

ST LAWRENCE AND
INDUSTRIE VILLAGE
RAILWAY

CANADA'S FIRST
LOCOMOTIVE

C.H. RIFF

CANADA'S FIRST LOCOMOTIVE

Canada; first locomotive the Dorchester of 1836 was sold to the St Lawrence and Industrie Village in 1850. For operation between Lanoraie and Indurtrie (Joliette). It was a long held legend that the locomotive exploded in 1864. This important account was found in the L'Industrie, Joliette, August 13, 1873:

One night last week three teams of oxen were dragging an engine across St Charles-Boromee Street.

It was rumoured that this engine our railroad had just arrived from Upper Canada and that it had been shipped by the Stoddart Company at Hanover for the steamboat now being constructed.

Here is the truth. The engine is none other than that which has been known here for a long time under the name "Pacaud" and which was more famous under more than one name. "Pacaud" was the first engine used on our railroad between Joliette and Lanoraie. It was the first engine in Canada to haul cars on a railway and it ran for some time between Laprairie and St Jean.

Following a history, substantiated well enough, this old "Pacaud" would also seem to have been the first engine used in England itself. Having been the first everywhere it Ran, "Pacaud" being old has just been sold for \$300 by the railway company to Mr Corneille of St Ambroise who is going to use it at his mill here. "Pacaud" down to this second level. "Sic transit gloria mundi."

LE CANADIEN, 17 JANV. 1851 P 2

CHEMIN DE FER DE L'INDUSTRIE A RAWDON.

—M. Cane, ingénieur civil, écrit qu'il a terminé ses études sur le terrain jusqu'à la rivière Rouge, à quatre milles de l'Industrie. Jusque-là, c'est-à-dire depuis la rivière de l'Assomption jusqu'à la rivière Rouge, le niveau est parfait, et nulle part on ne pourrait faire un chemin à meilleur marché que là, le sol étant sablonneux. Il sera facile aussi de faire les ponts sur les rivières de l'Assomption et Rouge, la pierre se trouvant en abondance sur les lieux, et les culées pouvant être en roc solide. De la rivière Rouge à Rawdon, distance de 8 milles, on trouvera en abondance des épipettes de grandes dimensions pouvant servir à la construction du chemin, et l'on se procurera facilement, aux divers moulins sur la rivière Laquaro, le bois de sciage pour les pièces longitudinales. M. Cane pense que le contrat pour l'entreprise pourra être passé vers le 16 du mois prochain.

Le chemin de fer de l'Industrie au Saint-Laurent, de 12 milles de longueur, n'a coûté que £1000 par mille, et il est probable que celui de l'Industrie à Rawdon, de la même longueur, ne coûtera pas plus. On propose de continuer ce chemin jusqu'à Montréal.

LE CANADIEN

17 1851

ST. LAWRENCE & INDUSTRY RAILWAY.

On the 28th July, 1847, a charter was granted to a Company formed to construct a railway from Lanoraie, district of Montreal, to Industry village, a distance of 12 miles. This road was completed and opened for traffic in the month of May, 1850, and is operated during the summer months only. The cost of construction and rolling stock amounts to about \$56,000. The rolling stock consists of 3 locomotive engines, 2 passenger and baggage cars, and 9 other cars.

CHIEF OFFICE AND ADDRESS—Industry, Province of Quebec.

The Montreal Gazette, Vol LXVII (Number 231), Wed. Dec, 8, 1852

The Honourable Mr. Joliette, Seigneur of Lavaltrie undertook to construct a cheap railroad from Lanoraie to Industry at approximately 1000£ per mile.

Mr. J.H. Dorwin, proprietor of extensive mills in the Township of Rawdon has undertaken, assisted by friends, the continuation of the line from Industry to a point a short distance from Rawdon to which it will shortly be completed.

Saturday, the press and other railroad officials left at 8:30 a.m. on a rainy morning on board the Jacques Cartier and were under weigh for Lanoraie. Arriving at Lanoraie at 11 o'clock where the train "surmounted by a Union Jack was awaiting us."

