
Waltham sub.

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Sep-1898 Page 151

It is the intention of this company to build an extension from the present terminus of its line at Aylmer to Hull this year, a distance of 10 miles. The contract had not been let up to Aug 3.

01-Feb-1899 Page 35

The Pontiac Pacific Junction Ry. will apply to Dominion Parliament to extend the times for commencing and completing its extensions already authorized from its present terminus at Waltham to Sault Ste. Marie, via Pembroke, from Waltham, northwesterly to a point in the county of Pontiac, and from its present terminus at Aylmer to Hull; and thence over the Ottawa River to Ottawa; and also for commencing and completing the bridges authorized to be constructed over the Ottawa River at Allumette Island.

01-Feb-1899 Page 40

Pontiac Pacific Junction. At present this line extends from Aylmer to Waltham, 71 miles, and secures connection with the CPR at Hull by the latter's Aylmer branch, which, since being leased to the Hull Electric Co. a couple of years ago, has been electrified and has now been sold to the Hull Co. The PPJ has decided to extend its line from Aylmer to Hull, about 9 miles and will build between the Hull-Aylmer electric line and the Ottawa River on the Quebec side. The contract has been let to the President of the PPJ Ry., H.J. Beemer, of Montreal. All the ties, rails and other material are on the ground and the work will start as soon as winter is over.

01-May-1899 Page 137

Work is about to commence on the extension of the Pontiac Pacific Junction Ry. line from Aylmer to Hull, about 8 miles. The line, which will run between the Ottawa River and the Hull-Aylmer Electric Railway, will render the PPJ independent of the latter and enable it to connect in Hull with the Interprovincial Bridge, now under construction. It is expected to complete the extension by September (Feb pg. 40)

01-Sep-1899 Page 296

Work is proceeding on the extension from Hull to Aylmer, but it may not be completed this fall. The city of Hull is bonussing the Co. to the extent of \$30,000, the Co. agreeing to build a station at the terminus to cost at least \$4,000; to have the work shops, shunting yards, etc. in Hull; to employ 40 residents of Hull during the first two years, and 50 afterwards and to have all the works completed by September 30, 1900. (Jly. pg. 210).

01-Sep-1899 Page 296

Work is proceeding on the extension from Hull to Aylmer, but it may not be completed this fall. The city of Hull is bonussing the Co. to the extent of \$30,000, the Co. agreeing to build a station at the terminus to cost at least \$4,000; to have the work shops, shunting yards, etc. in Hull; to employ 40 residents of Hull during the first two years, and 50 afterwards and to have all the works completed by September 30, 1900. (Jly. pg. 210).

Work has commenced to give this company and the Ottawa & Gatineau connection between the Ottawa end of the Interprovincial Bridge and the Ottawa Central station. A double track will be built, to accommodate which, a section of the wall flanking Major's Hill park, at the southern end, about 12 ft. in depth, will have to be cut away. For 90 ft. in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge already has enough open space through which the trains may run, but it will be necessary to construct an arch beneath Sappers Bridge. This will be done of stone and iron.

01-Nov-1899 Page 321

It was rumoured in Ottawa recently that the CPR was negotiating for a lease of this line to provide a short route between Ottawa and Pembroke and other places up in that locality. The inauguration of such a service when the PPJ extension from Aylmer to Hull is completed would mean the shortening of the distance from Ottawa to Pembroke by 13 miles. The PPJ now terminates at Waltham, opposite Pembroke, and the river would have to be bridged. The Canada Atlantic has recently taken over the Pembroke Southern Ry. connecting with its main line at Golden Lake and is running a through service from Ottawa to Pembroke, the distance being the about the same as by the CPR. Competition between the lines at Pembroke, as at other points, is keen and both are naturally anxious to provide a quick service over as short a line as possible. Supt. Resseman, of the PPJ says he has no knowledge of the negotiations referred to and we are advised by the CPR management that there is no foundation for the rumour.

01-Nov-1899 Page 327

On Oct. 26 we were advised that about 2 miles of the extension from Aylmer to Hull had been graded, that track laying would be commenced in a few days thereafter and that it was expected to reach Hull with the track before the end of the year. (Oct. pg. 296).

The line between Aylmer and Shawville is being reballasted.

A by-law to grant the Co. \$30,000 for the establishment of its shops in Hull, has been defeated by the ratepayers who voted on the basis of their assessment. E.B. Eddy, representing 95% of the E.B. Eddy Co's assessment of \$360,000 cast 1,710 votes against the by-law.

01-Dec-1899 Page 353

Of the extension from Aylmer to Hull about 3 miles has been completed to Deschene. no more track will be laid till spring. (Oct. pg. 327)

01-Dec-1899 Page 359

The Pontiac Pacific Junction Ry. give notice of application to the Dominion Parliament for an act authorizing it to build and operate a railway from or near Quyon, or Shawville to Pembroke and to construct branches to its railway not exceeding 30 miles. The PPJ Ry. runs from Ottawa, 80 miles to Waltham which is on the Quebec side of the Ottawa River about opposite Pembroke. Quyon is 32 miles from Ottawa and Shawville 46 miles, both being on the Co.'s line.

01-Jan-1900 Page 9

The three miles which have been completed on the Aylmer-Hull extension from Aylmer to Deschenes have been approved by a government inspector. (Dec '99 pg. 353.)

01-Jan-1900 Page 3

At a special meeting of shareholders in Montreal Dec. 15, the acceptance by the directors of H.J. Beemer's contract for the building of 9 miles of railway from Aylmer to Hull was ratified. The issue of \$180,000 bonds as collateral security to him was approved. of.

