Local Railway Items from Ottawa Papers - 1889

Wednesday 02/01/1889 Ottawa Free Press Canada Atlantic Elgin Street

New Years morning very early a shunting engine on the C.A.R. between Elgin St. station and Chaudiere Junction ran its tender against a freight car, smashing the tender very badly. It being a dark night the engineer didn't take notice of the car until he struck it.

Friday 04/01/1889 Ottawa Free Press Prescott Chaudiere

Messrs. Barnes & Co.'s shook factory on the Chaudiere have doubled the number of their employees during the past week having started to work by night.

10/01/1889 Ottawa Journal Canada Atlantic Isabella Street coal trestle

The Canada Atlantic Railway company have the most convenient coal sheds of any in Canada today. The sheds are built after the style of the dump sheds of the Delaware and Lackawanna Railway. The coal cars run along a track on top of the sheds and the roof of the shed slides open, the sides of the coal car are moved and the coal is shoved off the platform car into the shed. The delivering carts obtain the coal from the shed twenty feet below the level of the elevated railway track. By this method sixty car loads of coal can be unloaded in half a day.

Friday 11/01/1889 Renfrew Mercury Kingston (CP) Renfrew

The K. & P.R. Company have effected a very considerable improvement in the vicinity of their station, by raising up the ground on the village side of the track with a few loads of gravel. This was formerly a bad mud hole. If the C.P.R. will only follow suit in the low place between the tracks of the two lines, there will be much more comfort for pedestrians, who are compelled to go to the station in wet weather.

Friday 11/01/1889 Ottawa Free Press Chaudiere Chaudiere

The pending arbitration between the Canada Atlantic Railway and the Chaudiere lumber firms will be held again tonight when the evidence on behalf of the railway company will likely be concluded. The arbitration is over the right of way of the Chaudiere Extension.

Friday 11/01/1889 Ottawa Citizen Canada Atlantic Elgin Street station

The committee appointed by the Council to look into the alleged grievances of some residents of the southern part of the city owing to the shunting of cars and the occasional stoppage to traffic by the Canada Atlantic Railway Company, were to have met last night, but only Ald. Gordon, the chairman of the committee turned up. The company have sent the committee a reply to the complaints made, stating that they have no other place to do their shunting, and as to the danger at the crossings, they have had for years diligent and faithful watchmen employed. It is likely a meeting of the committee will take place Tuesday next.

Monday 12/01/1889 Ottawa Journal Chaudiere Chaudiere

The Canada Atlantic Railway Company shipped last week from the Chaudiere 245 car loads of lumber to Montreal and New England points. These are large shipments for this time of year.

Tuesday 15/01/1889 Ottawa Citizen Chalk River Healy's station

When the C.P.R. train going west was near Healy's station on Saturday night some evil disposed person shied a stone through the window of the first class car. The passengers escaped injury except to their feelings.

Tuesday 15/01/1889 Ottawa Journal Prescott Chaudiere

The CPR company intend constructing a new coal shed at Union depot for the accommodation of the local coal dealers receiving coal over their lines.

Thursday 17/01/1889 Ottawa Free Press Ottawa City Passenger

The street railway cars are being painted and renovated in preparation for putting on the rails, as soon as the weather proves favorable, which it is not expected to be long at the present rate.

Saturday 19/01/1889 Ottawa Citizen Canada Atlantic Elgin Street station

A station policeman.
Before His Honour, Judge Ross, Patrick Hurley, county constable, was yesterday sworn in as city policeman and will do duty at the Elgin street station and on the line of the Canada Atlantic Railway.

Saturday 19/01/1889 Ottawa Free Press Montreal and Ottawa

The Grand Trunk Railway have decided to back the Ottawa and Vaudreuil company in the construction of a railway from this city to Vaudreuil on the Grand Trunk. More.

Monday 21/01/1889 Ottawa Free Press Canada Atlantic Elgin Street

The coal sheds at the Elgin Street station of the C.A.R. are now completed, and are a source of much advantage to the local dealers, who experienced little or no trouble in clearing car loads. They are constructed after the style of the extension sheds at Lackawanna, Pa. Rumor has it that the C.P.R. will build sheds of the same model at their yards in the west part of the city next spring.

Tuesday 21/01/1889 Ottawa Journal Chaudiere Chaudiere wood

C.A.R. Enterprise.
Project for moving lumber piles from the Chaudiere.
The company propose to pile all the Chaudiere lumber along the line of the extension and clear out the old waterside yards.
The Canada Atlantic Railway have proposed an extension for the Chaudiere lumberman which, if consummated, will be of the greatest benefit to the city on opening up the valuable water lots at the Chaudiere which are now owned by the lumbermen and used by them as lumber piling grounds, for other classes of industry.
Mr. J.E. Chamberlain, General Manager of the Canada Atlantic Railway company speaking to a Journal reporter last evening said: For some years past the Chaudiere lumbermen have been somewhat cramped for want of piling room at the Chaudiere in close proximity to their mills, and during the past two years have had to cart their lumber for several miles out back of Rochesterville, where suitable piling grounds could be obtained. This state of affairs led to the construction of the Canada Atlantic Railway extension to the Chaudiere. The railway company have made a proposition to all the lumber firms on the Ontario side of the Ottawa river and the Chaudiere which, if accepted will enable those firms to have all their lumber piled in their new yards along the line of the extension where there is plenty of room and piling grounds far superior to their present yards where the lumber will dry easier and quicker, where there will be less handling for shipment and where they will have to pay a much smaller rate for insurance. In addition to these advantages, if the heavy stock of lumber now piled in the Chaudiere yards is removed it will enable the lumbermen to dispose of this valuable property to other industries and for instance as sawdust paper pulp factories &c.
"What is this proposition?"
The Canada Atlantic have offered to extend their tracks into every sawmill at the Chaudiere and take the green lumber as it comes from the saws, load it on to platform car and convey it to the new piling grounds out back of Rochesterville for 15 cents per thousand feet which is much cheaper than is now done by carting, even from the mills to the present yards. Then there will be no carting as the lumber is shipped as our cars can load in the new yards. The lumbermen have considered the matter and some of the firms have agreed to the proposal and if I am not much mistaken, before the end of next summer you will see the Canada Atlantic cars into every mill at the Chaudiere and the present immense stock of lumber which renders the west end of the city so dangerous from fire removed beyond the outskirts of the city. We at any rate will do our duty and in doing so we will be advancing the interests of the city at large.
The Canada Atlantic company are now having built by the Rathbun Lumber company of Deseronto two hundred twenty ton platform cars, thirty four feet in length which will be needed in this business and fifty of that number are now at Ottawa.
To aid us in the large lumber carrying business we expect to receive, we have just completed the construction of 1,000 feet of new dock at La Colle for the shipment of Canadian lumber via C.A.R. and boat lines to Whiteball.
"Can you carry this lumber cheaper than it can be carried from Ottawa by boat?"
We can, twenty-five to fifty cents per thousand feet cheaper.
"This will be rough on the forwarders?"
Not on Ottawa or Canadian forwarders, but you will not have the large fleets of small American canal boats at Ottawa that you used to have. We are cutting into their business, but not into the Canadian forwarder's business.
We will receive from Philadelphia in a few days a new locomotive, one of the most powerful constructed, which will be used to haul the green lumber from the lumber mills at the Chaudiere to the new yards. The new locomotive will burn anthracite coal so as to prevent danger from fire. It will cost about $11,000.

Tuesday 21/01/1889 Ottawa Journal Carleton Place Ottawa

A lady passenger on the west bound train on the C.P.R. last evening became a mother shortly after the train left Ottawa. She was removed from the car at Almonte where she will remain until ready to continue her journey to California whither she was bound to join her husband.

22/01/1889 Athens Reporter Westport Westport

Storm Blows Down Westport Engine House
Westport Saturday Jan 19. The wind storm on the evening of the 9th instant blew down the engine house here and caused a little trouble in getting the old R.G. Hervey to emerge from under the debris. Fortunately, no one was hurt, as the night-watch had just time to make good his escape.

Thursday 23/01/1889 Ottawa Journal Chaudiere Chaudiere

Mr. J.R. Booth, Chaudiere lumberman, has purchased for a piling ground about twenty acres of land extending from the line of the C.A.R. Chaudiere extension, north of Concession St. along the south side of Messrs. Perley and Pattee's new lumber yard to St. Louis dam. The C.A.R. will commence next week a spur into this piling ground with side tracks. Mr. Booth's lumber grounds in Rochesterville cover about forty acres.

Wednesday 23/01/1889 Ottawa Free Press Montreal and Ottawa L'Orignal

Account of a meeting held at L'Orignal. More

Wednesday 23/01/1889 Ottawa Citizen Montreal and Ottawa

L'Orignal 22nd. The meeting held in L'Orignal in promotion of the Vaudreuil and Ottawa railway was an immense success. People turned out by hundreds from Prescott and Russell.--The following resolution was passed amid great enthusiasm. Moved by Wm. Rodden, seconded by Mr. Touthier, ex-M.P. "That in the opinion of this meeting, it is important to take immediate action to secure the construction of the railway from Vaudreuil to Ottawa, and the citizens and representative men here pledge themselves to interest themselves in every possible way in their respective localities to obtain substantial assistance and further the project." --

Thursday 24/01/1889 Ottawa Free Press Canada Atlantic Shepherd & Morse

The old George Hurdman farm, east of the Rideau river; along the line of the C.A.R. has been purchased by the Shepherd & Morse Lumber Company, who will forthwith use it as a piling ground. Well seasoned lumber will be placed on the new territory and it will be shipped direct to Boston, Burlington and other American cities. The above firm formerly had their yards in Hull.

Thursday 24/01/1889 Ottawa Free Press Chaudiere Chaudiere

Mr. J.R. Booth, the Chaudiere lumber merchant, recently purchased about twelve acres of land north of Concession street, alongside Messrs. Perley & Pattee's new lumber yards. A branch of the Canada Atlantic will be extended into the new district, work on which will commence next week.

Monday 28/01/1889 Ottawa Citizen Montreal and Ottawa

It is proposed to carry the Ottawa and Vaudreuil Railroad through East and West Hawkesbury, Longueuil, Caledonia, Alfred, North Plantagenet, Clarence and Cumberland. A bonus of $50,000 will be asked from the townships, and it is suggested that the people of Ottawa should help.

Monday 28/01/1889 Ottawa Citizen Sussex Street Sussex street station

Lower Town Station.
It is reported that the Canadian Pacific Railway Company intend to reopen the old St. Lawrence and Ottawa Station, and also to rebuild the bridge across the Rideau River. Some time ago the Assistant General Manager of the Company, Mr. Shaughnessy, Mr. Peterson, chief engineer, and some of the local officers discussed the matter and they determined on the above mentioned conclusion. It is probable that work will be started in the spring.

29/01/1889 Athens Reporter Westport Newboro

Siding for Newboro
Newboro Monday January 28. The Thompson Bros have a contract taking out rock at the station so as to put in a side track. They are pushing the work.

Thursday 31/01/1889 Ottawa Journal Buckingham

Buckingham. Our branch train has been discontinued and Mr. Pearson is running the stage coach again.

Thursday 31/01/1889 The Equity, Shawville Pontiac & Pacific Junction

The P. & P. J. has recourse to its little snow plough on Monday morning.

01/02/1889 Cornwall Freeholder Tramway Mille Roches

Davis & Co., canal contractors, have 120 men employed at work in their quarry back of Mille Roches. The quarry, which is situated on the farm of Wellington Manson, is one of the very best in this section.

Monday 04/02/1889 Ottawa Free Press Chaudiere Chaudiere

The Chaudiere extension of the C.A. railway will be supplied with a new locomotive about the first of April. It will be expressly used for shunting green lumber over that portion of the line. The new engine is being built at Philadelphia, Pa., and will cost some $11,000. It is expected in a few days.
The C.A.R. are now having an order filled for two hundred twenty ton platform cars twenty four feet long which will be here for the opening of the spring rush of business. The new cars are being built by the Rathbun Lumber company of Deseronto, Ont. A few cars of the same dimensions were received by the company from Deseronto some time ago.

Wednesday 05/02/1889 Ottawa Journal Canada Atlantic Elgin Street

A large number of Ottawa citizens, their wives and children, left today to attend the carnival in Montreal. Fully three hundred people went by the special train of the Canada Atlantic this morning. At about ten minutes to nine, the station on Elgin street presented a lively appearance. All was bustle and activity. Vehicles of every description came dashing up to the platforms, discharging their occupants, who, all muffled up, hurried to the ticket office to secure seats. The train was composed of five cars, two being Pullman buffet cars, two first classes and one combination first class smoker. The two Pullman buffet cars were marvel of the builder's art. The cars were built specially for the company at Pullman, Ill., magnificently furnished inside with rosewood inlaid with mahogany and gorgeously decorated. Buffets were attached as a light lunch was to be served on the train. Sharp at nine, train master Dewey nodded to the conductor who gave the signal and the train slowly steamed out of the station timed to arrive in Montreal at 12:30. Returning the train will leave Montreal at 11:30 p.m. arriving home again at around 2 a.m. The train was in charge of that general and popular conductor, Jack Campbell, who is acknowledged to be one of the best on the road. Mr. A.M.M. Flack, Secy. of the C.A.R., and S. Ebbe, city passenger agent, accompanied the excursionists. General manager Chamberlain and Mr. Walsh were at the station seeing the train off. A big crowd of people left by the earlier train so that, despite the bad weather, it seems as if the Ottawa contingent to the carnival over the C.A.R. would be very large.
February 8 - severe snow storm - delays Wednesday - a GT snow plow running over the road in order to clear the heavy drifts caused an unfortunate accident on reaching Vaudreuil station yesterday morning. It appears that the drifts were so heavy the plow left the track and the engine following came into a collision with a Pullman car in the rear of the Ottawa train in the yard. Three passengers were slightly injured.

Wednesday 06/02/1889 Ottawa Free Press Pontiac & Pacific Junction

An employee of the Pontiac and Pacific Junction RR., whose name could not be ascertained , was severely injured the day before yesterday. He was working on a shearing? Train which was accidentally thrown off the track between Quio and Aylmer. The injured man was brought to Aylmer where he is at present lying in a very low state.

Thursday 07/02/1889 Ottawa Journal Montreal and Ottawa Plantagenet

Railway ties are being got out at Plantagenet for the new Ottawa and Vaudreuil Railway line, work on which will start in the spring.

Thursday 07/02/1889 Ottawa Free Press Ottawa City Passenger

The street car service was completely deranged yesterday and for some at least the statement that pedestrians could walk faster than the cars travelled was true. On many occasions the two poor horses attached to the car had all they could possibly do to get through the deep snow. At least three, if not four horses should have been attached to each car.