It was noticed that the speed attained was not equal to more expensive Roads but did manage 15 mph. Arrive Industry. Population 4000. The special train was saluted both coming and going by some sort of extempore cannon and a display of flags. Similarly at Rawdon. Due to the extreme bad weather, passengers were unable to continue on to inspect Mr. Dorwin's mills, but all enjoyed a good meal at the house of the nearest habitant.

By 5 p.m. all were back on board the Jacques Cartier.

Prospects of Success.

Prospects of success were considered good since cheap railroads pay higher dividends to the stockholders and if it can adequately handle the traffic, it is better than a more expensive rr.

The extent of the size of the city of Industry is noticed. As much as 2000 bushels per day of grain have been brought to the market at Industry.

Extensive saw mills are located at both Industry and at Rawdon. Lumber is prepared for markets in the south by sending it by RR to Lanoraie. "Canal craft via Richelieu and Chambly canal and through the lake to Whitehall whence it is forwarded to Albany and New York."

"The Uplands of Rawdon are a fine grazing district and Rawdon butter and cheese are well known and highly prized in our market."

With Passengers, grain, lumber, and Dairy produce the line will very likely have great success.

COSTS

Outlay Engineering	37
Land and Engineering.	30
Grubbing and Grading	125
Superstructure, bridges, and laying of rails	265
iron and spikes.	272
Interest, salaries, low advertising and incidental expenses . . .	22

Total per mile 741£

To this is added 59£ per mile for buildings and fences and 200£ per mile for equipment bringing the total cost to 1000£ per mi

"We challenge the world to beat that."

The same cost for the other 12 miles gives 22,500£ for 22 ½ miles of railway. This amount is often spent on 2 ½ miles in America or 1 mile in Great Britain. [Note this latter 12 miles must refer to the part of the rr from Industry to Lanoraie.] Habitants were paid 30£ per mile of right of way.

The company, after dining on board ship, heard Mr. Dorwin give a toast to the Queen, The Governor-General, and the St. Lawrence and Industry Railway.

Mr. Scallion arose to thank the host and explained that the object of his railroad was to provide "easy and cheap communication between Industry and Montreal." He then toasted the Industry Village and Rawdon Railroad.

He was succeeded by Mr. Penney, of the Montreal *Herald*, and a director of the rr. He said that the railroad had been built through the efforts of the chairman, built "partly with love and partly with money".

At 741£ per mile, this beat any railway yet constructed, English or other.

It opened "23 miles of fertile country which must be tributary to Montreal" and also showed that a railway could be built to serve the needs of a modest rural population.

Mr. J.H. Dorwin, claiming that he was not blessed with oratorical powers, thanked the assembled company and said that more money for completing the rr was needed and 12% would be paid. (Cheers) He then toasted the Railroaders of New England.

Chief Engineer of the Central Railroad, Mr. Campbell rose. He predicted that the Atlantic and Pacific would be joined by "double rails with a flange in the middle and driving wheels from 16 to 20 feet in diameter, capable of attaining a speed of 100 mph. A description of the New England Roads followed. Toast to the RR of Canada.

Mr. T. C. Keefer then addressed his remarks concerning the Railroads around Montreal and trade. As for the R.R. they

Placed in service in 1846, the new locomotive's performance prompted Lindsay to write Baldwin: (56)

The locomotive Montreal....I am happy to say is in most respects such a Machine as I would trust will do every credit to your establishment.

At the same time Lindsay also reported that "two of our Locomotives are sadly out of order", and although he was "desirous of repairing them next winter", the inadequacies of the two original locomotives had no doubt become apparent. Following the acquisition in 1848 of a second 4-4-0, the "Champlain" built by Norris, (57) and the delivery of the Scottish-built "John Molson" in 1849, (58), the "Dorchester" and the "Jason C. Pierce" had become expendable. As far as the Champlain and St. Lawrence was concerned, they had reached the end of the line.

