

# Local Railway Items from Area Papers - 1890

*02/01/1890 The Equity, Shawville Montreal and Ottawa*

At a special meeting here today of the directors of the Vaudreuil and Prescott railway, it was resolved to deposit plans with the government tomorrow for the approaches of the road into Ottawa; also to give notice of application to parliament for the expropriation of lands to enter the city over the Rideau river and down the banks of the Rideau canal to within fifty yards of Rideau street. The depot would thus be close to the militia stores, Sparks street bridge, in the very heart of the city and only a block or two from the Russell house and the Parliamentary buildings. This is the very route for which the Canada Atlantic has given notice by extension of its main road and transfer of its terminus to the same vicinity.

*03/01/1890 Ottawa Citizen Buckingham*

Mr. C.W. Pearson has established a stage line between Buckingham village and the basin, the railway facilities not proving adequate.

*04/01/1890 Ottawa Journal Maniwaki*

Mr. Bell of the engineer staff of the Gatineau Valley railway arrived in the city today and states that work is going on well. The fill over the much talked of steel culvert is completed, and will, he thinks, stand any test it may be called upon to bear.

*05/01/1890 Athens Reporter Westport*

Close Call for Dr Preston

In boarding the B&W last week, Dr Preston of Newboro had a close call. The train was in motion when he seized the guard rail, and the momentum of the train was greater than he thought and he missed the steps, and swung between the cars. However he managed to hang on the rail, and after being dragged nearly a mile, he managed to secure foot on the platform.

*06/01/1890 Ottawa Journal Vankleek*

Mr. A. Charlebois of the Vaudreuil and Prescott railway is in the city en passant. He reports that work is progressing favourably on the line and nearly 16½ miles is completed.

*08/01/1890 Ottawa Journal Canada Atlantic Elgin Street*

The committee to consider the petition of the residents of Stewarton concerning the shunting on the C.A. Ry. met last evening, Ald. Gordon presiding, Mr. Marcus Smith attended for the petitioners and Mr. J.C. Chamberlain, the general manager and Mr. A.W. Fleck, secretary for the C.A.R.

THE CAR CENTRAL STATION PLANS

Mr. Chamberlain showed that if the present plans which the C.A.R. had exhibited to the government for entering the city via Ottawa East, and passing down the canal bank were carried out, the nuisance at Stewarton would be done away with. He urged that Mr. Smith withdraw the petition.

The present plans would divert the roadway at the head of the deep cut slightly into the hollow, so that the railway would pass over head, the canal reserve will be cut down to within a few feet of the water level, and continuous wharves on a level with those at the canal basin, with a retaining wall built. The line will pass under the Maria street bridge to a point near Dey's rink. Two lines of rails will be laid along the embankment at first if permission is given.

Mr. Smith stated that the shipping of lumber had ceased for the winter and the nuisance abated; still he feared that it would begin again in the summer. He also pointed out that in the summer months there was a danger to passengers on Elgin and Bank streets. He asked more assurance that the nuisance was abated permanently before withdrawing the petition.

THE CITY MIGHT SECOND THE C.A.R.

Mr. Fleck thought the committee might urge the government to allow the proposition of the C.A.R.

Ald. Gordon objected that they would exceed their powers in so doing.

Mr. Smith, as an engineer, highly applauded the scheme, which he thought greatly in the interests of the city. Even without that he thought more advantageous and less annoying shunting grounds might be found.

Mr. Chamberlain was anxious to do all he could to meet the petitioners wishes. Moving came expensive, and until some decision on their present proposals was arrived at they could not decide on any other point.

It was decided to report in accordance with the facts deduced.

A CENTRAL UNION STATION

In the course of conversation it was stated that should the other companies entering the city desire a central station near Sappers bridge the C.A.R. would join in. The tracks and baggage rooms would in that case be down stairs and the passenger room on a level with the street.

08/01/1890

Ottawa Citizen

Canada Atlantic

Elgin Street

The special committee to whom was referred the petition of residents in the Stewarton section, complaining of a nuisance caused by continuous shunting on the Canada Atlantic Railway in that vicinity, held a meeting last evening to dispose of the matter before the new council takes possession. There were present Ald. Gordon, who presided, Ald. McLean and Ald. Heney. Mr. Marcus Smith C.E. for the petitioners and General Manager Chamberlain and Secretary Fleck for the railway company.

Mr. Chamberlain showed the committee the plans of the proposed entry to the city on the east side of the canal, which had been submitted to the Government for approval. Were the company allowed to bring their line in as proposed, the necessity for shunting at Stewarton would be removed, and he suggested that Mr. Smith should withdraw the present petition and have the residents join in one asking the Government to speedily grant the application for approval of the plans. Mr. Smith said they had little to complain of since the petition had been sent in, the lumber trains having stopped for the winter, and the shunting, both night and day, being very much reduced. But he felt that when summer came there would be a repetition of the nightly nuisance, to say nothing of the positive danger to life from the constant crossing by trains of Bank and Elgin streets. He thought some further assurance of a discontinuance of the nuisance should be given by the company before the petition was withdrawn.

Mr. Chamberlain remarked that the railway could not move until the railway found a place to move to; and Mr. Fleck suggested that the committee might report to the Government in favor of allowing the new entry proposed.

Ald. Gordon said it was not the matter referred to the committee, and consequently they could not very well report upon it.

Mr. Smith said that speaking as an engineer he considered the proposition of the Canada Atlantic Railway Company to be a very excellent scheme and greatly in the interests of the city. But without this change being made they could easily find shunting grounds more advantageous to themselves than those now used, and where no one would suffer from the nuisance.

Mr. Chamberlain said he was anxious to afford what relief was possible, but the petitioners' wishes could not be accorded until they get rid of the present freight depot. It was expensive work moving, and until the plans now before the Government were decided on the company could come to no determination.

The committee determined to report to the Council, the present condition of affairs, and an adjournment then took place.

**THE CANADA ATLANTIC PLANS**

The proposition if the company is to extend their line along the east bank of the canal to the spot now occupied by Dey's Rink. They would have no level crossing inside city limits. The canal reserve would be cut down from Theodore street to Deep Cut to within a few feet of the level of the water, a retaining wall and continuous wharf being built, at the height of the present wharves about the basin. This would permit the trains to cross Theodore street beneath the level. At the head of the Deep Cut the roadway would be diverted a bit from the water's edge, so that it would pass into the adjoining hollow, thus allowing the trains to cross overhead. It is proposed for the present to build only two tracks from Archville to the basin, but there seems little doubt that in a few years the reserve would be occupied by tracks to its entire width.

Should the other companies whose roads enter the city desire to join in such a scheme, the Canada Atlantic would assist in creating a Central station at Rideau street in the vicinity of Sapper's Bridge, the passenger rooms to be on the level of the street and the tracks, with baggage room, etc. below.

09/01/1890

The Equity, Shawville

Pontiac & Pacific Junction

Miss. Rivieres, a young girl of Onslow, about 12 years of age, met with an accident on the Pontiac Pacific Junction railway, Saturday, while on her way to Eardley. After leaving Moor's station she jumped from the train while it was moving, being under the impression she was carried beyond her destination. The train was backed up and it was found she had broken her leg above the ankle. She was very pluckily trying to crawl to a neighboring house. The passengers lifted her on the train and she was carried to Aylmer, where Dr. Church set the broken limb. The patient is now doing very well.

10/01/1890

Renfrew Mercury

Pontiac & Pacific Junction

Notice of an application for powers to extend by bridging the Ottawa river and continuing the line to Pembroke, is given by the Pontiac Pacific Junction Railway. Their notice also includes power to make a special issue of bonds for the construction of the bridge, and also power to make the bridge for general as well as railway traffic.

14/01/1890

Athens Reporter

Westport

**Windstorm Hits B&W**

The B&W suffered considerably from Monday's wind storm. On leaving Lyn for the west, the passenger train butted against a large tree which had fallen square across the track. The snowplow attached to the engine was wrecked and the smokestack damaged, but the engine remained on the rails. At Westport it was found that the engine house had toppled over so as to prevent the train from passing and it had to be hauled out of the way by the engine. The windmills along the line of railway were all wrecked. The one at this station (Athens) still stands, but every fan is broken.

17/01/1890

Ottawa Journal

Buckingham

Buckingham. The branch line is closed up for the rest of the winter and Pearson's stage is taking mail and passengers. It is understood Mr. Pearson intends running a stage the year round to the main line depot from here. It will be a very great convenience to the travelling public.

21/01/1890

Athens Reporter

Westport

**Windstorm Hits B&W at Westport**

Westport Saturday January 18 The storm which swept over here on Monday last is said by the old inhabitants to be the most violent they have ever witnessed. The engine house and windmill at the B&W station were scattered across the track and several barns in the neighborhood are requiring new roofs as a result of the hurricane.

23/01/1890

The Equity, Shawville

Portage du Fort and Bristol Branch

The annual meeting of the shareholders of the Portage du Fort and Bristol Railway Company was held at Portage du Fort on Thursday the 9th inst. The following directors were elected by ballot: Rev. A. Brunet, Wm. Beckett, E. Reid, P.B. Coyne, D.R. Barry, D.J. Craig and P. Clarke. At a subsequent meeting of the directors Rev. A. Brunet was elected President, Emerson Reid, V. President, and John Mooney, appointed Secretary-Treasurer.

23/01/1890

Ottawa Citizen

Canada Atlantic

Central Depot

Since the information regarding a union station scheme became public property holders in the vicinity of the Canal Reserve have advanced their views considerably. It is to be hoped that such parties will put a reasonable price on their holdings if approached to sell for railway purposes, as the erection of a union depot at that point would be a great benefit to neighbouring property holders as well the citizens generally. The building of a union station there would mean a passenger and railway bridge from Nepean Point to Hull. All these schemes are of the greatest importance to the business men of Ottawa; we cannot have these improvements too soon. Ottawa's wholesale trade is making wonderful progress. We have some of the largest and best managed wholesale grocery firms in the Canada; also one of the largest and best known wholesale lubricating and burning oil houses in the Dominion. The firm in question manufactures their own oils in the west and transport it to this city in tank cars. Their illuminating oils are widely known; their "Photogene" and "Diamond" oils command the trade. They might well do this as quality is one of the first considerations with the S. Rogers Oil Co. If we could only get a union station, a bridge from Nepean Point to Hull, and a street railway from Cummin's Bridge to Canal Bridge, Bank Street Road, strangers when visiting our city would carry away with them an idea of Ottawa's importance - but what about parks? The echo answers, what?

Mayor's Inaugural

During the past year the council have had under consideration an offer from a company to construct and operate a street railway on some of the principal streets of the city, but as the council did not consider the bonus per mile sufficient they declined to accept and we are now asking for power from the Ontario government to construct and operate street railways. I hope we will succeed during the coming session in procuring legislation which will enable the city to control this very important work, or be the means of getting an offer from some company that this council, in the public interest can accept. It is very important that the city should be provided with better street railway accommodation without any further delay.

27/01/1890 *Ottawa Journal**Canada Atlantic**Central Depot*

Interview with J.R. Booth.

"The Canada Atlantic has had the scheme (central depot) in view for over two years and the Union station and new entrance would today have been an accomplished fact had it not been for several other undertakings that were in hand before and which we had to finish before we took up this matter. I refer to the branch line at the Chaudiere and to the Coteau bridge. This last great work is just finished and we are prepared to go on with the canal branch.

More

But probably the most important feature of business contemplated new station is that it is part of the big scheme which will be such an advantage to the city, viz. the bridge across the Ottawa by which it is proposed to bring in both the Pontiac and Pacific and Gatineau Valley railways right into the city and into our depot. More - subsidy - CAR never had any subsidy - have a stronger claim than the Vaudreuil and Ottawa.

27/01/1890 *Ottawa Citizen**Canada Atlantic**St. Polycarpe*

One of the most distressing accidents recorded in the long list of casualties to railway employees, was that at St. Polycarpe on Saturday last, by which brakeman Larue of the Canada Atlantic Railway lost his life. An engine and car were making what is known as a flying shunt, and while attending the switch, which required extreme alacrity in such cases, the unfortunate man was caught by the passing of the car and thrown beneath the wheels. His body was so shockingly mangled as to be scarcely recognizable.

St. Polycarpe is the point at which the Canadian Pacific short line crosses the track of the Canada Atlantic. Larue was a resident of Coteau village.

Also reported in the Ottawa Free Press same date.

27/01/1890 *Ottawa Free Press**Maniwaki*

It is reported that contractor McCasick, who had a sub-contract on the Gatineau Valley railroad, has mysteriously disappeared from the scene of operations. His whereabouts are now anxiously sought.

28/01/1890 *Ottawa Citizen**Maniwaki*

Work has started on the second 10 mile section of the Gatineau Valley Railway. A gentleman returned from the work states that Mr. John Ryan, the superintendent, is actively pushing the work of construction. On the section mentioned, which is between Chelsea and the Peche, there is some heavy rock cutting to be done. Contracts have been made for the ties, telegraph poles and bridge timbers for the first 20 miles of road.

28/01/1890 *Ottawa Citizen**Ottawa Terminal*

Addressing the legislative committee of the City Council yesterday Ald. Erratt said he was responsible for the calling of the meeting. The Vaudreuil Railway Company and other companies were applying for entrance into the city and he thought the committee should take the matter up and arrange with the Government the best terms they could, as well for other roads as for this one. He thought the committee should communicate with the Railway Committee of the Privy Council not to grant any company exclusive rights.

The City Solicitor said the Canada Atlantic Railway were applying for the power to come along the bank of the canal. They had to apply because they were going over Government property. They would be the first the committee would have to deal with as their application came up on Thursday.

It was agreed that the suggestion of the Mayor to ask the Government not to grant a monopoly to any company would be complied with, and Ald. Stroud and MacLean and the Mayor and City Solicitor were appointed a sub-committee to watch over proceedings on behalf of the committee.

Ald. Hutchinson moved that the Mayor, Ald. MacLean, the City Solicitor and himself be a committee to wait on the local member to ask his aid in getting provincial legislation in the line of the Local Improvement bill agreed upon by the Municipal Convention held in Toronto.

There were present at the meeting, Ald. Stroud, Hutchinson, Scott, Richard, MacLean, Monk, Mayor Erratt and the City Solicitor.

03/02/1890 *Ottawa Citizen**Prescott**Chaudiere*

At one o'clock this morning fire broke out at in the car shed of the Canadian Pacific Railway nearest the northern end of the railway yard. There were in the building at the time about fifteen passenger coaches, including the Government car "Ottawa" and Lady MacDonald's handsome special coach "Jamaica". It was a quarter of an hour after the blaze first broke out that a yard man pulled the alarm at box 18 corner of Broad and Queen streets. By this time the fire had gained such headway that ere the reels were on the road, although all turned out promptly, the red glare of the flames was visible all over the city. Hundreds of people, awakened from their slumbers by the rattle of the flying reels, looked out of windows and doorways at what appeared to be an immense conflagration in the most dangerous part of the city, the very midst of the lumber piles. And so it proved to be. A further delay was caused by the yard engine, which was shunting up and down endeavouring to pull the accessible cars out of the way of the fire, so blocking the tracks and preventing the reels from getting to the hydrants. It was

A DESPERATE CASE

when at length the first hose was coupled and the first stream directed on the burning mass, for the shed stood in the very midst of millions of feet of dry lumber. On the western side of the shed stood the lumber owned by Mr. Barnes, of the box factory near by, was so close to the walls of the burning building as to leave scarce room for a person to pass, even had the great heat not made it impossible to have done so. A few feet from the southern end of the shed is the large stable owned by Mr. John Rochester, and the fact that neither lumber piles nor stable received other damage than a slight scorching, speaks more than volumes of praise for the efficiency of the fire brigade. Driver Tom Beatty's yard engine had done yeoman service for the company, for of the 14 coaches within the shed when the fire broke out, nine had been pulled out of the ruin and as many more had been standing on the side tracks leading into the shed. This left four

CARS IN THE FLAMES

and these, from the inflammable nature of their construction, gave forth an intense heat. There is an extra strong pressure from the hydrants in this section and from these such volumes of water were poured on the flames, that in little over an hour they were pretty well drowned out. It was impossible, of course, to save the car shed, as that, together with the cars within, was beyond hope when the brigade arrived.

More

The shed contains three parallel tracks and had under its roof about fifteen cars. The furthest in the rear were the three passenger coaches and the private car "Jamaica" which were totally destroyed. Next came the official car "Ottawa" which was pulled out and subjected to a heavy stream of water, but too late to save the coach from almost utter ruin. This shed was used to house passenger coaches not immediately wanted and those undergoing repairs. In some of these the heating apparatus is kept going and it is thought the fire was possibly carried by a spark or possibly by the overheating of one of these furnaces.

THE ESTIMATED LOSS

No official estimate of damage --three passenger cars at \$8,000 each and the two official coaches at \$18,000 each -- loss probably \$60,000-\$70,000.

So intense was the heat within the shed that the iron work of the cars, and even the steel rails, were melted and twisted in all shapes. -- best bit of firefighting --

Destructive fire.

Probably \$30,000 loss at the CPR station.

The passenger car shed, containing the Governor General's, Lady McDonald's and other special cars destroyed - six valuable carriages gone.

What had the appearance of being the forerunner of a devastating conflagration broke out this morning a few minutes before one o'clock at the CPR station. At fifteen minutes to one No. 18 fire box rang the alarm, and with commendable alacrity all the brigades in the city were soon at the scene of action, where it was discovered that the fire had originated in the passenger car shed, containing at the time some fourteen fine cars, just adjoining the station, and dangerously contiguous to the innumerable piles of lumber belonging to Messrs. Barnes of Rouses Point. Considerable delay was occasioned in the fixing of the leading line of hose by one of the hydrants being frozen, but that difficulty overcome, the men under the superintendence of Chief Young, began to put in effective work. The flames in full headway.