07/02/1889 Athens Reporter Westport Lyndhurst

Lyndhurst Station
Roddick, Green & Copeland have concluded to pay the BW&SSM Rwy. the $1,000 for a flag station at the crossing. (Note: R.J. Green of Oak Leaf was reeve of Rear of Leeds & Lansdowne Township at that time.)

Friday 08/02/1889 Ottawa Free Press Canada Atlantic

CAR will locate their shops on Clark's Island - more.

Tuesday 12/02/1889 Ottawa Journal Canada Atlantic Bearbrook

Reference to Bearbrook station.

Thursday 14/02/1889 Ottawa Free Press Ottawa and Arnprior

Meeting of charter members of the Ottawa and Arnprior Railway.--

14/02/1889 Rideau Record Westport

Snowfall Slows Down the B&W
The B&SSM are having a hard time in getting trains through on their line. On Thursday morning last the trains left Westport and did not reach Brockville until Friday afternoon. On Saturday afternoon the train with a force of shoeless on board left Brockville on the return trip to Westport but only succeeded in reaching that village on Sunday night. The road was blocked again by Monday storm and the shoeless struck work leaving the train at Farmersville unable to proceed.

Friday 15/02/1889 Ottawa Journal Other

Editorial argues for public investment in street railway additions.

Tuesday 19/02/1889 Ottawa Free Press Canada Atlantic wood

The C.A.R. are bringing in a large number of carloads of cordwood daily from the vicinity of Eastman's Springs and South Indian for consumption at Ottawa. Large shipments are also made of it are also made to Albany and other points in New York state.

Wednesday 20/02/1889 Ottawa Citizen Ottawa, Morrisburg and New York

Bill introduced yesterday to incorporate the Ottawa, Morrisburg and New York Bridge and Railway Company. -- the railway is to run by the villages of Metcalfe, Vernun, Ormond and West Winchester --

Wednesday 20/02/1889 Ottawa Free Press Pontiac & Pacific Junction

Along the line of the Pontiac and Pacific Junction Railway the snow was drifted for some days past as high as five feet. The trains on the road, however, succeeded in making good time throughout.

Wednesday 20/02/1889 Ottawa Citizen Hammond Central Counties Railway

A bill recently introduced by Mr. Edwards, respecting the Prescott County Railway changes the name to "Central Counties Railway Company," and makes an addition to the present Act of incorporation, so as to empower the company to extend their line from some point in Stormont or Russell on the Canada Atlantic Railway, to the village of Rockland, with a branch to Ottawa City; and another extension to the town of Buckingham, and up the Lievre river and to Gilmour's mills on the Gatineau River. It is proposed to cross the river at Rockland either by means of steam ferry or a bridge.

Friday 22/02/1889 Renfrew Mercury Kingston (CP)

Another carload of cotton left the K. & P.R. station on February 14th for China, making the third car of 150 bales shipped from Kingston this year.

01/03/1889 Canada Lumberman Canada Atlantic

The Shepherd & Morse Lumber Company has recently purchased a large tract of land along the Rideau River*, which it will in future make its piling ground, anandoning its old yards in Hull,. The Canada Atlantic will run a siding into the new yard. The company has made a contract whereby its entire Canadian lumber receipts will reach Boston over the New York and New England railroad, and the large freight piers utinized for loading vessels of large register, with lumber consigned to ports on thje River Plate in South America, a move which brings into use a piece of Boston wharf property which is one of the best in the city and has been practically idle ever since its construction. The shipment of lumber to South America has been enormousm and the Boston & Maine railroad had its wharf facilitied over-taxed. Before the season is over the Shepherd & Morde Company will have shipped over 25,000,000 to the River Plate.
* - should this be Rideau Canal?

Friday 01/03/1889 Ottawa Journal Montreal and Ottawa

Details of bonuses voted by municipalities to the Vaudreuil and Ottawa railway.

Saturday 02/03/1889 Ottawa Citizen Montreal and Ottawa

At a meeting of the ratepayers of Vankleek Hill, held on Tuesday, it was resolved that a by law be submitted to the people granting $10,000 as a subsidy to the proposed Vaudreuil and Ottawa Railway. The municipality will also, if the by law is passed, give the right of way through the territory and exempt the property of the company from taxation for ten years. The total sum of bonuses voted, as well as promised, is $78,000, divided up among ten municipalities.

Monday 04/03/1889 Ottawa Free Press Canada Atlantic Elgin Street locomotive

A new monster yard locomotive, known as No. 2, which was built in the United States, arrived at the Elgin Street station for the C.A.R. It is of heavy draught power.

05/03/1889 Athens Reporter WeNewboro

Men Clearing Snow Storm
Newboro March 4. A gang of men are shoveling snow off the RR tracks. It is hoped we will soon have a chance to see the train once more.

Monday 11/03/1889 Ottawa Journal Vankleek

C.A.R extension
The Canada Atlantic Railway has decided to extend their line from Glen Robertson station in a north easterly direction to Hawkesbury on the Ottawa River. Work, so a director says, will be begun in the spring. The branch line traverses a rich section of Glengarry and Prescott counties in all a distance of twenty miles for which a charter was granted last session.
It is pretty well known that the project was undertaken as a result of the agitation in favour of the road from Vaudreuil to Ottawa. The promoters of the latter enterprise although encouraged by the various municipalities along the route, received assurances from lumbermen interested in the Canada Atlantic that they could not hope for a share of the Ottawa lumber traffic.
The Canada Atlantic also has under consideration a scheme to build a branch line from Rockland on the Ottawa River to their main line above Casselman.

12/03/1889 Athens Reporter Westport

Bonus Asked for on B&W Extension
A Deputation wait upon the Attorney General on behalf of the B&W (From Globe of the 6th instant) Immediately after the adjournment of the House last evening, the Attorney General and the other members of the Government made their way to the library, where nearly a hundred representatives of different parts of Ontario were awaiting them in the shape of various deputations.

The first deputation to have a hearing asked from the Government a grant of $5,000 a mile or as much less as the Government might be pleased to give for the construction of a seventy-five mile section of the Brockville, Westport & Sault Ste Marie railway. That railway is now built from Brockville to Westport and the extension now immediately proposed to be built will carry it to the Palmer Rapids, the head waters of the Madawaska River. Subsequently it will be advanced to Burk's Falls or that vicinity, another hundred miles and there it will connect with the projected line of the Parry Sound Colonization Railway (Canada Atlantic Railway). If the prayer of the deputation of last evening be granted, next session will see another and perhaps a still larger deputation waiting on the Government and urging another bonus to the Palmers Rapids and Burks Falls branch of the road. When these two projected roads join, there is a scheme on foot for the larger, which by that time a pretty important line of railway to take over the smaller and operate it as a branch. Then later on the road might be continued to the Sault.

The deputation which presented the arguments in favor of the Government making a grant to this proposed extension consisted of two divisions, one representing the town of Brockville and the other representing the territory lying west and south of Palmers Rapids. The Brockville Branch included Mr. R.G. Hervey, president of the road; Mr. D. Derbyshire, mayor of the town; Councillors John Sragg and G.T. Fulford (Secretary of the B&W?); Registrar (W.H.) Cole (also of the B&W), J.J. Bell of the Recorder office, and Willis Chipman, C.E. The second branch of the deputation included Messrs G.W. Dawson, Plevna; J.T. Howell and Alex Monroe, Ardoch; G.W. Sweetnam, Vennacher; C. Howarth, Paul Stien and James Lane, Denby; and Wm Inglis, Combermere. Messrs, Cole, Dawson and Hervey were the principal speakers though a considerable number of others were called upon to express their views, and as soon as the deputation had finished Mr. Armstrong, MPP added his support to their representations.... It was left for the worthy Mayor of Brockville to point to the crowning claim of the promoters of the road to Provincial assistance, for it was he who showed how valuable Brockville was to the government and how much it deserved the loan craved in that it gave the Attorney General one of his most valuable colleagues, and, he added amid the blushes of the minister of public works, would continue to do so. The Attorney General who had stood while many others sat and had patiently listened to over two hours of Brockville and Palmer Rapids eloquence complimented the speakers on the clearness and effectiveness with which they had set forth their views, admitted the great regard he had for Brockville, on account of it being the constituency of his able and much respected colleague Mr. Fraser and suggested that if the government decided in favor of the grant asked, and of course he could not at present say whether they would or would not, it would give him very great pleasure indeed to be able to announce it to them. He promised that every consideration should be given to the representations of the deputation.

Tuesday 12/03/1889 Ottawa Free Press Vankleek

The Canada Atlantic Railway contemplate the construction of a branch line of railway from Glen Robertson to Hawkesbury, a distance of nearly twenty miles. They may also construct a line from Rockland to Casselman, during the summer, to catch the lumber trade from that point.

12/03/1889 Athens Reporter Westport Athens

Snow Cleared at Athens
A large force of men have been shoveling out the snow drifts on the B&W during the past five or six days. On Sunday night a heavy freight train arrived here from Lyn. The line was this morning clear of snow from Westport to a point three miles west of Athens and it is expected that regular trains will be running again tomorrow.

Wednesday 13/03/1889 Ottawa Citizen Vankleek

The Canada Atlantic Railway company talk of constructing a line from Glen Roberts to Hawkesbury, a distance of 20 miles.

Wednesday 13/03/1889 Ottawa Free Press Ottawa City Passenger

The passengers on No. 8 street car this morning going towards the Chaudiere were rather alarmed when the front runners parted from the rest of the car on the other side of Pooley's Bridge. The car was brought back to the station to be repaired.

Thursday 14/03/1889 Ottawa Free Press Maniwaki

It is expected that work will commence on the Gatineau Valley Railway early this spring with a view to forty miles of it from Hull station being completed. A great many laborers in the city who are at present idle are waiting for the opening of the job.

14/03/1889 Rideau Record Westport

GTR Terminates agreement with B&W.
The Brockville Recorder says .. the BW&SSM has been notified by the GTR that relations existing between the two roads ceased from Monday. This means virtually a blockade of the BW&SSM which had running powers over the GTR from Lyn to Brockville in consideration of the former crossing the latter by an overhead bridge.

Thursday 14/03/1889 Ottawa Free Press Tramway Pierce & Co. Chaudiere

The new tramway which runs around Pierce & Co.'s Chaudiere mills is nearly completed as are several other improvements being made by the concern on the premises.

14/03/1889 Brockville Recorder Westport

GTR Terminates Relations With B&W
Considerable interest was aroused in town Tuesday when it was learned that the Brockville and Westport management had been notified by the Grand Trunk that the relations existing between the two roads ceased from Monday. This means virtually a blockade of the B&W which has had running powers over the GTR from Lyn to Brockville in consideration of the former crossing the latter by an overhead bridge. It is true the time fixed for the completion of the B&W's line to Brockville expired some time ago, but it is thought that the present action of the Grand Trunk is due to the fact that the B&W have recently made an agreement with the CPR for the use of their western branch from the junction to the river, and this move is probably made to checkmate a movement by which the GTR may think the CPR is getting to some extent control of the B&W. In the meantime if the GTR hold to the position they have taken, traffic over the B&W must cease until their road is completed into town. This will take but a very short time as the grading is all completed and only about three miles of track require to be laid to have the B&W trains run into town on their own line.

14/03/1889 Rideau Record Westport

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Saturday 16/03/1889 Ottawa Citizen Article

Article from the Detroit Free Press about the practical application of electricity to street railways.

Saturday 16/03/1889 Ottawa Free Press Canada Atlantic locomotive

Two more locomotives will be placed on the Canada Atlantic in the spring.

Monday 18/03/1889 Ottawa Free Press Ottawa City Passenger

The street cars are being painted up and generally renovated in preparation for summer traffic on the rails, as soon as the weather proved suitable. The company are also purchasing some new horses for their road, to replace old or worn out animals.

19/03/1889 Westport Newboro

Trains Reach Newboro Again Newboro
The first train over the B&W for several weeks, arrived here Saturday evening. The train contained eight freight cars.

19/03/1889 Athens Reporter Westport

Snow Blockade Cleared - GTR Refuses Running Rights
The snow blockade on the B&W which was raised on Sunday of last week was followed by a further blockade by the GTR refusing the B&W to pass over their line from Lyn to Brockville until a settlement was effected of the large account due them. Manager Hervey came down with the Spot Cash and was able to secure a further lease of running powers over the GTR until such time as the B&W track shall be laid on the two miles yet unfinished. Traffic was resumed on the road on Saturday last and regular trains are now running over the road on schedule time. Contractor Knowlton of Newboro passed down yesterday to make arrangements for putting down the rails on the two miles yet unfinished.

21/03/1889 Rideau Record Westport Brockville

GTR and B&W Difficulties Resolved
The Brockville Recorder says: an arrangement has been made whereby the difficulties between the GTR and BW&SSM are settled. The road is said to be now open from end to end.

21/03/1889 Brockville Recorder Westport

GTR and B&W Difficulties Resolved
An arrangement has been made whereby the difficulties between the Grand Trunk and the Brockville & Westport Railways are now practically settled. A train was run out to Farmersville yesterday evening and a regular schedule will likely be followed. The road is now said to be open from end to end.

21/03/1889 Rideau Record Westport

Bonus for B&W Extension
The Ontario government has decided to grant a bonus of $3,000 per mile to assist in the extension of the BW&SSM from Westport to Palmers Rapids.

Friday 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 moment's 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 managable 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 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.

Friday 22/03/1889 Ottawa Citizen Metropolitan Street

Meeting of Street Railway Committee with Messrs. H.N. Bate, G. Bate, H.A. Bate, J.A. Cameron, J. Kavanagh, J.G. Butterworth, H. Batson and C.A. Douglas to discuss with the aldermen the matter of their building a street railway on streets passed by the committee, and to come to terms with them regarding the sale of the road after the city gets the necessary legislation to allow them to carry it on.
-No agreement, adjourned until Saturday.
Saturday's Citizen - no action was taken - it is probably the city will receive other offers.

Friday 22/03/1889 Renfrew Mercury Kingston, Portsmouth and Cataraq

Folger Bros. who bought the Kingston Street Railway, which cost $50,000, for $9,000. They will improve it greatly.

Monday 25/03/1889 Ottawa Journal Ottawa City Passenger

The Ottawa City passenger railway has decided to extend its lines this spring from the present New Edinburgh terminus to the Rockcliffe ferry opposite Gatineau Point. The company recently ordered four new Stephenson cars from New York and expects to improve the service in many other respects during the coming season.