01-Feb-1900 Page 43

Track having been laid on the Aylmer-Hull extension from Aylmer to Deschenes, work has been suspended for the winter. The intention is to resume operations as soon as the frost is out of the ground. (Jan. pg. 9.)

01-Apr-1900 Page 115

When this Co.'s bill authorizing it to build from or near Quyon or Shawville to Pembroke came before the Railway Committee of the House of Commons recently objection was taken to granting the power unless the Co. would agree to extend its main line from its present terminus at Waltham to Ferguson's Point. It was agreed that this extension should be made within 2 years after the line reaches Pembroke or in default the charter to Ferguson's Point to be forfeited. (Dec. '99, pg. 359.)

01-Jun-1900 Page 175

Pontiac Pacific Junction Ry. An Act respecting this Co. assented to by the Governor General, May 7, empowers the Co. to construct and operate a railway from its present line, in or near Shawville across the Ottawa River to Pembroke. So soon as this line is completed to Pembroke the Co. is to proceed with the construction of its line from its present terminus at Waltham to or near Ferguson's Falls. (April, pg. 115).

01-Sep-1901 Page 275

On the extension from Aylmer to Hull track has been laid from Aylmer to Deschenes and grading has been commenced between Deschenes and Hull. (Aug., pg. 232.)

01-Dec-1901 Page 357

On Nov 9 we were informed that there was about a mile of track to be laid on the extension from Aylmer to Hull. The work has been carried on from both ends and the mile gap is at Deschenes on the Hull side. There were reported to be about 200 men on the line, and everything was expected to be completed by Dec. 1. (Sept., pg. 275.)

01-Jan-1903 Page 14

The CPR has placed new passenger coaches on the PPJ.

01-Feb-1904 Page 49

R. Bamforth, CPR Bridge and Building foreman, Carleton Place, dropped dead on a handcar near Aylmer, while returning there after inspecting some bridges on the Waltham section of the line.

01-Jan-1905 Page 25

ON&W. Application will be made in the next session of the Dominion Parliament for an act extending the period within which this company may commence and complete the construction of its projected line from Shawville across the Ottawa River to Pembroke; from Waltham to Sault Ste. Marie and from Waltham northwesterly. These are lines projected under the charter of the PPJ which was amalgamated with the ON&W prior to the transfer to the CPR.

01-Apr-1905 Page 151

The ON&W application for an extension of five years for the construction of the projected lines from Shawville towards Pembroke and other points on the upper Ottawa River has been approved by the Railway Committee of the House of Commons.

01-Jan-1907 Page 19

CPR has purchased the water power at Deschenes Falls, and it is reported, will develop the same, using the power generated for the purpose of operating trains on the old Pontiac Pacific Junction Ry. The CPR also owns the Hull Electric Ry.

01-Aug-1907 Page 587

We are advised that the subsidy contract entered into between the Dominion Government and the ON&W in respect of the construction of about nine miles of railway between Aylmer and Hull is a matter that altogether deals with the line before it was taken over by the CPR. The mileage in question was constructed some years ago and the delay in getting the subsidy put through was owing to some difference between the Department of Railways and H.J. Beemer relative to the non-deposit of plans. This has now been rectified and the contract was formally entered into so as to enable the subsidy to be paid over,

01-Jun-1908 Page 405

At the last session of the Quebec Legislature a subsidy at the rate of 4,000 acres of land per mile, not convertible into money, was voted in aid of the construction of a line from Waltham station, on the old Pontiac Pacific Junction Ry. (CPR branch line) to Ferguson's Point, Pontiac County, about 20 miles, in lieu of the subsidy voted in 1906.

01-Feb-1919 Page 73

The CPR, on Jan. 6 began the operation of its Waltham subdivision trains into central Station at Ottawa, instead of into the Broad Street station as heretofore.

01-May-1919 Page 258

The Dominion Parliament is being asked to authorize the construction of a line from the present terminus at Waltham through Waltham, Chichester and Sheen tps. across the Ottawa River to a junction with the CPR at Chalk River. The company also asks authority to increase its bonding power in connection with this line.

01-Feb-1920 Page 75

A press report states that an improved station will be erected at Aylmer during this year; that a new site has been surveyed and that certain preliminary work has been done.

01-Apr-1926 Page 174

An improved station will be built at Waltham.

01-Jan-1927 Page 3

Aylmer station, mile 7.4, was almost completely destroyed by fire Nov. 24. The town council subsequently passed a resolution asking the company to replace the old structure by a modern station.

01-Jul-1927 Page 411

New business sidings or siding extensions will be built at Campbell's Bay. A steel water tank will be built at Breckenridge.

01-Oct-1927 Page 581

A press report states that arrangement has been made with Aylmer town council to build a station to replace the one burned Nov. 24, 1926. The new building will, it is stated, be built on the west side of the tracks facing Charles Street, with entrances from Front and Thomas Streets.

01-Jul-1928 Page 395

We are advised officially that the company is building with its own forces a new station at Aylmer, mile 7.4 from Hull West. It is a single story structure located at the corner of Front and Chaudiere Streets, 20 x 54 ft. with an umbrella roof extension at each end. It includes office, general waiting room, ladies' waiting room, lavatories, and a combined baggage, express and freight room. Including the grounds it will cost around \$10,000.

01-Mar-32 Page 123

CP gasoline electric car #47 operates between Ottawa and Maniwaki as trains 531 and 534 MWFO and between Ottawa and Waltham as trains 541 and 544 TThSO and between Ottawa and Prescott as trains 552 and 553 SuO.