

Local Railway Items from Ottawa Papers - 1893

01/01/1893 *Canada Lumberman* *Canada Atlantic*

A sad accident occurred at Shephers & Morses' lumber yard, Ottawa, Ont Dec 30 by which Mr. Thomas Hurdman, a young man aged 21, son of M.. George Hurdman was instantly killed, and William Ascher, aged 16 was severely injured. The two young men were checking lumber in a box car for shipment to the United States when the shunting engine, through some mistake, struck the train of loaded box cars heavily, throwing the piled lumber on the young men, by which Hurdman was instantly killed. The box cars are filled with lumber at each end and the space in the doorway in the middle of the cars is left with enough room for a man to load and unload the lumber. It was in this space the victims were standing when the lumber pitched forward. Both were badly mangled.

01/01/1893 *Canada Lumberman* *Renfrew*

Ottawa - Our people are showing an appreciative interest in the building of the Parry Sound Colonization Railway owned by Mr. J.R. Booth, Ottawa log lumberman. A great meeting was held here on 21st inst. In which the feeling of the citizens was strongly in favor of giving Mr. Booth a bonus. The advantages to the city would be many and in the opinion of our shrewd business men it would be the means of making Ottawa, in a comparatively short time, a large commercial centre. The railway is the terminal end of the Ottawa, Arnprior & Parry Soud Railway. Some twenty-five miles of the road have been completed west of Elmsdale, where the road crossed the North Bar branch of the Grand Trunk, and is now in running order. A large number of men are in the woods getting out next season's supply of logs for the mills in the vicinity of Georgian Bay - one firm alone having 400 men in camp. The lumber manufactures from these logs is now principally barged to the United States market via Georgian Bay, Lake Erie and Tonawanda, but on the completion of the Parry Sound road will seek the all rail route via Ottawa and Albany. Four or five small villages have sprung up along the line and several small saw mills are being built. Large quantities of bark, ties, pulpwood, cordwood and hardwood logs are being hauled for shipment, there being good sleighing in the locality.

Tuesday **02/01/1893** *Ottawa Journal* *Renfrew*

Letter from J.R. Booth.

On behalf of the Ottawa and Parry Sound Railway, as well as for myself, I beg to return you very sincere thanks for the right royal support you accorded to the Railway Bylaw yesterday.

Tuesday **03/01/1893** *Ottawa Free Press* *Eganville* *water*

The C.P.R. will run a regular passenger train over their new branch to Eganville this week. A new freight shed is being erected at the latter place, which when completed will be 200 feet long and 30 feet wide. A water tank is also being built.

Wednesday **04/01/1893** *Ottawa Free Press* *Maniwaki*

The grading on the construction of the Gatineau Valley railway has been completed all the way to the village of Kazabazua and the rails are being put down as rapidly as the men can work. The company expect all the track laying finished within another week.

Friday **06/01/1893** *Renfrew Mercury* *Eganville*

The opening trip to Eganville

About 180 passengers took advantage of what, so far as the A. & N.-W.R. was concerned, was practically a free excursion on the opening of the line as far as Eganville for regular passenger traffic, which event occurred on Friday, Dec. 30th. A 25c. ticket carried each passenger and gave admission as well to a Presbyterian tea-meeting. The train left Renfrew a little before five o'clock in the evening, and took somewhat over an hour to reach Eganville. Its departure from Renfrew was witnessed by a crowd of spectators, a considerable number were gathered at Douglas also, and a jubilant concourse greeted its entrance into Eganville with an attempt at a cheer. As some forty or fifty Douglas people had been added to the Renfrew contingent, and all Eganville was out at the entertainment, standing room in the Town Hall, where it was held, was at a premium. Mr. James Stewart, student minister, of Douglas, was chairman. The speakers were - Rev. Messrs. Patterson, of Pakenham; McKay of Douglas; and Mr. McKenzie, th epastor. Miss Boland of Eganville gave a splendid recitation; Miss Mona Watson of Renfrew both recited and sang; and the Renfrew choir, under the leadership of Mr. A.W. Easton, gave half a dozen anthems in fine style. Coming back to Renfrew the excursionists had a "glorious time" - with song and story and laughter.