26/03/1889 Athens Reporter Westport Phillipsville

Voting on Railway Bonus in Phillipsville Phillipsville Railroad meeting this week in the hall. We expect that the bonus will carry. Some of the wealthy tax payers are uncharitable enough to say that only those who have 50 cents to $1 taxes to pay will vote for the bonus. We are of opinion that those large landholders are just as able to pay their taxes as those of smaller capital, but it hurts them worse to pay the RR tax than it does the poor man.

Wednesday 27/03/1889 Ottawa Journal Tramway Pierce & Co.

Messrs. Pierce and Co. are building a new tramway around to the rear of their mill, in order to expedite operations in moving lumber from the saws, the means heretofore being found inadequate to do the work.

Wednesday 27/03/1889 Ottawa Free Press Ottawa City Passenger

The Ottawa Street Railway Company will, it is said, construct new lines as far as Rockcliffe ferry this spring, which will give people from Gatineau easy access to the heart of the city. The company recently ordered four new Stevenson cars from New York are expected here in a few days.

Friday 29/03/1889 Ottawa Free Press Canada Atlantic locomotive

Another new freight locomotive has arrived on the line of the Canada Atlantic--

01/04/1889 Canada Lumberman Hammond Rockcliffe

The Canada Atlantic Railway Company contemplate constructing a line from Rockland to Casselman during the summer, to catch the lumber trade from that point.

Wednesday 03/04/1889 Ottawa Free Press Metropolitan Street

Ottawa Street Railway Committee had a conference last night with members of the new Street Railway company for the purpose of arriving at some definite conclusion in regard to extensions of the proposed street railway system. --
- main line on Rideau, Wellington, Elgin and Bank, as far as the Canada Atlantic Railway, on the Richmond Road, be double track and also on Cumberland street if that street be selected. If Dalhousie to King street is selected instead, then single track.
-That portion of the line on Rideau street to the exhibition ground over Elgin and Bank streets to be completed by September next.
- That portion of the main line to the railway crossing at the Richmond road , and in Lower town to be completed by September 1890. The remainder of the line agreed upon to be finished by five years from the date of the by law.
- The city to have the right to acquire the line from the company at any time within five years by paying to the company the full cost of construction and equipment together with a bonus of 10 percent on same and also an amount of interest on the original expenditure, which would be sufficient to realize to the company, without adding on the net earning of the road, 10 per cent per annum.
The company to be relieved from the cost and responsibility of maintaining the streets along the lines of track, and in return for this to pay to the city the following amounts per mile, single track, perannum: $300 per mile for the first five years, $500 for the second five years, $600 per mile for the balance of the charter.
In the event of an amalgamation with, or purchase of the present Street Railway company, the condition imposed upon the new Street Railway company to apply to the old one also, subject to this agreement.
- There shall be only one rate charged between any two of the company's lines. The company shall be required to run workmen's cars between certain hours morning and evening. The cars shall run at hours not exceeding fifteen minutes each way on the main line and at intervals not exceeding 20 minutes on the rest of the line.
- In the event of the city deciding to purchase the road it shall have the right to inspect the company's books as may be arranged.
- The track to be located on the streets as directed by the corporation, and the kind of rails to be used to be satisfactory to the corporation.
More.

Thursday 04/04/1889 Ottawa Citizen Metropolitan Street

Company replied to the Street Railway Committee. -- they cannot build a line further than a double track to the Russell House from the Exhibition Grounds by September, as it would take fully three months to get the rails either from England or Belgium,
The company further announces their intention to run cars by electricity during the summer season.

Thursday 04/04/1889 Ottawa Free Press Metropolitan Street

New preposition to city:
The main line extending from Lansdowne Park via Bank, Queen and Elgin streets to be completed in time for the Exhibition (September 1889), and balance of main line to the Protestant Hospital to be completed within the present year, Dalhousie street branch and Albert street (if found practicable, and not some other route to be agreed upon) to C.P.R. (Richmond Road) during 1890, and the company shall have five years to complete the remaining portion of the road covered by their application.
City to have the right to acquire at any time within two years on payment of ten percent bonus on outlay, and an amount for interest thereon, to release (should be realize - was corrected in next day's edition) to the company without adding to the net earnings of the road 7 per cent per annum.
More

Friday 05/04/1889 Ottawa Citizen Metropolitan Street

Company have submitted a new offer to the city.
Main line extending from Lansdowne Park via Bank, Queen and Elgin streets, to be completed in time for the exhibition (September 1889) and balance of main line to Protestant Hospital to be completed within the present year.
Dalhousie street branch and Albert street (if found to be practicable, and if not some other route to be agreed upon) to C.P.R. (Richmond Road) during 1890, and the company shall have five years in which to complete the remaining portion of the road covered by their application.--
Company shall not be bound to run sleighs or other vehicles during the winter of 1889-90.
More.

Saturday 06/04/1889 Ottawa Journal Canada Atlantic shop

The new railway station indicator invented by Mr. J.P. O'Brien was tested yesterday on the Canada Atlantic Railway between Ottawa and Montreal and found perfectly satisfactory. The indicator will be on all passenger trains in future. The C.A.R. leads in improvements. The Intercolonial will be the next to use the indicator.

Wednesday 10/04/1889 Ottawa Free Press Metropolitan Street

Meeting of Street Railway Committee--
electricity should not be allowed on the streets because it would drive off all horse traffic--
Decided to submit a revised proposition.

Thursday 11/04/1889 The Equity, Shawville Other

Report of third reading of the Union Railway bill.

Friday 12/04/1889 Renfrew Mercury Pontiac & Pacific Junction

Another attempt - the third or fourth of the kind - was made to derail a train on the Pontiac and Pacific Junction Railway last week. It is supposed drunken men were the perpetrators. Heavy planks were thrown across the track.

Saturday 13/04/1889 Ottawa Free Press Ottawa City Passenger

A rumor is current that the Street Passenger Railway company contemplate removing their stables from Rideau ward outside the city limits, to a point east of the ward and will extend their track further in that direction.

Saturday 13/04/1889 Ottawa Citizen Metropolitan Street

Street Railway Committee met last night - considered the offer and decided to advertise in Montreal, Toronto and Ottawa papers.

Tuesday 16/04/1889 Ottawa Free Press Ottawa City Passenger

The Street Railway company are at present extending their track from the present terminus to the Rockcliffe ferry landing about a mile distant. This will be a welcome addition to the street car route to the ladies and children and picnic parties, as the route lies along side the woods bordering the river banks. Heretofore parties have had to carry picnic baskets, &c., but in they will be able to stop anywhere at the points selected. It is not the intention to remove the street car stables. They will remain as at present.

Wednesday 17/04/1889 Ottawa Citizen Ottawa City Passenger

The Street Railway Company are extending their track from the present terminus in New Edinburgh to the Rockcliffe ferry landing.

Friday 19/04/1889 Renfrew Mercury Belleville Perth

The car shops at Perth have practically closed down for the present, and the hands are now wandering about doing nothing, or are leaving town. The reason of this shut down given by Mr. Higginson, chief mechanical superintendent of the company, is, no orders for cars and therefore no work for the shops. This state of things is not very satisfactory to our citizens, especially when the rate to pay for bringing the shops here has to be paid every year for a long time yet to come. - Courier.

Monday 22/04/1889 Ottawa Citizen Sussex Street Sussex Street station

Lower Town Station Approaches.
It is now definitely said that the C.P.R. intend to erect a bridge over the Rideau River so as to open up communication with the Sussex street depot. Plans for the construction of the new bridge have been prepared and work will be commenced early in May, and it is hoped trains will cross it in August.

Tuesday 23/04/1889 Ottawa Free Press Canada Atlantic shop

The Canada Atlantic Railway company received from Detroit, Michigan, yesterday, batteries with which to run the electric light in their cars.

Wednesday 24/04/1889 Ottawa Free Press Tramway Buckingham

--At the High Rock and Crown Hill mines, the tramways have been at work for several days past and several thousand tone of phosphate are ready for shipment. The North Star, also, will soon have a tramway of its own; the construction thereof is now in progress. This will make the fourth mining tramway on the Lievre.

Thursday 25/04/1889 Ottawa Journal Lachute Chaudiere

A Chaudiere Wedding
Mr. George Dalglish, boiler inspector in the C.P.R. roundhouse, second son of Ald. Dalglish was married yesterday to Miss. Bella Marshall. More.
The happy couple were escorted by their friends to the C.P.R. station where they left for Quebec and the east by the 4.30 train. The employees of the road gave them a grand send off. They lined the track for a long way with fog signals which went off like a regular military salute as the cars rolled over them. As the train passed the round house all the engines that were in, about a dozen, set up a toot-a-toot-tooing, that made the initiated wonder what was up.
Also reported in the Citizen, but in less detail.

Monday 29/04/1889 Ottawa Journal Carleton Place Britannia

Commencing Wednesday May 1st, trains will leave Britannia at 8 a.m. for Ottawa and leave Ottawa for Britannia in addition to regular train service.

30/04/1889 Athens Reporter Westport

Elgin Folk Plan Excursion
The people of Elgin and vicinity are making arrangements to run an excursion over the B&W to Brockville on the 24th of May. The trip may possibly be extended to the Thousand Islands. Full particulars will shortly be given by pastor and through the columns of the Reporter.

30/04/1889 Athens Reporter Westport

Spring Runoff Washes out B&W near Lyn The run off on the B&W near this place on Wednesday, might possibly have been saved by the employment of a few more section hands. A stitch in time saves nine.

Tuesday 30/04/1889 Ottawa Free Press Canada Atlantic Shepherd & Morse

Hurdman's siding near the diamond crossing, was completed last night and will be used by the Shepherd & Morse lumber company.

Wednesday 01/05/1889 Ottawa Free Press Canada Atlantic locomotive wood

Three double engines for shunting have been added to the rolling stock of the C.A.R. Two will be engaged in the Elgin Street yard from today, and one will draw lumber at nights from the Chaudiere to the sidings at Hurdman's Cut.
A new hard coal burner locomotive is being turned out for the C.A.R. by the Baldwin Locomotive Works of Philadelphia, Pa. It will be used for drawing lumber and will have a capacity of hauling 41 loaded cars. This engine will not throw sparks.
Engines No. 8 (freight) and No. 14 (passenger) which were damaged by the recent accidental smash up on the C.A.R. at Buffalo, have been turned out from the repairing shops ready for traffic.
(On page 178 of Allan Bell's "A Way to the West" Buffalo Hill Cut is between Alexandria and Greenfield)

Wednesday 01/05/1889 Ottawa Free Press Canada Atlantic Bank Street

A new piling ground is to be laid out by Chaudiere lumber firms adjacent to the C.A.R. at Bank street and will comprise 50 acres. A track is now being laid on the reserve.

Thursday 02/05/1889 The Equity, Shawville Pontiac & Pacific Junction

The employees of the P. & P. J. are going to make a big kick some day soon unless the company pays them the four months wages due.

03/05/1889 Ottawa Journal Carleton Place

New timetable advertisement effective this date.
12.20 Pacific Express.
04.30 Atlantic Express via Montreal
07.00 Montreal local
07.45 Prescott
11.35 Brockville/Perth, Toronto
11.45 Boston Express via Montreal
13.45 New York via Prescott
13.50 Sault Ste. Marie, St. Paul and Minneapolis
16.40 Montreal Express
20.30 Carleton Place, Smiths Falls and Brockville
22.45 Western Express - Kingston, Toronto and points west
In addition to main line trains a suburban service is advertised.
Aylmer leaving 09.30, 12.40 and 5.00 p.m.
Britannia leaving 07.40, 11.35, 13.50, 18.00, 20.30 and 22.45.

Saturday 04/05/1889 Ottawa Citizen New York Central

Ontario Pacific Railway Company. Annual meeting will be held at the office of John Bergin, Esq., in the Town of Cornwall on Saturday 11 May next at the hour of two o'clock p.m.
D.A. Flack, Secretary, Cornwall 15th April 1889.

07/05/1889 Athens Reporter Westport

Ballasting of Track; News Agent; Potash Deposits
The twenty mile extension of the B&W west of Westport will pass through a portion of the country rich in phosphate deposits. The B&W has a full-fledged news agent who supplies the daily papers. The Reporter will be for sale on the train hereafter, commencing with tonight.

The work of ballasting the B&W is progressing rapidly. A large force of men, including about twenty Italians are working at the gravel pit and in the lifting gangs.

Wednesday 08/05/1889 Ottawa Free Press Metropolitan Street

The Street Railway Committee met last night and decided to advertise for another week in the Ottawa papers for tenders --

Thursday 14/05/1889 Ottawa Citizen Sussex Street Rideau River Bridge

Work was commenced yesterday on the relaying of a new track and for the building of new bridges on the old St. Lawrence and Ottawa Railway. This work will be carried on with all possible haste. It is expected that the work will be finished and the new station opened by the time two months has elapsed.

14/05/1889 Athens Reporter Westport

New Bell for the R.G. Hervey
The "R.G. Hervey", as one of the B&W engines is called, has a new bell, replacing the old one, which, with cracked voice, used to emit a discordant warning to the unwary. The new bell is a dandy.

Tuesday 14/05/1889 Ottawa Journal Sussex Street Rideau River

The new railway bridges over the Rideau River, over which the new connection with the Lower Town branch of the C.P.R. is to be made are to be iron superstructures on the present stone piers. The total cost of these new structures will be $25,000. They will be the same pattern as the old wooden bridges. The first train will be run in on the 27th of the present month not the 27th of June from which date the line will be open for train traffic only.
THE DEPOT
The depot will give employment to a complete freight outfit, consisting of a freight agent and some four or five men. No passenger traffic whatever will be arranged for, but special trains of both light and heavy freight will be daily received and deposited. The argument against the opening of the old depot for passenger traffic is a simple one. It is considered that the Union Depot is the natural central point for the arrival and departure of passengers as those coming from Montreal and desirous of going to Prescott or vice versa, can, under the present arrangement, change from one train to another, and save the trouble and expense of driving nearly the whole length of the city to continue their journey.
More
H.B. Spencer (in part) "When the company took over the line these bridges were in anything but good condition. I myself took over the last engine that crossed them and proved that they were positively unfit for traffic. We therefore stopped all business over them at that date.
More - positive response.

14/05/1889 Athens Reporter Kingston, Smiths Falls and Ottawa

Kingston & Smiths Falls Rwy via Lyndhrst, Athens, Etc
In conversation with a prominent resident of the township of Kitley yesterday, we were informed that a strong feeling exists there in favor of offering a bonus to the Kingston and Smiths Falls railroad, providing the company could be induced to run the line via Lyndhurst, Athens, Frankville and Toledo, to Smiths Falls. If the bonus by-law in Bastard and Burgess should be declared not carried by the courts, it would tend to further the new project very materially. Mr. Hervey, manager of the B&W is strongly in favor of the scheme, and for a reasonable consideration would grant the K&SF running powers over his line from Lyndhurst Crossing to Athens. The township of Kitley we are told on good authority, would be willing to bonus the road to the extent of $25,000 and we believe it would be profitable for this municipality to give a bonus of $5,000 to help build the road from Athens to the town line of Kitley.