By this time, however, the flames had got complete hold of the shed and its contents, and were assuming alarming proportions, and as the lurid tongues of fire leaps into the air, growing momentarily fiercer and more intense, the heavens became illuminated with a brilliancy which transformed the darkness of night into the brightness of noonday sun and which must have been visible within the radius of many miles.

No. 2 was the first to arrive, followed by the men of number 7, the new station of Dalhousie ward, and soon five lengths of pipe were laid and a copious supply of water pouring on the burning mass.

Valuable cars.

The shed in question was that the north end of the station and measured 200 feet by 40 feet. It was used for the housing and cleaning and repairing of cars. At the hour mentioned it contained quite a number of handsome and valuable carriages, whilst a great amount of rolling stock lay around at various distances from the shed, in all a total of about twenty cars.

Trying to get the cars out.

With great promptitude the station authorities set to work to remove the cars, but the flames spread with such rapidity and fierceness that the work had to be abandoned.

The "Victoria" saved.

Amongst the saved property, however, was the Governor General's car "Victoria." The "Ottawa" was caught by the fire whilst being rescued and is now a useless smoldering mess. Altogether six cars were sacrificed including Lady McDonald's "Jamaica" the car in which she made the trip to British Columbia, which resulted in her interesting sketches, the notes for which were made on the car.

A New Danger.

Running parallel with the shed separated only by a line of rails a lengthy freight train lay and as the flames grew in strength it was impossible to place one's hand against the cars without getting burned and scorched. This added a new danger, and attention had to be turned in that direction with satisfactory results.

Surrounding the blazing fires were immense piles of timber which to the unaccustomed seemed bound to be doomed to destruction. These piles of wood are built close together and stand within a few feet not more than six in several instances around the blazing mess. Myriads of sparks and burning matter were flying in every direction. The firemen worked hard to save the piles and succeeded. The energy and courage with which they worked to confine the fire was spoken of by all who witnessed their exertion with admiration.

It soon became evident that the shed and its contents were doomed and the intense heat was one of the greatest difficulties the firemen had to contend with.

Steel rails twisted like shavings.

So bad did it become that the steel rails were twisted and turned like shavings of wood. Two lengths of hose were kept continually in the direction of the wood piles with good effect.

Fireman Lavelle injured.

Shortly after the outbreak a beam fell on fireman Lavelle, of No. 7 station, injuring him somewhat severely. He was conveyed home. About three o'clock all danger was over and once more Chief Young and his gallant men were victors. It had been a hard fight and the victory was a glorious one.

The amount of damage cannot be reckoned yet but from a rough estimate the loss cannot be far short of \$25,000 or perhaps \$30,000.

No cause can be assigned for the origin of the blaze but the rumor that the overturning of a lamp had started it gained considerable credence by the crowd.

At 3 20 the work at the station was going on as usual, but where a few hours before some of the most luxurious traveling carriages the world knows had been under cover and now lay a smoldering mass of wood work and upholstery. The return blow was sounded at ten minutes to four.

The Scene Today

The JOURNAL again visited the scene of the disaster this forenoon when, in the broad light of day the full extent of the damage was seen at a glance, and the intensity and power of the ravaging element fully demonstrated. The aspect is one of utter desolation. The total loss is the destruction of the shed and two first class cars, two second class cars, Lady McDonald's coach "Jamaica" and the partial destruction of the car "Ottawa" which belongs to the government.

A careful though hasty estimate of the financial loss places the amount at \$25,000 or \$30,000, not more. No official inspection has yet been made and this estimate must be considered premature.

It is not known in the city today whether or not the loss is covered by insurance beyond the fact stated that neither Canadian nor British offices are interested.

The origin of the outbreak is still clouded in mystery.

Praise is being awarded the officials and railway employees who worked hard and heroically to save property. There were 25 cars in the yard at the time.

Full account of the fire in the C.P.R. car shed.

--in the car shed at the time were fifteen cars and the government cars "Ottawa" and "Jamaica" --

West of the shed was the piled lumber belonging to Mr. Barnes of the box shoo factory.

There was no prospect of saving the remaining four in the shed. --Three passenger cars and the car "Jamaica" were furthest in the shed. The government car "Ottawa" was next and in the hope of saving it, it was dragged out and deluged with water. The flames, however, had got too great a hold on it.--

From other sources it was learned that the loss through destruction of Lady MacDonald's private car would be about \$15,000. The car cost originally \$20,000. It was formerly used by Mr. Chapleau, when that gentleman led the Quebec government and when purchased by the Dominion government was fitted out in most luxurious fashion. The "Ottawa", Mr. Schreiber's car is not wholly destroyed. It is probably worth about \$10,000. The other cars destroyed consisted of two first class, Nos. 51 and 63 and two second class cars Nos. 73 and 49. An official estimate put the loss at about \$20,000. They were not modern coaches but had been for some time in use. The Governor General's car was in a dangerous position, but was brought out of danger without receiving so much as a scratch.

Skeletons of Cars.

The trucks of all of the cars are not seriously damaged, and will be available for use again. The upper portions, however, are mere skeletons. A charred and blackened skeleton is all that remains of the famous "Jamaica" car. A great heap of carpets, rugs and blankets reposes on the tracks with fragments of metal and glass, the remains of the luxurious fittings. One end of the "Ottawa" is a black and charred mass, but on three quarters of the car the varnish is still fresh, though almost every window is smashed; the chandeliers are lying in fragments inside, and the upholstery is begrimed with dirt inside.--

Lyn Saw Mill Progressing Rapidly

The new saw mill and wooden ware factory is progressing rapidly. The roof is on, debris removed, floor laid, and a portion of the Eyre line of R.R. graded..

**06/02/1890**    *Ottawa Free Press*                      *Chaudiere*    *Chaudiere*

Messrs. Brewer & McNaught, contractors for the laying of the new steel pipe, got through the troublesome work of fixing the pipe in the aqueduct under the Canada Atlantic bridge today. After construction of the first pier they will put on another gang of men at work.

**06/02/1890**    *The Equity, Shawville*                      *Pontiac & Pacific Junction*                      *Vinton*

The P. & P. J. Ry. Co. is putting in a siding at Vinton for W. Holden and P.B. Cuddihy, for the purpose of loading timber at that point. They will also be loading timber at Shawville and Quyon stations. This will prove a great benefit to our farmers in this vicinity, as they will be at home with their families, and also be able to look after their stock, instead of being in the shanty all winter.

**07/02/1890**    *Ottawa Journal*                                      *Canada Atlantic*                                      *Coteau*

The statement that the new Canada Atlantic Railway steel bridge over the St. Lawrence at Coteau Landing will be used for the passage of freight trains on Monday next is premature, but it is hoped that by the end of next week such trains will be able to cross.

**07/02/1890**    *Renfrew Mercury*                                      *Chalk River*

The C.P.R. Co. has built a foot-walk and railing on the railway bridges at Almonte and Pembroke.

**07/02/1890**    *Renfrew Mercury*                                      *Kingston, Smiths Falls and Ottawa*

The Kingston and Smiths Falls Railway will go ahead. The capital is almost secured. A grant of \$3,200 per mile, for the full distance, will be asked from Parliament.

**07/02/1890**    *Renfrew Mercury*                                      *Chalk River*    *Haley's*

Mrs (REV.) A.A. Allan, of Portage du Fort, relates a rough experience she had riding on a C.P.R. train. She wished to get off at Haley's, and prepared to do so. Unfortunately, the train, being behind time, only slowed up, not stopping. Mrs. Allan and another lady who intended to get off, refused to jump. A fello passenger pulled the bell rope, but when the conductor came back, he refused to back up the train. He stopped the train where it was, however, and left the ladies to find their way home or back to the station as suited them best. They were so far from the station that the lights could not be seen.

**14/02/1890**    *Perth Courier*    *Westport*

B&W Likely to Lease out its Line

Kingston January 22 - The BW&SSM will probably lease its line, and the indications are that the CPR will take it with a connection at Sharbot Lake and a bridge across the St Lawrence at Brockville. A very short route to New York would thus be secured.

**14/02/1890**    *Renfrew Mercury*                                      *Chalk River*    *Carleton Place*

A boy opened the throttle of an engine standing on the track at Carleton Place. He was unable to shut it again and shut off. The engine crashed into another that was standing on the turning table smashing the tenders of both engines.

**21/02/1890**    *Renfrew Mercury*                                      *Eganville*

On Wednesday, Mr. C.F. Gildersleeve telegraphed to Mr. John Smith to gather a few citizens of Renfrew, Eganville and Douglas together at Renfrew. He wanted to get information regarding the probable traffic to and from the "back country" if the K. & P.R. were extended to Eganville; to lay before the New York capitalists who were interested in the road. Messrs. Campbell and McEachen came down from Douglas, but no delegation appeared from Eganville. Among those who were present at the meeting in the Dominion House in the evening were Messrs. A. Barnet, M. Russell, John Smith and S. O'Gorman, and they were able to give Mr. Gildersleeve considerable of the kind of information he wanted.

**25/02/1890**    *Ottawa Journal*                                      *Canada Atlantic*                                      *Coteau*

New Canada Atlantic timetable advertisement showing trains running over the Coteau bridge. New service started 24 February.

**27/02/1890**    *Brockville Recorder*                                      *Brockville and New York Bridge*

The Bridge Scheme

The announcement that Col W.H. Cole and Mr. R. G. Hervey have started for England on business in connection with the proposed international bridge across the St Lawrence at this point, took most of our citizens by surprise. It proves, however that the gentlemen who are promoting this project are thorough earnest and we are certain that every citizen will wish the two gentlemen who have gone to England every success in their mission. The building of the bridge here would add enormously to Brockville's prosperity, as it would mean an increase to the population, and would make it one of the traffic centers of the Dominion. In event of the bridge being built a large amount of the GTR traffic now crossing at Suspension Bridge (Niagara Falls) and handed over there to American companies would cross here, thus giving that road a longer haul. All, or nearly all of the CPR freight traffic would also cross here and it would no doubt also mean more friendly relations between the town and the road in the future. The New York, Ontario & Western Railway is particularly anxious that the bridge should be built, and as soon as work on it is commenced the company would begin the construction of the eighty miles of road necessary to bring them to the St Lawrence. This road hands over all its western traffic to the GTR at Suspension Bridge, but before it reaches that place it is hauled a portion of the distance by the RW&OR (Rome, Watertown & Ogdensburg Railway). The bridge would give the NYO&W direct connection over their own tracks with the GTR and thus make their business more profitable. The Brockville, Westport and Sault Ste Marie Railway is another road that would be immensely benefited by the construction of the bridge. The road, it is hoped, will be pushed forward at an early date to Palmer Rapids or Burk's Falls and its construction through to the Soo is only a question of time. If the bridge is built that time may come sooner than most people anticipate, as it is known that the Northern Pacific people have expressed themselves favorable to a connection with the BW&SSM if built through to the Soo. Such connection would shorten the route from Duluth to New York about 210 miles, a very important matter in these days of keen railway competition, and one which the Northern Pacific fully appreciates. The building of the bridge would in all probability also mean the construction of the proposed air line from Brockville to Ottawa. Aside, however from these railway advantages which would accrue to the town there can scarcely be a doubt that it would become a great manufacturing center. We have already all the natural advantages demanded by manufacturers, and such increased facilities for shipping as would result from the concentration of several more railways at this point would undoubtedly attract manufacturers, and thus largely add to the growth and material prosperity of the town. Brockville is certainly deeply interested in the bridge scheme, and all that our citizens can do to make it an accomplished fact should be done.

**27/02/1890**    *The Equity, Shawville*                      *Pontiac & Pacific Junction*

The P. & P. J. snow plough was kept pretty busy on Thursday last keeping the track clear. It did its work effectually, however, thus preventing any delay to the regular trains.

There was no mail by train on Thursday night, in consequence of the snow blockade preventing the Ottawa train arriving in time to connect with the P. & P. J. coming up. It is said a delay of a few moments would have obviated the inconvenience.

**28/02/1890**    *Ottawa Citizen*    *Montreal and Ottawa*                                      *Interprovincial Bridge*

In order to give time to effect a union of all the interests concerned in the construction of a railway and passenger bridge over the Ottawa river, the reporting of the bill was postponed when it came up before the Railway Committee of the House yesterday. This was agreed to at the joint request of Mr. Booth, on behalf of the Canada Atlantic, and Mr. H.J. Beemer for the Gatineau Valley and Pontiac Pacific roads. The two latter are the only ones not yet incorporated with the scheme, but by the time the committee meets again it is expected all arrangements will have been perfected for the union of these two important railway interests with those already identified with the scheme.

The town was thrown into a state of intense excitement on Wednesday forenoon by the report that the Soo train, due here at ten o'clock, had been wrecked near Graham's station, that the cars had gone down an embankment, and that at least one life had been lost and every passenger on the train more was injured. The balance of the day the accident was the subject most talked of, being impossible to obtain any reliable account of the disaster, the telegraph wires being required by the officials.

The reports that had been received were as they went from mouth to month greatly exaggerated, and the excitement and suspense increased proportionately. Immediately on receipt of the intelligence here all the available medical men were requested to hasten at once to the scene of the disaster, a wrecking train having in the meantime been despatched from Carleton Place.

Prs. Lynch, Reeve and Gemmill, and Messrs. J. Lawson, V.S., D. H. Davis, W. M. Rea, J. Dunlop and W. Martin responded to the call for help, and at Pakenham were joined by Dr. Jamieson, Dr. D. Cameron, of Arnprior, going by a later train. On arrival at the scene of the accident Drs. Dickson and Bedard, of Pembroke, and Rattray, of Cobden, were found in attendance, and the pleasing intelligence learned that all the passengers had been got out and the injured ones attended to, that no lives were lost, and that with two or three exceptions the injuries were not serious.

The most serious ones were Mrs. Munro, mother of Mr. J. W. Munro, contractor, of Pembroke, and aunt of Mr. J. M. Munro, of Almonte, who had three ribs broken and was otherwise severely injured. The cook of the dining car, Mr. Duclouis, of Montreal, was very badly scalded. He was in the kitchen of the car when it went over, and the boiling contents of the range were poured over him. His escape from instant death was one of the most miraculous. His injuries are very severe and painful, his arms, face and the upper part of his body being badly scalded. Another miraculous escape was that of Mr. Thos. Mackie, of Pembroke, who was seated in the rear of the dining car smoking when the shock came. He was thrown from his seat with such force that the veneered ceiling of the car was stove in where his head struck against it. He received two severe scalp wounds, but was able to be around.

Mr. T. R. Horn, of Pembroke, also received pretty severe injuries, being badly braised about his side and back, and very much shaken up. Mrs. Munro was placed in a car and made as comfortable as was possible under the circumstances, the others being taken to the residence of Mr. Graham near by.

The accident occurred about 9:40 a.m., a quarter of a mile beyond Graham's station, the rails having spread while the train was passing round a curve just after crossing Graham's bridge. The engine—a heavy Mogul - kept the track, but the tender and entire train of six cars were thrown off, the four rear ones - a Pullman, a dining and a first class and a second class - turning over on their sides, and going down an embankment about ten feet high. As the cars overturned the passengers, seats, baggage, lamps and everything movable were thrown in a promiscuous heap, many of the wounds and bruises sustained being caused by the falling furniture. That about seventy passengers could pass through such an experience without the loss of a single life, and with so few serious injuries, can only be attributed to the providential ruling of the Supreme Being in whose hands all our lives are.

Following we have a list of the injured ones as far as could be ascertained : Mrs. Munro, Pembroke, three ribs broken and other injuries. Mr. Thos. Mackie, Pembroke, severe scalp wounds. Mr. Thos. R. Horn, Pembroke, side and back bruised. Mr. J. O. Dunlop, Pembroke, head cut. Mr. Julius Blaisdell, Pembroke, head cut and bruised. Mrs. Cardiff, Pembroke, braised about the face. Two children with her escaped unhurt. Mr. Henry Duclouis, Montreal, severely scalded. Mr. Stephen Smith, of Maryland, Pontiac Co., Que., back hurt. Mr. James Jones, Montreal, back slightly hurt.

Mr. A. G. Fields, Minneapolis, bound for Woodstock, N.B., face and scalp wounds and bruises on body. Mrs. Walker, Old Superior, slightly hurt. Mr. E. J. Antell, Brooklyn, N.Y., leg and left shoulder injured. Mr. Edward Gravelle, Ottawa, head, pretty badly cut and shoulder strained. Mr. Jos. Joly, L'Orignal, head cut and right arm injured. Mr. John English, Toronto, was knocked senseless and badly cut about head. Miss Bertha Delahey, daughter of Mr. John Delahey, of Cobden, slight. Mr. James Wark, Forrester's Falls, slight bruise on face. Mr. Nicholas Larkin, Minneapolis, head, face and hand cut. Mr. Henry J. Morrow, Schuyler, N. Y., head cut and bruised. Mr. W. H. Maxwell, Toronto, leg bruised. Capt. Davy, West Broughton, head cut. Mr. A. E. Mullburg, Fergus Falls, Minn., head cut. Mr. Jerome Ford, Concord, N.H.

The passengers were treated to a free lunch on arriving at Carleton Place by the company. The loss to the company will not be very heavy, the cars not being very badly damaged. A large gang of men was put to work clearing the track, and in a few hours it was again open for traffic. A passenger train was made up and left for the east about four o'clock, having on board all the passengers except those belonging to Pembroke and vicinity. The action of Mr. Jerome Ford, of Concord, who, though injured himself, worked manfully in rescuing the passengers, and would not consent to have his own wounds dressed until all were removed from the cars, is spoken of in terms of highest praise.

Mr. W. R. White, of Pembroke, the company's solicitor, was promptly on hand, and poured balm into the wounds of many of the injured in the shape of \$5 and \$10 bills, on condition that the amount paid relieved the company from any further liability in the matter. Some refused to settle.

