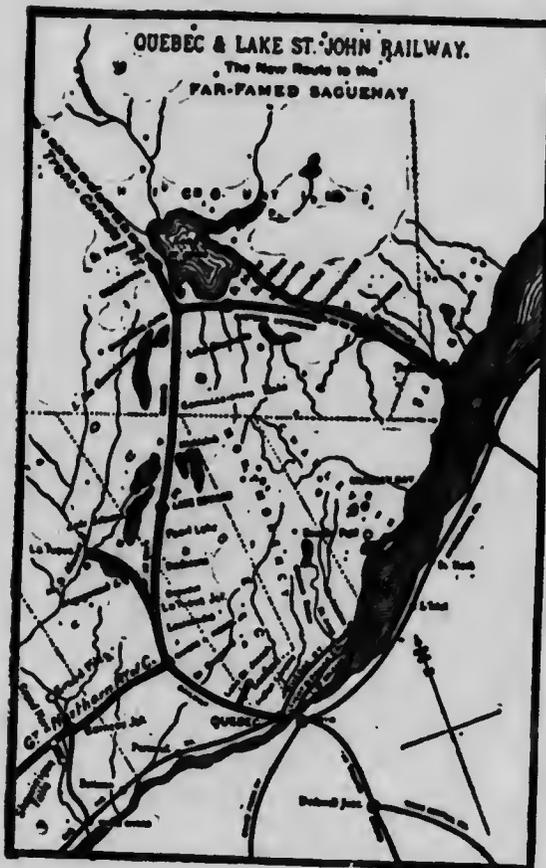
bridge and culvert masonry, and in building camps for the additional men to be put on in the spring when the force will be increased to 1500 men. Although the winter has been very severe the work has progressed wonderfully well, the men having so far lost only half a day through bad weather. This experience is unique and is a demonstration of the possibility of railway construction work in Canada in winter.

Mr. H. J. Beemer, the enterprising contractor who built the main line from Quebec to Lake St. John, and also the extension from Roberval to Chicoutimi had already demonstrated that certain classes of construction work could be done in Canada in winter as well as in summer. The present experience proves that there is no necessity in future to lose the winter season, as we have done heretofore.



STEAMER SAMSON,
which runs between Grandes Piles and La Tuque

It will be something for the Quebec and Lake St. John Railway to be proud of, that after having made tributary to the old capital of Canada the great lumbering and colonization districts of Lake St. John and the Saguenay in the east, it will also have secured for Quebec the control of the great lumber territory of the St. Maurice, to the west, and also, as we have seen,



have contributed largely to the national wealth and prosperity, besides furnishing the Grand Trunk Pacific railway with the means of saving two full years in the construction of Canada's new trans-continental road.