We have travelled over every mile of country which would be traversed by either of the proposed routes from Seeley's Bay, and have no hesitation in saying that the line via Athens, Frankville, Toledo and New bliss could be built much cheaper than that by way of Delta and Portland; and when the line via Morton, Elgin, Singleton's Corners, Portland, etc, is taken into comparison, we believe the Athens route possesses the advantage of being one-third less expensive to build over. We believe that if a strong deputation were sent to Kingston, the promoters of the K&SF line could be induced to change the route as proposed. As to the benefit to this town which would result from such a change, there can be no two opinions. With two lines of railway crossing here, the prosperity of the town would be assured; and the township of Kitley could well afford to give $20,000 or 25,000 in aid of a road running through the municipality as proposed.

To put the matter in a nutshell: By taking the route via Morton, Elgin and Portland, the road would only get $10,000 in bonuses. The route by way of Delta would carry a bonus of $15,000 while the Athens line would be some three miles shorter and would be bonused to the extent of $25,000 or $30,000. Besides this, it would run through a section of the country better adapted for railway building than either of the other routes. Last but certainly not least in the eyes of the corporation owning the road, the traffic would be fully 25% greater by the Athens route than by either of the others. With these facts before them we cannot see why the promoters of the road could not be induced to take the matter into serious consideration. Those in Kitley and Rear Yonge and Escott who favor this move should lose no time in pressing their views upon the promoters of the line. We throw the columns of the Reporter open for the discussion of the pros and cons of this matter.

Friday 17/05/1889 Ottawa Journal New York Central Ontario Pacific

Cornwall May 17 - Plans for the proposed route of the Ontario Pacific Railway have been forwarded to the Department of Railways and Canals to be reported on. Work will be commenced at once and it is expected the road will be in operation to Ottawa this fall.

Friday 17/05/1889 Ottawa Citizen Buckingham

The C.P.R. are affording facilities (for shipping phosphate) by constructing side tracks etc., for the shipment of the ore from Buckingham.

Thursday 17/05/1889 Ottawa Journal Chaudiere Lett Street

The C.A.R. have a large gang of men and a construction train engaged in grading up the approaches to their level crossings on Bridge, Lett and Lloyd Streets. When they have done this work the city engineer will bring before the Board of Works the question of grading them so as to avoid the steep ascent to Wellington Street.

Friday 17/05/1889 Ottawa Citizen Metropolitan Street

In answer to the advertisement of the Street Railway Committee, Mr. H.N. Bates has renewed his offer made some time ago for the construction of the proposed line.

Saturday 18/05/1889 Ottawa Citizen Ottawa City Passenger

Now that the warm weather is coming on a good deal of passenger traffic is done by the street railway, the travel to and from Hull being most marked.

Monday 20/05/1889 Ottawa Citizen Carleton Place Britannia

Britannia entirely outdistances Aylmer in the matter of train accommodation. The C.P.R. management has shown its liberality by putting on the "special" six weeks earlier than last year, and the train has been well patronized. What the company wants to do, however, is to erect a decent station house, the increasing popularity of Britannia as a health resort warranting something better than the little cabin which does duty as waiting room, telegraph office, etc. At the very least a respectable shed ought to be erected to protect passengers from sun or rain while waiting for the train.
A melancholy affair took place a few days ago. One of the curiosities of Britannia was County Crown Attorney Mosgrove's three legged dog Jumbo. Jumbo had the audacity to try a round with the Toronto express and was knocked out at the first blow. The villagers gave him a decent burial, and a little mound opposite the station house with suitable memorial at its head, and the inscription on the fence, "here lies poor Jumbo," should be a warning to bipeds as well as quadrupeds not to fool with the trains.

Monday 20/05/1889 Ottawa Journal Carleton Place Ottawa, Broad Street chaudie

The C.P.R. station policemen are waging war on a crowd of watch peddlars who infest the station platform and dupe the uninitiated.

Thursday 23/05/1889 The Equity, Shawville Pontiac & Pacific Junction McKey's Corners

McKey's Corners is fast becoming quite a little business centre, mainly through the business and industry displayed by Mr. George Morrison, who keeps the post office, a general store and attends to the shipping that is done on the P. & P. J. from that point. A good deal of machinery, flour and other goods is shipped to this station, in fact the great bulk of the trade of Bristol is transacted here, it being much more convenient, so that Mr. M. is up to his eyes in business all the time.

Thursday 23/05/1889 Ottawa Citizen Canada Atlantic

The new offices for the general officials of the Canada Atlantic Railway, immediately over Durie's stationery store, on Sparks street, are now ready for occupation. Part of the officials have already moved in. The city ticket office will still be run by Mr. S. Ebbs, in its present location in the Russell House block.

Monday 27/05/1889 Ottawa Journal Ottawa City Passenger Rockcliffe

The extension of the present street railway from the terminus on Main Street, New Edinburgh, to a point near Mr. Keefer's residence at Rockcliffe is nearly completed. The grading is done and the metals are coming on fast after the ties.

Monday 27/05/1889 Ottawa Journal Canada Atlantic Vars

Vars. In consideration of the increasing business at the station, the Canada Atlantic Railway Company will put in a new siding connecting with the different mills.

Wednesday 29/05/1889 Ottawa Citizen Buckingham

All the phosphate mines are working with a full complement of men, the High Rock. The Emerald, Central Lake, Little Rapids and Canadian Phosphate Mines doing an especially satisfactory amount of work. At the above mines an average between 170 and 200 men are employed. The various steamers carrying the phosphate to Buckingham are busily employed, and owing to the increasing traffic, the C.P.R. has provided extra facilities for the transshipment of ore.--

Wednesday 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.

Wednesday 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.

Thursday 30/05/1889 Ottawa Free Press Ottawa City Passenger

Two fine new streetcars with all modern improvements will shortly arrive from New York for the City Passenger railway company.

31/05/1889 Lachute Watchman Lachute St. Andrews

We are sorry if the people of Lachute do not realise the importance of railway connection between Lachute and St. Andrews. From a selfish point of view they should strongly be interested as it must necessarily increase the volume of trade. We presume that the days of rivalry between the two places are past. Lachute need not be alarmed at the growth of St. Andrews interfering with its trade, our opinion is that Lachute, being established as a centre of trade, the growth of villages contiguous to it must necessarily be of great benefit. Should the south shore not be built, the building of which is exceedingly doubtful, the trade from Pointe Fortune, up on the south side of the Ottawa will naturally find its way to Montreal by Lachute. The storekeepers would find no doubt a reduction of freight rates in summer. The development of the water power at Carillon must also indirectly benefit us. We hail with pleasure the prospect of railway connection with St. Andrews. It is a project which will increase the wealth of the county and develop its resources, and as such, should interest every resident to whatever particular locality he may belong.
At the request of Mr. Mercier, on Tuesday last, a deputation consisting of Messrs. J.A.N. McKay, J.S. Buchan and Mr. Davis, son-in-law to Hon. J.K. Ward, interviewed the government in regard to a re-vote of a subsidy of 400 acres of land per mile to the St. Andrews railway. Mr. Mercier gave his word of honor that by the first of July an official letter or an order in-council would be issued guaranteeing that the old subsidy would be voted, but conditionally. The conditions were at once fulfilled and no doubt work will shortly commence. If the road is built, it will be the outcome of the efforts of several gentlemen, of both political parties, viz; Messrs. Abbott, Wilson, Owens, McKay, Simpson, de Laronde, Robertson and others.

Friday 31/05/1889 Ottawa Journal Ottawa City Passenger Rockcliffe

About a quarter mile of the track of the Rockcliffe extension of the street railway is laid. The whole distance is a little over a mile. The track is being laid from the Rockcliffe end. Work is now going on in the rock bed cutting near the city end of the line.

Saturday 01/06/1889 Ottawa Journal Tramway Perley & Pattee

Accident at the Chaudiere.
While walking to his night's work in the yard over one of the high tramways, he fell off to the ground. More.

Saturday 01/06/1889 Ottawa Free Press Canada Atlantic locomotive

A couple of new locomotives of heavy build, for draught purposes, have arrived for the Canada Atlantic railway.

Saturday 01/06/1889 Ottawa Journal Sussex Street Rideau River

Work on the new bridges over the Rideau River in connection with the Lower Town section of the C.P.R. is progressing rapidly. The superstructure is now half stripped and in a few days will be wholly removed. Meantime work on the stringers and ties is being rapidly pushed forward.

Monday 03/06/1889 Ottawa Free Press Sussex Street Rideau River bridge

The C.P.R. are pushing the work on the new bridge over the Rideau river and in a few days the old superstructure will be removed. The men are now at work on the stringers and no time is to be lost on the work.

Tuesday 04/06/1889 Ottawa Journal Carleton Place Ottawa, Broad Street chaudie

The first through train from Minneapolis and St. Paul over the C.P.R. "Soo" line rolled into Ottawa at 11.20 this morning, not only on time but a few minutes "too previous". This notwithstanding a slight mishap the air brake of the coach having broken down. The train consisted of dining, sleeping and passenger cars, a colonist sleeper, and large new baggage car bearing an inscription of the new route. This train, although through from Minneapolis had no through passengers but was started on in order to open up the line to the east. The first regular train left Minneapolis last night, reaching the Soo this morning and will pass through Ottawa to-night.

Wednesday 05/06/1889 Ottawa Free Press Chaudiere Chaudiere wood

The new hard coal burning engine which the Canada Atlantic Railway purchased recently from the Baldwin Locomotive Works is doing very satisfactory service.

06/06/1889 Brockville Recorder Westport

Trestle Over GTR Now Open
The regular express from Westport on the Brockville & Westport ran over the long trestle just above town on Monday (03 June 1889), being the first passenger train which has been brought over the work... and the train after crossing landed its passengers at the head of Church Street. At this place, a temporary station has been built and is being connected with the telephone exchange today. The long and vexatious delays in reaching Lyn over the Grand Trunk is happily now at an end as the trains will arrive and depart from Church Street hereafter.

Thursday 06/06/1889 The Equity, Shawville Pontiac & Pacific Junction

The strike on the P. & P. J. Railway has been postponed until the 10th inst., when it is hoped the company may be able to meet the demands of the employees and avert the trouble.

Thursday 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.

Friday 07/06/1889 Ottawa Free Press Ottawa City Passenger

The two new cars which the Street Railway company purchased lately will be placed on the tracks tomorrow.

Monday 10/06/1889 Ottawa Journal Sussex Street Dalhousie Street

Work on the Lower Town section of the C.P.R. is being pushed forward rapidly. So great is the progress being made that large gangs of workmen were engaged yesterday in laying rails from the Dalhousie Street depot to the bridge Progress is being made fast with the bridge construction. (Note - yesterday would have been a Sunday)

Tuesday 11/06/1889 Ottawa Citizen Sussex Street Sussex Street station

The first train on the St. Lawrence and Ottawa Railway since the reconstruction of the bridges over the Rideau and the repairing of the road generally, came in yesterday afternoon. It was loaded with coal. The merchants of Lower Town are highly pleased with the opening up of the road and depot again, and say the C.P.R. will be repaid for their outlay.

Tuesday 11/06/1889 Ottawa Free Press Pontiac & Pacific Junction

The steel rails for the Pontiac and Pacific Junction Railway arrived from Liverpool by the "Ontario" last week. They are being shipped to the Quyon to be laid immediately.

Wednesday 12/06/1889 Ottawa Citizen Sussex Street

Warden of Carleton County's address.
The C.P.R. having decided to rebuild the old St. Lawrence and Ottawa Railway bridge, he had written to the railway authorities asking that the piers should be so built as to cause no damage by forming ice jams. In reply it was stated that an engineer had been sent on who reported no damage would likely result from that cause and the company would not hold themselves liable for such an injury.

Friday 14/06/1889 Renfrew Mercury Pontiac & Pacific Junction

The Equity says the proposed strike on the Pontiac and Pacific Junction Railway has been postponed until the 10th inst., when it is hoped the company may be able to meet the demands of the employees and avert ther trouble.

Saturday 15/06/1889 Ottawa Free Press Sussex Street Rideau River bridge

MacLaren & Co. are now shipping lumber over the reconstructed St. L. & O. bridge. A large quantity of lumber is piled in the station yard waiting for shipment. The materials for the new bridge have commenced to arrive.

Saturday 15/06/1889 Ottawa Free Press Maniwaki

Fifty miles have been explored for the new Gatineau railway. Rails for forty miles are on the spot and the only thing which dears the building of the road is the exorbitant price asked by farmers for the right of way.

18/06/1889 Athens Reporter Westport Elbe Mills

Cheese Shipped From Elbe Mills
Fifty boxes of cheese were shipped from our factory by B&W R on the 8th instant and 65 on the 15th.

Saturday 22/06/1889 Ottawa Journal Canada Atlantic Vars

A "flying gang" of the Canada Atlantic are now putting in new ties in this section. The want of a suitable station yard is much felt.

25/06/1889 Athens Reporter Westport

Hervey Visits Westport
Westport, Saturday June 22. Manager Hervey, of the B&W, with a party of pleasure seekers, spent a few days here last week, enjoying the scenery of our lakes.

We expect an excursion over the B&W on Dominion Day.

Athens: The B&W will run a half-fare excursion to Brockville on Dominion Day.
The B&W train going west leaves Brockville at 4:15 pm, half an hour later than formerly. This change is a great convenience to the travelling public.

Tuesday 02/07/1889 Ottawa Free Press Ottawa City Passenger

The Street railway cars were so densely packed yesterday that three horses had to be put on to draw them.

Tuesday 02/07/1889 Ottawa Free Press Sussex Street Sussex Street

A new platform is much needed at the St. Lawrence & Ottawa railway station, the present one being in a most disgraceful condition.

Thursday 04/07/1889 Ottawa Free Press Sussex Street Rideau River bridge

A force of some sixteen carpenters have been engaged for some time past in framing timber for the new St. Lawrence and Ottawa Railroad bridge over the Rideau which replaces the temporary one at present in use. The placing of the stringers in the new structure was commenced yesterday.

Friday 05/07/1889 Ottawa Journal Ottawa City Passenger Rockcliffe

The street railway have their metals laid out nearly to Mr. Keefer's residence at Rockcliffe. There is a small gap in the line at Rideau hall, as the company have been unable to come to terms with the government for permission to lay over it.