The Mercury also reported that "the first regular passenger train on the A & NW Ry. came into Renfrew from Eganville on January 2, at 8 a.m. with about a dozen passengers on board. This train would make connections with the 'Soo' train, both east and westbound.

The rate payers in Ottawa carried a by-law to bonus Mr. Booth's railway: \$50,000 to be paid when the road is completed to Arnprior, \$50,000 when completed to Renfrew and \$50,000 on the completion of a fine station in Ottawa. The vote was 2,938 in favour and 396 against."

Friday **06/01/1893** *Ottawa Journal* *Sussex Street* *Rideau River*

An old horse got into a very awkward position this morning. He escaped from his stables in New Edinburgh and strolled on to the St. L. & O. railway track and attempted to cross the bridge over the Rideau. When half way across his legs went between the stringers, all four at once, and the poor beast was powerless. The owner after a time was notified, but it took him a long time to release the animal. Fortunately no trains came along.

Friday **06/01/1893** *Renfrew Mercury* *Eganville* *Eganville water*

The A. & N.-W. Ry. Co. are making preparations to build a freight shed at Eganville 200 feet long by 30 feet wide. The water tank is now nearly completed and a temporary round house will be built to hold an engine.

Friday **06/01/1893** *Ottawa Free Press* *Renfrew*

The directors of the Ottawa and Parry Sound railway expect to run slow freights between Ottawa and Arnprior next month. The road bed is being rapidly completed and a portion of the line will be ready for inspection within a fortnight.

Saturday **07/01/1893** *Ottawa Free Press* *Eganville*

A business man who came down from Eganville yesterday over the new branch of the C.P.R. --

Saturday **07/01/1893** *Ottawa Free Press* *Maniwaki*

The construction of the Ottawa and Gatineau Valley railway has now reached a point four miles above Kazabazua. The work will not be pushed forward any further before spring.

Also in the Renfrew Mercury 13 January.

Saturday **07/01/1893** *Ottawa Free Press* *Ottawa Electric*

Electric car No. 35 came to a stand still with a broken axle on Rideau street--

Monday **09/01/1893** *Ottawa Journal* *Ottawa Electric*

Car No. 38 has been put on the tracks and another handsome one will be sent out from Wylie's shops in a few days. The new ones are models of comfort and beauty.

Monday 09/01/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Another electric sweeper is in course of construction at the car shops on Albert street. This sweeper will be used in this city, and together with the present two with their excellent equipment, the company expect to have little trouble in keeping the tracks clear of snow this winter.

Monday 09/01/1893 Ottawa Citizen Maniwaki

The engine that was in the accident on the Gatineau Valley Railway was brought into the city on Saturday and will be taken through this week to Montreal for repairs. The engine looks considerably the worse for its experience.

Tuesday 10/01/1893 Ottawa Citizen Ottawa Electric

The electric sweeper was at work all over the street railway line yesterday. It is still about as much an object of dread to horses as of interest to people.

Thursday 12/01/1893 Ottawa Citizen Renfrew

About twenty miles of track is now laid westwards on the Ottawa, Arnprior and Parry Sound Railway. Most of the ties for the road are being taken from along the Central Counties branch of the C.A.R.

Friday 13/01/1893 Renfrew Mercury Chalk River Arnprior

It is rumored that the O. & P.S. and C.P. railways will build a union station at Arnprior. This has set some of our enterprising local citizens wondering whether the Corporation of Renfrew will have any influence of inducing the two companies to build a union station here too.

Friday 13/01/1893 Ottawa Journal Renfrew

The sites for the stations on the Parry Sound Railway have been selected. They are:

March Corners

Carp

Kinburn

Galetta

Arnprior

Also several flag stations will be placed between Ottawa and March Corners.

The stations will be neat frame buildings something similar to those on the C.A.R. and work on them will be commenced early in the spring.