Mr. Jno. English, of Toronto, is an official of the Central Prison, and had in his custody "Wild Bill" Mulligan, of Pembroke, whom he was taking to the Central Prison, where he had been sentenced for one year for theft. He was hand-cuffed to the arm of the seat in the second-class car, and when the car went over Mr. English was rendered insensible from a blow. Wild Bill by a vigorous effort released himself, and, being uninjured, at once set to work to rescue his custodian, which he did, and not only remained by him until he had regained consciousness, but made no effort to escape. Mr. English was greatly pleased over the conduct of his prisoner, and will use his influence to have the sentence cancelled, or at least shortened. It certainly was a very manly act of Mulligan not to take advantage of his keeper's misfortune and clear out, as he might easily have done. his departure for the land of Uncle where he hopes to make a fortune in a few years. Our wish is that his hopes may be fully realized.

<https://lindaseccaspina.wordpress.com/2016/03/28/train-accident-five-bucks-and-a-free-lunch-in-carleton-place-should-settle-it/>

Ottawa council - railway bridge should not be a monopoly.

The Street Railway company had their large busses out this morning for the first time. They are handsomely painted and from the present condition of the roads will be a great benefit to the public.

## A Big Upset

Accident on the C.P.R. Near Pembroke

Spreading of the Rails Causes Four Coaches of the Sault Train to leave the Track - Several People Badly Hurt, but None Killed

Pembroke March 12 - The morning train from North Bay and Mattawa passing here at 9 a.m. jumped the track ten miles east of here. All the coaches including second class, first class, Pullman and dining car went over and are lying upside down. One or two passengers were badly hurt. A Mrs. Munroe, mother of Jno. A. Munroe, the well known contractor, has been severely injured. Mr. Mackey, the well known lumberman, was cut about the head and all the passengers badly shaken up. One of the dining car waiters is said to be severely hurt. The engine did not leave the rails but the rest of the train is badly wrecked. There were about 80 persons on the train. The accident was caused by the spreading of the rails.

12/03/1890 *Ottawa Citizen**Ottawa City Passenger*

The Street Railway Company had their busses out yesterday for the first time this year.

13/03/1890 *Ottawa Citizen**Chalk River**Graham's station*

BUMPED, BANGED AND ROLLED OVER.

DETAILS OF THE C.P.R. WBECK AT PEMBROKE.

A Nasty Accident Fortunately Accompanied by Comparatively Light Injuries

Stories of the .Smash Told by Passengers - The Injured.

The C.P.R train as reported in yesterday's Journal, 10 miles east of Pembroke yesterday, was the Soo express, and was due here at 11.35. The passengers were transferred from the wrecked train to a "Special" sent out from Ottawa for that purpose and arrived here at 7.55 p.m. They were met in the Union depot by a reporter of the Journal.

The appearance of the car was most melancholy. The injured passengers were sitting around in all positions with bandaged heads and limbs, but were inclined to enter freely into conversation with those who addressed them as to the cause of the accident.

The cook, named Blake, who was severely scalded was lying covered up, only a small part of his face being seen. The poor fellow was asleep, a narcotic having been administered.

There was a great diversity of opinion among the passengers, and absolute reticence among the officials as to the cause of the accident. The railway officials took care that the injured passengers would not be allowed to give their opinion to the reporters as the latter were immediately peremptorily ordered off the train and prevented from speaking to any on board.

The Passengers Stories.

One of the first passengers seen by The Journal believed that the brakes were at fault and that the speed of the train was very irregular. Sometimes when on a down grade it seemed out of control. He believed that from about twenty miles from the Soo the brakes were out of order.

Thought the Raolls Split

M.A.L. Wilcox, another passenger said the accident was quite unavoidable. When asked about the brakes, he said there was nothing wrong there. They were going at a good speed, and when taking the curve, the tender of the engine split open the rails. Asked if there was blame attached to anyone he said, "Not in the slightest." The great wonder was that they all got off as safe as they did.

Rocked, Dragged and Rolled Over

When the accident occurred the train was going at a great speed and when rounding a curve the engine and tender burst the track. Immediately there was the greatest possible excitement. Behind the engine came the baggage car which at once burst the couplings but remained firm on the track. Behind it there were a sleeping car, dining car and one first and second class carriages. From the first shock the passengers had little time to take advantage of the warning. For a short space the cars rocked and dragged along and finally with a crash rolled over on their sides, casting the passengers around in all directions with great violence.

An Exciting Scene

Immediately there was a scene of excitement incident to such accidents. Among the passengers hurt the most serious, were Mrs. Munroe and Mr. MacKie both of whom were conveyed back to Pembroke.

The Cook's Bad Scalding.

The second cook, Blake, of Montreal, who was working near the cooking range when the accident occurred was the worst injured on the train. He is severely scalded on the face, head and body and was suffering intense agony. He may not live.

The Scene of the Wreck

The scene at the spot shows a thorough wreck with the four cars lying in the ditch being twisted and smashed to a degree illustrating the awful suddenness of the accident, whilst the wonder was called one that the personal injuries had been so slight. The passengers were attended to with all possible speed.

"Wild Bill" and the Sherriff

In the train were Sherriff English of Central Prison and a prisoner named Mulligan with the sobriquet of "Wild Bill," whom he was taking to Toronto. When the officer entered the train he joined the handcuffs of the prisoner to his own wrists with the result that when the accident occurred both were pitched with great force to the opposite side of the car, the sherriff landing on his head and becoming insensible. The convict immediately released himself from the bracelet, and some one said to him "Now's your time, skip to the woods," "No," he replied, "I will not," and straightway proceeded to assist the sherriff and alleviate his suffering. This set was admired by all on board and overtures will shortly be made to have the prisoner's sentence shortened or commuted. During the remainder of the journey he was not handcuffed.

Not Mr. Mackie of Ottawa

The report which gained considerable credence yesterday afternoon that Mr. Wm. Mackie, the well known lumberman, was on board and seriously injured is happily not true. Mr. Mackie was in this city yesterday in excellent health. The injury to Mrs. Munroe is however of a very serious nature. Three of her ribs are broken and her nervous system has received a severe shake.

Out of between thirty and forty passengers it is almost phenomenal that only a dozen were hurt, some very slightly. The nature of the accident and the fact of four cars rolling down a ten foot embankment is sufficient to cause the wonder and congratulation that severe deaths and more serious injuries are not chronicled. Cool, Well Behaved Passengers

Mr. R. H. Cram, the conductor on the train, was seen today by the Journal. He had received a cut on the head and was somewhat shaken up, but not much the worse for the smash, Mr. Cram states that the passengers behaved in a splendid manner, taking things very coolly and showing good judgment. Mr. Cram being asked what caused the "run off" said he did not know. He had heard that it was owing to the spreading of the tracks, but he did not believe it was true as the road bed at that particular place was second to none on the road.

List of Injured

Not noted

John English of Central prison, had in his charge a prisoner well known here as Wild Bill Mulligan. He had this man chained to his seat, and instead of escaping he assisted the bailiff out of the car unhurt. By the use of snow the fires in the stoves were put out before any damage was done. The injured were well cared for by the railway officials and neighbors. Doctors from Pembroke were immediately sent for and these, with others from the neighborhood, were soon on the spot to alleviate the suffering. The injured were removed to Pembroke.

13/03/1890 *Athens Reporter**Westport*

Rear of Yonge Pays on Debenture

The annual amount paid by the Township of Rear of Yonge including Athens village, is \$1,205 to the B&W. and Sault Ste Marie Ry debenture.

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

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

*15/03/1890 Ottawa Journal Renfrew*

The work of surveying the new line of railway from Ottawa to Parry Sound was commenced by Mr. G.A. Mountain, chief engineer of the C.A.R. and a competent staff on Thursday last. Mr. Mountain's assistants are Messrs. J.A. Simpson and A.H.N. Bruce.

This line will connect with the C.A.R. at Ottawa and the line is to be known as the Ottawa and Parry Sound Railway.

Mr. J.R. Booth who is one of the prominent directors of the new line, said in conversation with the Journal that morning "At present we are surveying our end of the road. Forty miles at the Myer Sound (sic) end of the line is contracted for and is being constructed. This portion connects with the Northern Pacific Junction at Eganville, as will also our line. Our line has not been surveyed and we are anxious to have it done as soon as possible as should engineering difficulties be discovered in connecting at the point now proposed their line will alter to meet ours. Construction will be begun early in the spring.

*15/03/1890 Ottawa Free Press Renfrew*

A number of surveyors are now engaged in locating the line of the Ottawa, Arnprior and Parry Sound Railway. It is said that the portion between Ottawa and Arnprior will be let to a well known contractor, and work will commence about May 1st.

*17/03/1890 Ottawa Citizen Ottawa City Passenger*

The road scraper of the Street Railway Company is doing good work.

*18/03/1890 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge*

Bridge bill passes Senate. More.

*19/03/1890 Ottawa Journal Montreal and Ottawa Rigaud*

The first section of the Vaudreuil and Ottawa from Vaudreuil to Rigaud will be inspected tomorrow by Mr. Ridout, government engineer. Mr. Ridout will be accompanied by Judge Foster and Messrs. McMillan, Labrosse and Bain, M.P.'s.

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

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

*21/03/1890 Ottawa Citizen Other*

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

*24/03/1890 Ottawa Journal Sussex Street Rideau River*

The C.P. Ry. has decided to put an end to foot passenger traffic over the old St. Lawrence and Ottawa railway bridge across the Rideau River in New Edinburgh. A brilliant notice in English has been placed at the King Street end prohibiting traffic and threatening prosecution for trespass. This must be an interesting notice to the German residents on the New Edinburgh side who cross over in this way to reach the Lutheran church at the corner of King and Wilbrod.

*24/03/1890 Ottawa Free Press Ottawa, Waddington & New York*

The facts in connection with the delay in the construction of this railway have never been clearly explained or understood by the citizens of Ottawa, but as I am placed in possession of the whole facts at a time when the government is encouraging a completion scheme I wish to lay them before your readers without fear of contradiction. When the company came into existence some year ago, it had to unite with an American company created for the purpose of constructing a bridge over the St. Lawrence and a railway to Canton or Potsdam, having for its object the formation of a short and direct line between Ottawa and New York City. But the parties who controlled the American charter, sold their interest to interests who did not wish the bridge built, and the Canadian company could not, in consequence, make any progress, as this line to Morrisburg with half a bridge was of no use to capitalists. Now the condition of affairs has altered, in as much as the American charter lapsed by the effluxion of time last May, when steps were immediately taken to incorporate a new company and negotiations were resumed in London. The former necessitated a special charter which is now before the New York legislators, having been brought before the House on 12th instant by Senator Erwin, and supported by many prominent and influential men; in the midst of their important advances, a competitive scheme of Dr. Hickey's is entertained by the house and over the same ground and site, at the very time when the Ottawa, Waddington and New York railway is considering their long cherished plans. Surely the members do not realize the injury they are about to inflict upon Canadian securities by introducing a parallel line of railway when conclusive evidence can be shown that the present company is on the eve of closing their negotiations.

MORRISBURG March 21, 1889 (sic)

*24/03/1890 Ottawa Free Press Canada Atlantic locomotive*

Three new engines, manufactured by the Rhode Island Locomotive works, of Providence. R.I., have been placed on the road of the Canada Atlantic Railway company.

*25/03/1890 Ottawa Free Press Sussex Street Rideau River bridge*

The German residents of New Edinburgh are indignant at the action of the C.P.R. authorities in closing foot traffic over the St. Lawrence & Ottawa railway bridge thus cutting off an easy approach to the city. In future, however, they will have to come by way of the St. Patrick street bridge.

*25/03/1890 Athens Reporter Westport*

Bonus from Twp of South Sherbrooke

The Brockville & Westport Railway Company is asking a bonus of \$5,000 from the township of South Sherbrooke.

Charles Osler, PLS (Public Land Surveyor), who has been in the vicinity of Morton surveying in the interests of the Kingston & Smiths Falls railway, returned to the city this morning. He states that it will be impossible to connect Morton with the railway without a large expenditure of money. He thinks that the road will have to go through the village of Lyndhurst.

*27/03/1890 Ottawa Journal Ottawa City Passenger*

The street railway company have an excellent new car on the road. It was built in Ottawa by Messrs. Shore and Co.



Charter to Construct Railway Bridge at Gananoque Thrown Out

Railway Committee Decides that no More Charters will be Granted for Bridging the St Lawrence

The article describes the defeat of a bill to incorporate the St Lawrence International Railway and Bridge Co. It also mentions that the bills of the Thousand Island Bridge and Railway Company, and Napanee, Tamworth and Quebec Railway Company to build bridges over the same place, were also thrown out for the same reason, they would interfere with navigation.

Note - this virtually leaves Brockville with the only charter for a railway bridge across the St Lawrence in this section, a fact which is likely to have much weight in securing the assistance of English capital. The decision of the House was last week cabled to Messrs Hervey and Cole now in London.

28/03/1890 *Renfrew Mercury* *Kingston, Smiths Falls and Ottawa*

The stock of the Kingston, Smiths Falls and Ottawa railway has been subscribed by a syndicate formed by Mr. Drummond, of Montreal and a meeting of shareholders has been called for the election of officers.

28/03/1890 *Renfrew Mercury* *Westport*

R.G. Hervey, manager of the Brockville & Westport Railway, who went to England, has cabled that the completed portion of the road from Westport to Brockville is about to be sold, and he further intimates that the uncompleted portion will also be disposed of at an early date.

28/03/1890 *Ottawa Citizen* *Maniwaki*

There are 150 men employed in getting out ties and fence rails for the Gatineau Railway near the Peche.

04/04/1890 *Athens Reporter* *Westport*

R.P. Mitchell, Contractor, Dies R.P. Mitchell, well-known to all as the railway contractor on the Brockville and Westport Railway died at Brockville on April 4.

07/04/1890 *Ottawa Journal* *Ottawa Electric*

Mr. H.L. Cargill of Boston, representing the Thomson and Houston electrical system was in the city on Friday talking up the possibilities of laying and running a street railway in Ottawa by means of electricity. More.

08/04/1890 *Ottawa Free Press* *Ottawa City Passenger*

The street railway company are using platform trucks today to cart away the snow and clear their track. The refuse is being dumped over the New Edinburgh bridge.

One of the best known old horses in the city of Ottawa died in the street railway stables in New Edinburgh on Saturday. The old mare Maggie with her rat tail, was known to all riders on the cars, and of her twenty years she had spent fourteen on the route. During that time she was never sick and made an average of over three trips every day, or in all during the time considerably over 75,000 miles of hard work. She slipped in the stable and broke her leg which necessitated her being destroyed.

10/04/1890 *Ottawa Citizen* *Ottawa City Passenger*

Meeting of Board of Works

The Chairman announced that an arrangement had been made with the Street Railway Company whereby the City agreed to furnish labour and the company horses and carts for clearing snow from the streets caused by the railway track.

10/04/1890 *Ottawa Free Press* *Metropolitan Street*

Street railway committee meeting - full account. Offers from American companies.

11/04/1890 *Renfrew Mercury* *Belleville* *Perth*

There are 130 men in the Perth car shops repairing and reconstructing old cars, and building a few vans.

11/04/1890 *Ottawa Journal* *Renfrew*

organizing the Ottawa and Parry Sound Railway

..the line is surveyed for nearly the whole distance and Mr. Mountain, C.E. and his staff are now engaged in surveying and locating the Parry Sound end. The line will form part of the western system of the C.A.R.

11/04/1890 *Ottawa Journal* *Pontiac & Pacific Junction*

Carleton Place Herald. The latest rumour in regard to the P. & P.J. Ry. is that not having succeeded in their negotiations to purchase the C.P.R. branch from Aylmer to Ottawa, the P.P.J.R.R. propose constructing at once a new line from Aylmer to Hull where they will come over to Ottawa by way of the new bridge which will also be used by the Gatineau Valley R.R.

11/04/1890 *Ottawa Journal* *Prescott* *Gloucester*

Mr. Prud'homme of St. Constant, Laprairie county was loading potatoes on a car on a siding at the Gloucester station on the C.P.R. when a west bound train approached. In order to assist his operations he had laid a log across the main track. This he hastened to remove but he was not quick enough. The flying rod of the approaching engine caught him in the back throwing him unconscious into the car. The injured man was taken into the train and brought to Ottawa .. Also reported in the Citizen.

12/04/1890 *Ottawa Citizen* *Ottawa City Passenger*

The work of removing the snow from Sussex street was vigorously prosecuted yesterday. Six large waggons specially constructed by the Street Railway Company were used to cart the refuse to the Rideau River where it was dumped in. By six o'clock the street was cleared as far as Mr. Bryden's furniture store. The company's scraper was worked over Sparks and Wellington streets yesterday.

14/04/1890 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Extensive repairs are being made to the St. Lawrence and Ottawa railway track, since the coal shipments have ceased coming into the Lower Town depot. Foot passengers still cross the bridge over the Rideau, but at their own risk, the company assuming no responsibility for accidents.

14/04/1890 *Ottawa Journal* *Tramway* *Bronson and Weston*

Chaudiere. Messrs. Bronson and Co. are making a new tramway from their piling grounds to the C.A.R. yard so that in future they will be able to load their cars on their own grounds, and dispatch them directly over the line.

15/04/1890 *Athens Reporter* *Westport*

New Timetable A new timetable for the B&W has been issued, taking effect on the 17th instant. Train will arrive at 8:31 am and 6:24 pm (at Athens).

**16/04/1890 Ottawa Journal Chaudiere Chaudiere**

The Chaudiere yards of the C.A.R. are rapidly growing busier, and the prospects show that a brisk season's trade will be done. For some time past there has been a great dearth of cars and as a consequence the yards have exhibited an appearance of inactivity. Now, however the car famine has terminated and over one hundred cars a day are being loaded and despatched.