Friday 05/07/1889 Ottawa Free Press Sussex Street Sussex Street

Arrivals of coal at the sheds of the St. Lawrence & Ottawa railway are very small at present but large quantities of lumber, however, are being shipped daily from that point.

Monday 08/07/1889 Ottawa Citizen Carleton Place Britannia

It is said the C.P.R entend (sic) shortly building an extensive station at Britannia, and the erection of a handsome hotel at Sandy Beach is also spoken of.

Wednesday 10/07/1889 Ottawa Journal Carleton Place Ottawa, Broad Street chaudie

The C.P. Ry. had a large staff at work on Sunday last repairing the line in the neighbourhood of the depot at the Chaudiere.

Friday 12/07/1889 Ottawa Journal Montreal and Ottawa

The first sod.
Ottawa and Vaudreuil soon to be linked.
The first sod of the Vaudreuil and Ottawa Railway will be turned next week, and the work will be pushed forward straight ahead as fast as circumstances will permit. The ceremony will take place at Rigaud on Wednesday afternoon next 17th inst. by Madame Montgenais, wife of the president of the road and Mrs. Hugh McMillan wife of the member for Vaudreuil will have a silver spade specially prepared.
There will be fifty teams and a hundred men in readiness and as soon as the sod is cut they will commence the real work of the construction of the line.
REJOICING - more
THE LINE
..there will be depots at Grande Montagne, Rigaud, St. Eugene, East Hawkesbury, Vankleek Hill, Caledonia Springs, Plantagenet, Alfredtown, Clarence, Gloucester and Ottawa. The Ottawa depot will supply a passenger and freight depot to the Lower Town section of the city.
More - Foster and Charlebois are the contractors.
More.

Saturday 13/07/1889 Ottawa Free Press Canada Atlantic Elgin Street locomotive

Two new locomotives are being turned out for the Canada Atlantic railway and are daily expected at the Elgin street depot.

Monday 15/07/1889 Ottawa Free Press Sussex Street Rideau River bridge

The preliminary work of the new C.P.R. bridge over the Rideau river for the use of the St. Lawrence and Ottawa branch, is almost completed.

Wednesday 17/07/1889 Ottawa Citizen Montreal and Ottawa

Turning of the first sod.
Rigaud 16th. The first sod of the Vaudreuil and Prescott Railway will be turned tomorrow. -- great excitement etc.--

Saturday 20/07/1889 Ottawa Journal Chaudiere Chaudiere

While the C.A.R. employees special for Clarke's Island leaves Elgin Street at 6.45 a.m. Tuesday, a special will start from Chaudiere about 25 minutes earlier, stopping at Rochesterville, Bank Street etc. so as to accommodate people from that vicinity and Hull.

23/07/1889 Athens Reporter Westport Delta

100 Carloads of Stone From Delta
Contractor Knowlton of Delta is supplying a hundred carloads of building stone to a Montreal firm. The stone is quarried on Mr. Knowlton's farm, near Singleton's Corners.

Tuesday 23/07/1889 Ottawa Journal Canada Atlantic

The Canada Atlantic employees excursion to Clarke's Island, which left the city this morning at 7 o'clock, was the largest that ever left Ottawa for that place. Over one thousand people attended, and sixteen cars were required for their accommodation.

Wednesday 24/07/1889 Ottawa Journal Sussex Street Rideau River

The superstructure of the C.P.R. bridge across the Rideau River is now being placed in position. When this is completed the temporary trestles placed underneath the bridge to support it during construction will be removed.

Wednesday 24/07/1889 Ottawa Citizen Canada Atlantic

Third annual employees picnic to Clark's Island Full account but little railway interest.

Wednesday 24/07/1889 Ottawa Free Press Canada Atlantic Shepherd & Morse

A large gang of men are employed laying tracks in the Shepherd & Morse lumber yard on the Hurdman property in Gloucester.--

Wednesday 24/07/1889 Ottawa Free Press Tramway Pierce & Co.

A tramway is being constructed through Messrs. Pierce and Co.'s lumber yards in the Chaudiere leading to the Canada Atlantic railway track, which will materially help shipping.

Wednesday 24/07/1889 Ottawa Citizen Pontiac & Pacific Junction Fort Coulonge

The King Solomon Lodge A.F. and A.M. No. 69 G.R.Q. will have an excursion to Fort Coulonge on Thursday morning 25th inst. Leaving Union station at 7 o'clock and Hull at 7.15. Tickets for the round trip $1.25 to be had at the C.P.R. Ticket Office and at the Union and Hull stations.
Children between 5 and 12 years old half price. A box car will be provided for those wishing to bring baskets.
The Masonic Band of Ottawa will be in attendance and a good time may be expected.

25/07/1889 Ottawa Journal Canada Atlantic

New timetable advertisement effective this day. Two trains a day to Montreal and one to Rouses Point. All trains leave from Elgin Street and no mention of Richmond Road.

Monday 29/07/1889 Ottawa Free Press Canada Atlantic Elgin Street

The steamer Minnie Bell passed through the locks for Booths lumber yard at the Canada Atlantic station having in tow eighteen car loads of inch lumber.

Wednesday 31/07/1889 Ottawa Free Press Prescott Chaudiere

Repairs are being made on the Canadian Pacific Railway Co.'s round house on the Richmond road. The old brick work is being replaced by new material.

Thursday 01/08/1889 Ottawa Free Press Montreal and Ottawa

The large number of 40,000 railroad ties has been taken out for use next winter on the South Nation River, near Casselman, by Mr. J.D. Quesnel, of that place. He intends shipping these, along with a quantity of round timber , to various points on the Vaudreuil and Prescott railroad, at present being constructed.

01/08/1889 Canada Lumberman Canada Atlantic

Messrs. R. Hurdman & Co., and the Bronson & Weston Lumber Co./ ship thirty cars of green lumber daily to the Shepherd & Morse Co.'s yards situated on the Hurdman property across the Rideau. The lumber thus shipped is principally stock for the export trade.

Friday 02/08/1889 Renfrew Mercury Kingston (CP) Calabogie

The K. & P.R. Iron Mining Company has removed machinery from Flower Station to Black Bay iron ore mines, near Calabogie. The ore there is first class and a large gang of men have set to work to get it out.

Saturday 03/08/1889 Ottawa Free Press Ottawa City Passenger Rockcliffe

The street railway extension to Rockcliffe is now finished with the exception of some 400 feet through Princess Avenue, New Edinburgh, for constructing which the company has yet to obtain the sanction of the city council. The new section was opened this afternoon, when the directors of the company and a number of Press representatives passed over it. The scenery is very charming along the route, and no doubt the public will patronize it very extensively.

Monday 05/08/1889 Ottawa Journal Ottawa City Passenger Rockcliffe

Today the Rockcliffe Extension of the City Passenger Railway is opened for traffic, and for one continuous fare. Passengers from any part of the route will be able to reach the great Natural Park, from where can be obtained what has been called the greatest panoramic view on this portion of the Dominion. On Friday, the Directors made their trial trip, and on Saturday, by invitation of Mr. T.C. Keefer, the chairman of the board, the newspapermen to the number of some twenty were driven over the extension and shown the beauties of the neighbourhood.

Starting from the offices of the company on Main Street, New Edinburgh, the old line to the end of the street at the junction with John Street which for nearly a quarter of a century has lain buried, has been dug out and raised to a new grade given by the city engineer. The passenger on arriving at John Street, has to alight, and is given a continuous ticket , as from that point, a distance of 400 feet, the track would have to be laid over Corporation roadway.

When the extension was begun the company was not aware that this small piece of roadway was within city limits. Mr. Keefer said to the Journal on Saturday "It has for some unknown reason been brought in and the city is taking advantage of the only power they have over us. This piece of road never cost them a cent. There was an old road ran down by the lodge to Rideau hall and this piece was made by the McKay estate in exchange and passed into the hands of the city through annexation.

PICTURESQUE SCENERY

Arrived at the end of the 400 feet, the traveller finds a car waiting for him, having boarded which he commences to traverse a mile of probably the most picturesque scenery opened up by any street railway in the world. Here are the deep green woods around Rideau Hall, then a steep descent, over Limekiln Road, with the bush on both sides, and glimpses of the river down below, a sharp curve, and open meadow land belted by trees, and then a genuine piece of wild pine wood, looking lovely in the summer sun, an open plateau and the terminus at the old Mushroom lodge.

The excursionist descents in probably one of the most delightful picnic grounds imaginable. On one side the bush rises until it sinks into the sky, on the other is the Grand river with the silvery stream of the Gatineau flowing down to meet it, the village of Waterloo with its church of St. Francis, the wide undulating land of the Gatineau valley, dotted with houses, and beyond all, the bold outlines of the green clad peaks of the Laurentian range.

The park itself is well clothed with shade trees and grass, and down by the pine wood, clear and cold, rises a magnificent spring of water. Just at the terminus stands the old cedar log hut known as the Mushroom Lodge, built by Major Macnab, when the century was not yet in its teens, and which has since been the favourite object of many sketches and painters. Below the hut sinks the road to the old ferry, the only accessible means of coming to Gatineau Point. This roadway has been doubled in width by Mr. Keefer as the only townships benefited, Templeton and Gloucester, could not legally spend a cent on it.

QUITE IN THE COUNTRY

Although only a little over a mile from the city the park is perfectly guileless of the slightest glimpse of even the highest tower, and is completely the rural resort. Passing Mushroom Lodge the party of Saturday were conducted by Mr. Keefer around the wonderful natural terrace which skirts the hill, and from which a series of most extensive and beautiful views can be obtained, to his residence, where refreshments awaited them.

Success to the enterprise, coupled with the health of Mr. Keefer having been duly honored Mr. Keefer acknowledged the same. In the course of his remarks he said the new extension was not a sudden thought, it had been growing for years and but for the lack of funds would have been carried into effect before. In 1872 it had been contemplated, then came a run of matters, which could not be put off, and up to 1884 they never again saw the same amount of receipts. They found that from New Edinburgh to Centre town their cars were comparatively empty, whilst from Centre town to the Chaudiere they were filled.

FACILITIES FOR THE GATINEAU PEOPLE

In order to make both ends equally well patronized they had conceived the idea of affording facilities to the people of the Gatineau valley for reaching markets and they hoped that they had now done so. They intended to put on some more open cars and make the road a success.

Mr. R. Blackburn, who was one of the party and is a vice-president of the road and Mr. J.D. Fraser did much to contribute to the pleasure of the time which was soon after brought to a close by the visitors returning to the car and thence to the city.

The new roadway is well built and in good running order. No pains seem to be spared to make the road a success. It is understood the extension cost some $4,500.

Monday 05/08/1889 Ottawa Free Press Ottawa City Passenger Rockcliffe

Street railway extension to Rockcliffe is opened to the public today. Full account.

--it was pointed out that the metals are not new stock, but formed part of the lot with which the company years ago intended to lay double track. The city, however, objected to this and the company consented, although regretfully, to put in loops and switches. The stock has been in the company's hands for more than twenty years. The company did actually succeed in double tracking Wellington street which is, of course, a thoroughfare of broad dimensions. "When it came to Sparks street, however," said Mr. Keefer, who willingly responded to requests for information, "the merchants went down on their knees and asked us not to carry out our intentions. Although it was against our judgment, and although we had the power under our charter to build a double track we yielded to their wishes. Still we did not hesitate to point out that they would find those miserable loops and switches even a greater nuisance than they considered the double tracks."

--"Its very few street cars run under trees as on this road." More.

Wednesday 07/08/1889 Ottawa Free Press Ottawa City Passenger Rockcliffe

The street railway extension to Rockcliffe is being largely patronized by the public. Over 200 persons went down yesterday, and were charmed with the locality. A large number of citizens, who have been residents of Ottawa for a long time, visited the new terminus of the street railway for the first time yesterday, and declared that they were unaware of the existence of such a lovely spot so near to their doors. The road is somewhat rough at present, but in the course of a few days will be smoothed out considerably.

08/08/1889 Brockville Recorder Westport

Interest in American Capitalists

Our reporter had an interview with Mr. C.B. McMichael, the solicitor of a large firm of American capitalists who has been here in connection with the interest of his company in the BW&SSM Railway. We were informed by him that his company are now so satisfied with the ultimate success of the road that they have decided to advance the necessary funds to complete the road to Westport and properly equip it. Mr. McMichael has been out over the line and expressed himself as agreeable surprised at the possibilities of traffic and said he wondered at the large traffic done now, when there was considered the bad condition of part of the road a the want of proper equipment. A railroad that could be beaten by a good lively team could not expect to do a very heavy business. The ballasting would be done just as soon as money could to do it, as it was extremely desirable that the trip from Brockville to Westport should be made inside of two hours, and the sooner this was made possible the better. As many men as could be worked advantageously would be put on at once. Mr. McMichael thinks that on the extension of this road to Palmer Rapids it will be a very important and profitable line, and he also expressed himself as surprised that, considering the great importance of the line to Brockville, the town should have got off with such a small bonus. He said it was proposed to erect a handsome station building in Brockville, which the corporation would be asked to exempt from taxation. It was also proposed to extend the line as far as Sharbot Lake on the road to Palmer Rapids as soon as possible, and Brockville would be asked to assist the enterprise to some extent.

Mr. McMichael thinks that the tourist traffic of the B&W is bound, in the near future to be very large and that the erection of the Angler's Inn by Mr. Hervey will be a big help to it. He spent a couple of days on Rideau Lake and was so pleased with that charming body of water that before leaving he closed a contract with Mr. J.D. Warwick for a cottage on Long Island, to be ready for him by August 22nd when he expects to return with his family.

Monday 12/08/1889 Ottawa Citizen Canada Atlantic Elgin Street station

Messrs. O'Reilly and Heney, coal merchants, have had a large new coal shed built near the C.A.R. station.

Monday 12/08/1889 Ottawa Citizen Ottawa City Passenger Rockcliffe

The traffic over the extension of the Street Railway Company's road to Rockcliffe on Saturday was very encouraging. Both in the morning and in the afternoon the cars were fairly filled.

Wednesday 14/08/1889 Ottawa Free Press Chaudiere Richmond Road

Special train tomorrow on C.A. railway for Clark Island leaves Richmond Road at 7.05 and Elgin street station at 7.15.

Monday 19/08/1889 Ottawa Journal Lachute Hull and Aylmer

Ninety cars of rails

P.P.J. Ry. and G.V. Ry. metals bought by the C.P.R.

Ten miles of steel rails lying at Hull and Aylmer for each road now being loaded in C.P.R. cars to go west - why the sale was made.