It is expected by Feb. 12 the first train will run from Ottawa to Arnprior. The track is now laid 15 miles out to March Corners. Mr. Booth said he could have the trains running in 20 days, but for the building of the bridge over the Mississippi at Galetta.

This bridge will be 280 feet long, of the rivetted lattice variety, in two spans 140 feet each. One span is now going up.

Two hundred men are now employed on the road.

Also in the Renfrew Mercury 20 January and Shawville Equity 19 January.

Friday 13/01/1893 Renfrew Mercury Renfrew

The directors of the Ottawa and Parry Sound railway expect to run slow freights between Ottawa and Arnprior early next month. The road bed is being rapidly completed, and a portion of the line will be ready for inspection within a fortnight.

The O.A. & P.S. engineers had surveyed a line to within three miles of this village by last Friday night. The fierce storms have interfered somewhat with the work.

Friday 13/01/1893 Ottawa Free Press Aylmer branch

There was near being a serious accident on the Aylmer branch of the C.P.R. a few days ago as the express was on its way to Ottawa. The train was going at a good rate of speed when the wheel under the tender attached to the locomotive broke, causing quite a jar among the passengers. Conductor Wallace had the train pulled to a standstill a few moments later, and he and the engineer walked to Hull and secured another engine. The train reached Union station only a few hours behind time.

Friday 13/01/1893 Renfrew Mercury Eganville

Mr. Thomas J. Quealy has been appointed station master of the A. & N.-W. Ry. Co. at Eganville. The appointment is an excellent one both for the company and the public. Mr. Quealy is capable, honest, attentive to his business, is civil, obliging and a first class telegraph operator. A better or more popular appointment could not have been made. Mr. John Bonfield has been placed in charge of the freight department, and is an excellent and popular appointment. Mr. Carrol has been appointed conductor of the Eganville train and Mr. Laurence Furlong is one of the brakemen. It is the intention of Mr. Furlong to move his to Eganville - Enterprise - We understand that on Monday 9th inst., Mr. Wm. Ander took charge of the train as conductor, - Mr. Carrol resuming a former position.

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Mr. J.W. Munro has made a contract with the C.P.R. to build an iron bridge, on stone foundation, over the Bonnechere River at Douglas.

Friday 13/01/1893 Renfrew Mercury Eganville

Mr. R.S. Drysdale made the first shipment of freight direct from Arnprior to Eganville over the new C.P.R. line on Tuesday last. It was a consignment of washing machines and other implements. The Chronicle learns that there is a large quantity of freight moving over the Eganville branch, notwithstanding the fact that it has only been opened a few days.

Monday 16/01/1893 Ottawa Free Press Tramway Conroy mills

The Conroy mills at Lake Deschenes, with the many improvements and additions now being made to them will rank among the largest on the Upper Ottawa next summer. The firm have decided to lay tracks through the lumber yards in the spring and use a small locomotive similar to the one at Buell & Hurdman's for shunting purposes. Mr. A. Chapman has the contract for building the bed of the proposed railroad.

Also in The Equity, Shawville 26 January.

Thursday 17/01/1893 Ottawa Citizen Renfrew Galetta

The ironwork for the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi at Galetta arrived at this station in the early part of the week, and was at once taken by teams to Galetta, says the Arnprior Chronicle. A large gang of workmen arrived on Tuesday evening for the purpose of putting the bridge together, Galetta will be a very busy place for the next few weeks.

Wednesday 18/01/1893 Ottawa Citizen Renfrew

The action taken by the Ottawa, Arnprior and Parry Sound Railway Company to restrain the Atlantic and Northwest Company from going over a portion of their surveyed route, came on for trial yesterday morning in the court house before Mr. Justice Falconbridge. Acting for the plaintiffs were Christopher Robinson Q.C., Dalton McCarthy Q.C., D.C. MacDonald Q.C., A.J. Christie Q.C. and John Christie and for the defense Messrs. Moss, Q.C., and W.R. White, Q.C., Pembroke.