**18/04/1890 Ottawa Free Press Maniwaki**

Mr. Dan Dunn, the well known contractor, has some 180 men at work on his section of the Gatineau Valley railway, which extends six miles above Chelsea. During the winter the men were paid ninety cents a day, but after the first of May will receive \$1.25. The road, it is thought, will not be in running order for the next four years.

**18/04/1890 Ottawa Journal Pontiac & Pacific Junction**

The Pontiac Pacific Junction Railway company and the Canadian Pacific Railway petitioned the House of Commons yesterday as follows: The P.P.J. is concluding the purchase from the C.P.R. of a portion of the line of the latter lying between Hull and Aylmer being a branch line about nine miles in length. In concluding the negotiation within the last few days doubts have arisen in consequence of the passing of the bill known as the Canadian Pacific Act 1889 as to the power of the C.P.R. to sell said portion of the line and to give clear title thereto. The petitioners pray that the House pass an act to enable the C.P.R. to sell said portion of said railway freed from any lien created by the Canadian Pacific Act 1889. The standing orders committee of the Commons met to-day and reported favourably on the petition of the Pontiac & Pacific Junction Railway company and the C.P.R.

**19/04/1890 Ottawa Free Press Maniwaki**

A number of men who had quit working on the Gatineau Valley railway will go back on the 1st of May when the wages will be increased to \$1.25 per day. They claim they can board themselves for less than \$2 per week and say they could not get work in the city.

**23/04/1890 Ottawa Free Press Canada Atlantic locomotive**

A new draught locomotive, of the mogul pattern, has arrived, for use on the Canada Atlantic railway, and will be put on the freight traffic.

**24/04/1890 The Equity, Shawville Pontiac & Pacific Junction**

The Pontiac Pacific Junction Railway have purchased the Aylmer branch of the C.P.R. A petition was presented to parliament by both companies last week praying that an act be passed to enable the C.P.R. to dispose of the branch freed from the lien which the government holds over the railway system of that company. The standing orders committee reported favorably on the petition.

**28/04/1890 Ottawa Free Press Maniwaki**

It is expected that the construction of the remaining portion of the Gatineau Valley railway will be commenced. The plans and book of reference of the purchase of the right of way have been deposited in the office of the registrar of the county of Ottawa, Main street, Hull.

**29/04/1890 Ottawa Free Press Ottawa City Passenger**

Cabmen and drivers generally complain of the nuisance caused and continuous danger threatened by the high tracks on the street railway company roadbeds on some of the principal streets, more especially at the Chaudiere. They think something should be done to raise the surface of the street to the level of the rails. In several cases wheels have been wrenched off vehicles when crossing the rails.

**01/05/1890 Canada Lumberman Canada Atlantic Chaudiere**

Now that the car famine has terminated, over one hundred cars of lumber a day are being loaded and despatched from the Chaudiere over the C.A.R.

**01/05/1890 Ottawa Free Press Ottawa Electric**

Mr. Ahearn, of Ahearn & Soper, accompanied the civic street railway deputation on their Boston trip. A telegram received today announced their arrival there.

**01/05/1890 The Equity, Shawville Pontiac & Pacific Junction**

The engine and several cars of the down train on Saturday broke away from the remainder of the train a short distance from here, and had to back up a considerable distance to make connection.

**01/05/1890 Brockville Recorder Westport**

Cole and Hervey Report on Their Trip to London

...Cole W.H. Cole...While in London, Mr. Hervey and himself had frequent conferences with the proprietors of the New York, Ontario & Western Railway, and the English board as a result had instructed the president of the road to push the line on to the St Lawrence as soon as the building of the bridge was assured. He thought the bridge would also prove important to the BW&SSMR and would hasten the construction of that road through to the Soo. In connection with promoting this scheme Mr. Hervey and himself had done what they could; had borne considerable expense, and he thought that the council should now make an appropriation to cover the further necessary preliminary outlays.

**01/05/1890 Canada Lumberman Tramway Bromson and Weston**

Messrs. Bronson and Weston are making a new tramway from their piling ground at the Chaudiere to the C.A.R. yards, so that in future they will be able to load their cars on their own grounds and despatch them direct over the line.

**02/05/1890 Renfrew Mercury Winchester Smiths Falls**

The C.P.R. Company purpose making some improvements on their property at Smith's Falls. A long siding will be built for the accommodation of Frost & Wood.

**05/05/1890 Ottawa Free Press Ottawa Electric**

Civic street railway deputation returns from Boston. Full account.

**08/05/1890 Ottawa Journal Canada Atlantic Coteau**

The Coteau bridge was formally tested yesterday.

Special train left the C.A.R. station having on board ex-president J.R. Booth, General manager Chamberlain, Mr. Donaldson, superintendent of the road; Mr. Mountain the company's engineer and Mr. Thomas Ridout and Marcus Smith government engineers.

Gives details of modus operandi - two mogul engines each weighing 140,000 lbs and three flat cars each weighing 75,000 lbs. .. maximum deflection 3/4 inch. There will not it is understood be any formal opening. The trains have been running over regularly since the bridge was finished and the company seem inclined to let things run on smoothly and without needless formalities.

**12/05/1890 Ottawa Free Press Canada Atlantic locomotive**

Three new heavy locomotives arrived from the United States last week for the Canada Atlantic Railway and were sent to the shops to be got ready to go on the road for freighting purposes.

**13/05/1890**    *Ottawa Journal*                      *Winchester*                      *Smiths Falls*

It is rumoured that a conductors' waiting and reading room will be established at Smiths Falls this summer. The location was fixed when the CPR officials were at Smiths Falls two weeks ago, and it is expected that construction of the building will soon commence.

**16/05/1890**    *Renfrew Mercury*                      *Chalk River*                      *Renfrew*

A week ago three young men were kicking up a racket in a box car on a siding here. The baggageman remonstrated with them, but, the noise being continued, he coolly closed and fastened the door, shutting the trio within the dark car, and making them close prisoners. The intention was to let them out again before going to dinner, but John forgot all about the matter; and some time in the afternoon he learned that the car had been taken off by a freight train. Telegraphing the freight conductor, it was learned that the car in question had been left on a siding at Braeside, where they might remain before being liberated. A message was sent to Braeside and the young men were let out. They arrived home early then next morning - pretty tired of their confinement.

**19/05/1890**    *Ottawa Citizen*                      *Canada Atlantic*                      *Central Depot*

The application of the Canada Atlantic Railway for power to build a branch line from the main line to the Central Basin was heard before the Railway Committee of the Privy Council yesterday. Interested parties:

Pontiac Pacific Junction; Canada Atlantic; City of Ottawa;

It was explained that the line would require not one level crossing; that the Vaudreuil and Ottawa Railway had filed plans for a branch over the same route, and for a crossing over the Ottawa at the same point; but that there was room enough on the canal reserve for the tracks of both railways.-- probably would be in the interests of the companies to have a union station, but this would be a matter of agreement.

City - no one company should be given a monopoly.

Taken into consideration.

**20/05/1890**    *Athens Reporter*                      *Westport*

B&W Asks Westport for \$10,000 Bonus for Extension

At a meeting of the Council on Thursday night, Messrs Hervey and Cole informed that august body that they were desirous of obtaining about \$10,000 more of the wealth of our township for the purpose of extending the railway. After some discussion, the council decided to pass a by-law for the purpose of giving the people a chance to show their generosity, on condition that the gentlemen interested in the railway put up the necessary gold dust to pay expenses. This Mr. Hervey promptly did, and now the ratepayers will have another chance of showing their riches, both in generosity and wisdom. (The by-law was subsequently defeated by a margin of 100 votes.)

**21/05/1890**    *Ottawa Journal*                      *Ottawa Electric*

Report of civic committee - visits to places in the USA. more.

1. horses will be superceded by electricity.
2. electric power should be used in construction of a system in the city.
3. overhead wire system should be used.
4. there are several overhead wire systems in use but that supplied by Thomson-Houston should be used.

**21/05/1890**    *Ottawa Free Press*                      *Ottawa City Passenger*

The street car company have in their possession another baulky horse which is very annoying to passengers. This morning he refused to move when in front of the Russell and the occupants of the car were compelled to get out before he could be started.

**21/05/1890**    *Ottawa Free Press*                      *Canada Atlantic*

The Canada Atlantic Railway is having new sleepers put down on the line from the Elgin street station outwards for several miles. The sleepers are being conveyed here from Rockland.

**22/05/1890**    *The Equity, Shawville*                      *Pontiac & Pacific Junction*                      *Shawville*

The railway company have made some improvements to the station here, principally the erection of a platform between the siding and the main track. Signal lamps have also been erected.

**26/05/1890**    *Ottawa Free Press*                      *Maniwaki*

Capt. W.O. McKay sent up a gang of men today in charge of T. Barrett for work on the Gatineau Valley railway above Chelsea. The men work on the Ryan contract. The line, it is stated, is laid almost to La Peche.

**28/05/1890**    *Ottawa Free Press*                      *Maniwaki*

Captain W.O. MacKay of Sussex street yesterday engaged a large number of men to work on the construction of the Gatineau Valley railway. The line is expected to be completed to La Peche this afternoon.

**28/05/1890**    *Ottawa Free Press*                      *Pontiac & Pacific Junction*

Meeting of the Railway Committee of the Privy Council.

The next application was that of the township of Litchfield against the Pontiac and Pacific Junction Railway. At a previous meeting of the Committee application was made to confirm a decision of the road at Campbell's bay in the parish of Litchfield, but it was opposed by the municipality, who claimed that by so doing the public highway would be left in a dangerous condition.

Mr. WS. Dale Harris now appeared for the Pontiac and Pacific Junction Railway and announced that the company had come to an agreement with the municipality under which the latter withdrew its opposition.

The necessary confirmation was granted by the committee.

Meeting of the Railway Committee of the Privy Council.

The application of the Canada Atlantic railway to construct a branch to the canal basin was next considered.

Mr. Chrysler appeared for the C.A.R. and Mr. Gemmell for the Pontiac and Pacific Junction Railway. The corporation were represented by mayor Erratt, Ald. McLean and Stroud and city solicitor MacTavish.

Mr. Chrysler explained that the proposed branch line would be something more than a mile in length. An application had been sent in to enter the property of the government on the east side of the canal but their application had not yet been acceded to and was not actually embodied in the present application. They were now making application under the 121st section of the Railway Act, for the right to expropriate land of private owners up to the government land which could not upon until permission had been given to do so. The ground for making the application is that it would give increased facilities for the business of the company.

The line was one that could be built with very little inconvenience because there were no streets in the way except Maria street which was considerably above the level at which the railway would require to run and Nicholas street, which could readily be crossed by an under crossing, the road being carried overhead.

The Vaudreuil and Prescott road according to their plans wished to cross the Rideau River at nearly the same point as the C.A.R., and if permitted by the government to would be the same route, the only difference being at the termination of the road. There appeared to be nothing in the application of the Vaudreuil road that would interfere with the C.A.R. There was plenty of room for both lines. If necessary the two tracks could be built on the land ordinarily required for one.

Sir John MacDonald inquired whether the company had entered into any agreement with the other company and Mr. Chrysler replied in the negative.

In answer to Mr. Chapleau, Mr. Chrysler said probably it would be in the interest of both companies should there be a union station but that would have to be a matter of agreement.

#### THE CORPORATIO'S SAY

Mr. McTavish said that the city council were opposed to exclusive privileges being granted to any particular company, the object being to secure a central union passenger depot under conditions to be imposed by the Railway Committee of the Privy Council. He had received a telegram from the Montreal and Ottawa railway company asking him to oppose the application of the C.A.R. He submitted that the C.A.R. had exhausted their charter, having constructed their line to Ottawa, and could not continue without a new charter.

The application was taken en delibere by the committee.

28/05/1890 *Ottawa Free Press**Maniwaki*

Meeting of the Railway Committee of the Privy Council.

In regard to an application from the municipality of Wakefield objecting to changes to the Gatineau Valley line at a point about ten miles above La Peche, an agreement between the company and municipality was produced, and the changes in question confirmed.

02/06/1890 *Ottawa Journal**Winchester*

Duke and Duchess of Connaught left Toronto at eleven o'clock last night by special train consisting of baggage car, the "Saskatchewan" and the "Matapedia". Windsor Street, Montreal was reached at 10:37 this morning. Five slight stops were made at Chesterville, Avonmore, St. Clet, Dorval and Montreal Junction. At each of these places large crowds gathered and heartily cheered the royal party. More.

04/06/1890 *Ottawa Citizen**Lachute**Chaudiere*

Royal visit of Duke and Duchess of Connaught.

Arrive 1.15 p.m. on C.P.R. train from Montreal. They returned to Montreal by special C.P.R. train at 4 p.m.

04/06/1890 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

Arrival of Prince Arthur, Duke and Duchess of Connaught at C.P.R depot at 1.15 p.m. -- the locomotive was gaily dressed with bunting and flags.

04/06/1890 *Ottawa Journal**Lachute*

Brief visit of Prince Arthur, Dule of Connaught and the Duchess via the CPR.

South Sherbrooke Delegates Meet with Hervey on Extension

At Thursday's meeting of the South Sherbrooke delegation with Manager Hervey, relative to the proposed extension of the B&W Railway, there were present besides Mr. Hervey, Mayor Derbyshire, Col W.H. Cole, D.W. Downey, W.B. Smellie, Jacques Mooney, E.A. Geiger, and a Recorder representative. The delegation included Mr. Isaac Curry of Maberly, Reeve of South Sherbrooke, Mr. David Morrow, John Atcheson, Maberly; and John Kerry of Bolingbroke. After the delegation had been introduced, Mr. John Korry said the people of their section were very anxious to see the B&W extension pushed through and so surveyed that it would tap Maberly directly. He thought the road could be built as easily at the lake as the head and this would bring it much nearer the village. They were prepared to send their freight by the line nearest to them and the CPR was now about 1¼ miles distant. By coming nearer the village they would save the building of one bridge, avoid a long deep swamp along the lake shore and save much grading. In all probability, they would be able to strike an excellent gravel pit just north of the village.

Mr. J. Atcheson was of the opinion that these townships would not be able to grant a bonus of over \$2,000 but was not certain that \$5,000 would be found impossible. Their greatest drawback would be the belief among the farmers that the road could be of the benefit to them. A great many considered the road would be built in any event, whether they gave the bonus or not.

All members of the delegation expressed themselves as favorable to the extension of the road, but were not in a position to say to what extent the people were prepared to bonus it. They considered however that if Manager Hervey and Mayor Derbyshire would go out and address a public meeting on the question, the movement would be materially strengthened.

At this juncture Mr. Hervey said that if the people did not feel inclined to offer a cash bonus they would perhaps give the right of way with additional ground for station buildings and this proposition the delegates seemed to entertain favorably.

Mr. Morrow was of the opinion that the running of the road through their district would increase the value of their mineral and timber lands sufficient more than to repay them for any increase in taxation. He was a large landowner himself and was perfectly satisfied that the road should receive all the aid possible to give it.

Mr. Isaac Korry expressed himself as in favor of a cash bonus, but thought before any arrangements were made it was best to meet the farmers in the district and convince them, if possible, of the benefits likely to accrue to their having Brockville market brought within easy access.

Mr. Atcheson also favored this idea and said he firmly believed they would be able to save more than their fare to Brockville by the increased price they could get for their products in our market.

After some further talk upon the subject, and during which Mayor Derbyshire told the delegation they would be given the freedom of the town in case they remained over night, the conference ended. The delegates were entertained by Mr. Hervey at the Revere and left for home by the B&W express in the afternoon. From the Recorder May 24.

06/06/1890 *Renfrew Mercury* *Renfrew* *Renfrew*

The surveyors are going on steadily with their work on the route of the Ottawa, Arnprior and Parry Sound Railway. By Tuesday, they had reached Moore's Corners, near Douglas and had it not been for a creek there, they would have had an almost perfectly straight line between Renfrew and Douglas. As it is, they took a second survey back some distance, on Tuesday, and will probably take another, locating the line about midway between the lines of the first two surveys.

06/06/1890 *Renfrew Mercury* *Chalk River* *Renfrew*

The railway tracks - both C.P.R. and K. & P.R. - on the west side of Main Street are to be raised considerably, and the bridges as well, to ease the grade from Main street to the point of the rise at Mr. McAndrew's bush. The new grade has already been staked out, and at German street is nearly three feet higher than the level of the present track.

06/06/1890 *Ottawa Free Press* *Canada Atlantic* *locomotive*

A couple of new locomotives were placed on the Canada Atlantic railway line this week, having arrived from the Rhode Island Locomotive Works. They are intended for draught and passenger work combined.

12/06/1890 *The Equity, Shawville* *Pontiac & Pacific Junction*

An exchange states that the Pontiac Railway Company has disposed of the bonds in London through (Illegible) Montreal, and that the road will be immediately extending to Pembroke.

13/06/1890 *Renfrew Mercury* *Kingston (CP)*

The K. & P.R. have just turned out twelve new flat cars for the Intercolonial Railway.

19/06/1890 *Ottawa Journal* *Sussex Street* *Rockcliffe spur*

Proposed branch of the CPR to Rockcliffe.

Once more a movement is afoot to give Ottawa a shipping point below the falls. This time Mr. T.C. Keefer is the mover, and it appears probable that the work will be begun in a few weeks.

The proposition is that the C.P.R. should build a loop line from the St. L. & O. to Rockcliffe so as to touch the navigable waters of the Ottawa.