Large quantities of steel rails have for some time been piled at the Hull and Aylmer depots of the C.P.R., the former having been purchased in England for use in the construction of the Gatineau Valley Railway and the latter for similar purposes on the Pontiac Pacific Junction. To many of those who have looked for the commencement of active work on the Gatineau line, these rails were signs of promise, but their hearts sank within them Saturday morning when they saw long lines of cars drawn up, and the metals were being rapidly deposited within them. Enquiries made of the men engaged in the work elicited the reply that the rails were going west to be used on sidings in the Rocky Mountain section of the C.P.R.

Mr. Harris, the chief engineer of construction of both lines, was seen today by the Journal, and said, "Yes, the C.P.R. has bought steel from both companies. You see there were twenty miles of steel lying at each place, which was bought in England when prices were much lower. The C.P.R. wanted to purchase and Mr. Beemer made arrangements to sell them half of each, so that he obliges them and makes money out of it for both lines, at the same time. They will ship 10 miles of steel rails from each place to Calgary and the remaining rails will stay where they are for use. It was no use our keeping all the rails there, as it was decided to build only ten miles of the Gatineau line this year. It has not been decided yet whether the Pontiac & Pacific Railway will be continued this year or not.

When do you begin work on the Gatineau Valley road?

We have begun, and hope in a few days to have between 400 and 500 men at work. Mr. Wm. Ryan, who is foreman of construction, is at present in Quebec bringing up the plant. Wages will be from $1.15 to $1.25 a day, and we want every man we can get, as the ten miles have to be completed by Jan. 1, 1890. I am chief engineer of construction, and Mr. Dunne (sic) is the engineer on the work at present. We have begun work between Ironsides and Chelsea.

Mr. Trudeau, Deputy Minister of Railways and Canals, said : "Yes, it is true that the plans and books of references of the Gatineau Valley line for the first section from Hull to lot 13 in the 11th range of Hull township have been deposited with us, and we are assured that the work will be carried on right away. It is true that the charter has been renewed twice, and if work is not really begun this year the charter will lapse.

Mr. C.R. Cairns, depot Agent of the C.P.Ry., said : I do not know what the rails are to be used for, all that I know is that I have orders to supply 90 boxcars for shipping metals of 20 tons capacity each.

The valuation of properties on the section of line for which the plans and reference books are deposited will be carried out by Mr. Mullarkey of Aylmer.

Tuesday 20/08/1889 Ottawa Journal Prescott Manotick

A new station house is being erected here by the C.P.R to take the place of the old one burned down last spring. The new building promises to be a very commodious one, the part intended as the agents dwelling house to be two story. Congratulations are extended to the agent, Mr. T.N. Johnson and family, who, since the burning of the old station have been boarding with Mrs. Johnson's father, Mr. H. Tomkins.

Wednesday 21/08/1889 Ottawa Citizen Prescott Manotick

The C.P.R. company are erecting a new station at Manotick to take the place of the old one which was burned. The new building will be much superior to its predecessor.

Monday 26/08/1889 Ottawa Journal Tramway Hurdman's Mill

About 10.30 this morning a lad named Brisson, ten years of age, employed at Hurdman's mill, was crossing the level car track on the road to Hull, when the cars came down and caught him. He was thrown violently for some distance, and before the brakes could be applied the first car had passed over both legs. More. (N.B. not clear whether this refers to a mill tramway).

Monday 26/08/1889 Ottawa Journal Maniwaki

800 men wanted for the G.V.R.
The Gatineau Valley Railway company today advertised for 800 men and teams to work on the new road.
"Yes", said one of the officials, when called on by the Journal, "work is to go on at once. Ten miles of the road are to be built this fall, from Hull to Eaton's Chute(?), four miles above Chelsea, and be finished by the first of January.
CONNECTION FOR OTTAWA
Connection will be made at Hull with the C.P.R. station, and it is probable, although there is nothing definite at present, that arrangements will be made with the C.P.R. to have time connection and bring our passengers into Ottawa over their line. It is also probable that in the future some time a connection will be made with Montreal by crossing the Ottawa at Hull and building a line on the Ontario side.
"The men we are advertising for will be mostly put on between Ironside and Chelsea where the heaviest part of the work will lie. Several deep cuttings through rock will have to be made, and gullies filled or supplied with culverts. The largest culvert will be at Gilmore's gully which is 350 feet wide and about 60 feet deep. We have all the rails and machiney on hand and everything is ready to go ahead.
$1.25 A DAY
"The work on the road from Hull station to Gilmore's will be comparatively easy. We are paying the labourers $1.25 per day.
It is probable that the road will be continued further north next spring, but nothing is definitely known at present. The road is surveyed to Dessert, a distance of 100 miles and located 50 miles".
"It is expected that even the 10 miles which we are now building will be a benefit to Chelsea and the surrounding country."

Tuesday 27/08/1889 Ottawa Journal Maniwaki

Mr. Simms, who has the contract for double tracking the GTR in Cornwall has just completed about 30 miles of his construction and in a week or so will be discharging some thousand men. Mr. Chitty, who is engaging men for the Gatineau today, offered to take the pick of those who will be discharged.
This afternoon, Mr. Chitty sent up a gang of fifty men to work on the Gatineau Valley railroad.

Tuesday 27/08/1889 Ottawa Citizen Maniwaki

Mr. John Ryan, Superintendent of the Gatineau Valley Railway Company, is advertising for eight hundred able bodied men to work on the line between Hull and Easton's Corners, a distance of ten miles, which it is proposed to have constructed by the first of January. The wages offered are $1.25 per day. The men will mostly be employed between Ironsides and Chelsea where the work is the heaviest.

Tuesday 27/08/1889 Ottawa Journal Canada Atlantic Booth Piling Grounds

A very large undertaking is being carried out by Mr. Booth in the near neighbourhood of the St. Louis Dam where that gentleman has purchased some 15 acres of land for piling ground, and where a large body of men are daily busy laying metals, shipping lumber and laths and other work.
The new railway construction for this work commences at the crossing of Rochester Street from the main line of the C.A.R. Here a branch line strikes of towards the dam. This line afterwards divides and there are already some 2,200 feet of steel rails, consisting of two branches of 600 each and one of 1,000 feet.
A TALK WITH MR. BOOTH
Mr. J.R. Booth, in conversation with the Journal Saturday, said : "There are I do not quite know how many acres, as the whole lies in lots. I begin from below here, extend from the Carling Lake to the Concession line, and run down as far as the first fence below the road over the dam. I think I deserve the thanks of the city for my action. I have made provision here for ground sufficient to pile all my cut, and before the end of the season, I shall have some ten million feet piled here, and should have more but for the difficulty of getting everything in readiness. By this means I relieve the Chaudiere and lessen the fire risk there as I shall pile there no more. The ground there will be turned into building lots. This ground would ever be used for any other purpose. I thought I would get out of the city for my piling, but you see I was not sharp enough, They have taken me in, and I am still on taxable ground. No, I had not room enough to pile where I was. You see the trade is changing very much, We used to ship our lumber directly it was dry, and it would be piled at Albany, Burlington and other places, from whence it would be distributed. Now, however, that is changing: we all have to pile for twelve months, and then it is distributed from us, by rail instead of by water as in the old days. Oh, it cuts against the producer; we have to provide more piling ground, run greater risk of fire, pay more insurance, and lie out our money longer.
A FIRE STATION TO BE BUILT
I intend to build a fire station down here at the end of the lake, and put in a steamer for the protection of this lumber. I do a good deal of trade with England and consume a good deal of the lumber I produce myself. The English trade I do not do direct. It is done by the Quebec agents. They come down here and buy in the summer and go over to England and do their business in the winter. The English trade has lain in their hands and still lies there.
If I had only thoughts that this land would come into the city I would have waited and gone as others have done across the Rideau for my piling ground.
Mr. Fleck who went over the whole line with the Journal pointed out the various places where they had purchased lot after lot so as to save discussion and dispute. In reply to the question "Are you renting these houses? applied to several standing on the newly acquired ground, he answered "Oh, no, the people are just staying in them rent free until January, and then we will take possession. They would only bring in a dollar or two a month, and that is more to them than to us. You see as regards the permission to cross streets, we cross the Roberts, Division and Lebreton, but the law has been complied with in every respect. In no place do we alter the grade. They are all level crossings, and we injure nobody, besides using a large amount of ground that otherwise would not be used.
ACROSS THE RIDEAU
In addition to this new large piling ground, Messrs. Sheppard and Morse have secured a large track on the Hurdman farm beyond the Rideau and are piling their lumber there.

Wednesday 28/08/1889 Ottawa Citizen Canada Atlantic Booth Piling Grounds

New Piling Grounds
Mr. J.R. Booth has purchased some 15 acres of land for piling ground for his lumber, in the neighbourhood of the St. Louis dam. A new railway construction is being carried on from where the C.A.R. crosses Rochester street to his grounds. There will be two branches, one 600 and the other 1,000 feet in length. Mr. Booth says he will pile no more lumber on the Chaudiere, as he has made provision on his new site for piling ten million feet. He says further that he intends to build a fire station near his ground and put in a steamer for the protection of his lumber.

Wednesday 28/08/1889 Ottawa Free Press Maniwaki Chelsea

A number of men and horses and two carloads of plant were brought to Chelsea Monday evening for the construction of the Gatineau Valley Railway. The men commenced work yesterday morning at grading.

Thursday 29/08/1889 Ottawa Free Press Ottawa City Passenger

Long piece about terms under which the street railway can connect the Rockcliffe extension to the system--

Thursday 29/08/1889 Ottawa Journal Vankleek

Montreal Aug 28. A large delegation of the inhabitants from Vankleek Hill and St. Eugene appeared at the offices of the Vaudreuil and Prescott Railway Company in this city yesterday, for the purpose of influencing the location of the company's line of railway from Rigaud to Caledonia Springs by St. Eugene and Vankleek Hill. Gives details of those who attended.
Among other things offered was a cash bonus of $14,000 and the right of way across 79 farms. Messrs. J.B. Montgenais the president, and G.W. Fortier, the general manager, met the deputation and promised that a meeting of the board of directors would be called in a few days to settle the location of the section between Rigaud and Caledonia Springs.

Friday 30/08/1889 Ottawa Journal Vankleek

Vankleek Hill Aug 30. In conversation with some of the most prominent businessmen of Vankleek Hill, it is said should the directors of the Vaudreuil and Ottawa Railway decide to alter the present location to the circuitous location along the river, they will give the ten thousand dollars already voted by the Township of West Hawkesbury to the Vaudreuil and Prescott County Railway to the Central Counties of Prescott Railway, and that company can then avail themselves of the ten thousand dollars already voted by the corporation of Hawkesbury, and thereby secure the construction of the said branch, making a very important feeder to the Canada Atlantic Railway,

Saturday 31/08/1889 Ottawa Free Press Sussex Street Rideau River bridge

The work on the new St. Lawrence and Ottawa Railway bridge over the Rideau River has been shoved forward so rapidly that it is now nearly completed, and trains will, it is expected, be running over it regularly very soon.

Monday 02/09/1889 Ottawa Free Press Maniwaki Chelsea

A gentleman who is employed on the Gatineau Valley railway, and who was in the city yesterday, says that there are about 80 men employed on the road in close proximity to Chelsea. On the other side of Chelsea a large number of men are engaged in clearing the land. It seems that there is some difficulty in getting men, as the number advertised for is far from being filled. It is said that $1.50 a day is being refused by the men. About 200 Italian railroad navvies will be on hand in the course of a few days, as they are already engaged.

Monday 02/09/1889 Ottawa Journal Montreal and Ottawa Vankleek Hill

Vankleek Hill. The people living along the Ottawa river are very much excited over the construction of the Vaudreuil and County Prescott Railway and where it will be located. They are offering great inducements to try and influence the company to build the road along the river but they will have all their trouble and expense for nothing, as the road has already been located to Vankleek Hill via St. Eugene. The contractors have given their word of honour to the electors of West Hawkesbury, that they would not under any consideration, construct the road along the river as it would be almost five miles longer and that location would be much more difficult to construct so that the cost of building the extra five miles with the additional expense of constructing a road over a hilly, uneven, wet country, than over a level country, would counterbalance any inducements they could offer over the ten thousand offered by West Hawkesbury and the four thousand offered by East Hawkesbury to the country. Besides, the located road to Vankleek Hill passes through the finest country in the Ottawa valley, and any company which would ignore the large amount of traffic they would obtain from this section of country, would be blind in their own interests. There is no doubt but the road will be built to this place in a very short time and the best thing the Hawkesbury people can do is to try and induce the company to build a branch from here to than place.

Thursday 05/09/1889 Ottawa Free Press Canada Atlantic Booths Piling Ground

It is stated that Mr. J.R. Booth will not pile any more lumber in his Rochester yard, which is situated in close proximity to Chaudiere bay. It is understood that the lumber previously piled there, will, in the future, be brought by rail to Mr. Booth's big yard near the dam.

Saturday 07/09/1889 Ottawa Free Press Sussex Street Sussex Street

A locomotive of the Canadian Pacific now daily hauls in trains from the Chaudiere junction on the St. Lawrence & Ottawa branch, laden with coal to the Lower Town depot. These trains pass over the new bridge on the Rideau, which is well nigh completed. A great deal of lumber is being shipped daily from the depot for the concern of MacLaren & Co. The lines will bring in car loads of freight daily for city merchants, but not any consignment under a car load.

Saturday 07/09/1889 Ottawa Free Press Canada Atlantic locomotive

Two new locomotives have arrived for use on the Canada Atlantic Railway and will be engaged hauling freight.

Thursday 12/09/1889 The Equity, Shawville Maniwaki Ironsides

Things are looking lively in the vicinity of Ironsides, where the Gatineau Valley railroad is being built. The staff of men has increased largely during the past couple of days. Temporary wooden buildings are being erected as stables for the horses and others to shelter the men themselves. A bridge across the creek, a little distance on the other side of Ironsides, is now being constructed under the supervision of engineers.

Thursday 12/09/1889 Ottawa Free Press Tramway J.R. Booth

Mr. J.R. Booth has a large gang of men employed on the dock being built at his new piling grounds almost opposite the Gatineau Point. A part of the track for the small cars has been completed. The dock will be 100 yards long and slopes out into the river.

Friday 13/09/1889 Renfrew Mercury Pontiac & Pacific Junction

It is said an express train is to be put on the Pontiac and Pacific Junction Railway. An American company has given the Bristol Iron Mining Company an order for 10,000 tons of ore, and this will keep a freight train running steadily over the road, the mixed freight and express will be withdrawn, and the passenger and freight services separated and improved.
Full account in Shawville Equity August 29.

Thursday 19/09/1889 Ottawa Free Press Maniwaki Ironsides

A large number of teams are employed hauling rails from Hull to the Gatineau Valley railway near Ironsides. It is stated that the rails, which were borrowed from the above railroad company by the Canadian Pacific Railway company, will be returned in the course of a short time.

