

# Local Railway Items from Area Papers - Pontiac and Renfrew Railway

*11/09/1884    The Equity, Bryson    Pontiac and Renfrew    Bristol*

The Bristol - The iron mine in the township of Bristol has been opened up by the Robertson Mining Company of Madoc, Ontario. Capt. Simmonds, agent of the company, visited Bryson on Tuesday last and he says the ore is of an excellent quality and from present indications, the supply almost inexhaustible. Quite a number of men are at work in the mine the product of which will be drawn across the river to Braeside as soon as the ice is formed, and shipped from thence to New York where it will be smelted. No doubt when the P.P.J. Ry. is an accomplished fact, we will be able to chronicle from week to week the opening up of new mines as it is well known that Pontiac is rich in mineral wealth.

*05/12/1884    Renfrew Mercury    Pontiac and Renfrew    Kilroy mine*

The Bristol correspondent of the Pontiac Advance says that the iron mine at Kilroy's has at present only sixteen men and three spans of horses at work; but these are steadily mining the ore. As soon as ice can be made, teams will be engaged to draw the ore to Braeside. Next year it is intended to build a horse railway from the mines to the river - distant three miles - and then by steam barge the cars will be conveyed across the river and put upon the C.P.R. track.

*16/02/1885    Hull, Vallee d'Ottawa    Pontiac and Renfrew    Bristol*

L'Observer de Pembroke dit que la mine de fer de Bristol est en pleine operation, et elle parait etre inepuisable. Le mineral de fer se vend 35 cents la tonne a Braeside, distance de quatre milles de la mine.

Une attelage peut transporter trois tonnes par voyage et faire trois voyages par jour. Les proprieteurs de la mine attendent la decision que doivent prendre les directeurs du chemin de fer Pontiac et Pacifique au sujet du trace que suivra leur chemin, et construiront ensuite un embranchement du chemin de fer pour leur propoe compte.

*04/06/1885    The Equity, Bryson    Pontiac and Renfrew*

Mr. J.P. Mullarkey D.L.S. and others are to commence the survey of a branch line of railway between the Bristol iron mine and the main track this week.

*05/06/1885    Ottawa Free Press    Pontiac and Renfrew    Bristol*

Captain Symons, of the Bristol iron mine, arrived in the city today and registered at the Grand Union. He will leave tomorrow morning for the ? purchase plant for the works. Mr. H.C. Roberts, of Rochester, NY., the president of the company operating the mines has put on a visit to the mines for the past week. He will arrive in the city tonight. The Pontiac Pacific Junction railway have just completed the survey of a branch line of four miles in length to the mines. It is expected that in three months' time the line will be finished and opened for traffic. --

*18/06/1885    The Equity, Bryson    Pontiac and Renfrew*

(Almost illegible)

Capt. Symons left for the United States to purchase plant for the works.

Pontiac Pacific Junction Railway have just completed a survey of a branch line of four miles in length to the mines. It is expected that in three or four months time the line will be finished and opened for traffic. --

*07/08/1885    Almonte Gazette    Pontiac and Renfrew    Bristol Iron Mine*

IRON MINING. - the Bristol Iron Mine is being vigorously worked, there being at present about 25 men employed getting out ore. There are three shafts on the property, the last one sunk being now 85 feet deep, and yielding between 30 and 40 tons of ore per day. A considerable quantity of new machinery has been added to the plant at the mine within the past few weeks, and when it is placed in position a force of 150 men will be employed. The ore in this mine essays 67 per cent., or 7 per cent. better than any ore taken from any mine either in the United States or Canada. The Pontiac and Pacific Junction Railway Co. have contracted with the owners of the mine to build a branch line of railway four miles long, from the main line to the mine, at a cost of \$35,000, for the purpose of affording means of shipment for the ore. The estimate of ore in the mine is 8,000,000 tons. The superintendent says he has been a long time in connection with mining, but never saw a mine that promised better, or appeared to be so inexhaustible, and contains such rich ore as the Bristol Iron Mine. - Chronicle.