Mr. T.C. Keefer, in conversation with the Journal, said: "It has long been felt in the city as a want, that no railway had immediate connection with the navigable Ottawa below the Chaudiere. Some years ago it was proposed to make this very spur but the St. L. & O. was too poor. Then the line passed into the hands of the C.P.R. and we are still anxious to have the spur built. Any line coming in there will tap not only the shipping waters of the Ottawa but will also open up a trade for the lumber of the Gatineau Valley. The survey for the spur has been made and the right of way for the land is mostly in our own control. The line will cost from \$15,000 to \$20,000 and can easily be built. Messrs. Bronson and Weston are working hard in the matter and we hope to soon see it. It may be a year or two, or it may be at once."

23/06/1890 *Ottawa Free Press* *Canada Atlantic* *locomotive*

A new locomotive for drawing heavy train of freight was added to the rolling stock of the Canada Atlantic on Saturday.

24/06/1890 *Ottawa Free Press* *Ottawa City Passenger*

In a street car just before six o'clock -

He - "I am very sorry to crowd you Miss De Witt but -"

Miss De Witt - "Don't speak of it. There's no room for apology."

**24/06/1890 Athens Reporter Westport Westport**

Westport Defeats By-Law of \$10,000 for Extension to Sharbot Lake

Saturday June 21. The By-law for the granting of another bonus of \$10,000 to extend the B&W railway to Sharbot Lake was defeated here on Tuesday by a majority of over 100. No doubt the electors of North Crosby will be very grateful for the amount of railway gas from Newboro which exploded in favor of Mr. Hervey on election day. All are now looking anxiously for the fulfillment of the threats made by some earnest supporters of the railway, in the way of tearing up rails etc, and running the line from Singleton's Corners. These stories remind us of a comparison made between Edward I of England and Llewellyn, Prince of Wales. However, in this case North Crosby, not Llewellyn had the cherry tart and by a sweeping majority she expressed her determination to keep it in spite of all kindly advice given to her by certain gentlemen from Newboro as to the manner in which she should expend her wealth.

**24/06/1890 Ottawa Journal Buckingham Buckingham**

As an occasional passenger on the C.P.R., your correspondent would like to know why it is that the branch line train is so delayed at the Buckingham Junction after the departure of main line trains. It is a great nuisance to be detained there for half to three quarters of an hour just about the time it would take to walk up. Many people who travel growl about it.

**24/06/1890 Athens Reporter Westport**

Objections to Sunday Excursions

The poster advertising the Sunday excursion issued by the B&W was somewhat fakirish. In inviting the general public to visit Athens, the bill dilated upon the attractions of the village, including in its list Lakes Charleston and Eloida and the Witch of Plum Hollow. Prominent citizens of Brockville objected to the wording of the bill and to the running of an excursion train on Sunday. Manager Hervey promised that no train would be run on Sunday in future except in case of dire necessity.

**25/06/1890 Ottawa Citizen Ottawa City Passenger**

The Ottawa Street Car Company are doubling their stable room and will put in an extra lot of horses when the work is completed.

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

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

**27/06/1890 Ottawa Free Press Canada Atlantic**

The C.A.R. had intended to erect new workshops at Clark's Island this summer. Their decision to build a branch line at Ottawa from the station down to the canal basin has interfered with this arrangement, however, and the shops on Clark's Island have been re-arranged and temporarily fixed up pending the time when the construction can be commenced.

**28/06/1890 Ottawa Citizen Ottawa Electric**

City Street Railway Committee had received an offer to build an electric railway from Toronto group (Howland Company).--

**28/06/1890 Ottawa Journal Ottawa Electric**

City has received an offer to build an electric (horse in the winter) streetcar system at last - details.

**30/06/1890 Ottawa Journal Canada Atlantic Ottawa East**

The C.A.R. are constructing four new sidings on the side of the canal near Ottawa East to relieve the Elgin Street freight yard and lessen shunting. The sidings will provide about as much accommodation as that existing in the present yard.

Owing to their having undertaken this work, the intention to erect new workshops at Clarke's Island this summer, has been temporarily abandoned and the old workshops have been remodeled and done up to suit present emergencies.

**01/07/1890 Athens Reporter Westport**

James Smith's Hand Badly Smashed

Last Wednesday morning James Smith, employed as a brakeman on the B&W had his hand badly smashed while coupling cars at this station. The first and second fingers were taken off and as he had already lost his thumb and most of the little finger in a previous accident, he is left in bad way. A very liberal purse was collected by S.B. Williams and Horace Brown and the cheese salesman contributed \$15, and on Saturday the Orangemen collected \$150.

**01/07/1890 Canada Lumberman Tramway Bronson and Weston**

Messrs. Bronson and Weston are using their new line from the Chaudiere mills to their piling grounds in Stuarton (sic), which is now being exclusively used for lumber to be shipped by rail to \\\\\\\\\\\American buyers.

**04/07/1890 Renfrew Mercury Pontiac & Pacific Junction**

The Pontiac County Council has decided to carry to the Privy Council the case in which they wish to avoid payments of a large amount of railway bonus money. They have borrowed \$1,000 with which to defray possible expenses.

**05/07/1890 Ottawa Free Press Canada Atlantic locomotive**

A new locomotive arrived at the Canada Atlantic railway shops yesterday, having been built across the line. It will be used in the passenger service.

**07/07/1890 Ottawa Journal Ottawa Electric**

Report of council meeting with proposed agreement.

Rockcliffe Water Front

The Proposed New Railway Spur to the River

The Want of New Piling Grounds to Meet the Changing Conditions of the Lumber Trade - How want can be met

The plan originally proposed by Mr. Reynolds, on behalf of the old St. Lawrence and Ottawa railway to run a spur from that old line to the navigable waters of the Ottawa appears to be more than likely to be fait accompli at an early date.

Mr. T.C. Keefer, in an interview with The Journal this morning, said: "The matter is progressing. This is the history of it. Mr. Reynolds made two surveys of the line, now we have made a third with a view to securing a track to the navigable waters. The most important view of the matter is that out of the railways running into Ottawa there is no line having connection with the great 60 mile reach between here and Grenville.

New Piling Grounds

If the track tapped this the lumber could be floated down and piled here, at very small expense. And very easily transhipped to all parts of the continent whether by water or by rail

Mr. Reynolds, in the days when there was no railway on the North Shore, first started the scheme in order to bring down the ore from the Hull mines and float it across on scows. At that time there was also no Chaudiere bridge, I always thought that if a railway were to tap here, and get a good water front, the Chaudiere lumbermen would pile their lumber on the flats below Rockcliffe. Lately I made another survey with my son in Toronto, which we think will be cheaper than routes proposed earlier. We control almost the whole right of way, and are willing to offer it to any line or lines of railway that will come down here. Within a week the managers of the two lines, Mr. Chamberlain, of the C.A.R. and Mr. C.W. Spencer, of the C.P.R., have been over the route, and I have no doubt it will be quickly done. Of course, since the first proposition rates of freight on lumber by rail have greatly altered. In Mr. Reynold's time it was \$95 a car from here to Boston, now it is \$35. Then the advantages of having railways right into the yards amongst the lumber is constantly creeping up over water transits. Besides, though navigation is handy, it is only one for six months in the year. The change in the American system of buying lumber also necessitates larger yards. In old time they bought the lumber, shipped and piled it before it was sold, taking all the risk. Now they buy the cut of the mills, but only from here as the sales are made.

20,000,000 feet of lumber in one yard

"In Bronson's yard here are now twenty odd million feet of lumber, and soon there will be more. The whole length of the switch would be two miles. It would leave the old St. Lawrence and Ottawa at the old Yielding homestead, pass the Cemetery road, come down behind Hemlock Lake, and thence down the ravine to the shore where there is any amount of front.

"

Mr. Bronson was also seen, he said: "I am every day expecting a definite answer from Mr. Spencer, but at present, though construction is probable, it is not settled.

11/07/1890 *Ottawa Citizen*

*Maniwaki*

Tracklaying to Chelsea to be commenced this month.

Mr. H.J. Beemer arrived in the city yesterday and today leaves for a trip over the Gatineau Valley Railway, the work on which is progressing very satisfactorily. The construction gang is now operating on the 20th mile of the road. Several heavy cuts and fills on the upper section of the line have occasioned some delay in the progress of the work owing to the peculiar nature of the soil, which is clayey and rendered shifty by the spring thaws. It has taken quite an amount of extra labour to repair the damage caused by these slides on the portion graded last fall. But for this delay Tracklayer Brennan would have commenced ironing the road six weeks ago. The section of the line between Hull and Chelsea is now, however, all ready for the rails, and a commencement will be made of laying these before the end of the present month.

A number of C.P.R. engineers have been going over the road this week, the inspection being preliminary to arranging the necessary junction between the Gatineau Valley and the C.P.R. This inspection led to the circulation of a report yesterday that negotiations are under way for the purchase of the road by the C.P.R. Co., Mr. Beemer says there is no foundation for the story. A connection with the C.P.R. will be necessary, he said, for the delivery of construction supplies for the Gatineau Valley.

11/07/1890 *Renfrew Mercury*

*Chalk River*

*water*

The C.P.R. water tank at Almonte will be removed to Pakenham.

15/07/1890 *Ottawa Citizen*

*Ottawa Electric*

City Council accepts Howland offer.--

16/07/1890 *Ottawa Citizen*

*Ottawa City Passenger*

Mr. Keefer states position on the want of a connection of the street railway at Rockcliffe. From the Ottawa Free Press of July 9.--.

16/07/1890 *Ottawa Journal*

*Ottawa City Passenger*

The Ottawa City Passenger Railway company is still unable to make the connection between the New Edinburgh termination of their line and the Rockcliffe extension so the public who wish to go to Rockcliffe have yet to walk 450 feet along Princess avenue and then take the cars to that place. More.

17/07/1890 *Ottawa Free Press*

*Sussex Street*

*Sussex Street*

The generally silent Lower Town station of the St. L. & O. R.R. has a little hum about it just now owing to the quantity of coal coming in.

23/07/1890 *Ottawa Citizen*

*Ottawa Electric*

Mr. W.H. Howland, accompanied by Mr. A.W. Jones, engineer of the Thompson-Houston Electric Company, and Ald. MacLean, chairman of the Street Railway Committee, went over and inspected the route of the [proposed electric railway yesterday.

25/07/1890 *Renfrew Mercury*

*Belleville*

*Perth*

In its "Carshop Notes," last week's Perth Star had the following:- In the rear of the shop lies an old car, which is of considerable interest in railway history. It was shipped here with other old broken cars to be taken apart, but when it was found out to be the first passenger car built for the Canada Central Railway (now C.P.R.) it was given special place in the field behind the shops, and now lies there as a relic of the days when the now great C.P.R. first carried passengers. On the side the simple inscription "C.C.R. 1" tells the tale.

26/07/1890 *Ottawa Free Press*

*Canada Atlantic*

*Elgin Street*

Twenty-one car loads filled with rollicking railroaders, employees of the Canada Atlantic railway, their wives, sisters, sweethearts, not to mention a host of friends, left the Elgin street depot this morning at 7 o'clock bound for Clark's Island and Valleyfield. The annual picnic of the C.A.R. staff was held at the former place, where a long list of games was to be gone through, for which handsome prizes are offered. Mr. Donaldson, mechanical superintendent, accompanied the party which returns to the city at nine o'clock this evening. Nearly two thousand persons in all went down.

Account of C.A.R. picnic.

The locomotive of the train was beautifully decorated with streamers, various colored flags and flowers and the long string of cars as it moved slowly from the Elgin street station, shortly after seven o'clock represented a truly merry procession of intending pleasure seekers. Halts were made along the line for additional contingents of pleasure seekers, and another engine was found necessary to help surmount some of the grades on the road, there being such a heavy load of human freight aboard. A buffet car attached dispensed refreshments along the route while there was no dearth of vocal and instrumental music, the 43rd battalion band's strains mingling with the joyous exclamations of the excursionists as they gaily rumbled along.--

The warning "toot" of the locomotive mustered all hands on board for the return trip shortly after five o'clock, tired, but pleased with the day's sports, and with the aid of a couple more locomotives, the city was reached between nine and ten o'clock--

Account of Clark Island picnic for employees of CAR.

Train consisted of twenty-one cars. Locomotive was beautifully decorated with flowers and bunting. 1,800 present at the grounds.

Business Increasing - Second Train Business on the B&W is increasing.

On Saturday last it was found necessary to make a second trip to Athens from Brockville in order to convey all the freight to town.

When Mr. Mercer, premier of Quebec, was in Rigaud, on Friday, a deputation of laborers, formerly employed on the Ottawa and Vaudreuil railway, waited on him and asked that the provincial government take steps to obtain for them payment of wages which they had earned from some sub-contractors which were not yet paid. Mr. Mercer promised to do what he could for the men. Mr. Charlebois, the main contractor for the road, was seen at the Russell here today with reference to the complaint of the laborers. He said, "The men will be paid in full, and it will not be necessary for the government to interfere or retain any of the subsidy due to the company. I have usually taken care in dealing with sub-contractors that the laborers employed by them receive their wages. When it became apparent to me that Herbert and Doran, the sub-contractors, were getting behind in their work and not paying their men I took the contract out of their hands and will finish it. When it is completed there will be enough due from the company to the sub-contractors to pay off the laborers. The contract will be finished by the first of September, and then the laborers will be paid in full.

Mr. Frank Brennan, paymaster of the P.P.J. and Gatineau Valley Railway, returned yesterday from a trip over the former line. He says the road is being ballasted and put in excellent shape.

Mr. Frank Brennan leaves this morning to pay the hands on the Gatineau Valley Railway. The rails are now being laid on the sidings to connect with the C.P.R. in Hull.

Mills Argue, for some time a member of the city police force, has resigned that position, having been appointed constable at the C.P.R. station, vice Constable Johnston who has been promoted to the position of baggage master. Both the new appointment and the promotion are well deserved by the recipients.

Correspondence concerning the connecting of the Rockcliffe extension to the rest of the network.

Long correspondence on Rockcliffe extension.

The Gatineau Valley Railway company has decided to build this fall the third section of ten miles of their road. Work began on that section last Wednesday. The company has bought from Mr. MacLaren a quarry in the township of Wakefield, from which will be drawn the stone for the construction of the bridge over the river at La Peche, in the village of the same name. Yesterday the contractor commenced the construction of the third station on the road in the village of La Peche. A fourth station will be built in the fall near Hull.

The mayor is reported, in the Journal, as deprecating the publicity which has been given by the company, to the facts as to the Rockcliffe extension, in order to relieve itself of the responsibility for the existing gap between the city and the Rockcliffe railways. The mayor is reported as inviting the company to "discuss the question" with his sub-committee, leaving it to be inferred that this was not done and that therefore the company is therefore guilty of discourtesy to the chief magistrate.

The following correspondence, commenced by the mayor in June of last year and closed in September, will show that the question has been very fully discussed with His Worship, although it has not yet reached the council or the citizens.

More - Gives full details, including list of shareholders..

A new locomotive arrived yesterday for use on the Canada Atlantic railway. It will be used in the passenger service, and is designed especially for speed.

Mr. Frank Brennan, paymaster of the P. & P. J. was up the line on Wednesday per special train.

Mr. S.W. Foster, the chief promoter of the new railway from Ottawa to Vaudreuil, was in the city yesterday and had an interview with Sir Hector Lange in, minister of public works, speaking of the progress upon the railway, Mr. Foster stated that the twenty mile section from Vaudreuil to Rigaud is now completed and ready for government inspection. Next Friday several excursion trains will be run over the road carrying pilgrims from Montreal to the new shrine of Lourdes erected on the mountain to the west of Rigaud Village, which is to be formally dedicated on that day by the Archbishop of Montreal. The road has been ballasted, station buildings erected, and on the 30th of this month it will be opened for traffic and through trains will then be run from Rigaud to Montreal.

"Will the road be pushed forward to Ottawa this year?" Mr. Foster was asked.

"Yes," he answered, "we will push the road on as fast as possible through Hawkesbury or Vankleek Hill and expect to reach Caledonia Springs in a few weeks."

"What about the rumor that your company intend to branch off from Caledonia Springs and make connection with the Canada Atlantic instead of coming into Ottawa by a new line?"

"That is a question that has not been considered at all. But if the company obtain sufficient encouragement to induce them to built an independent and straight line from Caledonia Springs to Ottawa, no doubt they will do so, in preference to connecting with any other road."



**09/08/1890**    *Ottawa Citizen*                      *Ottawa City Passenger*

The Street Railway Company have almost completed their new stabling quarters and the extra accommodation will be of the greatest use. The stables are now very commodious and handsome.

**10/08/1890**    *Ottawa Journal*                      *Winchester*                      *Chesterville*

A gang of Italians held up Mr. James Myers, a C.P.R. foreman at Chesterville a few nights ago and made dire threats against his person and property because they thought he had something to do with their wages being cut from \$1.40 to \$1.25 per day. The men were employed on the C.P.R. construction work, and when the announcement was made that they were to receive the smaller wage the Italians followed Myers to the station and kept him a prisoner until he was rescued by a squad of villagers who went to his assistance when they heard of the incident. The foreigners were in a decidedly ugly mood, and had threatened to kill the foreman and burn his property.

**15/08/1890**    *Renfrew Mercury*                      *Chalk River*                      *Renfrew*

A work train and a force of 30 men or so are employed this week in putting in the grading for a new siding in the Renfrew C.P.R. yard - on the village side of the main track. It is said that the passenger platform will be lengthened, at the same time that these other improvements are being made.

**15/08/1890**    *Ottawa Journal*                      *Ottawa Electric*

The long deliberations of the street railway committee were brought to a close last evening and an agreement between themselves and Mr. Gemmill, solicitor for Mr. Howland, arrived at, which will be submitted to the council on Monday night.  
20 year charter.

Main line to be in operation by 1 August 1891 east end of Rideau Street to C.P.R. via Elgin and Albert Streets and from Wellington by Elgin to the C.A.R. depot and from Wellington via O'Connor, Albert and Bank to the Exhibition Grounds at Lansdowne Park, also for a branch from Rideau to Sussex via Dalhousie.