Friday 20/09/1889 Renfrew Mercury Tramway Carleton Place?

About 11 o'clock this morning an accident occurred in the lumber yard of the Canada Lumber Co., whereby Wm. Herricks, an employee of the company, lost his life. Two lorries heavily laden with lumber, were running down grade in the yard. Herricks was between the piles and wanted to cross the track, and as soon as the first car passed, rushed out, not knowing the second car was coming. When upon the track the second car struck him down and passing over him, causing such injuries that the unfortunate man lived only a short time.

Friday 20/09/1889 Renfrew Mercury Chalk River Renfrew

How many years ago is it since it was rumored that the Canadian Pacific Railway Company was about to erect a new station in Renfrew, putting the building on the side of the track nearest to the village? Certainly, unless our memory fails us, before the track of the Kingston and Pembroke Railway was laid down between the C.P.R.'s line and the village. And still no changes have been made, and passengers who have to get tickets, or to wait for the arrival or departure of the trains, have to cross three lines of rails to get to ticket office and waiting room, and to cross one line again, if taking the train. Of course it does not matter much, if the weather happens to be fine; but it is one of the bleakest spots in the winter time; and there are occasions when large numbers of persons have to go to the station, and have to wait for a long time, without shelter from the wind, rain or snow.
Considering the debt the village incured, in order to help the old Canada Central line to begin its extension beyond Sand Point; and how the value of the amount contributed was decreased by legislation - and how much the C.P.R. profited by that when the C.C, line was acquired by it, - it might be thought that Renfrew has something like a good claim for better accommodation. We do not know whether the matter has ever been officially brought to the notice of the Company; but even if it has, - there seems so little probability of the railway indebtedness being lifted from the municipality, although Mr. Ferguson was long since returned to "support the Government", and that inducement was held out when he first became a candidate - that nothing could be lost, at any rate, by the Municipal Council, representing the state of affairs to the C.P.R. Co. - There is one thing of which the Company should be notified, with as little delay as possible. Ever since the ine has been opened to Winnipeg and the North-West, the trains have been too long for the first class cars to draw up alongside the platform, so that passengers having to get off at Renfrew could do so easily. And this is still more the case for the new "Soo" line service. Young and active persons may take the jump easily enough in the day time; but for elderly people, and women encumbered with parcels and children, it is no joke. The conductors are attentive emough - no fault is to be found with them; but they can't be everywhere at once. The other day we happened to be at the station when the "Soo" train came in, and assisted someone else to assist a lady to alight. She was not young enough to jump, and was of large and heavy enough frame to need to be lifted down from the car-step; and someone, noticing this, remarked to us, "We need your help to ask the Company to remedy this." We have no overwhelming conceit as to the influence of the Press with the C.P.R. Co., in these days: but we may remark that if the Company does not feel inclined to give the people of Renfrew a station, it may possibly find it to its own interest to extend the platform sufficiently to afford a safe descent to the passengers; for as one of the fair sex remarked, she noticed that the train stopped longer at Renfrew station than at any other station she passed, after she got on the train. - We attribute this to the longer time the conductors have to take in looking after the ladies in the first class cars, to help them to alightm in the extra platform limits.

Saturday 21/09/1889 Ottawa Free Press Canada Atlantic Chaudiere Junction

The shipping of lumber form the Chaudiere Junction of the Canada Atlantic Railway is lively at present. During the past week close on to 5,000,000 feet were shipped.

Monday 23/09/1889 Ottawa Free Press Canada Atlantic locomotive

Locomotive No. 7 has been placed permanently for Sunday shunting in the Canada Atlantic Railway yards.

Monday 23/09/1889 Ottawa Journal Sussex Street Rideau River

Work on the reconstruction of the C.P.Ry. bridge over the Rideau at New Edinburgh, is proceeding at a rate that indicates its completion before the end of the fall.

Friday 04/10/1889 Ottawa Free Press Carleton Place Britannia

The extra suburban trains that have been running all summer to Britannia will be discontinued after October 10th next and residents of that suburb will have to accommodate themselves to the regular ordinary trains.

Saturday 05/10/1889 Ottawa Free Press Tramway Buckingham

Account of a visit by the American Mining Engineers.--
At about 11.30 the party arrived at Little Rapids (by steamer)--
A steep tramway led from the landing place up the mountain side, and the ladies were taken up in a one horse car, whilst the gentlemen toiled behind--

Tuesday 15/10/1889 Ottawa Journal Canada Atlantic Vars

Vars. After many changes the Canada Atlantic Railway company have appointed a permanent agent here in the person of Mr. T. Asselin.
If they would now put in the long promised siding and level the station yard the public would be greatly benefited.

Wednesday 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.

Friday 18/10/1889 Ottawa Free Press Maniwaki

A gentleman who arrived in the city from the Gatineau Valley railroad says that the men are all at work, and there is no fear of any trouble. There was no doubt that the men would get their money tomorrow evening, as he was given to understand that the threat of not being paid their money when expected, was only to keep a large number of men, who it was reported were going to leave, at work.

Saturday 19/10/1889 Ottawa Free Press Ottawa City Passenger

The street car tracks are very high in certain places about the city and are dangerous to vehicular traffic. Yesterday two breakdowns occurred on Wellington street due to this cause.

Monday 21/10/1889 Ottawa Free Press Maniwaki

Mr. J. Mullen of Rochesterville, who has just returned from a trip along the line of the proposed gatineau Valley railway, states that the company are making a mistake in running the line along the bank of the river from Mr. Blackburn's place at Eton Chutes. It was most important to have a track for passengers and horses alongside the railway track, but there would be very little room, if this line was built as contemplated, as in some placed the present road was hardly wide enough for two waggons. It would be impossible, Mr. Mullen thinks, to get horses along that route without falling into the river. Besides the cost of excavating through the mountain will be enormous. If they struck off at Mr.. Blackburn's and continue the track until they get to Masham where they would join the proposed route again, it would be much better. The again along the route contemplated the company would have to buy out a lot of barns and other buildings which were very thick, whereas if the alternative route was taken there would be none of this.

Friday 25/10/1889 Renfrew Mercury Eganville Renfrew

Several K. & P.R. "magnates" passed through Renfrew on their way to Eganville on Tuesday, to look over the line of the proposed extension to Eganville. In the party were Messrs. C.F. Goldersleeve, B.W. and H. Folger and M. Grady of Kingston, John Flower, Mr. Gilbert and R. Patterson of the States.

Monday 28/10/1889 Ottawa Citizen Canada Atlantic Glen Robertson

Accidents are of rare occurrence on the Canada Atlantic, and the most casual examination into the causes of that recently occurring between Glen Robertson and St. Justine, about 65 miles from Ottawa showed that it was due not to any carelessness on the part of employees or defect in the road, but rather was accused by the deliberate act of some evil-disposed person. It will be remembered that a large freight train ran off the track through an open switch, and several cars and their contents were made a total wreck. The engineer, fireman and other employees narrowly escaped with their lives. The company engaged Detective Gross of Montreal to locate the guilty party, and this officer, on Saturday, arrested, near Casselman, a former employee of the road named James Beauchamp, on whom suspicion had fallen by reason of threats he is said to have made to be revenged for his dismissal from the road. Detective Gross brought his prisoner to Ottawa on Saturday evening and he was lodged in the police station.

Tuesday 29/10/1889 Ottawa Free Press Canada Atlantic Elgin Street

Long article about complaints of noise and blocking crossings.--

Tuesday 29/10/1889 Ottawa Free Press Canada Atlantic Elgin Street

The city hackmen are said to have a grievance. It is that there is too much light at the C.A.R. station, so that when passengers leave the train they fancy they are right in the city and instead of taking a conveyance walk to their destination. The hackmen do not therefore join in the cry of "Light, more light."

Wednesday 30/10/1889 Ottawa Citizen Ottawa Terminal Rockcliffe bridge

Although it is the intention of the Civic Committee to wait on Mr. Van Horne in reference to the C.P.R. contributing towards the cost of construction of the Rockcliffe Bridge, still some of the promoters do not look with favour on making it a railway bridge at all, desiring to see a bridge for ordinary travel simply.

Thursday 31/10/1889 Ottawa Free Press Lachute Hull

The Canadian Pacific Railway company have built a siding at Tetreaultville, near Hull, which is of great convenience to shippers in that vicinity, especially to Mr. C.B. Wright, whose brickyard is close by.

Friday 01/11/1889 Renfrew Mercury Chalk River Pakenham

Pakenham is also crying out for a longer platform at the C.P.R. station there.

Friday 01/11/1889 Ottawa Free Press Canada Atlantic locomotive

A fine new locomotive, of exceedingly heavy draught, has arrived for use on the Canada Atlantic Railway, and will be used for freight purposes.

Friday 01/11/1889 Ottawa Citizen Chaudiere Chaudiere

A contractor, and an expert at that, estimates that the laying of the clear water pipe from the pumphouse to the railway bridge will cost about a dollar a foot, or about $6,300 in all. It is not expected that there will be any stoppage in the water supply during the laying of the pipe.

Friday 01/11/1889 Renfrew Mercury Eganville

Dispatches from Kingston say that the K. & P.R. capitalists and miners who visited Eganville last week "found a very rich country, and were very much impressed." Another despatch says, "They found a stirring village of about 1,000 inhabitants. If the new line is to be built, it will bring considerable trade to Kingston which now goes to Ottawa. In the near future the Company will meet and discuss the construction of the line. In all probability Kingston will ba asked to assist in the way of a bonus.

Wednesday 06/11/1889 Ottawa Free Press Prescott Chaudiere

The Canadian Pacific railway intend to lay sidings shortly to Messrs. Warcock and Martin's mill on the Richmond road for the purpose of more conveniently shipping grain.

Thursday 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.

07/11/1889 Brockville Recorder Westport

Plans for the Church Street Station

The plans and specifications for the new station house which the Brockville and Westport Railway Co purpose erecting at their Church street terminus, are ready for the inspection of contractors and will probably be placed in some of their hands within the next few days. Our citizens will be pleased to learn that Mr Hervey has decided to erect a building which will be in keeping with the headquarters of the road, and that due care has been exercised in having the plans call for not only a conveniently arranged structure but an ornate one as well. The plans, which have been ready for some time and were offered for our inspection at the company's off ice in the Comstock block today, show a very handsome building. It is wholly of wood, 38 feet in width and with a total length on Church street of 64 feet. On the ground floor is situated the main waiting room 26x38 feet with ladies toilet room 1x12 and a wash room 5x7; the agents room 12x18 with a brick vault of 5x7; the baggage room 15x25 and the freight room 22x29. All these latter rooms are west of the waiting room while the entrance to the staircase leading to the upper flat is situated in the northwest corner of the building. The upper flat is divided into six offices for the staff. Two of them are 13x15, two 19x15, one 16x15 and one 30x15. Besides there is also a ticket storeroom 11x7, a vault 5x7 and a washroom, the offices being separated by a six foot hall running east and west the whole length of the building. The third storey which is intended for the use of the caretaker and family will be divided into three apartments about 12 fee square. The basement on which the work of excavation commenced today will be seven feet in depth and fitted specially for coal storage and the reception of the heating furnaces. There will be no plaster whatever used in the building walls, ceilings, and in fact the whole interior to be constructed of native woods and finished in oil.

Monday 11/11/1889 Ottawa Citizen Montreal and Ottawa

Judge Foster, General Manager of the Vaudreuil and Ottawa Railway Company, who was in town a day or two ago, says that he expects trains over this road will be running into Ottawa by November 1st, 1890. Thirty miles of the line have been graded, and the iron is on twenty miles. By this line the distance between Ottawa and Montreal is 106 miles, being shorter by 10 miles than the C.A.R. and 14 miles by the C.P.R. It is understood that the Vaudreuil and Ottawa Company would be willing to assist in the building of the Rockcliffe bridge, as by that means they would be able to gain an outlet from the city and make connections with the Pontiac Pacific Railway.

Application has been made on behalf of the Vaudreuil and Ottawa road for permission to cross the Canadian Pacific Railway on the level at Vaudreuil. This will come before the Railway Committee of the Privy Council on Tuesday the 19th Inst.

Wednesday 13/11/1889 Ottawa Citizen Ottawa Terminal

Ex-Mayor McDougall talked bridge to a Citizen reporter yesterday. "I have no faith that the Rockcliffe Bridge will ever be built'" said Mr. McDougall, "and as for the proposed bridge on Kent street, that is just a myth. But I tell you what will happen, a railway and passenger bridge will be built from Nepean Point over to the Quebec shore and the Canadian Pacific Railway, Pontiac Pacific Junction, the Gatineau Valley and the Vaudreuil and Ottawa railway companies will bear a hand in the cost of putting up the structure.

"Ottawa is getting to be a great railway centre, and it must come that a central depot where all lines will run in will become a necessity. There is a scheme, and a very feasible one too, that a central depot will be established near the Canal Basin, and trains will be able to run along the canal bank, under Sappers Bridge, and thence over the Ottawa River by a bridge stretching from Nepean Point to the Quebec shore. We should all take a broad view of this bridge question, because it is one of great importance to the welfare of the city, and drop all struggles for sectional advantages.

"Bridging the Ottawa at Nepean Point would give access to the Province of Quebec to all lines centring here, and near the Canal Basin is certainly the very best place in the city for

A CENTRAL DEPOT

By placing it there the tracks will not interfere with the ordinary street traffic, for they will pass under Sappers and Dufferin bridges to the river side. I admit that in the matter of length of bridge that spanning the river at Rockcliffe is much the shorter, but there should be other considerations to guide the citizens of Ottawa. Would it not be better for the city to have a union depot established in the centre of the city than to have each of the different lines with its own separate station?

"In every respect, a central depot would be of advantage, and by bridging the Ottawa at Nepean Point each line would be given ready access to whichever side of the river it had to do business. I do not think you will ever see anything come of a Rockcliffe Bridge, but I have every faith that in a very short time the Ottawa will be spanned at Nepean Point for a high level bridge.

Thursday 14/11/1889 Ottawa Free Press Tramway E.B. Eddy

A young man by the name of Bourgineau working in Mr. Eddy's lower lumber yard in Hull yesterday afternoon, was climbing down a lumber pile when, just after stepping onto a tramway, he lost his footing and fell the rest of the way, about sixteen feet to the ground, breaking his arm.

Friday 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.