*18/05/1887    Ottawa Journal    Pontiac and Renfrew    Bristol*

The protection to the iron industry caused by the changes in the tariff made last week have caused quite a stir --

## BRISTOL IRON MINE

situated in the county of Pontiac nearly opposite Braeside, being about two miles north of the Ottawa river, and three south of the Pontiac and Pacific railway, preparations on an extensive scale have been under way during the last three months for resuming operations for mining and shipping the ore to the United States. This mine was many years ago developed by the late Mr. Roberts of Charlotte, NY., but since his death has been lying idle. It was recently purchased by three Ottawa capitalists associated with Capt. Symonds, formerly manager for Mr. Roberts. The mine is a very rich one, the ore showing about 65 percent of metallic iron, with no phosphorus or titanic acid. Several shafts have been sunk. One of these which has a depth of 125 feet, is through a solid wall of iron, the quality of which in sight is said to be 2000,000 tons. There is every facility for working the mine. To provide export accommodation a branch line from the Pontiac and Pacific railway will probably be built, or else a line will be built giving connection with the Ottawa river, where it will be loaded on cars carried on scows.

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*07/07/1887    Ottawa Journal    Pontiac and Renfrew    Bristol*

The material for the construction of smelting works is being laid down at Billerica, for the Bristol. There are now about 50 workmen employed at the mine in charge of Capt. Symonds, who is one of the shareholders. Equity, also in the Renfrew Mercury 1 July.

Long article entitled "Ottawa Valley Iron".

The Bristol iron mine in Pontiac County, some forty-five miles from Ottawa, are rapidly being put into working order and their product will be for sale next season. For the present it is not contemplated to erect blast furnaces. The iron ore will be mined and shipped to Cleveland. ---

The Bristol mine was first opened in January 1873, and the work continued with eight or nine men until September. The ore raised during that time amounted to about 4,000 tons and still lies at the mine awaiting shipment.

In 1881 the mine was in the hands of Mr. A.H. Baldwin, who also owned the Forsythe mine. Mr. Baldwin subsequently sold the property to Colonel Roberts, of Charlotte, and it was some time operated jointly by that gentleman and Captain C.C. Symonds, an old and experienced Cornwall (England) and Lake Superior mine Captain. Colonel Roberts dying, operations were suspended until December 1886, when the property was acquired by a wealthy and influential syndicate composed of the following gentlemen: Mr. Robert Blackburn, of Ottawa, retired merchant and extensive miner and exporter of phosphates. Mr. Hiram Robinson of Ottawa, president of the Upper Ottawa Improvement Company and one of the principal owners of the Kingston and Pembroke iron mines properties, Mr. Chas. Magee, largely interested in Ottawa real estate, and vice-president of the Bank of Ottawa, and Mr. Symonds, above referred to.

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The property controlled by the syndicate consists of 400 acres -- quality, quantity, sulphur--

To the north, a distance of only 2 1/2 miles runs the Pontiac Pacific Railroad connecting with the Canadian Pacific and running into Ottawa, thence direct to Prescott or Brockville on the St. Lawrence River. It is understood the Pontiac Pacific is willing to run a switch to the mines upon certain conditions as to shipment. Another valuable connection would be to the Canadian Pacific direct, which could be reached by a tramway running south easterly 1 3/4 miles, thence by ferry across the Ottawa river to Braeside, on the Canadian Pacific, reaching the St. Lawrence at Brockville. At either of the above points on the St. Lawrence river, barges and schooners can be loaded direct for Cleveland and Lake Erie ports. Crossing the St. Lawrence, rail connections can be had to New York and Pennsylvania furnaces. The distances to market are as follows: From the mines to Billerica on the Pontiac Pacific Railway 2 1/2 miles, from Billerica to Ottawa 40 miles, Ottawa to Prescott 51 miles, Prescott to Cleveland 412 miles, total 535 1/2 miles. The route to Braeside and the Canadian Pacific Railway is about the same. -- more.

10/09/1887 *Ottawa Citizen**Pontiac and Renfrew**Bristol*

The Bristol Iron Company, with a capital of \$200,000, is making application to parliament for Letters Patent of Incorporation. The corporation are principally Ottawa capitalists among whom are Messrs. Robert Blackburn, Charles Magee, Hiram Robinson, C.C. Simons and A. French.

