

# Local Railway Items from Area Papers - Other Items

*17/02/1870 Ottawa Citizen Other*

Report of a conference of delegates from the Corporation interested in the construction of a direct line of railway from Ottawa to Montreal via the Ottawa Valley.

*25/04/1872 Ottawa Citizen Other Pooley's Bridge*

Mr. Sparks has broken ground for the erection of this much needed structure. It will extend across the gully in line with Queen street, forty feet wide. The grade will be two feet seven and a half inches in the 100 feet, extending from the centre of George street to the centre of Duke street. When completed it will be the most complete and durable structure of its kind in the city. Mr. Pery superintends the work himself, and is evidently determined to make it an ornament as well as a credit to the city.

*28/10/1873 Ottawa Citizen Other Dufferin Bridge*

Dufferin Bridge dedicated by Lord Dufferin.

*09/05/1874 Ottawa Citizen Other Dufferin Bridge*

There is a good prospect of the Dufferin Bridge remaining another year without being completed. The contractor has now no excuse for delaying the paving, and the snow can no more be used against going on with the work.

*21/05/1874 Ottawa Citizen Other Dufferin Bridge*

Work has resumed on Dufferin Bridge.

*03/07/1874 Ottawa Citizen Other Dufferin Bridge*

The approaches to the Dufferin Bridge are being rapidly pushed on and will shortly be completed. Teams were allowed to cross the bridge on Dominion Day.

*24/04/1875 Ottawa Citizen Other*

Railway Bonus - Should Conditions be Imposed? Long article. Follow up on 27 April.

*02/06/1881 Ottawa Citizen Other*

The Crossen Car works at Coburg were destroyed by fire on Tuesday night, the loss reaching \$40,000 with an insurance of \$13,000.

*03/09/1884 Ottawa Free Press Other*

Brockville and Ottawa railway proposal, Brockville Air Line. Survey etc.

*30/06/1887 Ottawa Citizen Other*

Meeting of the Locomotive Engineers - full account of the meeting.

*17/09/1887 Ottawa Citizen Other*

Very detailed article on suburban Ottawa.

- the old Stewart homestead was demolished when the Canada Atlantic station was built.

*15/02/1889 Ottawa Journal Other*

Editorial argues for public investment in street railway additions.

*11/04/1889 The Equity, Shawville Other*

Report of third reading of the Union Railway bill.

*16/10/1889 Ottawa Citizen Other Peterborough*

The people of Peterborough are desirous to have an electric street railway, and seem nothing daunted by the unfavorable conclusion Ottawa has come to.

*12/12/1889 Ottawa Free Press Other Brockville*

Mr. Hervey also said that Mr. J.F. Wood, M.P., the chief promoter of the road between Brockville and Ottawa, is working hard to forward the scheme. The road, he says, would run through a fine farming country, would be twenty miles shorter to Brockville than the C.P.R. and would give a shorter route to New York than the Canada Atlantic.

*21/03/1890 Ottawa Citizen Other*

Messrs. Grant & Smith, the contractors for the new bridge across the canal at Ottawa East are progressing rapidly with their work. The bridge is expected to be finished by the opening of navigation.

*26/06/1890 Ottawa Free Press Other Ottawa East*

Contractor Tomlinson is making steady progress with the new school house in Ottawa East. It is expected to be completed in about six week's time.

*02/01/1892 Ottawa Journal Other*

J&T Ballantyne Coal 54 Elgin corner at Queen.

*09/05/1892 Ottawa Journal Other Hurdman*

Laying rails.

*07/09/1893 Ottawa Free Press Other Tomlinson*

Mr. E.J. Chamberlain has just purchased four lots from the estate of the late C.W. Bangs, situate at the corner of Metcalfe and Ann streets, and will at once proceed to erect a solid brick house of fine proportions. The cost will be something over \$10,000, Mr. Tomlinson being the architect.

*01/08/1895 Ottawa Journal Other*

Starting to lay asphalt on Sparks street, across Sappers bridge and Rideau street. Temporary tracks are laid on Wellington street while the work is in progress on Sparks.