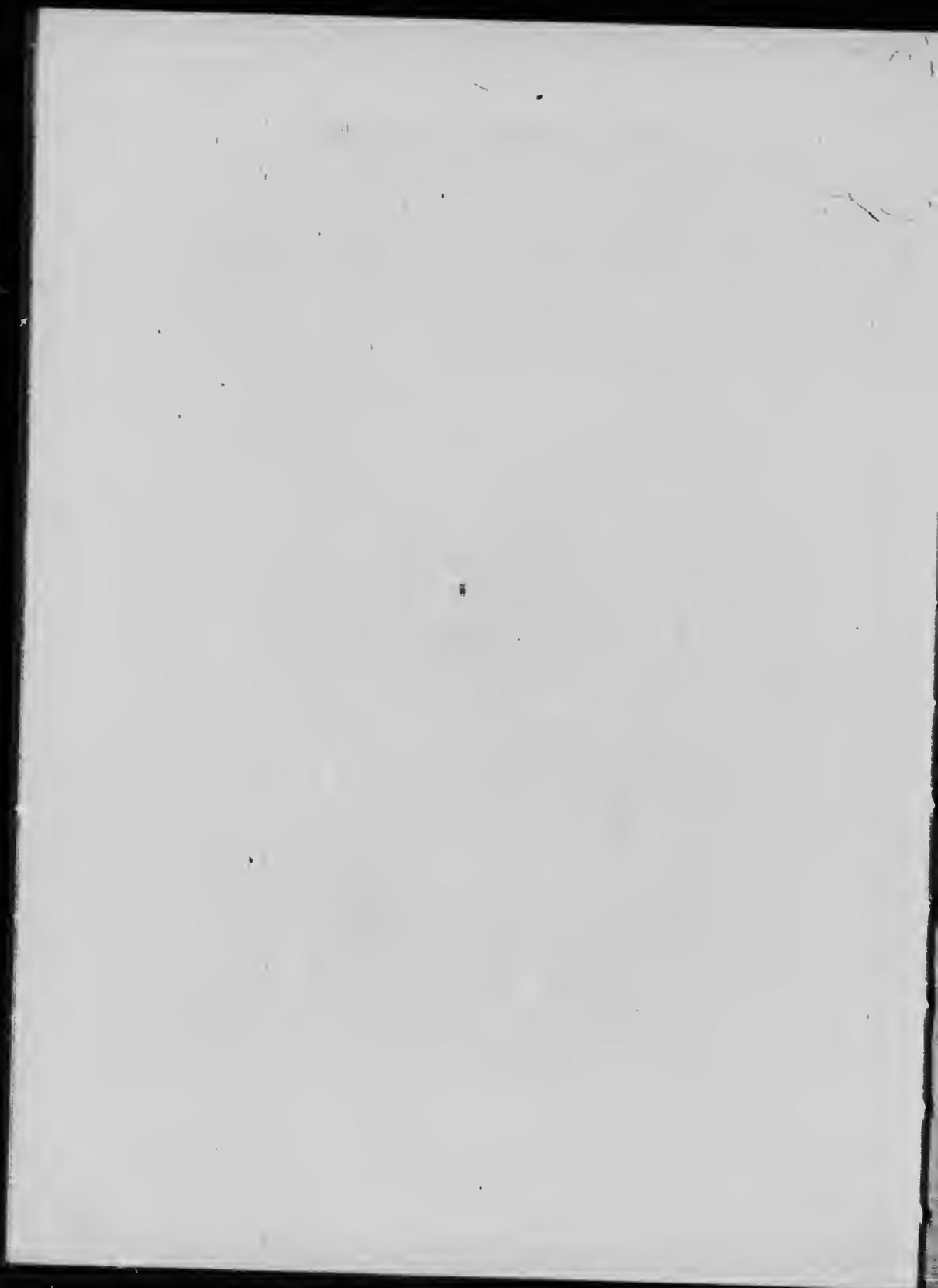
When the Quebec & Gosford Railway was built in 1870, the President of the Company at that time—Sir Henri Joly de Lotbinière—obtained a charter

for its extension to Lake St. John, with a branch line to La Tuque. What then appeared to the public as a very gigantic and visionary undertaking on the part of that gentleman has at last been realized in its entirety, and by the end of the present year the completion of this branch line will have perfected a great railway system, putting almost the whole north of the Province and its vast resources in easy communication with the capital.

Quebec, April 1905.







Quebec &
Lake St. John Railway Co.

DIRECTORS

GASPARD LEMOINE.....QUEBEC
WM. HANSON.....MONTREAL
J. T. ROSS.....QUEBEC
T. A. PIDDINGTON....."
E. BEAUDET....."
HON. P. GARNEAU....."
HON. JULES TESSIER, SENATOR.."
H. J. BEEMER.....NEW YORK
EDWIN HANSON.....MONTREAL
F. W. ROSS.....QUEBEC
CHARLES A. HANSON.....LONDON
HON. JUDGE J. A. GAGNÉ.....CHICOUTIMI
HON. S. N. PARENT, M. P. P., *Mayor*
of Quebec (ex-officio).....QUEBEC
GEO. TANGUAY, M. P. P., (*named*
by Provincial Government)....."

102
2704X3 C