12/09/1887 *Ottawa Citizen**Pontiac and Renfrew**Bristol*

The Bristol Iron Mining Company, which as stated in Saturday's issue are making application for Letters Patent of Incorporation, intend proceeding with the development of their mines immediately. The necessary machinery for the mining of the ore is being placed in position, and will soon be ready to put in motion. the company, for the present, will commence operations in a moderate way, but will give employment to quite a number of men. Mining will be carried on throughout the winter months, the ore being shipped to the most profitable markets. The company are now negotiating with the Pontiac and Pacific Junction Railway, with a view of having a branch extended from the main track to the mines, a distance of about two and a half miles, but no definite arrangements have yet been made. The importance of offering facilities for the transportation of the bulky freight which the development of the mines must furnish, will no doubt lead the authorities to offer every encouragement. Should the new venture be attended with the measure of successes the promoters anticipate, they have on the card, as among the probabilities, a scheme for the erection of smelting works in this city. Its natural facilities make this inevitable, and being surrounded on all sides with untold mineral treasures, it would not be at all surprising if, in the near future, the manufacture of iron would be one of the most valuable of her exports. The proposed smelting works might possibly form the nucleus of a collection of industries for which iron and steel furnish the raw material. The management of the new company has been entrusted to Capt. Simmonds, a man of wide experience and full of energy. The property was purchased from the Roberts estate and covers about 400 acres. The veins already open yield a large percentage of iron ore and can be worked profitably, so that the new enterprise starts out under favourable auspices.

30/12/1887 *Renfrew Mercury**Pontiac and Renfrew*

Incorporation is to be sought from parliament at the next session by a railway company desirous of constructing a railway from a point on the C.P.R. between Braeside and Arnprior to a point on the Pontiac and Pacific Junction Railway between Quyon village and Smith's station and thence to a point near the Dessert village, with a right to construct a bridge or ply a ferry across the Ottawa.

20/02/1888 *Ottawa Free Press**Pontiac and Renfrew**Bristol*

The Bristol iron mine have just been closed down and 66 men have been turned out of employment for a few weeks at least, after which they hope to resume operations. A large gang of the unemployed men arrived in the city on Saturday night. Mr. Blackburn, of New Edinburgh, Mr. McGee of this city, and Capt. Sims of Ironsides are the shareholders in the mining syndicate which opened operations there last spring. The Bristol iron mine are said to be the richest in this section of the country. The ore is plentiful and is of good quality, excepting in places where it is tainted with sulphur. Captain Simms, the manager, has made a contract with an American firm, to melt the ore and extract the sulphur, but it was alleged that the work was not being carried out and the burners of the Bristol mine being out of order the company decided to close down until new burners would be built. The productions of the mines were in good demand in the American markets and were purchased in the original form at \$12 per ton by American smelters. The average production daily has been considerable less during the past two months due to the scarcity of water which compelled the manager to close down a portion of the machinery at times. Capt. Sims has left on tour through the American mining regions with a view to adopting some new methods and importing the latest and best designed machinery which will be put in operation when the work is resumed.

01/03/1888 *The Equity, Bryson**Pontiac and Renfrew**Bristol*

The work at the Bristol has been stopped for a time. Work was progressing satisfactorily until it was found impracticable to continue shipping until a railway is constructed from the mine to Billerica, a distance of about four miles. The mining company, through the dilly dalling policy of the P. & P. J. Ry. company, is thus forced to abandon work until such time as they can construct and place in running order a railway of their own. Having this object in view, application has been made by the Bristol Iron Mining Company to the Federal Government for a charter to build a road, and it is hoped that the least possible delay will ensue in having the bill passed. There are now, lying at the mine, 8,000 tons of calcinated ore ready for shipment., which cannot be handled from the fact that it takes all the profit to haul it to the station, with teams, until a railway is built. More (interview with Capt. Symons.)

09/03/1888 *Renfrew Mercury**Pontiac and Renfrew*

A charter for a new railway has been applied for to run from the Bristol across by Portage du Fort to connect with the K. & P. Railway at Renfrew. The applicants are Rev. Father Brunet, Dr. Purvis and Messrs. P.R. Coyne, Wm. Beckett of Portage du Fort and Thomas Craig of Bristol. The application has been forwarded to Hon. Mr. Turcotte, Premier pro tem of this province. Shawville Equity.

## A NEW RAILWAY PROJECT.

A bill has been introduced to provide for the construction and operation of a railway from a point on the Canadian Pacific railway between Braeside and Arnprior, to a point on the Pontiac and Pacific Junction railway, between the Quyon village, or a point adjacent thereto, and Smith's station, and thence to a point at or near the Desert village, with the right to construct a bridge or ply a ferry boat across the Ottawa river. The company is to be known as the Pontiac & Renfrew Railway company, and the applicants for incorporation are Messrs. H. Robinson, Chas. Magee and R. Blackburn, of Ottawa; John Bryson, M.P., W. J. Poupore, M.P.P., C. C. Symons, of Bristol, and R. Dalmage, of Arnprior.