Friday 15/11/1889 Renfrew Mercury Kingston (CP)

About two weeks ago the K. & P.R. began running its new first class passenger cars through to Renfrew. Previously to that, the better cars ran only between Kingston and Sharbot Lake, and shabby old affairs were despatched to this end of the line. Now, cars handsomer even then C.P.R. first class cars traverse the whole line. The workmanship on them is fine, the decorations are handsome, and the fittings elegant. This new rolling stock was built on the K. & P.R. car shops at Kingston, and it is said each car is worth $7,000.

Monday 18/11/1889 Ottawa Journal Canada Atlantic Limoges

South Indian - Mr. Geo. Serviser is busy shipping a large lot of railway ties to the Vaudreuil and Prescott Railway through the Rathbun Company.
Mr. Donovan, the genial station agent, has moved his family from Casselman and is now settled here for the winter.

Monday 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.

Monday 18/11/1889 Ottawa Citizen Kingston (CP) Kingston

A Kingston and Pembroke train which left Kingston recently, carried two football teams, a dramatic company, a funeral and a bridal party.

Thursday 20/11/1889 Ottawa Journal Canada Atlantic Vars

Vars November 16 - a large gang of men are at work grading for the new siding here. Mr. A. Snyder is in charge of the work.

Friday 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.

Friday 22/11/1889 Ottawa Citizen Montreal and Ottawa

Judge Foster, who was in town a few days ago, says that sixteen miles of the Vaudreuil and Ottawa Railway are now in operation. The terminus is not as yet as definitely settled, but it is understood the line will cross the river at the Rifle Range and get a station as near the centre of the city as possible. Nothing, however, has been settled.

Saturday 23/11/1889 Ottawa Free Press Canada Atlantic locomotive

The Canada Atlantic have further replenished their rolling stock by the addition of a heavy draught locomotive. Two engines are at present under repairs in the shop.

Wednesday 27/11/1889 Ottawa Free Press Sussex Street Sussex Street

Yesterday afternoon there arrived at the Sussex street depot of the St. Lawrence & Ottawa railway, the magnificent palace car "Victoria," which is kept for the private use of his Excellency the Governor General and the vice regal party. Mr. H.B. Spencer and Conductor Mackintosh came around in the car from Union station of the Canadian Pacific railway at the Chaudiere and Engineer F. Daniels ran the locomotive via the Chaudiere junction. The equipage of the rail was placed under a special car shed near the Sussex street entrance to the depot, where it will now be kept permanently, under daily and close supervision, and where hereafter, Lord Stanley and party will embark and debark when proceeding on or returning from a trip, via the Canadian Pacific railway.

28/11/1889 Brockville Recorder Westport

Will the B&W be Sold to the GTR or CPR?
What is up - Is the Road to be Sold, and if so will it be GTR or CPR?
One day last week the Recorder called attention to a trip over the B&W Railway of Engineer Hollingshead and Road Master McGovern of the Grand Trunk, and the idea was suggested that it might have something to do with the prospective purchase of the road by the GTR. Friday President Van Horne of the CPR arrived here in his private car, which was hauled by a special engine over the west end extension of the CPR to the B&W yard at the end of Church street, after inspecting which the special train returned to the union station and immediately left town. Our reporter interviewed Manager Hervey about the matter Saturday morning, but he was dumb as an oyster, simply saying he did not have to sell, though he did not say he would not if a sufficient price were paid.

These facts with the reported discovery of coal on the line of the extension of the B&W indicate that there is something in the wind in which Brockville is deeply interested. It looks to us as though the road was likely to be sold to one or the other of the big corporations. Which one is likely to get it we do not know but think the interest of the town would be best served if it were to become the property of the Grand Trunk. The B&W has been of great commercial importance to Brockville and the town is deeply interested in its future.

Saturday 30/11/1889 Ottawa Journal Canada Atlantic Central Depot

The Canada Atlantic Railway today gave notice of its intention to apply to the Railway Committee of the Privy Council to sanction the building of a branch line and the expropriation of the necessary lands for the purpose through part of the township of Nepean.
It is proposed to start from the main line near Archville and run north over parts of lots D, E, F and G in concession D and also over lots C and D in concession C. All these lots are now in the city of Ottawa except lots F and G in concession D.
This means that the company proposes to build a line from Archville along the east shore of the canal as far as the canal basin.
The object of the important undertaking here foreshadowed is evidently the erection of a great central passenger depot here. Particulars of the scheme outlined last year have already been published in the Journal.
The scheme would give a line to the centre of the city without crossing a single street as Maria Street could be passed by a subway.
The complaints of the parties on Bank Street about shunting are understood to probably have hastened the determination of the company. But to get completely over the difficulty it would be necessary to give up their present line altogether west of Elgin Street and build a branch along the south shore of the Rideau River and run into the Chaudiere where the St. L. & O. branch of the C.P.R. does.

01/12/1889 Canada Lumberman Tramway Bronson and Weston

The Bronsons & Weston company have opened a new lumber yard about two miles down the Ottawa river, from its mills, necessitated by the increased accommodation required for the output of its mills. The new piling grounds cover an area of 30 acres, and will afford facilities for piling 25,000,000 feet of lumber. The lumner is taken from the mills to the piling grounds on small cars, of which 27 are run on to tracks on a large scow and then towed to the new lumber yard. There it is stacked and dried and then sent forward by boat to its destination. It is claimed that owing to the exposed position of the new piling grounds only 30 days will be required to dry it for the American marketm to which point the cut of this firm is nearly all shipped. When the yard is completed there will be 25,000 feet of steel rails running through, over which small cars, loaded at the mills, will be run.

Monday 02/12/1889 Ottawa Citizen Canada Atlantic Central Depot

The Canada Atlantic Railway Company will ask Parliament for authority to build a branch line to Centre Town, down the east side of the canal. It is contemplated to establish a central railway station adjacent to the Canal Basin.

Friday 06/12/1889 Ottawa Journal Canada Atlantic Central depot

The application for power to traverse the east bank of the Deep Cut and erect a central Depot near the canal basin of which the C.A.R. has given notice in the Canada Gazette, is not likely to be allowed to pass the railway committee of the Privy Council without opposition.
Mr. Charlebois of the Vaudreuil and Ottawa Railway was in the city yesterday and was seen by the Journal. He said : "The application will almost certainly be opposed by our line, on the ground that it interferes with our charter, and we shall see what the committee will do."
"Does your charter recite the course the C.A.R. are anxious to take for their new line?"
"Of course not, charters don't lay down lots and locations."
"Then how does this interfere with your charter?"
"Our charter gives us power to make a terminus somewhere in the city not at a point outside the city. Well, we haven't yet selected our site, and this site is one we might like to take. It is about the place that I would think would be a good locality. If we desire to select that site we ought to be able to do."
Do you think the Vaudreuil would be desirous of making it a Union depot and running in with the C.A.R.?"
"No, I do not think so at present. What might happen, I cannot say."
Among the business men in the neighbourhood of the proposed depot the proposition of the C.A. Ry. finds great favour.
Mr. W.H. Baldwin, of the firm of Baldwin Bros., grocers, in conversation with the Journal, said : "There is no doubt about it, the establishment of a depot in that part of the city would be good for the whole city and would be the realization of the pet dreams of my late father. Many years ago, when the Bytown and Prescott, now the St. Lawrence and Ottawa Railway, was projected, he was one of those who took part in public affairs. He then urged this very neighbourhood as the best site, and he got up a list of subscriptions to succeed in fixing it here. I shall hail the day when I hear the shriek of the railway whistle on the canal basin."
Mr. Rochon, dry goods, Nicholas and Rideau streets, said : "Certainly the C.A.R. plan is a magnificent one. It will do good to the whole city and not to this district alone. No doubt it would do us special good."
Ald. Askwith, in conversation, said : "You will see that this is the beginning of some feasible step towards a central union depot. The C.A.R. asks to come from Hurdman's bridge, down the east side of the canal basin. At the same time the Gatineau Valley road applies for power to bridge the Ottawa from Hull to Nepean point. They will skut (sic) up the locks and, under Dufferin and Sappers bridges and join the C.A. Ry. at the canal basin. Then the C.P. Ry. will take a switch off their line as they enter Hull and join the Gatineau Valley, and so join in. The Vaudreuil and Ottawa will probably come in with the C.A. Ry. and so we shall have a central depot. It is the natural site for it, and will be a grand thing for the city.

Friday 06/12/1889 Ottawa Journal Maniwaki

The bulk of the work on the Gatineau Valley railway is now being done in the heavy cuts in the first ten miles of the line. Owing to the late snow storm the light work which consists of grading the meadows etc. has been suspended and a large number of men as a consequence have been discharged. This light work was almost finished, however, before the snow fell.
It is intended before the end of the month to take up work on the next ten mile section where men will be engaged all winter on the heavy rock work. Connection with the C.P.R. is expected to be made this winter. The line for the railway is located for about 50 miles. The men are now receiving winter wages which is $1 per day.

Thursday 12/12/1889 Ottawa Free Press Lachute Chaudiere bridge

Nine years ago yesterday the C.P.R. bridge just built over the Ottawa river at the Chaudiere, was tested for the first time by a long train of flat cars bearing prominent citizens and railway officials, besides representatives of the Free Press and other papers. The solid structure has withstood the test of time since that date.

Thursday 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.

Thursday 12/12/1889 Ottawa Free Press Westport

Mr. R.G. Hervey, contractor and manager, and Mr. W.B. Smellie, chief engineer of the Brockville, Westport and Sault Ste. Marie railway are in town on business with the department of railways. Mr. Hervey says that the contract for the extension of the line from Westport to Palma (sic) Rapids on the Madawaska, a distance of 80 miles, will be let in a few weeks. The route has been surveyed and the plans are now being deposited with the department. The road will cross the C.P.R. near Sharbot Lake. The officers of the road have had communication with the Canada Atlantic company, with reference to the extension of the latter road, as originally contemplated by Governor Smith, to a point near Westport, to connect with the Brockville and Westport. This would give Ottawa a direct interest in that line. Being asked as to the truth of the rumor that this road would be leased to the Grand Trunk. Mr. Hervey said that no such proposals, had actually been made, although the subject had been spoken of in an indefinite way. If any lease at all were made they would rather join with the C.P.R. with which road their relations were extremely friendly. Within the last six months they had exchanged about 2,100 tons of freight with the C.P.R. which went to Montreal via Smiths Falls. He thought the exchange with the Grand Trunk for the same time would not amount to half that much.

Thursday 12/12/1889 Ottawa Free Press Montreal and Ottawa

Mr. Charlebois, the contractor for the Vaudreuil and Prescott railway stated this morning that work would be commenced on the Ottawa end of the work next spring. The contract for grading from here to Clarence will be let first and operations will commence as soon as the frost is out of the ground.
Mr. Charlebois says that the laying of the rails from Vaudreuil is proceeding at the rate of a mile a day. About seven miles are now laid and Rigaud will be reached by the first of January. The first train from Rigaud to vaudreuil is expected to run about the middle of next month.

Thursday 12/12/1889 Ottawa Free Press Canada Atlantic locomotive

Some new and heavy locomotives for draught purposes which were put on the Canada Atlantic line lately have been tested and found eminently satisfactory.

Friday 13/12/1889 Renfrew Mercury Belleville Perth

It is stated that damaged box and flat cars at the rate of twenty-five a week arrive at the Perth shops for repairs. They come from all over the line, and the numbers sent to the shops here to be doctored up shows how numerous are the accidents on the railways that people never hear of, and how great the expense the railways are put to for this single item. Perth Courier.

Thursday 19/12/1889 The Equity, Shawville Pontiac & Pacific Junction wood

Mr. Joseph Murphy of the Pontiac Pacific Junction Railway staff, who has been here with a steam sawing machine and a gang of men for several weeks past, cutting wood for the road, finished his job on Thursday last, and left for Aylmer on Tuesday.
The shareholders of the Pontiac Pacific Junction Railway hold their annual meeting in the city of Montreal on the 8th of January next.

Friday 20/12/1889 Ottawa Free Press Montreal and Ottawa

The question of a union depot for Ottawa is rapidly coming to the front. It is said on good authority that the Vaudreuil and Prescott railway will have a station on Besserer street between Nicholas and Mosgrove. Mr. J. Shanly, the engineer for the company, has been here for some days examining the entrance and finds no difficulty in the way. The line. Line will probably cross the Rideau river between the Canada Atlantic and the rifle range and run across the head of Deep Cut on the canal. Thence north along the east bank of the canal running under Maria street bridge, and east to Dey's boathouse. There it will make a slight curve, cutting off a portion of the Canadian Granite company's buildings and terminate on the south side of Besserer street, on the present site of the brick tenement rew? The station would thus have entrances from both Nicholas and Mosgrove streets and be centrally locates. Messrs. Charlebois, Foster and McMillan, directors of the road, examined the proposed route this morning and, it is understood, approve of it.
The Canada Atlantic has given notice of its intention to build a branch along this same route. A high legal authority, asked his opinion as to which road had the better claim, in case of opposition, said that the Canada Atlantic had already entered the city, which its charter gave it permission to do and was now asking for an additional privilege. The Vaudreuil and Prescott has the privilege of entering the city where it pleased and should be granted the fulfillment of this privilege.

Tuesday 24/12/1889 Ottawa Journal Ottawa City Passenger

The street railway company will put on a new sleigh next Tuesday. It is being manufactured by Mr. Shore of this city. It will take the place of "bus no. 7" which, it may be interesting to know, ran on Broadway, New York, 20 years ago.

Friday 27/12/1889 Renfrew Mercury Belleville Perth

The old passenger stationat Perth, built for the opening of the Railway, thirty years ago, has been pulled down. Expositor.

Friday 27/12/1889 Renfrew Mercury Chalk River Pembroke

One day last week three cars passed here loaded with silk valued at $600,000. It came all the way from Japan, via Vancouver and C.P.R. Pembroke Standard.

Friday 27/12/1889 Renfrew Mercury Pontiac & Pacific Junction

It is stated the Pontiac Railway Company purpose hauling the stone for the bridge over the Ottawa at Black River during the present winter.

Saturday 28/12/1889 Ottawa Citizen Montreal and Ottawa

At a meeting of the directors of the Vaudreuil and Prescott Railway Company, the plans of the proposed entrance between the Canal and Nicholas street to Besserer were approved. It is proposed that the station will be on Besserer street. Should this be established, it is thought that at no distant day a grand central depot will be established on Rideau street in the vicinity of Mosgrove.

30/12/1889 Ottawa Journal Carleton Place Britannia

CPR timetable advertisement does not show a specific service to Britannia, only to Aylmer.

31/12/1889 Athens Reporter Westport

B&W Carries 200 Passengers
A Brockville paper credits the B&W market train with having carried 200 passengers to that town. This is a clear case of inspiration on the part of the reporter. Such inspiration may now be legally purchased in these united counties.