Sold Down The River

In 1849 the construction of La Compagnie du Chemin à Rails du Saint-Laurent et du village d'Industrie, a twelve mile line running from Lanoraie on the north shore of the St. Lawrence to the town today known as Joliette, Qué., enabled the Champlain and St. Lawrence to dispose of their original locomotive, the "Dorchester", profitably. Having a capital investment of only £12,000 - low in comparison with other railways of the period - and "constructed on very economical principles" (59), the Industrie railway was in the market for cheap equipment, and the Champlain and St. Lawrence, which was then involved in a project to extend its line south to Rouses Point, was happy to provide it. Accordingly, in addition to old iron rails, twelve freight cars, and one first class passenger car; the "Dorchester" was sent down-river to Lanoraie. It fetched £500. (60)

Once the Industrie railway opened to the public in May 1850, it found, as had the Champlain and St. Lawrence in 1836, that the "Dorchester" alone was not sufficient. Soon after, the following transaction was recorded: (61)

22 July 1850

Sold and delivered

Locomotive "J.C. Pierce" & 12 frt. Cars.....£1500

If, as in 1849, the freight cars were bought for 25 each, the "Jason C. Pierce" sold for £1200 - over double the price of the "Dorchester". The great difference in value between the two locomotives was likely due to the rebuilding of the "Pierce" from a 4-2-0 to a 4-4-0 by the Champlain and St. Lawrence sometime before it was delivered. (62)

Although it is known that the "Dorchester" remained in service until 1864 when an accident caused it to be scrapped, (63) little is known of the subsequent history of the "Jason C. Pierce". It had been believed that the locomotive became the property of the Canadian Pacific Railway and was sold in 1889 to the L'Assomption Railway (64);

but it is said that this firm, having a financial interest in the StL&O, repaired it and sent it to Canada, where it was used as a yard engine until it was scrapped in 1892.

Purchase of the North Shore Railway Company (until 1882, the Eastern Division of the Quebec, Montreal, Ottawa & Occidental Railway) in September 1885 delivered twenty-one locomotives to the CPR. Most were relatively new and well-maintained locomotives, but the stock included two early engines which had belonged previously to the St. Lawrence & Industry Village Rail Road (the CPR's oldest operating constituent, opened 1 May 1850) when that pioneer line had been purchased by the QMO&O in 1880, then transferred to the North Shore in 1882. One of these locomotives (I No. 1/197) was a 4-4-0 shown incorrectly in CPR records as having been built by Hinkley & Drury in 1840. For many years, the author tended to discount as improbable a long-held theory that this locomotive was actually an 1837 Norris-built engine, originally 4-2-0, built for the Champlain & Saint Lawrence Rail Road as Canada's second locomotive, named "Jason C. Pierce". Nonetheless, this identity was given in R&LHS Bulletin No. 83. However, as this text was in preparation, an entry was found in a

old Champlain & Saint Lawrence Railway, was called the Jason C. Peirce (sic), and it is still in use on the line at Joliette."¹⁴ The origin of CPR I No. 1/197 was thus established incontrovertibly as Canada's second locomotive. It remained to serve yet another owner, having been sold by the CPR in 1889 to Thomas Rideout, a Montreal equipment dealer, who is said to have resold it to the L'Assomption Railway, where it was scrapped about 1895.

The other early North Shore Railway locomotive (I No. 1/332) is also listed incorrectly in the CPR stock book as having been built by Taunton in 1843, actually four years before that builder began operations. A perusal of the Taunton works list for 4-4-0s with similar dimensions suggests that this locomotive may have been Taunton works No. 276, built in 1860 for the Stanstead, Shefford & Chambly Railway Company as the "A.B. Foster", transferred to the Vermont Central when that company acquired control of the SS&C a few years later, then sold to the Industry railway before July 1869. Though this hypothesis remains to be substantiated, this origin is given in the Series I roster, with a cautionary note.

RAVALLEE
Canadian Pacific
Steam Locomotives

Industry Village & Rawdon Ry. Opening Date Uncovered

Reprinted from *C.R.H.A* (Canadian Railroad Historical Association) *News Report*, March 1960, p. 19.