05/04/1888 *Ottawa Citizen**Pontiac and Renfrew*

Yesterday Mr. Bryson's bill to incorporate the Pontiac and Renfrew Railway Company was reported by the Committee on Railways and Canals. It provides for the construction and operation of a railway of the gauge of four feet eight and one-half inches, from a point on the Canadian Pacific Railway, between Braeside and Arnprior, to a point on the Pontiac Pacific Junction Railway, between Quyon village or a point adjacent thereto and Smith's Station, and thence to a point at or near the Desert Village. Also, for the construction of a bridge over the Ottawa River on the line of railway, with one or more tracks, with the necessary approaches, etc. The capital stock is placed at \$250,000, and bonds may be issued to the extent of \$13,000 per mile of railway built, and \$200,000 on the bridge.

Mr. Bryson explained that the length of line to be built between the Canadian Pacific and Pontiac Pacific Junction Railway was about 3½ miles, and that the bridge would cost about \$300,000.

23/06/1888 *Montreal Gazette**Pontiac and Renfrew*

The annual meeting of the Pontiac and Renfrew Railway company will be held on July 9

19/07/1888 *The Equity, Bryson**Pontiac and Renfrew*

At a meeting of the stockholders of the Pontiac and Renfrew Railway Co., held in Mr. C. McGee's office, Ottawa, on Monday the 9th inst., the following were elected directors: C. Magee, Hiram Robinson, R. Blackburn, John Bryson, M.P. and W.J. Poupore, M.P.P. At a subsequent meeting, Mr. C. Magee was re-elected president, R. Blackburn vice-president and E. McMahon secretary-treasurer.

21/07/1888 *Ottawa Free Press**Pontiac and Renfrew*

The P. & P. J. short line railway to the iron mines above the Quio is progressing rapidly.

26/07/1888 *The Equity, Bryson**Pontiac and Renfrew*

The line of railway between Bristol and Billerica, being a portion of the line proposed to be built by the Pontiac & Renfrew Railway Co., is now under construction, with Capt. Symons, supt. of the the mines, in charge. The Capt. was in Ottawa last week hiring men for the work of construction. The number required was two hundred.

09/08/1888 *The Equity, Bryson**Pontiac and Renfrew*

The building of the branch railroad from the Bristol iron mine, which is known as the "Pontiac and Renfrew" line, is being vigorously pushed and when completed will mark a new era in the history of mining in this county. The timber for the trestles is all out on the ground. The road will not be quite so wide as the Pontiac railroad, being only 66 feet from fence to fence, or 14 feet narrower than the P. & P. J. In securing the right of way the solicitor, Mr. Tetreau, has experienced little or no difficulty. There are now 150 men engaged in grading and there being no very great obstacles in the way it is thought the line will be completed in a short time.

There is no work going on at the mine at the present time. The three great shafts are filled with water and will not be touched until after the completion of the railroad.

Much discussion of the Russell mine which is within four acres of the new line of railroad.

15/08/1888 *Almonte Gazette**Pontiac and Renfrew*

The Bristol Iron Mining company, in which several prominent Ottawa capitalists are interested, intend building a branch railroad from the mine to connect with the P.P.J. at Billerica, the locating of which was begun last week. When the new line is completed they expect to develop the mine to its full capacity.

09/10/1888 *Ottawa Journal**Pontiac and Renfrew*

The grading of the lines of the Pontiac and Renfrew Railway, which is being built the special object of tapping the Bristol iron mine, will be completed, ready for the rails by the end of the present month.

11/10/1888 *The Equity, Shawville**Pontiac and Renfrew*

A meeting of the directors of the Pontiac & Renfrew R.R. Co. will be held in Portage du Fort today (Thursday), at which it is expected important business is to be transacted. We learn that preliminary surveys of the road are to be made shortly.

25/10/1888 *The Equity, Shawville**Pontiac and Renfrew*

The Iron Mines branch railway is progressing rapidly towards completion. The grading and trestle work will be finished this week. As soon as this is done a new roasting furnace will be erected and those already built will be thoroughly repaired, so that when the road is ready for traffic, mining will be resumed with renewed vigor.