**31/10/1896 Ottawa Journal Other**

The remains of the late Mrs. John Tomlinson, mother of Mr. Geo. Tomlinson, contractor, were interred in Beechwood cemetery yesterday.

**30/11/1896 Ottawa Free Press Other**

Mr. Wm. Russell has been engaged for some time surveying for a new railway which it is proposed to build from Montebello or Papineauville to Hartwell, a distance of 22 miles. It will pass through St. Andre Javelin. Which of the two points on the Ottawa river front will be chosen as the terminus is not decided.

**05/08/1898 Eastern Ontario Review Other**

The Haliburton, Whitney & Mattawa railway is the name of the new line that is likely to be constructed to connect Mattawa with the Ottawa, Arnprior and Parry Sound railway at Whitney, and continue on to Haliburton, where connection will be made with the branch line of the Grand Trunk railway.

**10/02/1899 Ottawa Free Press Other**

Report of railways in Quebec (public works) includes:

Canada Atlantic - 53 miles  
Pontiac and Renfrew - 5 miles  
Ottawa and Gatineau - 56 miles  
Ottawa Valley - 6 miles  
Pontiac Pacific Junction - 71 miles

**17/03/1899 Ottawa Citizen Other Arnprior**

According to present indications Arnprior is to have further railway facilities. Mr. W.J. McKeown, of that town, now in the city, states that a line is being projected to Mile Lake a distance of thirty miles. This will tap splendid deposits of iron ore and afford shipping facilities. Besides this a good supply of pulp wood is available for manufacture, and the lumbering and agricultural interests will also be served by this line. It is stated that the chief promoter is Mr. Jas. Bell of Almonte, who has the necessary capital at his call. This road, with the resources it opens up, is bound to create a boom in Arnprior. The O.A. & P.S. has already given the town a considerable impetus.

**12/09/1899 Ottawa Citizen Other Ottawa Car**

The automobile again attracted considerable attention on the streets this morning. It runs very silently, but the speed can be increased to fifteen miles an hour. Mr. W.W. Wylie manipulated the carriage during the run this morning.

**14/09/1899 Ottawa Citizen Other Ottawa Car**

Mayor Payment and Mr. T. Ahearn had a trip around the city this morning in the automobile.

**04/08/1900 Ottawa Journal Other**

Account of staged train wreck - flat as soda water.

**18/08/1900 Ottawa Journal Other Aylmer**

Mr. George Millan of Hull created quite a sensation in Aylmer last night. He came up from Hull in thirty minutes in a gasoline automobile. It was something new for Aylmer and as the buggy travelled down Main Street as far as the Post Office men, women and children rushed out to look at the vehicle running along so quietly and swiftly. Even the dogs barked at the strange looking thing. One citizen of Aylmer was heard to say "I am going to have one like it; just as soon as I can scrape up the cash".

**22/06/1901 Ottawa Journal Other**

Good Roads Train - shortly to travel through eastern Ontario building short stretches of model permanent road. Cut of the train of flatcars loaded with equipment.

**30/08/1902 Ottawa Journal Other**

Test piece of tar macadam laid on Slater Street between Bank and Kent.

**06/05/1904 Eastern Ontario Review Other**

Another Railway

Messrs. J.H. Kennedy, St. Thomas; James Pearson and A.E. Oster, Toronto; J.H. Taylor, of the Township of York, and R.N. Dillon of Montreal, are applying for incorporation as the Montreal, Nipissing and Georgian Bay Railway Company, with power to construct a line from the east end of Lake Nipissing, through the Parry Sound and Nipissing districts and the counties of Renfrew, Prescott, Glengarry, Vaudreuil and Soulanges to Montreal, also from Lake Nipissing to the Georgian Bay, at the mouth of the French River.