Mr. McCarthy opened the case by a few introductory remarks, stating that the Ottawa, Arnprior and Parry Sound Railway Company asked for an injunction to prevent the Atlantic and Northwestern Railway, under the control of the C.P.R., from building upon the line located by the plaintiffs, and to order that under their charter they have no privilege of building to the shore of Lake Huron because their charter was for a line of railway from the Bay of Fundy to the shore of Lake Huron by way of French River. This charter expired two years ago, but was renewed on condition that the work commence before 1894. The survey of the Atlantic and Northwestern Railway was made after that of the Ottawa, Arnprior and Parry Sound Railway and the defendants now claim possession of certain passes between mountains situated in the Townships of Haggarty and Jones in the County of Renfrew, to which they were not entitled. Mr. Mountain, the engineer for the plaintiff's company was under examination during the day up to the time the court adjourned. His evidence was of a technical nature, dealing principally with the explanation of the plans, profiles etc., in connection with the survey of the road. He testified that a survey was made continuously from Renfrew to Ernsdale, the terminus of one section of the road. In 1890 he made an exploration survey from Renfrew westwards, and this was the first made through that county.

There are several witnesses who will be examined at length and it is thought that the case will last the remainder of the week. It is said the defendants will argue that the matter is a case for the Railway Committee of the Privy Council to decide rather than the courts.

Friday 18/01/1893 Renfrew Mercury Eganville Eganville

The first car load of goods over the A. & N.-W. Ry. line for Eganville arrived on Wednesday, when Messrs. Mills Bros. received a carload of salt and fish.

Thursday 19/01/1893 Ottawa Citizen Renfrew

The case of the Ottawa, Arnprior and Parry Sound Railway against the C.P.R. for trespass was before Judge Falconbridge yesterday in the Assize Court. The examination of Mr. Mountain, engineer, lasted up to three o'clock, and Mr. Holgate, engineer, was then called upon and gave evidence confirming the surveys of the O.,A. & P.S. road. Mr. Drinkwater of the C.P.R. was then called by the plaintiffs to give evidence as to the organization of the Atlantic and Northwest Railway Company.

Thursday 19/01/1893 The Equity, Shawville Pontiac & Pacific Junction Hull

It is probable that a slight change will soon take place in the timetable of the P. & P. J. railway, to enable the train going east to more conveniently connect with the C.P.R. from Aylmer.

Friday 20/01/1893 Ottawa Citizen Renfrew

The opposing counsel in the suit of the Parry Sound Railway Company vs. the C.P.R. Co., at the suggestion of Judge Falconbridge, held a conference to try and settle out of court. Mr. A.W. Fleck stated that they had not done so up to last evening.

20/01/1893 Renfrew Mercury Renfrew

OA & PS station sites have been selected and stations will be neat frame buildings similar to those of CAR.

Monday 23/01/1893 Ottawa Journal Locksley

Pembroke Southern formed. More.

Monday 23/01/1893 Ottawa Citizen Renfrew Carp

A special train conveying Mr. J.R. Booth, Mr. Chamberlain of the C.A.R. and several other leading officials of that road, was run as far as Carp on Saturday on the Ottawa, Arnprior and Parry Sound Railway for inspection purposes. Track laying on the road has now reached a few miles beyond the Carp.

Monday 23/01/1893 Ottawa Citizen Ottawa Electric

Passengers by the electric cars will find it convenient to remember that at night the cars may be distinguished as follows: Bank street and New Edinburgh route, red lights, Rideau street and Union depot route, white lights. The above are shown in the end windows of the ventilating roofs.

Tuesday 24/01/1893 Ottawa Journal Hull Electric Aylmer

The people of Aylmer are getting thoroughly tired of the meagre railway arrangements between there and Ottawa. Mayor Ritchie has a good scheme, but he doubts his ability to carry it out. The idea is electricity, and the mayor is prepared to find a right of way from Aylmer to Deschenes where there is plenty of power. The idea would then be to run a toll bridge cross to Britannia and thus into the city. A few of the more progressive members of the council are in favour of going further and giving a substantial bonus to assist the scheme, and it will form, with the proposed waterworks extension, a subject for early discussion.