Branch lines will also be constructed on Nicholas and other streets in St. Georges ward, through Mount Sherwood and Rochesterville to the experimental farm and in Rideau Ward, to be completed in 1892 and 1893.

Line to be worked by electric power in summer and in winter if possible. If impracticable then sleighs and horses will be used. Will experiment with running a fast car with revolving brushes.

Main line interval - 10 mins in summer and 15 in winter.

**15/08/1890**    *Renfrew Mercury*                      *Chalk River*                      *Arnprior*

The Arnprior Watchman is rather inclined to laugh at the "improvements" being made in the C.P.R. station at that place. Carpenters are employed chiselling out a ladies waiting room in the old building, instead of building such a decent new station as the business done there would warrant.

**16/08/1890**    *Ottawa Free Press*                      *Tramway*                      *Crown Hill mine*

The Union Mine, near the property of the Canadian Phosphate Company -- the "Crown Hill" working started about three years ago. Village of 200. -- It is 100 feet from the river which is reached by cable tramway, the distance being made in one minute.

**16/08/1890**    *Ottawa Free Press*                      *Tramway*                      *Buckingham*

References to North, Allan's, London, Emerald, Central Lake, Squaw Hill, Aetna, East Templeton and Rideau Lakes mines but no mention of tramways.

**16/08/1890**    *Ottawa Free Press*                      *Tramway*                      *High Rock mine*

Visit by H.N. Topley of the Geological Survey.

Twenty miles from Buckingham, two miles back of the Lievre river.--village of 300-- the ore, after leaving the cobbling house is run on a cable railway to the river, a distance of two miles.

**18/08/1890**    *Ottawa Journal*                      *Ottawa Electric*

New agreement - change of route.

The main line, to be completed by Aug 1 1891, will be from the east end of Rideau Street at Wurtemberg street to Dufferin Bridge thence via Wellington street to O'Connor, along O'Connor to Albert and thence along Albert, Wellington and Broad Street to the C.P.R. depot, also on Bank street to a point 100 feet beyond the main entrance to the exhibition grounds, and from Wellington via Elgin to Catherine, and via Catherine to Bank; and along either Dalhousie or Cumberland. By June 1st 1895, the line must run along St. Patrick to Creighton and Charles Streets in Rideau ward; up Nicholas and Theodore and to Rochesterville and Mount Sherwood via Preston, Ann, Emily and Bell to the Experimental Farm.

Details of other terms.

**18/08/1890**    *Ottawa Journal*                      *Canada Atlantic*

The Canada Atlantic Railway company's Saturday excursion to Clark's island and thence by steamer through the Cedars Cascades and other rapids was greatly enjoyed and patronized on Saturday. The weather was fine and cool, the scenery most beautiful, whilst the excitement of running the rapids gave a piquancy to the day's enjoyment. The peace and quiet of the return run through the Carillon Canal to Coteau was most pleasant. The day proved most satisfactory to all who participated therein.

A longer racy account occurs in the August 20 edition.

The party returned to Valleyfield and ran over the new bridge.

A special train will leave Ottawa Chaudiere next Thursday at 8 a.m. and Elgin Street at 8.30 stopping only at Alexandria and Coteau --

**18/08/1890**    *Ottawa Journal*                      *Canada Atlantic*

The Canada Atlantic Railway cheap Saturday excursion to Clark's Island was another success. A number got on at Ottawa and 75 at various places along the line. The trip is a most pleasant one, and since the pavilion has been erected on the island has become very popular.

**19/08/1890**    *Ottawa Free Press*                      *Ottawa Electric*

Agreement with Mr. W.H. Howland adopted last night.

**19/08/1890**    *Ottawa Journal*                      *Ottawa Electric*

Street railway agreement adopted by city council - details.

**20/08/1890**    *Ottawa Free Press*                      *Maniwaki*                      *wood*

The Pontiac and Pacific railway are sending down an engine and flat cars with cord wood down to the Gatineau Valley road in order to enable them to commence laying rails at the junction of the line with the C.P.R.

**20/08/1890**    *Ottawa Journal*                      *Chaudiere*

Those intending to take the Clark Island excursion tomorrow from the Chaudiere district will be glad to know that a special train for their accommodation leaves Broad Street at 8 a.m. This train is timed to leave Elgin Street at 8.30. --

**22/08/1890**    *Ottawa Journal*                      *Canada Atlantic*                      *Clark island Excursion*

It took seventeen cars to convey the excursionists to Clark's Island. Sons of England picnic.

22/08/1890 *Ottawa Journal* *Canada Atlantic* *Dows Lake piling grounds*

Mr. J.R. Booth has built out into Carling Lake for some hundreds of yards in order to reach deep water, so as to be able to ship his lumber thence by water. He has filled in the space to the bank and made ground for two or three tracks.

28/08/1890 *Ottawa Journal* *Ottawa Electric*

Board of Works concludes that T rails will not do for Ottawa - girder rails should be used.

30/08/1890 *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The Canada Atlantic railway have attached an automatic registrar to their platform scales at the Elgin Street depot. By means of this attachment every car is weighed and its weight recorded as the train passes over it thus abolishing the necessity of uncoupling the cars as heretofore. This apparatus, invented by a Chicago merchant, will be put in use as soon as the government sanction has been obtained.

30/08/1890 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The Canada Atlantic railway yesterday put in the large platform scales at their depot, an automatic register. It is the first of the kind ever used in the Dominion and the weight of each car is ascertained, and registered as the train passes over the scale platform. The cars are not uncoupled, and therefore an immense amount of time is saved. Directly the apparatus has been sanctioned by the government it will be put into regular operation.

04/09/1890 *Ottawa Journal* *Ottawa Electric*

Still a deadlock

Electric railway engineers report recommends T rail and Board of Works endorses girder rail - the latter adopted - details.

05/09/1890 *Renfrew Mercury* *Chalk River*

The C.P. Herald says the train men, six gangs who were changed to Smiths Falls a short time ago, have been ordered back to Carleton Place, as a more convenient point for the transhipment of freight. - The Smiths Falls News observes that the above is not strictly correct; and that the transhipping will continue to be done at Smiths Falls.

05/09/1890 *Renfrew Mercury* *Chalk River* *Carleton Place*

The railway turn-table at Carleton Place was badly damaged last week. Locomotive No. 421 had been left standing still, and seemingly safe, while the engineer temporarily in charge went a short distance on other duties. Suddenly the engine backed down the track, and dumped her tender into the pit of the turntable. This stopped the locomotive, but the monster casting of the turn-table was broken square across.

05/09/1890 *Renfrew Mercury* *Chalk River* *Renfrew*

While some C.P.R. railway construction hands were here last Friday, they had a spare half day between regular "jobs," and were instructed to put in the time by laying down the long-talked-of-extension of platform. They had not enough material, however, to complete the job. It is intended to make the platform some five or six cars-length longer than it is even yet.

05/09/1890 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

All last week there stood in the K. & P. railway yard here, on two flat cars, a handsome little engine and tender, manufactured at the Kingston Locomotive Works, and bound for the North West. It was labelled "Alberta Railway and Coal Co. : No. 15."

05/09/1890 *Renfrew Mercury* *Chalk River* *Almonte*

The Gazette says: the C.P.R. tank house at Almonte took fire last Friday, and was blazing up in a dangerous manner for a time: but the employees managed to put it out with a few pails of water.

05/09/1890 *Renfrew Mercury* *Belleville* *Perth*

About 200 men are now employed in the C.P.R. car shops at Perth. Somewhere in the neighbourhood of \$7,000 is brought into the town every month by the pay car to distribute among the Company employees.

10/09/1890 *Ottawa Journal* *Ottawa Electric*

Ode on the girder rail - more.

12/09/1890 *Renfrew Mercury* *Westport*

A by-law granting \$7,500 to the B. & W. R.R. will be submitted in North Crosby, if the railway company will pay the expenses if it is defeated.

12/09/1890 *Renfrew Mercury* *Chalk River* *Renfrew*

A C.P.R. construction gang have been working for some days putting in a new siding at the station here. They finished it Wednesday night. It will hold thirty-one cars and engine. The passenger platform, also, has been much further extended.

12/09/1890 *Renfrew Mercury* *Belleville* *Perth*

The Perth car shops are working overtime, and are now turning out six box cars per day.

12/09/1890 *Ottawa Free Press* *Maniwaki*

The Gatineau Valley Road.

This important undertaking is now in a well advanced state of progression. The importance of the road to the future prosperity and well being of the county of Ottawa is fully recognized and Mr. Beemer, the contractor of the road, is making every endeavor to have it completed as rapidly as possible. He has been somewhat crippled so far by the impossibility of obtaining men to carry on the work. Notwithstanding the great want of employment in Hull, the workmen in that city do not feel inclined to go in for railway labor. The mill hand is not inured to the hardships of the railway navy. Consequently, Mr. Beemer's foreman finds it difficult to keep up the number of men requisite to carry on the work as they desire. In the face of the difficulty, however, the road is being rapidly pushed forward, and it is expected that by the end of the year cars will be running as far as La Peche. Mr. Ryan is building and grading the road with all the energy and ability which he displayed in the construction of the Quebec and Lake St. John railway. He has comparatively but a small number of men to carry on the work, but every day he shows advancement in the difficult work he has undertaken for the country at the end of the line is very difficult and possessing of more disadvantages than in the continuance of the road. But it will be to the satisfaction of the public to know that it is slowly but surely advancing. Mr. Brennan, a short time ago, commenced track laying. He has already effected a connection with the Canadian Pacific railway at the Hull station and is running platform cars on the construction line on the rails he has already laid. This week, in addition to what he has already received and laid down, he has sent on over two hundred tons of rails, which will probably be laid in a few days. It is satisfactory to know that the work is in the hands of two such capable men as Messrs. Ryan and Brennan, and the public may feel assured of the successful and speedy construction of the Valley railway.

HULL

13/09/1890 *Ottawa Journal* *Canada Atlantic*

Over the Canada Atlantic Bridge - account of a trip over the bridge at Coteau. Not very detailed.

**16/09/1890 Ottawa Journal**

**Ottawa City Passenger**

The Ottawa Street Passenger Railway Co. is just completing a new extension of their stables on Rideau Street, New Edinburgh. The old stables have been raised 4 feet and the length doubled giving a total length now of 200? feet with accommodation for 60 horses. Over this is the finest loft in Ottawa, and one in which a splendid ball could be given. The new stables, when complete will be most commodious and excellently fitted up.

Also account of a visit to Rockcliffe Park - no mention of the gap.

The path ends at the old carriage drive. Along this will shortly run the street railway to the cemetery. This will pass along the meadow by the piling ground cross the road to Hillman's Mills, the beaver meadow, skirt Hemlock Lake, and so reach the cemetery.

**16/09/1890 Athens Reporter**

**Westport**

**Westport**

Bonus Still Topic of Conversation in Westport

Saturday Sept 6 Still the interest in the railroad bonus seems to boom, and reports are rife and varied concerning Mr. Hervey's plans to run his road by another route and leave us in the shade. Thank Providence for the abundance of water connection with the outside world, the absence of which, in case these rumors should prove true, would place us in a dangerous predicament.

**18/09/1890 Ottawa Citizen**

**Ottawa Electric**

Compromise on the type of rail to be used. Long. Much discussion in this period.

**18/09/1890 Brockville Recorder**

**Westport**

Hervey to Sudbury with Van Horne

Manager Hervey has just returned from a trip over the CPR to Sudbury in company with President Van Horne, Hon J. Haggart and other officials and was interviewed by our reporter in reference to the railway matters here. Mr. Hervey expressed himself as delighted with his trip and says that since observing the immense traffic in minerals over the CPR from Sudbury he is more than ever convinced of the certainty of a good paying traffic for the B&W, the Canadian Soo line. He informed us that arrangements for the extension of his line were now practically completed though when asked when work would be commenced would not say definitely further than work would be resumed on Church street station this week, which would be finished as fast as the work could be pushed. Mr. Hervey is loud in his praises of the CPR system which he pronounces by far the best equipped and best managed transcontinental road on the continent. Their new sleeping cars are pronounced the best in existence and are fitted with electric lights, large bathroom and every convenience to be found in a first-class hotel, while the system of track inspection is perfect. Mr. Hervey and Col. Cole, President of the B&W RR go to Perth where they meet the Board of Trade and town council in reference to the proposed route of the B&W through that town to Palmer Rapids.

**26/09/1890 Renfrew Mercury**

**Renfrew**

speculation about the Parry Sound Railway--

Messrs. George A. Martin, C.E., and Arthur H.N. Bruce, C.E. have commenced the preliminary survey of that part of the Canada Atlantic extension (the Ottawa, Arnprior and Parry Sound railway) lying between Ottawa and Arnprior. The point upon the existing line of the C.A.R. from which the extension will be made for Britannia has not yet been selected, but upon reaching the village by the lake a bee line will be made for Arnprior. The sections already ocated are those between Parry Sound and Elmsdale, and between Renfrew and Barrie's bay, leaving when the location to Arnprior has been made but about 100 miles to complete the survey of the entire line.

**01/10/1890 Athens Reporter**

**Westport**

Branch Line to Lyndhurst

The BW and SSM RR Co's engineer has gone over the ground between this place and the main line of their road and gives a favourable account for a branch line to this place. The people want it and the company offer to build it if the people will buy the right-of-way and pay surveying expenses. This the people say they will do.

**02/10/1890 Ottawa Free Press**

**Renfrew**

An engineering party, under Mr. Bell, is engaged in surveying the line for the new railroad around March Corners, and the residents are jubilant over the prospects.

**04/10/1890 New York Times**

**Canada Atlantic**

As was expected when the new and splendid bridge across the St. Lawrence was constructed, the Canada Atlantic Railway is floating first mortgage bonds on the road. It is announced in financial centres that the railway has issued \$3,450,000 of first mortgage 5 per cent twenty-year bonds with interest payable on Jan. 5 and July 5. The net earnings of the Canada Atlantic Railway for the six months ending June 30, 1890, are \$121,810, an increase of \$14,370 over the earnings of 1889 and \$35,560 in excess of 5 per cent interest n the proposed issue of \$3.450,000 bonds.

**04/10/1890 Ottawa Journal**

**Ottawa Electric**

Joint city committee deadlocked over the question of T or girder rails.

**07/10/1890 Ottawa Journal**

**Ottawa Electric**

Compromise on question of rail. Howland will lay girder rail on the principal streets.

Objection by federal government to electric street railway on Dufferin and Wellington streets - bombshell.

**09/10/1890 The Equity, Shawville**

**Chalk River**

The construction of the new C.P.R. track about 3 miles east of Pembroke is to be proceeded with at once. About 300 men will be employed, and the wages paid will be \$1.25 per day for men and \$2.50 for teams.

**10/10/1890 Renfrew Mercury**

**Renfrew**

The engineers of the Ottawa, Arnprior and Renfrew Railway went over the country lying between Arnprior and Ottawa, week before last, for the purpose of making a preliminary survey. They came up from Graham's Bay via the Torbolton route and returned by way of Kinburn and the Carp. They are now making, by order of the shareholders of the company, a more minute and instrumental survey of both routes; and at an adjourned meeting. To which the detailed reports will be presented in a few weeks, it will be definitely decided which of the two routes will be adopted.

**10/10/1890 Renfrew Mercury**

**Chalk River**

**Pembroke**

The construction of the new track on the C.P.R., about three miles east of Pembroke, will give employment to 300 men.

**10/10/1890 Ottawa Journal Canada Atlantic Bank Street**

Committee to consider shunting on Bank Street met last night. Mr. Marcus Smith C.E. was present on behalf of the residents. He said the general manager of the road promised last January that the company would do many things to remove the troubled shunting across the street. Since then he could see no steps taken by the company to prevent it, the only noticeable difference being that there was less shunting at night and two or three additional tracks laid in the yard. There are only six or seven tracks in the yard at present, whereas some thirty or forty were required, in order that a train would not have to cross over the track six or seven times to shunt a certain car on to a side track. There was great delay to people going to and fro. All the cars loaded with lumber are taken from the Chaudiere and made up into trains in that yard, and the noise made by shunting was almost unbearable. Aldermen agreed there was a problem but adjourned - no railway representative present.

**10/10/1890 Ottawa Citizen Canada Atlantic Elgin Street**

A meeting of the special committee appointed by the City Council to consider the communications sent by Mr. Marcus Smith and others, asking a reconsideration of last year's petition re. The Bank Street crossing of the C.A.R. was held last evening.

Ald. Gordon and MacLean were present and Ald. Gordin was appointed chairman.

Mr. Marcus Smith represented the petitioners and stated that at the previous meeting the company, represented by their general manager, had promised to do certain things, but had not done much to abate the nuisance. The complaint was not against the ordinary city business, but was against the making up of the lumber trains. Those trains shunted backwards and forwards over the line and impeded traffic to a great extent, and was also a source of great danger. Since the last complaint there had not been so much noise at night, but any improvements made had been more than counterbalanced by an increase in business. The complaint arose simply from the want of a proper shunting place for the lumber trains. He found on inquiries that the government had no objection to the proposed central depot at the Canal Basin, but a hitch had occurred between the companies. He suggested that the proper way to have done would have been to have built the road round Dows Lake from the Richmond Road.

Ald. Gordon "The McKinley bill has abolished considerably the nuisance they say."

Mr. Smith "It has not abated it at all in the last few days, as the line still carries the same amount of lumber." The company has also closed up streets without any authority. It was not to a company's advantage to have anything but a proper shunting ground, and they wanted at least twenty tracks.

Ald. Stroud did not think there could be any differences of opinion as to the desirability of relieving Bank street.

Ald. Gordon said there was much more noise at the C.P.R. depot.

Mr. Smith said there was no doubt the Council should settle the matter if they could, if not it would be necessary to appeal to the Privy Council.

The meeting adjourned for the company to send a representative.