22/03/1889 *Renfrew Mercury**Pontiac and Renfrew*

Mr. John Armstrong of the Front, turned in from the busy toil of his life for a few moments' chat with the Shawville Equity last week. He is under the impression that the people of the township depend too much on outside influence to advance its interests. To his mind the matter of a connection with the Kingston and Pembroke Railway at Renfrew by way of the Scheneaux is of greater importance to the people of Shawville and the township of Clarendon than the county building or all other matters combined. He is surprised at the apathy prevailing amongst intelligent men regarding their own most vital and important interests. The distance between the P. & P. J. at Shawville and the K. & P.R. at Renfrew, he claims, is between 13, 14 and 15 miles, certainly not more than the latter number, and the bridging of the Ottawa would be rendered comparatively easy by the superior facilities to be found at the Scheneaux. If negotiations were opened with the officials of the K. & P.R. and P. & P. J. he thinks something might be done, and he claims the people should move first in the matter and not trust to outsiders to make the move for them. If this scheme were to assume manageable shape, he thinks, it would look more business like and have more promise for success than the opposition like from Quyon to P.D. Fort, which in his opinion, would always remain a paper railway unless the people of Pembroke built it, which was an unlikely contingency if the P. & P. J. made connection at Pembroke. Mr. Armstrong's views are certainly worthy of consideration and we would like much to see the views of others on the feasibility of a connection with the K. & P.R. at Renfrew. The distance seems to offer no barrier and the cost would not likely exceed \$250,000.

29/05/1889 *Ottawa Citizen**Pontiac and Renfrew*

The steel rails for the "Pontiac and Renfrew Railway Co." have been shipped from Liverpool by the SS. Ontario of the Dominion Line, and will be laid as soon as they arrive. The line connects with the P.P.J. Railway at Wyman's station, near the Quyon, and runs to the Ottawa River, opposite Braeside, passing the Bristol iron mine. It is graded and bridged and the ties distributed from Wyman's to the Bristol. As soon as the railway is completed the company will begin shipping ore.

The Bristol were being worked quite actively until a short time ago, when, for various reasons it was found necessary to suspend operations for a while.

First paragraph also in the Renfrew Mercury 14 June.

**29/05/1889      Ottawa Journal      Pontiac and Renfrew**

The steel rails for the "Pontiac and Renfrew Railway Co." have been shipped from Liverpool by the SS. Ontario of the Dominion Line and will be laid as soon as they arrive. This line connects with the P.P.J. at Wyman's Station near the Quyon, and runs to the Ottawa River, opposite Braeside, passing the Bristol iron mine. It is graded and bridged and the ties distributed from Wyman to the Bristol. As soon as the railway is completed the company will begin shipping ore.

**06/06/1889      The Equity, Shawville      Pontiac and Renfrew**

Track-laying will soon commence on the line of the Bristol & Renfrew Railway from Billerica to the Bristol. A "frog" was laid last week where the road connects with the P. & P. J. at Wyman's station.

**01/11/1889      Almonte Gazette      Pontiac and Renfrew**

The Bristol Mines branch of the Pontiac & Renfrew Railway is now in operation, and the Bristol Mones Company has resumed business on an extensive scale.

**07/11/1889      The Equity, Shawville      Pontiac and Renfrew**

The Bristol and Renfrew Railway Company has placed a locomotive on its road running from Billerica to the Bristol iron mine. It is expected that shipments of iron ore will commence before very long.

**15/11/1889      Renfrew Mercury      Pontiac and Renfrew**

The Equity says the Pontiac and Renfrew Railway Company have placed a locomotive on their road running from Billerica to the Bristol. It is expected that shipments of ore will commence before long.

**18/11/1889      Ottawa Citizen      Pontiac and Renfrew      Bristol**

The Bristol iron mine are shipping by C.P.R. to Pennsylvania 130 tons of ore daily. A contract has been made for supplying 50,000 tons yearly.