Friday 27/01/1893 Renfrew Mercury Belleville Perth

The mammoth cheese at the Perth R.R. station has cost the government \$3,089 or about fourteen cents a pound. Considering the special expense of handling it and the cost of the boiler plate tub, press, &c., the cost seems to have been very reasonable.

Monday 30/01/1893 Ottawa Citizen Ottawa Electric

Several electric cars were run over the road yesterday morning to prevent ice from accumulating on the tracks..

Wednesday 01/02/1893 Ottawa Citizen Kingston (CP)

It was learned yesterday from one who is considered to be good authority, that Mr. J.R. Booth is negotiating to control the Kingston and Pembroke Railway which, it is generally admitted, would make an admirable feeder for the Ottawa, Arnprior and Parry Sound Railway. The securing of this road by Mr. Booth would be a big thing for Pembroke, as the inhabitants of that town would then have opposition in railway matters a thing they have been incessantly looking for may years past.

The Kingston and Pembroke Railway Company have power to run from Kingston to Pembroke over the line of the C.P.R. They have not taken advantage of this power however, but should Mr. Booth obtain control of the road and its privileges, it is said he would no doubt open up services between these two points.

By this transaction the people of Pembroke would have the advantage of two railways entering their town and this would relieve them of the construction of a branch line to Douglas on the Ottawa, Arnprior and Parry Sound Railway, which would mean an expenditure of a couple of hundred thousand dollars. The latter project has received a good deal of attention of late, but it is understood that a few of those who were instrumental in promoting the scheme have been given the hint to "go slow", as it was more than probable that the road would not be required.

01/02/1893 Canada Lumberman Canada Atlantic

The relatives of the young man, Thomas F. Hurdman, who was killed in a lumber car a few weeks ago, will enter suit for damages against the Canada Atlantic Railway Company in the sum of \$10,000.

01/02/1893 Canada Lumberman Tramway Deschenes

The Conroy Mills at Lake deschenes, with its many improvements and additions, will take rank among the largest mills on the Upper Ottawa next summer. The firm have decided to lay tracks throughout the lumber yards in the spring and will use a small locomotive similar to the one at Buell and Hurdman's for shunting purposes.

Thursday 02/02/1893 The Equity, Shawville Pontiac & Pacific Junction wood

The P. & P. J. regular train is now being hauled by a coal engine, a change which is likely to be followed in the near future by a lessening of the present scheduled time between Aylmer and Fort Coulonge.

Friday 03/02/1893 Ottawa Free Press Ottawa Electric

The new electric sweeper was at work during the storm this morning and the way it handles the snow is enough to make a mammoth steam shovel take a back seat.

The Electric Street Railway company were using one thousand horse power at ten o'clock this morning to keep the full complement of cars and three sweepers in operation. Thirty teams are at work removing the snow.

Tuesday 07/02/1893 Ottawa Citizen Canada Atlantic

The Canada Atlantic Railway Company ran their first train yesterday over the short route from this city to New York though the Adirondack Mountains. Quite a number of passengers were on board.

Tuesday 07/02/1893 Ottawa Journal Canada Atlantic

Attached to the 11.20 a.m. train which pulled into Elgin Street station Monday morning was the superb Wagner sleeping car "Athenia", which left New York at 7 p.m. on Sunday. This car is fitted up with all the latest improvements and its arrival today signifies much more to the people of Ottawa than might appear. Heretofore passengers from Ottawa to New York had been forced to change cars and swallow hasty meals at dining stations en route, but by the new arrangements there are none of these inconveniences. The 3.25 p.m. Canada Atlantic express from Ottawa will hereafter have a through Wagner car attached for New York via the Adirondack mountains, arriving in New York at 7.45 a.m. At Coteau Junction a dining car will be picked up and dinner served between 6 and 7.15 p.m. Returning through car for Ottawa will leave New York at 7 p.m. arriving in Ottawa at 11.20 a.m. Breakfast served in the dining car from 7.15 to 8.30 a.m. The full bill of fare has been fixed at 75c.