**11/10/1890 Ottawa Citizen Canada Atlantic Elgin Street**

Mr. Chamberlain of the C.A.R. returned to the city yesterday, and when seen in reference to the special committee re. the shunting at Bank Street, said that Mr. Smith had apparently misunderstood what he said with reference to abating the nuisance. It was about this time last year that the first meeting took place, and then Mr. Chamberlain said they were nearly through with their season's work with green lumber, and the nuisance complained of would be abated, but he made no permanent promise. As to the statement made by Mr. Smith that he understood the companies interested had disagreed as to the proposed central depot, this was not so, as no negotiations had been gone into, and the plans submitted by the C.A.R. to the Railway Committee for the proposed work had so far not been approved.

**13/10/1890 Ottawa Journal Aylmer branch Aylmer**

CPR timetable advertisement shows trains leaving for Aylmer at 08:30; 12:55 and 17:00. A Saturday train leaves at 13:40.

**13/10/1890 Ottawa Journal Canada Atlantic Central Depot**

"This is the spot where we propose to erect the new Central Depot," said Mr. E.C. Chamberlain, general manager of the Canada Atlantic Railway company to a Journal reporter, yesterday as they met on Sappers Bridge. "That is the spot," continued he pointing to the miniature place d'armes, and the militia stores. "Our plan is to come in at the head of the deep cut - you can see the whole route standing here - and run down the side of the canal, passing under Maria Street bridge, cutting off the corner of the canal, and running down the side of the wharf reach this point. The station will be on nearly a level with the canal. The waiting rooms would be on a level with the sidewalk, and over them would be the general offices. It would be a handsome building. There is no town or city that I know with such a naturally adapted site for a central depot. We are able to run right through the centre of the city without injuring private interests or crossing a street. Leaving our line just after it crosses the Rideau, instead of taking a curve as at present, we should keep straight on and come round here. The road to Hurdman's Bridge would by a very slight deflection pass under our line. Then we should strike the deep cut near the head and run down the bank side. In order to do this we should improve the canal. At present the bank is constantly slipping down into the canal. This we should dredge out and the bank would be properly restrained. We should pass under Maria Street bridge and if any other were thrown across the cut it would, in order to allow of boats passing, be above the track. If the corner of the basin cut off is badly wanted, the basin on the other side can be developed, and that unsightly old wood yard removed. It would not be allowed to remain there in many towns.

TO JOIN THE ROADS ON THE QUEBEC SIDE

Then passing on here, the line would pass under the Sappers and Dufferin bridges straight on to join the Pontiac Pacific Junction and the Gatineau Valley and finally the C.P.R.

Then look at the situation for the depot. Here are the hotels right around it. Passengers not wanting to spend a quarter can easily walk. Sussex Street would be the site of the hack stand, and here are the street railways passing right in front of the waiting room doors. There is no doubt this is the spot for the station, and when the public demand it the government will grant it.

"Where would you put your freight sheds. Not here surely?"

"No, higher up, above Maria Street bridge, so that traffic could be diverted from the main streets. You see that will be the depot of the future."

**13/10/1890 Ottawa Journal Carleton Place**

CPR timetable advertisement shows trains to Britannia at 7:45; 11:35, 15:40; 18:00; 20:00 and 22:45. Afternoon train leaves at 13:45.

**15/10/1890 Ottawa Journal Ottawa Electric**

Mr. Howland's deposit of \$5,000. City wanted cash. Howland wanted a bank deposit. If this is an index of the treatment we may expect in future I would prefer withdrawing now.

**17/10/1890 Ottawa Citizen Ottawa City Passenger**

The stables of the Street Car Company at New Edinburgh are now completed. The buildings are lofty and in every way a great improvement over the old quarters. There is storage room for over two hundred tons of hay.

**18/10/1890 Ottawa Journal Vankleek Vankleek Hill**

Enthusiastic meeting - Central Counties Railway - connection to C.A.R. --

**21/10/1890 Ottawa Free Press Ottawa Electric**

Ahearn & Soper will start at once. More.

21/10/1890 *Ottawa Journal* *Ottawa Electric*

'Ere's a go.  
Ahearn and Soper supplant Howland and Gemmill.  
Full story - electric railway contract quashed.

23/10/1890 *Brockville Recorder* *Westport* *Westport*

It is expected that the first storey of the new B&W station on Church street will be completed and ready for occupancy in the course of a couple of weeks... The street committee has been asked to lay a new sidewalk in the vicinity....

24/10/1890 *Ottawa Journal* *Ottawa Electric*

Relationship with horse railway - Dufferin bridge, would prefer the electric railway come on to the horse railway rather than cross it.

28/10/1890 *Ottawa Journal* *Tramway* *Perley and Pattee*

Two cars heavily laden with lumber jumped the rails in Messrs. Perley and Pattee's yard yesterday and caused a block for some time. No damage was done. The jump was occasioned by the cars leaving the rails at a switch.

29/10/1890 *Ottawa Free Press* *Ottawa City Passenger*

The sleighs of the Street Railway company are being renovated and put into shape generally for the winter. The company recently added to their stock a number of horses purchased in this district.

31/10/1890 *Ottawa Journal* *Canada Atlantic*

In a few days the survey of the Ottawa and Parry Sound railway between here and Arnprior will be completed.

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The new road will not enter Ottawa but will pass off in a southerly direction connecting with the C.A.R. at Eastman's Springs or some other point thereabouts. A branch line for passenger traffic may though be run into the city. Through freightage from Parry Sound to New York is the idea of the company.

04/11/1890 *Ottawa Free Press* *Ottawa Electric*

Messrs. Ahearn and Soper were informed today that the mayor and city solicitor would require them to sign the contract at 5 o'clock this evening.

05/11/1890 *Ottawa Journal* *Ottawa Electric*

Mayor signs contract with Ahearn and Soper.

05/11/1890 *Ottawa Free Press* *Ottawa Electric*

The long and tiresome negotiations for the construction of an electric street railway terminated this morning, when Messrs. Ahearn and Soper met Mayor Erratt and the city solicitor in the city clerk's office at 11.30 and duly signed the contract. As soon as this was over hearty congratulations with Messrs. Ahearn and Soper were exchanged. A supplementary contract was also prepared embodying the resolutions of the council passed on the 6th October last, by which the Howland company were to be allowed to use the T rail on certain streets and in consideration of this concession asking them to test the storage battery system when it has arrived at a proper state of perfection.

#### INTERVIEW WITH THE FIRM

To the Free Press this morning, Messrs. Ahearn and Soper said: We have cheerfully signed the supplementary agreement which made important concessions in the matter of the rail which we did not expect to receive and did not ask for. We understand that the mayor will not sign the supplementary agreement without first submitting it to the council for an expression of opinion by that body. You, of course, understand that it means we will be allowed to lay the T rail on the entire line with the exception of a few specified portions of a few streets. If the council directs the mayor to execute the contract which we have already signed it is but natural that we should avail ourselves of the permission to use the T rail wherever we can, although in offering to accept the contract as it stood without this provision we presumed that it would be more acceptable to the city.

We have arranged with Mr. F.A. Hibberd of the Canada Atlantic railway and other important roads, to act as our engineer during the construction work. An electrical engineer will be in the city in a few days.

05/11/1890 *Ottawa Journal* *Chaudiere*

Brisk work at the Chaudiere. Supply of cars far short of demand.

C.A.R. about 400 cars are despatched each week for American points.

Neither is the C.P.R. able to supply a sufficient number for the demand.

07/11/1890 *Ottawa Journal* *Maniwaki*

Lumber trains to run from Ironsides within a fortnight.

Mr. Cooke of Whitehall said Wednesday that arrangements were being pushed by the C.P.R. to run their freight cars over the new Gatineau Valley road now constructed from the C.P.R. junction in Hull to Ironsides, within a week or a fortnight if possible. This would be quite a boon to Ironsides as the shipping of lumber would be carried on extensively -- during the winter. His firm had already purchased lumber from Messrs. Gilmour & Co. at that point which they expected would be shipped over their new line. His shipments from the Chaudiere were being largely held back owing to the want of cars, which impedes the exporting trade considerably.

The junction of the Gatineau Valley railway with the C.P.R is now effected at Leamy's Lake. The line will be continued thence to Hull. Should the Ottawa, Waddington and New York railway line be constructed, the Gatineau Valley road will then have connection with Ottawa proper. The company now possesses all the building apparatus belonging to Mr. Beemer, consisting of sixteen cars, a locomotive and a stream pump or dredge. The working of the latter was seen to advantage at Chelsea on Wednesday. Some twenty construction cars are in use and a large number of switches and duplicate tracks are on hand. Telegraphic communication is maintained between Hull and the Peche. The station at Ironsides is completed, and presents a neat and attractive appearance. It was built by Mr. Calvin Kidder of Hull.

**THE ROUTE OF THE ROAD**

The road passes along a strip of cultivated country until Gilmour's mills at Chelsea are reached. The soil, however, is not very fertile, and the yielding nature of the ground has caused many difficulties in construction. The track sank in many places and had to be continually raised. All along the road trestle work was necessary. Two immense gullies eighty feet deep had to be drained and spanned over near Chelsea, which place had been the headquarters of the constructing party. The work at the gullies was done by a force of eighty men, under the supervision of Mr. Maguire. It was finished on Saturday and the rails laid as far as Chelsea, where the first train arrived on Monday last.

**FROM HULL TO LA PECHE**

Near Ironsides, the surroundings are very picturesque. Plains form on each side of the line, and those are backed by the high hills of the Laurentide range. It was expected that there would be some trouble while laying track at the Peche, as it had to pass through the heart of the village, whose inhabitants were reported as determined to reject the intrusion. On Saturday, however, a gang of one hundred men, under paymaster Frank Brennan, and Fireman (sic) Ryan proceeded to lay the first rail in the village and encountered no opposition. It is thought that the first through train from Hull to Peche, a distance of twenty miles, will run tomorrow. Mr. Lewell is chief engineer of the line.

For some time past thieves have been at work along the lines of the C.P.R. on the Quebec side. Recently they were located in the Cumberland district where a night or two ago they broke into a car and carried off a quantity of biscuits and other goods. Last night three of the gang were arrested by Constable Hornidge, of the Union Depot, and were locked up in the Hull Police Station.

"No. 15" an fine new heavy locomotive will shortly be turned out of the Canada Atlantic shops on Elgin street and will be one of the prettiest engines on the line.

Mr. Noe of the Edison Electric Company and Mr. F.A. Hibbard, engineer for the construction work on the new electric road, were engaged at the City Hall this morning looking over the maps for the purpose of getting the proper distances between the various points. Representatives from the Westinghouse Electric Company of Pittsburgh, and other firms will arrive in the city next week.

Messrs. Rae and graham have leased the foundry and machine shop known as the Baldwin property from Messrs. Ahearn and Soper. They have been given 25 horsepower for operating the machinery and for driving purposes.

The first street car which left New Edinburgh this morning was utterly unable to cross the first bridge owing to the glaring ice, it being utterly impossible for the horses to secure a footing. They were unhitched while the passengers disembarked and shoved the car over the bridge. Much difficulty was experienced in reaching the Chaudiere.

Locomotive No. "15"

A splendid new engine rebuilt at the C.A.R. Shops.

No more danger of fire from coal stoves when Miss Fifteen is on duty.

The C.A.R. express this morning from Ottawa to Montreal was taken down by a magnificent new engine, which makes its first complete journey today.

The trial trip of the engine was made on Saturday afternoon, the Journal being among those on the locomotive. The reporter, on arrival at the Elgin Street depot was met by Mr. White, by whom he was introduced to Mr. Ogilvie, locomotive superintendent, Mr. Chase, the driver and Mr. Kane the fireman of the new engine. The vast mass of powerful machinery was found with steam up standing in the yard, near the mechanical office, whilst around her swarmed a number of mechanical engineers with monkey wrenches, oil cans, etc. putting finishing touches to the new favorite.

In appearance she is the very model of a modern express engine, combining elegance and power, and dispensing with much of the clumsy cumbersomeness of the old fashioned engines.

#### REBUILT IN OTTAWA

Mr. Ogilvie informed the Journal that the locomotive was manufactured by the Baldwin Foundry company Philadelphia, but that she had been entirely rebuilt in the C.A.R. workshops here, and had only just been completed. She is a 17 x 24 cylinder, four wheels coupled and with Eames bracken (sic) driving brake. She is fitted with full equipment for heating the cars, thereby dispensing with the necessity and danger of stoves. The driver wheels are 5 feet 8½ inches in diameter. The whole of the work has been done under the direct supervision of Mr. Donaldson. Her speed is intended to be about fifty miles an hour. She is painted in dark olive green and gold, bearing the description "C.A.R. 15".

#### IN THE CAB

The scribe having climbed into the cab found himself in a small glass house, opening at the rear on to the tender. On either side a seat with windows on three sides, whilst the centre of the front is filled with taps, handles guages (sic) etc. By the side of the right hand seat are the levers working the propelling and reversing slide valves and the whistle gear. This is the driver's side.

Steam is up and the heavy mass vibrates. The order is given to clear out, and having backed gently to the points, the great engine runs slowly, but smoothly into the depot. Here there are a number of machinists who have been putting the last touches to her. The signal that the line is clear is given, these men all scramble on board, and a start is made, the engine running backwards. Heavy vibration stops, the connecting rods and valve links are working smoothly as do the pistons in their cylinder covers. Slowly at first, but increasing in speed, she passes away from the city, over the Rideau and past Sheppard and Morse's piling ground into the country. The machinists, apparently, while taking great pride in their latest pet, have still lingering anxieties as to her behaving herself properly, and whilst one seems to be on a sort of a patrol on the side boards wandering out of one window of the cab round by the cow catcher and in at the other window; another keeps vigilant watch on the tell tales of grease or tallow placed on the eccentrics to show whether or not they are heating.

#### YOU DON'T KNOW WHEN YOU MIGHT GET BACK

There seems to be reason in some case for these anxieties. As Mr. Ogilvie put it, on a trial trip an engine may go out but something may happen and you don't know when she will come back. This one of the workmen illustrated by saying "An engine may run all right one way, but when it comes to the other - ah." However, Miss 15 is gracious. She runs without a jar, and having done 12 miles stops at Eastman's. Immediately she is surrounded by the men and the eccentrics and axle boxes anxiously felt. All serene, no heating as the tallow shows. A little oil is given here, a touch of grease there, until perfection having been perfected, and a general congratulatory verdict given, she is off again, this time for Ottawa.

The homeward journey is much like the outward except that now the engine heads the other way, and the party see before them as they sit. Sitting there looking down on to the track, with their two apparently converging shiny lines like broad knitting needles running away into the distance, one can realise how the majority of drivers of passenger engines mostly become silent, grave men and more than ever of the marvel of travelling by rail.

#### LET HER RIP

The run from Eastman's tests her speed, the pressure has been carefully brought down to 140, and let her rip. So she does, easily and gently, running smoothly and answering perfectly. About three miles from Ottawa she slacks down and lands up in the depot in 8 minutes for 12 miles.

The trial trip party wish each other "good by" and the Journal representative wends his way home, feeling more than ever that Ottawa is to be congratulated on the enterprise and energy shown by the C.A.R.

11/11/1890 *Ottawa Free Press*

*Ottawa Electric*

Mr. Thos. Ahearn has just returned from inspecting the electric street car works at St. Catharines, Ont. He is very well pleased with the pattern of car manufactured there. The St. Catharines company are fulfilling orders from Victoria, New Westminster, B.C., Winnipeg, St. John, N.B., and may be selected to furnish the plant for the Ottawa road.

13/11/1890 *The Equity, Shawville*

*Maniwaki*

Speaking to a reporter at Ottawa a few days ago, Mr. J.H. Beemer said: "We expect to have the first twenty miles to the Peche finished before January. If we do we will run accommodation trains between here and the city till the road is formally opened. Track laying is now going ahead on the first ten miles, between here and above Chelsea.

Asked regarding the terminus of the new road, Mr. Beemer said it would only temporarily be at Hull. Ultimately it will be in Ottawa. The road is making arrangements with the C.P.R. to allow it to cross the bridge and enter at the Union depot.

14/11/1890 *Renfrew Mercury*

*Chalk River*

*Renfrew*

The C.P.Railway have really taken quite a fit for fixing up things around the Renfrew station, to the convenience of the traveling public. The building of the long platform has been followed by the erection on it last week of four lamp posts, fitted up with large lantern lights. This is a very considerable improvement. It is to be hoped that the Company will keep on in this good track until they get the length of erecting a new station house.

## Meeting with Perth Council

A meeting of representatives of municipalities interested in the extension of the Brockville and Westport railway by way of Perth to Sault Ste Marie took place in the Council Chamber, Perth on Wednesday evening last. Perth interests were looked after by the railway committee of the Board of Trade, and the Village of Lanark sent a number of delegates to join in the consideration of any scheme proposed that might affect that village. Besides the Perth committee the following parties from other places were present:

- Athens - Messrs W.G. Parish, reeve, and Thomas Berney, deputy-reeve
- Kitley - Messrs Thomas Beecher and Samuel Edgar
- South Elmsley - Mr. Dooher, reeve.
- North Elmsley - Mr. Robert Smith, Reeve
- Lanark Village - Mr. W.C. Caldwell MPP, Mr. John MacLean reeve, Rev Jas Wilson, Messrs T.B. Caldwell, Robert Robertson and Thos Baird.
- Mr. R.G. Hervey president of the B&W Railway Co was also present.

Mr. Wm Meighen, President of the Perth Board of Trade occupied the chair, and Mr. W.B. Hart, Secretary of the Board was present in that capacity.