Generally speaking as a result of the discovery of the Keefer Report, and other contemporary publications, the Canadian railway history has been pretty well documented. Paradoxically, it can almost be said that we are better informed on the railway situation in Canada in the period immediately preceding Confederation in 1867, than we are in the time immediately following that important event.

However, one of the early railway companies, which has repeatedly escaped detailed research is the short-lived career of the Industry Village & Rawdon Railway Company, which flourished for a brief period in the early 1850s. The oldest constituent railway line of what is now the Canadian Pacific Railway, is the Saint Lawrence & Industry Village Railway Company, which was opened between Lanoraie Village, on the Saint Lawrence River, and Village d'Industrie (Joliette), in Quebec province, on May 1st, 1850.

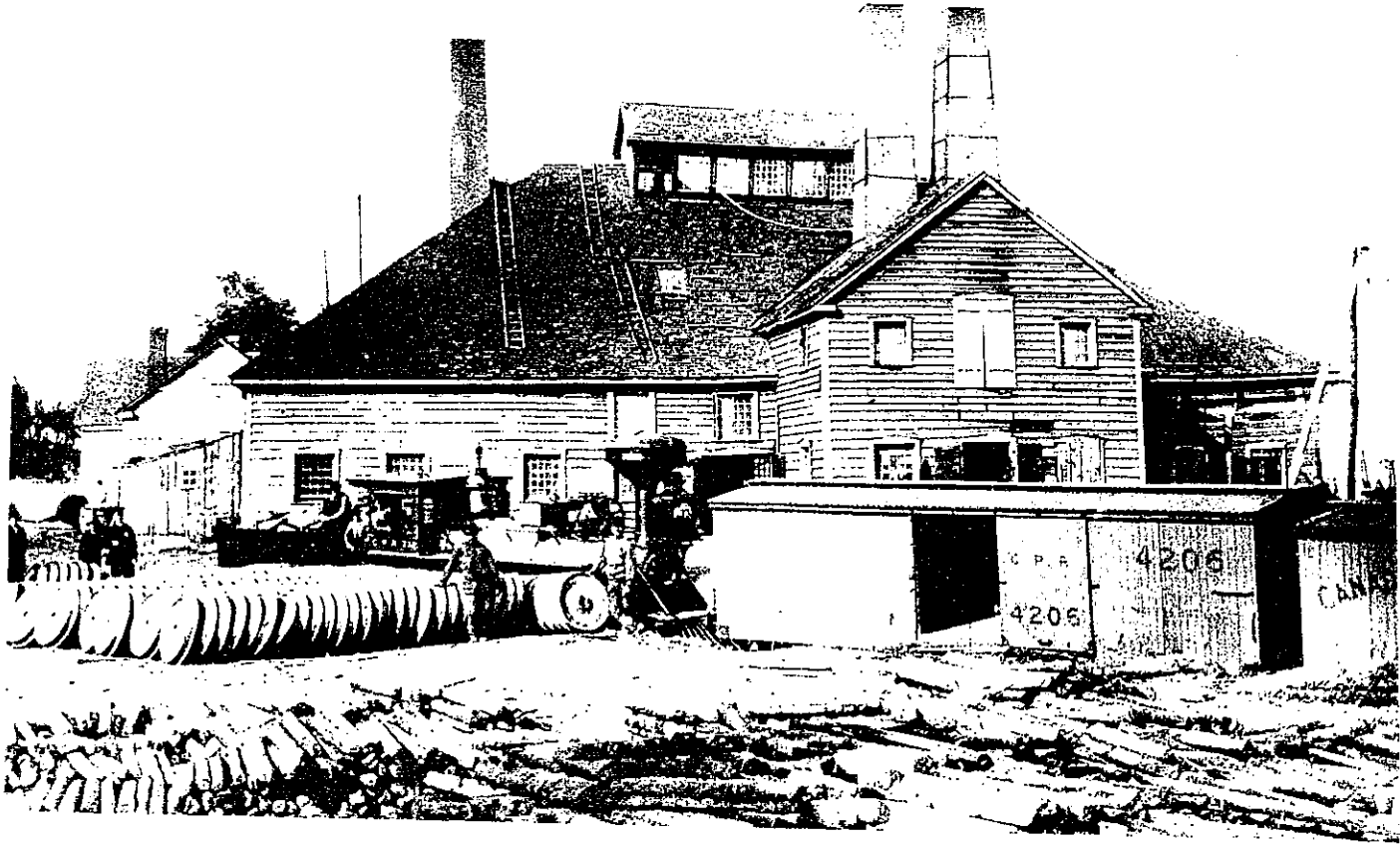
Shortly after the opening, the Industry line promoted and built the railway to Rawdon. As far as is known, the latter railway was operated by the motive power and rolling stock of the Lanoraie-Joliette line, and had a short-lived career, but until the night of our February meeting, this was the extent of our knowledge. At the meeting, however, it was discovered that the Redpath Library exhibits which we had come to inspect, included an invitation, written by J. H. Dorwin, President of the Industry Village & Rawdon Railway Company, on December 4th, 1852. Apparently they proceeded down the Saint Lawrence from Montreal by steamer as far as Lanoraie, where they joined the Industry Railway to Joliette, thence over the new line to Rawdon. The abutments of the Rawdon Railway bridge over the river at Joliette are still plainly to be seen, and the configuration of the roadbed can be seen in the fields nearby, and at the point where the roadbed crosses the Canadian National's l'Assomption Subdivision west of the present City of Joliette. The location of the line on towards Rawdon, however, has never been known. The railway was apparently not a financial success, for it was abandoned before 1858 when the first Keefer Report was issued. In his reports, Samuel Keefer referred to railways which had been opened and later abandoned, notably the Preston & Berlin in what is now Ontario, but this event had occurred immediately previously; that he makes no mention of the Rawdon railway leads the historian to believe that this line did not enjoy more than a year or two of operation at the most.