The Canada Atlantic management is to be congratulated on this new addition to their already efficient train service and we bespeak for them the liberal patronage of the Ottawa travelling public.

Wednesday 08/02/1893 Ottawa Citizen Renfrew

The first through shipment on the Parry Sound passed through Ottawa for Montreal last week.

Wednesday 08/02/1893 Ottawa Free Press Canada Atlantic

New service inaugurated between Ottawa and New York. Wagner Palace Cars "Altica" and "Athena". Full description.

Thursday 09/02/1893 Ottawa Citizen Eganville

The first excursion over the Eganville branch of the C.P.R. to Ottawa was run yesterday under the auspices of the Roman Catholic church in that town. Nearly three hundred people were on board.

Thursday 09/02/1893 Ottawa Citizen Renfrew Arnprior

Tracklaying on the Ottawa, Arnprior and Parry Sound Railway has been suspended during the past few days owing to the bridge over the Mississippi River at Galetta not being completed in time to allow the work to be continued from that point to Arnprior, which is situated four and a half miles further westward. The bridge is expected to be completed today or tomorrow, and if so, track laying will be proceeded with again immediately. A staff of men are engaged along the road erecting telegraph poles.

Arnprior. The staff of R.R. engineers, at present quartered here, are running different lines through the town, in order to procure the best available route. It is expected they will cross the river Madawaska lower down than according to their preliminary survey and traverse the C.P.R. track within the town limits. Mr. John R. Booth was in town at the close of last week. He came over the new road and was investigating the most likely route through this municipality.

Friday 10/02/1893 Renfrew Mercury Eganville

The reception building for the engine of the A. & N.-W. Ry. at Eganville will be finished in a few days. If the line is completed to Parry Sound next summer, it will make a first class agricultural building for the Grattan and Wilberforce Agricultural Society, as it is close to the exhibition grounds. Mr. Munro will finish the abutments for the new railway bridge at Douglas in the course of a week. The span across the Bonnechere is one hundred and forty feet, the abutments being situated on each bank, no centre pier being necessary. The iron bridge will arrive from Montreal before long the the bridge will be ready for use early in spring. The structure now being used is but a temporary one, built of great timbers. The new bridge will be a fine structure.

Saturday 11/02/1893 Ottawa Journal Lachute Chaudiere

Crashed on the "Y"

A serious collision occurred in the C.P.R. yard this morning.

Two engines were badly smashed, one baggage car wrecked, and eight freight cars more or less badly broken up.

The morning train from Aylmer and a pilot engine taking a train of freights from the yard collided on the "Y". The two engines crashed into each other with terrific force. The Aylmer train was going at the rate of about 15 miles per hour.

JUMPED FOR THEIR LIVES

Both the engineers and firemen had to jump for their lives. Fortunately none of them were injured, but it is stated that Mr. Alfred Legge, a civil engineer, who was on the Aylmer train had his shoulder dislocated.

BAGGAGE CAR TELESCOPED

When the trains collided the baggage car was hurled into the engine and the whole end stove in, and raised off the track. The Aylmer engine was coming down backwards, that is tender first. The pilot engine smashed into it and completely destroyed the tender. The pilot engine suffered very severely too. The smoke stack was hurled off the engine generally wrecked.

BROKEN FREIGHT CARS

Of the freight cars eight suffered considerably. The couplings were all forced off and the cars forced together so tightly so as to have been almost one car.

Some of them had their end timbers and walls badly broken up.

PASSENGERS BADLY SHAKEN UP

The people on the train were badly shaken up, but with the exception of the one mentioned above, none were seriously injured.

Also reported in the Ottawa Free Press same date. The engine of the Aylmer train was running backwards and the tender was thrown upon the cowcatcher of the shunting engine.

Monday 13/02/1893 Ottawa Journal Ottawa Terminal

Two engineers in the employ of the C.P.R. were engaged today in making a preliminary survey of the river front from the Nepean Point to the Chaudiere, the route indicated by Mr. Van Horne by which C.P.R. trains would reach the city after crossing the river below New Edinburgh by a proposed new bridge across the Ottawa river at that point if his scheme is carried out.