At the request of the chairman, Mr. Hervey addressed the meeting in explanation of the present scheme and its requirements. The route via Westport to Palmer Rapids on the Madawaska or Sault, was found so difficult that the company, which was not a rich one, had to abandon it. Two routes were open; one by way of Newboro and Maberly, which was found to be very good, and the other by way of Perth which was actually the shortest from Brockville, though coming that way would involve abandoning that part of the line already built to Westport, or using it only as a branch. but if the municipalities between Athens and Perth granted bonuses equal to the extra cost, say \$100,000, he could go before the capitalists in the States supplying the money, and recommend this route which no doubt would satisfy them. He could not promise that any less would be entertained. He assured them that he was not playing off one route against another but was simply wishing to put the new departure, if made on a proper financial basis. The aim of the railway company was to strike into the iron and other mines to the Northwest and the timber limits in that direction so as to find a permanent and local route all along. A bonus of \$3,000 a mile was promised by the Ontario Government beyond the point of crossing the CPR, whether at Maberly or Perth, and a good Dominion bonus was expected also. The road so far cost had cost \$1,100,000 and though the company had to struggle hard to give it a footing it was now on a good paying basis and of great benefit to Brockville and all places along the route to Westport. After other remarks and information, Mr. Hervey retired to allow the delegates to come to an understanding among themselves.

The meeting was decidedly of opinion that the sum asked for, \$100,000, was more than could be raised by way of bonuses in the municipalities interested and finally passed the following resolution, which ordered to be submitted to Mr. Hervey and the board at Brockville:

Moved by Mr. Elliot, seconded by Mr. Matheson, That this meeting, representing the municipalities of the town of Perth, the townships of North Elmsley, South Elmsley, Kitley, and the village of Athens is of opinion that the said municipalities should grant by way of bonus to the B&W Sault Ste Railway Co the sum of \$50,000 in the following amounts and proportions: Town of Perth \$25,000; North Elmsley \$3,000; South Elmsley \$4,000; Kitley \$15,000; Athens \$3,000; and that the bonus from Perth of \$15,000 be paid when the road is completed from Athens to Perth, and \$10,000 when completed to the Kingston & Pembroke Railway. The meeting then adjourned.

18/11/1890 *Athens Reporter**Westport*

An obstruction was placed on the B&W track between Westport and Newboro on Saturday night but was discovered before the train came along. Strenuous efforts ought to be.... who did the act to justice.

18/11/1890 *Athens Reporter**Westport*

Last week the would be assassin who works on the line of the Brockville & Westport Railway resumed operation after a long period of cessation of his murderous attempts. It does appear strange that repeated efforts to throw a railway train off the track can be made in a thickly settled community of civilized human beings without some one being able to furnish evidence which will lead to the conviction of the miscreant who is guilty of these murderous attempts. The respectable people living along the line of Railway between Newboro and Westport ought, for the safety of themselves as well as of others, to get rid of the party who places obstructions on the track. Too evidently there is room for a vacancy of one or more somewhere in that neighborhood.

18/11/1890 *Ottawa Free Press**Ottawa Electric*

Messrs. Ahearn and Soper have ordered from Messrs. Pattison and Corbin of St. Catherines, Ont., 12 cars for the electric street railway. Of these, ten will be motor cars, with 16 foot bodies, and able to accommodate 8 more people than the largest cars at present used in Ottawa. The other two will be trail cars intended for use on the Bank street portion of the line during exhibition week or for transportation purposes at other times when there is a rush of people. The whole of the cars are to be finished in polished oak with plush upholstered seats. Each car will be provided with a patent Dean heater, placed under the floor, and will be a facsimile of the Broadway and New York car. The cars will be here by the 1st may next. Messrs. Patterson and Corbin have manufactured cars for Vancouver and New Westminster, B.C., Winnipeg and St. John, N.B. The order from Messrs. Ahearn and Soper is the largest ever placed from any one part of Canada. The firm is also advertising for 14,000 ties.

20/11/1890 *The Equity, Shawville**Pontiac & Pacific Junction*

Meredith is buying railway ties - tamarack and hemlock - delivered anywhere on the line of the P. & P. J.

20/11/1890 *Ottawa Citizen**Ottawa Electric*

Mr. James A. Rutherford, representing the Westinghouse Electric and Manufacturing Company, was in the city yesterday and inspected the route of the proposed electric street railway. It is probable his company will tender for the supplying of the electrical apparatus.

21/11/1890 *Ottawa Journal**Lachute**Ottawa, Broad Street*

The C.P.R. depot is to be lighted with incandescent light.

22/11/1890 *Ottawa Citizen**Ottawa Electric*

City council discusses type of rail to be used.

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

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



**28/11/1890 Renfrew Mercury Renfrew**

The preliminary survey of the Ottawa & Parry Sound Railway has been completed to Carp village on the alternative route back to Ottawa, and it is expected to reach the city by December 1. The two routes will then be ready for selection by the officers of the road.

The first route is the Torbolton or river route, and it was the first surveyed. It runs through the townships of Nepean, March, Torbolton and Fitzroy to Arnprior, and passes, among other places of interest, the Chats rapids and the galena lead mine, which is owned by Robertson Bros., Montreal.

The other route, the one now being surveyed, runs through Nepean, March, Huntley and Fitzroy to Arnprior. This route, which is called the Carp route, passes a phosphate mine that is now being opened up.

Mr. G.A. Mountain, the engineer in charge, says he found the country along both routes most excellent in every respect and the grades exceedingly good. The distance to Arnprior by this route is about 33 miles. There is scarcely a mile difference in the two routes.

**04/12/1890 Ottawa Journal Ottawa Terminal**

How much is being spent, when, where will the tracks go, where will they connect etc. CPR could come in over the bridge from Hull and then run on the C.A.R. round to their station at the Chaudiere.

**04/12/1890 Ottawa Citizen Ottawa City Passenger**

The Street Railway Company had their sleighs out for the first time yesterday.

**05/12/1890 Ottawa Free Press Maniwaki**

The piles for the new Gatineau Valley railway bridge at the Peche are now being driven, and the erection of the new station at Wakefield commenced. A large tank house is in process of construction at the Peche.

**05/12/1890 Renfrew Mercury Chalk River water**

The C.P.R. will shortly do away with the tank at Almonte, having built in its place a large one at Pakenham that will hold 50,000 gallons of water.

**06/12/1890 Ottawa Free Press Maniwaki**

Three "ballast" trains are running daily between Ottawa and Peche village on the Gatineau Valley railroad. It is expected that a passenger train will be run between the above points before January 1st.

**11/12/1890 Ottawa Journal Canada Atlantic Bearbrook**

Railway Accommodation

A Complaint about a C.A.R. Train

Knowing as I do that the columns of The Journal are always open and -- to advocate equal rights to all, I will ask you to publish this letter. On the first day of this month I had very important business in Ottawa. I bought a first class ticket at Bearbrook station, good to Ottawa and return. I was (?) on the 11.30 train for Ottawa but was delayed and could not catch the 1.30 train to Bearbrook, so I had to wait until the 5 p.m. train went. I showed my ticket to the station agent at Ottawa and asked if I would be able to get off at Bearbrook station. The agent asked me how many there were, I said three. He said he thought the conductor would let us off. The agent did not say my ticket was no good on that train, so we all got on the train.

Immediately after the train left Elgin st. station Conductor Cole collected my ticket. After he got it he demanded thirty cents extra fare, although my ticket was good as far as Bearbrook station. What was this extra fare for as I had not one particle of luggage with me? I would like to know what rights a conductor has to demand extra fare until I pass the station where my ticket is good to, I told Cole that I would jump off at Bearbrook station and I did get off at Bearbrook station. I did not travel any further than my ticket was good for.

Mr. Chamberlin the general manager, says the extra was to Casselman. But why in the world did he want to take me to Casselman and charge me 30 cents and then want me to pay 30 cents to return when I took no ticket for that place? It looks like trying to extort money for nothing. Mr. Chamberlin says the 5 p.m. train does not stop at Bearbrook station. I can produce proof that the 5 p.m. train does stop at that station to let passengers off. The train did stop this evening (9th day of December) to let passengers off. I would like to know if the C.A.R. Co. authorizes the conductor to stop at any station he likes or run past any station he chooses. If so, what is the use in the agents at the station issuing return tickets at all if they are not to be honored? Or are there no regulations laid down by the company governing conductors? Is every conductor allowed to make a regulation to suit himself? If so it is time the public knew it.

I have to go to Ottawa very often and I think it very strange if the company want me to travel past my station and go all the way down to Casselman station and wait there for the 9 o'clock train and then return to Bearbrook station and charge sixty cents. It looks like extorting money out of passengers. If the \$1.10 is not sufficient fare from Bearbrook station to Ottawa and return, why not make the return ticket one dollar and seventy cents at once? And if the train stops for one why not stop for all? We do not squeal at the fare. What we want is accommodation, and to be let off at the station our ticket is good to. I think it very strange that we should have to jump from the train and it is running at the rate of thirty-five miles per hour while travelling on a return ticket. My ticket did not exhaust until I reach Bearbrook station and I travelled no further on that train, then why is there this extra charge? Perhaps Cole is a friend of the managers and his faults are not seen, but the company will find they are losing money by keeping him as a conductor on their line. It is to be hoped the company will at once investigate the matter and put a stop to it. All the other conductors are courteous.

Yours etc R. Bowden

Bearbrook Dec. 9, 1890

(Note- As the C.A.R. express for Montreal is not timed to stop at Bearbrook, people there are supposed to use the accommodation trains. Mr. Bowden says he was delayed and could not catch the train timed to stop at Bearbrook. He accordingly took the Montreal express later on. The nearest station that train is timed to stop at is Casselman, some miles past Bearbrook, and the fare to Casselman is 30 cents more than to Bearbrook. The station agent at Ottawa told Mr. Bowden he thought the conductor would let him off at Bearbrook. The conductor did so, but the conductor also collected the legal fare to Casselman, which it was no doubt his duty to do so. And at this Mr. Bowden kicks.

It seems to us the railway has been trying to oblige the people along the line by stopping the express when circumstances suggest it at the smaller stations, although in order to compete with the Canada (sic) Pacific railway and meet its living like the rest of us, it has to make the fastest possible time to Montreal. It seems to us that the railway tried to oblige Mr. Bowden. It appears to have made a mistake. There could be little reason for surprise in view of the return which people like Mr. Bowden make, if the railway now made up its mind not to oblige anybody in future.

We publish Mr. Bowden's letter because we feel morally obliged to publish almost any complaint sent to us by a sane reader over his own name, but we certainly grudge the space, in view of the fact that Mr. Bowden has an old quarrel with Conductor Cole, which seems to jaundice his view of all that occurs to him when Conductor Cole is around - Ed.)

**12/12/1890 Ottawa Journal Ottawa Electric**

The Rathbun company have been awarded the contract for supplying 14,000 ties for the new electric street railway.

Mr. H.L. Cargill of the Thomson Houston company, was in the city yesterday endeavouring to secure the introduction of his firm's system to the new street railway. He had a long interview with Ahearn and Soper on the subject.

Mr. Patterson of Patterson and Corbin of St. Catharines is in the city on business with Messrs. Ahearn and Soper. His firm have the contract for supplying twelve cars for the electric road. The cars will be most elegant, he states, in appearance. They will be seven feet in height. The ceilings, doors, mouldings, etc. will be panelled in quarter sawn white oak, like a palace car. The seat panels will be painted in gold and ochre, the roof and lower panels in cream, orange, chrome and black. The seats and backs will be supplied with spring cushions, upholstered in English Wilson carpets. The carpet will be a centre of heather mixture, with wide borders in crimson, orange and black. The cars will be here early in April

*12/12/1890 Ottawa Free Press Montreal and Ottawa Vankleek Hill*

The survey along the route of the Montreal and Ottawa railway is progressing rapidly. A trial line was run through the village of Vankleek Hill last week and now engineering staff are engaged in surveying another line in order to bring the road into the centre of the village. It is expected that the station will be erected on the property of Mrs. Butterfield.

*13/12/1890 Ottawa Free Press Canada Atlantic Maxville*

The Maxville station of the Canada Atlantic railway is being considerably enlarged in order to meet the demands of the rapidly increasing business there. It is said the station agent will shortly have an assistant.

*16/12/1890 The Equity, Shawville Pontiac & Pacific Junction Shawville*

At last a siding has been put into the J.H. Shaw's elevator at the railway station here.

*17/12/1890 Ottawa Citizen Maniwaki Engineer McFall*

Yesterday the first passenger car passed over the Gatineau Valley Railroad, being a special to conduct the Government engineers on their tour of inspection. At 9.30 the car containing the party left the C.P.R. depot to take the G.V.R. at the junction of the two roads in Hull. The party consisted of Mr. H.J. Beemer, president of the G.V.R.; Thomas Ridout, Dominion Government Engineer; Louis A. Vallee, Quebec Government Engineer; W. Dale Harris, Chief Engineer of the road; Guy C. Dunn and H.O. Lowes, section engineers; John Ryan, Superintendent of construction; Ed. Smith, Conductor; Wm. McFall, engine driver, and a CITIZEN reporter.

The new line on leaving the C.P.R. takes a couple of easy curves. On each side of the line the company have put up barb wire fencing with a board top as extra protection for cattle. The culverts were visited and critically examined on the 2 mile straight run shortly after leaving the junction and then Ironsides was reached. Here the company have their first station. It is three miles from the junction and about 300 yards from the village. Close to this station are the Gilmour lumber yards and a siding will be made into these. The next stop was a mile further on where a close inspection was made of a pipe culvert, and 300 yards distant from this was the big steel culvert, a substantial construction 9 feet 2 inches high and 9 feet six inches wide, made of steel rails and banked in with concrete. Immediately after passing this the long cut, a heavy piece of work which caused no end of anxiety to construction owing to frequent slides. This cutting is three quarters of a mile long, of an average depth of 15 to 20 feet, through heavy clay. The work occupied just over one year in completion. A short distance on and there is another cutting of about 130 yards in length, of a depth of 150 feet, and then a pipe culvert deep down, which also caused an immensity of labour, the work having to be done twice over owing to slides. The amount of material and wreck to the track has to be seen to form an idea of the extra amount of labour and trouble they have caused. To repair this slide gravel had to be brought from a considerable distance, the portions which gave way being sticky clay with a little quicksand running through. A mile and a half back of this spot are the old Ironsides Iron Mines. Chelsea station is soon after reached and is six miles from the junction and immediately outside the celebrated

#### GILMOUR'S GROVE

so well known to picnickers. The Chelsea station house is very neat and commodious and has a large freight shed in connection and comfortable headquarters for the station master. About a quarter of a mile from this spot the beautiful and picturesque scenery of the Gatineau region begins, on one side a high cutting and below the winding river with a background of wood and majestic mountains, the scenery being such as to touch the heart of an artist. Following on by the river a splendid view is obtained of the Eaton Chutes and just here is a heavy rock cut of about 7,000 yards (sic). A couple of miles or so further on and the ten miles to be inspected was completed. About two and a half miles further on, near Atkinson's tollgate and a stop was made, the line being laid just to that point. Here a stop was made for lunch and ample justice was done to the lunch baskets provided by Mr. Sam Cassidy, the tour of inspection having proved a good tonic. After lunch, teams were in waiting and the party took the road to the Peche. The line is graded along close to the macadamized road, which it crosses a couple of times and runs by the side of the river, at one place considerable filling having been done. The station

#### AT THE PECHE

is at the far end of the village and is a neat little structure. The freight sheds are not yet erected as it is not yet decided what accommodation will be required. The road is graded to within a mile and a half of the village and surveyed to the Desert. The bridge at Peche will be alongside the present road bridge and will be of iron on stone buttresses and piles. The company have neat offices in the village from which point Engineer Dunn is pushing on the work. The second ten miles of the road has less cutting than the first and is less costly, and from the Peche on little difficulty will be met with to Desert, except at Pickanock, where a bridge of about 125 feet will have to be constructed. It is expected that the second ten miles of track will be laid early in the New Year.

#### THE RETURN TRIP

was accomplished in much faster time, no stops being made, and the party arrived home shortly before 7 o'clock. The engineers will very shortly hand in their reports to the departments, and although refusing to say anything to the reporters it is believed they could not have been but satisfied with the substantial construction of the new line.

Mr. Alonzo Wright M.P., wrote regretting not being able to be present and the absence of Mr. C.H. Mackintosh was also regretted.

*18/12/1890 Ottawa Free Press Ottawa Electric*

-- Messrs. Ahearn and Soper have awarded the contract for 14,000 tamarack ties to the Rathbun Lumber Company.--

*24/12/1890 The Equity, Shawville Portage du Fort and Bristol Branch*

Our neighbors of Portage du Fort are naturally jubilant over the subsidy of one hundred and fifty thousand dollars which the Quebec government have granted their proposed railway. The amount is about \$6,000 per mile from Quyon to Portage du Fort. This amount, together with the \$2,000 per mile which we are told they expect from the Federal Government, should certainly go a long way towards the rapid pushing through of the work.

*24/12/1890 Ottawa Free Press Maniwaki*

A gentleman in from Chelsea yesterday reported an accident which occurred on the Gatineau Valley railway day before yesterday was a very serious one. A gang of Italians were working under a declivity which owing to the thaw a mass of overhanging debris gave way and injured half a dozen men, some having arms and legs broken. The services of two doctors were called in it is said.

*30/12/1890 Ottawa Journal Ottawa Electric*

Messrs. Rathbun & Co. brought into the city yesterday per C.A.R. six carloads of ties for the road.

*31/12/1890 Ottawa Journal Ottawa City Passenger*

Opposes the electric railway charter. Keefer - crosses their tracks three times within 650 yards, and all these crossings are at the foot of heavy grades; that a speed of ten miles an hour is permitted to the electric railway, more.

By coming on to the tracks of the old company at Rideau street and crossing at Sappers Bridge going out again at Elgin Street would avoid diamonds at intersections of Rideau and Sussex, Sparks and Elgin and Sparks and O'Connor. Access to the C.P.R. station.