**03/02/1905 Eastern Ontario Review Other**

Central Counties Railway

A petition was presented at Ottawa the past week by Mr. Robt. Stewart (Ottawa), on behalf of the Central Counties Railway, asking for power to bridge the Ottawa river between Point Fortune and Carillon, to construct a line from Carillon to Montreal, to increase the capital stock and borrowing powers, to lease or sell out to other railway companies and finally, for an extension of time to carry out the charter it already possesses

**17/03/1905 Eastern Ontario Review Other**

The Point Fortune Railway

The Railway Committee had under consideration an act respecting the Central Counties Railway;

The Company ask to construct a railway from Point Fortune, crossing the Ottawa River to a point near the village of Carillon, passing through the Counties of Argenteuil, Two Mountains, Laval, and Jacques cartier. Mr. F.H. Chrysler appeared for the company. Mr. Monk asked that the bill be postponed until such time as the Ottawa River Valley Railway people were heard from. The road interfered with the charter granted to the latter company. Mr. Chrysler said that the Ottawa Valley Road had secured a charter but it did not carry out its obligations. The charter had lapsed. The bill stood over.

**19/05/1905 Eastern Ontario Review Other**

The time for building the Ottawa Valley Railway has been extended. This is the road from Montreal to Georgian Bay via Ottawa.

**06/12/1905 Ottawa Journal Other Auto truck**

The first auto truck is here - plying between Sulphite works and main works of E.B. Eddy. Atlas Auto truck built by the Knox Motor Truck Co.

**03/02/1906 Ottawa Journal Other**

BLF to meet here in third week of June.

**28/07/1906 Ottawa Journal Other**

Skilled men who pilot the engine.

*12/07/1907 Ottawa Journal Other Latchford*

J.R. Booth is to build a siding at Latchford on the T&NO for the accommodation of cars carrying supplies for the working of his concession on the Montreal River.

*22/07/1908 Ottawa Citizen Other Morris & Ballantyne's Brickyard*

Total Loss by Brickyard Blaze Outside City

Fire broke out yesterday morning about one o'clock in Morris and Ballantyne's brickyard, Billings Bridge and did damage the extent of three thousand dollars. There is no insurance. The fire started in the engine house -- over one third of the yard was destroyed --repairs will be commenced -- yard will close for the rest of the season.-

The firm consists of Messrs. W.D. Morris and J.A. Ballantyne and the yard has been in operation nine years.--

*13/08/1910 Ottawa Journal Other Quebec and Blanche River*

A general meeting of the shareholders of the Quebec and Blanche River Railway will be held at 150 Middle Street Ottawa on September 7th to elect directors and consider reports. Mr. Levi Crannell is secretary treasurer.

*24/07/1912 Ottawa Journal Other Beemer dies*

Quebec. H.J. Beemer, a former well known contractor who was for a time identified with many Quebec enterprises has passed away in London Eng. Where he went some years ago to recuperate his health. News of his death was received in Quebec yesterday. Mr. Beemer who came from Pennsylvania twenty years ago, was connected with several great undertakings in Quebec. He built the Quebec and Lake St. John Railway, the Quebec and Montmorency Railway, now the St. Anne division of the Quebec Railway, Light, Heat and Power Company, a new water main for the city and the new St. Louis and Kent gates. He was one of the promoters of the present street car system and had the first charter granted for its construction, Mr. Beemer later went to Arizona where he went into gold mining, and also had silver mining interests in Mexico. His health finally broke down and he crossed the Atlantic to recuperate.

Deceased was well known in Ottawa, having been the contractor for the Gatineau Valley and Pontiac Railways which were later purchased by the C.P.R.

Probably the greatest triumph of Mr. Beemer's career, however, the construction of the Interprovincial Bridge - a giant structure, the last link connecting his two railways with the heart of Ottawa.

The work was done under great difficulty, and only the perseverance and industry of Mr. Beemer finally rendered its construction a success. The long spans of the bridge crossing the Ottawa River and uniting the two provinces will ever remain a lasting memorial to the name and genius of H.J. Beemer.

*29/10/1926 Ottawa Journal Other Kapuskasing*

Accident with engine 1072 owned by the Spruce Falls Power and Pulp Company was shunting on the main line at Kapuskasing.

*02/12/1940 Ottawa Journal Other*

Death of G.E. Fauquier. Railway Contractor

Built the Parry Sound Railway, a section of the transcontinental west of Cochrane and a large part of the Canada Atlantic. The great dock at Halifax as part of Foley, Welch, Stewart and Fauquier.

Associated with O'Brien, Mackenzie and Mann.

Also owned Colonial Lumber of Pembroke.