**22/11/1889      Ottawa Journal      Pontiac and Renfrew      Bristol**

Mr. Chas. Magee, president of the Bristol Iron Company, visited the mines at Bristol a few days ago - interview with the Journal. Mining operations are active. Fifty men employed and this will increase as operations are increased. Shipping about 100 tons a day but expect to increase this to 300 tons by spring. ... The facilities for transportation are very good. The Bristol Company has built a railway from the mines to the Wyman station on the Pontiac and Pacific Junction and the ore can thus be shipped direct from the mines to the furnace without any re-handling, the route being by the Pontiac and Pacific Junction to Aylmer, thence via the C.P.R. to Prescott, thence by the Rome, Watertown and Ogdensburg to Sterling Junction and from there to Catasqua by the Lehigh Valley Railway. Mr. Magee says they have experienced no difficulty from want of cars as they can use the cars which bring the Pennsylvania coal here, and which otherwise would probably be sent back empty.

Equipment. shafts now down to 160 feet. Excellent prospects.

**13/03/1890      The Equity, Shawville      Pontiac and Renfrew      Bristol**

The Messrs. Russell began operations at their Bristol iron mine on Monday last, with a staff of eight men, which we understand will be increased to a large force when the snow goes away. The plant used at the abandoned Lawn silver mine has been removed to Bristol.

**20/03/1890      Ottawa Journal      Pontiac and Renfrew      Bristol**

The Aylmer Times states that Messrs. Russell have commenced operations at their iron mines at Bristol. The staff of men will be largely increased when the snow goes away. The plant is one used in the abandoned Lawn silver mine.

**28/11/1890      Renfrew Mercury      Pontiac and Renfrew      Bristol**

It is reported that the Bristol iron mine are to be closed down for a time. In view of negotiations looking to a sale which are going on between the present company and an American firm.

**16/01/1891      Almonte Gazette      Pontiac and Renfrew**

The following grants to railways in this district have been made by the Quebec government: Lake Temiscamisque Colonization Railway, cash, \$147,600; land 250,000 acres; Portage du Fort and Bristol Branch Railway, cash \$150,000; Pontiac and Renfrew Railway cash \$80,000.

**23/01/1891      Renfrew Mercury      Pontiac and Renfrew      Bristol**

The Bristol Iron Co., which is operating the mine styled the Bristol, situated on lots N½ 21 and 22 of 2nd. R. Bristol, (Pontiac) reports a total output of 8,260 tons (9,251 1.5 tons of 2,000 lbs.) from the 1st of Nov., 1880, when operations were resumed. A working force of 60 men has been employed.

**13/02/1891      Renfrew Mercury      Pontiac and Renfrew      Bristol**

The Bristol iron mine - so we (Equity) were informed on Monday - changed hands on that day, the new proprietors being an American company, who expect to increase the output daily.

**23/04/1891      The Equity, Shawville      Pontiac and Renfrew      Bristol**

The carpenters are busily engaged on the new engine house at the Mines to replace the one destroyed by fire a short time ago.

**14/11/1891      The Equity, Shawville      Pontiac and Renfrew      Bristol**

It is stated that the Bristol iron mine are to resume operations on Monday next.

**28/11/1891      The Equity, Shawville      Pontiac and Renfrew      Bristol**

The P. & P. J. railway has resumed the work of hauling iron from the Bristol iron mine.

**31/12/1891      The Equity, Shawville      Pontiac and Renfrew      Bristol**

H.N. Topley of the Geological Survey, has just returned from the Bristol iron mine. Detailed description of the mine, its facilities, quality of the ore etc.

The facilities for shipping are excellent, as there is a railroad 4 3/4 miles from the mine connecting with the Pontiac Pacific Junction railroad at Wyman's station. Ottawa in the near future is destined to become the centre of the railway system and should the lumber business fail the shunting of the blast furnaces and roiling mills would fully compensate for their loss, as men could be employed night and day throughout the year.

**31/03/1892      The Equity, Shawville      Pontiac and Renfrew      Bristol**

We learn there was a temporary suspension of work at the Bristol iron mine last week owing to the strike on the C.P.R. The strike it seems cut off the supply of coal for the mines, and the process of roasting the ore had to be abandoned.

**13/04/1893      The Equity, Shawville      Pontiac and Renfrew      Bristol**

Work at the Bristol iron mine is expected to boom this summer, as it is stated the company have contracted for the taking out of 200,000 tons of ore. Commencing on Thursday last five car loads daily will be hauled by the Pontiac Railway to Aylmer. Also in Renfrew Mercury 21 April.

**24/08/1895      Ottawa Free Press      Pontiac and Renfrew**

Meeting of those interested in the Pontiac and Renfrew Railway.