The idea is to cross the river, tunnel through Nepean Point, and then run along the river front to the company's station in the Chaudiere, a depot to be established at the foot of the locks for passenger trains.

More.

Tuesday 13/02/1893 Ottawa Journal Maniwaki

Timetable advertisement. Commencing February 15th 1893

Trains leave Ottawa 5.20 p.m. arrive Kazabazua 8.05 p.m.

Trains leave Kazabazua 6.15 a.m. arrive Ottawa 9.00 a.m.

Canadian Pacific Union Station.

Tuesday 14/02/1893 Ottawa Citizen Renfrew

The case of the Ottawa, Arnprior and Parry Sound Railway against the C.P.R. in relation to surveys between Eganville and the Madawaska river was continued yesterday before Mr. Justice Falconbridge. Messrs. Dalton McCarthy, Q.C., Mr. MacDonald, Q.C. and John Christie were present for the plaintiff company and Messrs. Moss, Q.C. and White, Q.C. for the defense. Technical evidence from an engineering point of view was submitted by Mr. M. Shanly of Montreal, Mr. Peterson, Toronto and Mr. N.R. Poulin in support of the accuracy of the surveys made by the O.A. & P.S. Railway. It is expected that evidence will be heard today for the defense.

Wednesday 15/02/1893 Ottawa Journal Lachute

As the CPR lease on the North Shore line expires next year CPR may drop it in favour of the Vaudreuil railroad.

Friday 17/02/1893 Ottawa Citizen Ottawa Terminal

CPR running surveys in Ottawa regarding the proposed new entry into Ottawa. Looking at the possibility of crossing the Ottawa river at Bank street. More.

Friday 17/02/1893 Renfrew Mercury Renfrew

The bridge at Arnprior will be ready this week, the Dominion Bridge Co. say, for crossing. Within a week afterwards the remaining four miles of track will be laid and the first trains run through. Telegraph poles are being distributed along the track and the rush is somewhat over until the crossing is made.

The Chronicle says that the engineers of the Ottawa, Arnprior and Parry Sound Railway last week ran a new line through Arnprior, which in many respects will be better than the one originally surveyed. The change was necessitated owing to the difficulty found in getting a good bottom in the Madawaska for the centre pier of the bridge on the old line of survey. By the new line a splendid crossing of the river can be made, the depth of water being only about 18 feet, against 65 feet by the old survey.

Friday 17/02/1893 Renfrew Mercury Chalk River Renfrew water

Mr. H.B. Spencer, assistant superintendent of this division of the C.P.R. was in town on Monday, and had an interview with Mr. A.A. Wright, asking him to furnish an estimate of what he would charge to supply water from his well at the elevator for a tank which the Company proposes to build soon at the Renfrew station. The tank will probably be built near the elevator: and a pipe will then be run down east of the K. & P.R. station: so that the engines can be filled with water at either end of the yard. In this way no time will be wasted with passenger trains. If Mr. Wright does not feel sure of being able to guarantee a sufficient supply of water, the company will run a pipe to the river. There is some prospect, also, of the new union C.P.R. & K. & P. union station being proceeded with shortly; and as Mr. Wright will have his all night electric service inaugurated during the coming summer, it is almost certain that the Company will have the new station lit by electricity, and all the switch lamps operated by the electric current.

Saturday 18/02/1893 Ottawa Free Press Hammond

On March 3rd the ratepayers of Rockland village will vote on the bylaw to grant a bonus to the Central Counties railroad of \$6,000 for a branch from South Indian. The advantages of railroad communication are pretty well understood and it is thought that the bylaw will carry.

Saturday 18/02/1893 Ottawa Citizen Renfrew Arnprior

A rumor has been circulated during the past few days to the effect that Mr. Booth had been made an offer by Mr. Van Horne for the purchase of the Ottawa, Arnprior and Parry Sound Railway. Mr. Booth was interviewed on the matter last evening and stated that there was not a word of truth in it.