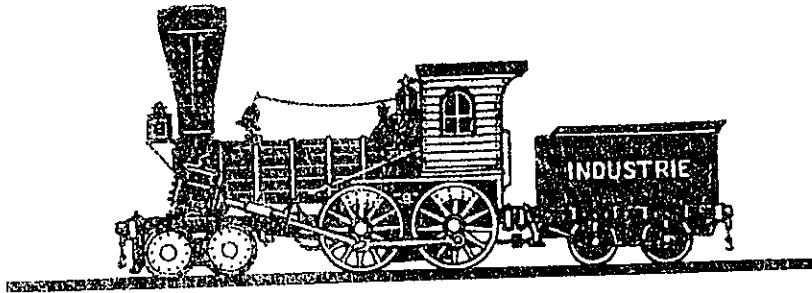
Incidentally, at Rawdon there is a waterfall known as Darwin Falls [sic], and it was suggested by our member Mr. Earle Moore that the Rawdon railway president, Dorwin, mentioned above, might explain the origin of his name. Another of our members, Mr. R. G. Harries, possesses a Montreal city directory for 1856, in which J. H. Dorwin is listed as residing at No. 81 Bleury Street. Several other entries having the same name appear, one of them being the Consul of the United States of America. Be that as it may, the establishment of opening date for the Industry Village & Rawdon Railway opens new avenues of research into another early railway, which some of our members, looking for a research project, might do well to follow up.

Below:

TAUNTON

This is the only known photograph of a locomotive belong to the CPR's oldest operating ancestor, the St. Lawrence & dustry Village Rail Road Company, incorporated in 1847, opened in 1850. What is shown as CPR 11/No. 332, engage switching cars at the St. Maurice forges at Trois-Rivières. Q in 1887, was built by the Taunton (Mass.) Locomotive Works in 1860 for the Stanstead, Shefford & Chambly Rail Road. About 1869, it was sold to the Industrie line. It came to CPR in 1885 via the QMO&O and the North Shore Railway and was scrapped in 1887. The tender, mostly obscured rows of newly-cast iron railway car wheels, carries the initials "C.P.R." rather than the normal road number.
—Public Archives Canada/PA126950





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