**20/11/1896     Ottawa Journal**

**Pontiac and Renfrew**

The Bristol, in which a number of Ottawa capitalists are interested, has filled a contract with a Pennsylvania firm for a thousand car loads of ore. They expect to make another big shipment next spring.

**27/11/1896     Almonte Gazette**

**Pontiac and Renfrew**

**Bristol**

The Bristol iron mines, in which a number of Ottawa capitalists are interested, has filled a contract with a Pennsylvania firm for fifty carloads of ore. They expect to make another shipment next spring.

**04/12/1897     Montreal Gazette**

**Pontiac and Renfrew**

#### THE RAILWAY PAYMENTS

There is also pain [sic] in connection with the conversion of land subsidies, in the following sums:-  
Pontiac and Renfrew -- \$8759

**01/04/1898     Ottawa Journal**

**Pontiac and Renfrew**

An order was given by Judge Lavergne in Hull yesterday mirning that A. Leggo of Fort Coulonge, and the Pontiac Pacific Junction railway should each pay \$244 to Mr. Joseph Cartier, of Montreal, an expert accountant, appointed in the case of Leggo vs. the P.P. and J. Railway to open his report. Mr. Leggo was formerly superintendent of the railroad, and is suing the company for wages due him

**29/04/1898     Almonte Gazette**

**Pontiac and Renfrew**

Work on the Pontiac and Pacific Junction Railway between Hull and Aylmer is expected to begin on May 1st.

**04/01/1901     Almonte Gazette**

**Pontiac and Renfrew**

A new railway project for the Ottawa district is under way. A company of outside capitalists has been formed to build and to maintain a line of railway from Galetta, on the Canada Atlantic railway, northerly across the Ottawa River to a point on the Pontiac and Pacific Junction Railway between the villages of Quyon and Shawville. It is also intended to extend the railway to the town of Arnprior. The company proposes to build a bridge over the Ottawa Railway in connection with its line. The proposed line will give direct connection between the two provinces in the district which it traverses. Incorporation will be sought at the next session of parliament.

**18/03/1909     Montreal Star**

**Pontiac and Renfrew**

Mileage operated in Quebec:  
Pontiac and Renfrew -- 5.00

**21/07/1910     The Equity, Shawville**

**Pontiac and Renfrew**

**Bristol**

The Bristol iron mines, which were abandoned about 20 years ago, because they could not be made a paying proposition by reason of the methods that were employed in mining the ore, and the long haul from the mine to Pennsylvania, may once more, in the not very distant future, become a hive of industry, and a boon to the lower end of the county. It has been established pretty fully on expert investigation made recently that a very large body of ore exists there. The erection of an electric smelter to be operated by power generated at the Chats falls, as is contemplated, will, it is said, furnish the new life which is needed to develop and place the industry on a successful basis.

**08/02/1917     The Equity, Shawville**

**Pontiac and Renfrew**

**Bristol**

The ore at the Bristol Iron Mines is being hauled out to the railway line and shipped, after lying in heaps for over 30 years, and after a railway had been built for the purpose of transportation and then torn up and abandoned. Strange.

**04/07/1931     Ottawa Citizen**

**Pontiac and Renfrew**

**Bristol**

Started in 1890 the railway was built from Billerica to Bristol, five miles, but it had greater plans. Iron went bad and the railway ceased to operate. Rails taken up and sold during the war.

Today we have for the first time a reference to the Pontiac and Renfrew Railway, which, some 41 years ago, was built in connection with the Bristol Iron Mines Company's operations. This company was started and operated by Ottawa men including -  
Section missing.

99 years' lease of the ore lands from James Ade and John Kilroy, the owners. They were to pay a rental of \$210 to each farmer.

After some years the iron ore market went bad, and the mine was shut down.

Back to nature

After a time the fences on both sides of the right of way rotted and fell.

When war broke out the iron rails began to be in great demand. The rails were taken up and sold to the highest bidders, and eventually found their way to Europe, where the Allies made good use of them.

No Longer Exists.

Today the right of way of the old Pontiac and Renfrew road no longer exists. It has virtually become part of the two farms concerned.

It might be mentioned that some years prior to the war the mines were leased for a term of years to Ennis and Co. of Philadelphia, who operated them for a time, but did not produce much.

Are hopeful

The people of Wyman and district are now hoping that with electric power being produced in such quantities at the Chats (a few miles away) electric smelting will be available and that the Bristol iron mines may once more start up.