The Parry Sound Railway bridge at Arnprior is to be ready for crossing today.

A gentleman, who arrived from Arnprior last evening, stated that the inhabitants of that town have been delighted during the past few days to hear the whistle of the distant engine engaged on the construction work of the Ottawa, Arnprior and Parry Sound Railway. The sound of the whistle was becoming more audible daily as the work approached the town and in the course of a few more days they expected the engine would be in sight. The tracks were laid now to within about a mile of that place.

Wednesday 22/02/1893 Ottawa Free Press Renfrew

The Canada Atlantic railway company intends converting car No. 37, of their rolling stock, into a private Pullman car, and it will make a handsome one.

Friday 24/02/1893 Renfrew Mercury Eganville

The three gangs of men employed on the A. & N.-W. Ry. Co.'s buildings and improvements at the Eganville station grounds will be discharged today (Wednesday.) No more work will be done this winter. - Eganville Enterprise.

The Enterprise says that a train of twenty-three cars, the longest that has yet come over the branch - was run from Renfrew to Eganville on Tuesday night. Nineteen of them were flat cars, which were to be loaded with hop poles at Eganville, Fourth Chute and Douglas.

Friday 24/02/1893 Renfrew Mercury Renfrew Arnprior

The proposed new survey of the Parry Sound railway through the heart of the town of Arnprior is being objected to by many residents, as it would cut the town in half, and would be dangerous to life and detrimental to traffic.

Mr. J.R. Booth informed the Ottawa Free Press on the 15th that the railway bridge at Galetta was completed yesterday and the construction tgrains of the O.A. & P.S. railway are now running over that structure. He entertained the hope that the first train would run into Arnprior by Saturday evening, although there are yet portions of the road between Galetta and Arnprior that are not quite completed. Work will commence immediately on the railway bridge across the Madawaska at Arnprior. The survey between Arnprior and Renfrew has just been completed and work on that section will be begun towards the end of next month. It is not the intention to run passenger trains between Ottawa and Arnprior until spring because the grading cannot be finished until the frost is out of the ground. Freight, however, will be carried between those two points beginning next week.

Gthe firs car of freight on the Ottawa, Arnprior and Parry Sound Railway was a car of flour leaving Galetta for Ottawa, on Saturday. The first consignment to Arnprior was the plate glass for the windows of Memzies' drug store, recently damaged by fire, and this was expected to be delivered in /arnprior on Wednesday of this week.

Friday 24/02/1893 Renfrew Mercury Shawville and Renfrew

Mr. A.A. Wright received word from Shawville on Wednesday morning that a meeting of the directors of the Pontiac and Renfrew Junction Railway was to be held at that place on Wednesday evening. So that evidently that project is not yet quieted.

Tuesday 24/02/1893 Ottawa Citizen Maniwaki Kazabazua

The Gatineau Valley Railway Company have just completed the erection of repair shops for cars at the Kazabazua. This place is now the terminal point of the road, and will no doubt be the scene of many excursions during the summer as blue berries are plentiful here and the river affords excellent trout fishing.

24/02/1893 Brockville Recorder Westport

The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looks as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels. (Branchline).

Friday 24/02/1893 Ottawa Journal Belleville Perth

The Perth Expositor says that about ninety men were laid off at the C.P.R. car shop on Friday but they hope to be taken on again shortly.

25/02/1893 Brockville Recorder Westport

The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looked as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels.(Branchline).

Monday 27/02/1893 Ottawa Free Press Renfrew Elgin Street locomotive

A couple of strong and handsome new locomotives have arrived for service on the Canada Atlantic railway. Two others have been turned out of the repair shops.

Monday 27/02/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Some twenty seven hands in all are now being constantly employed by Mr. W.W. Wylie at the electrical railway car shops on Kent street, and have often had to work overtime. The capacity is one car a week turned out. Two cars were shipped to outside points last week, and two more will be forwarded this week. Two additional new cars must be ready to turn out by the first of May next, and some fine new machinery has been put in, to keep pace with the demand for these handsome cars.

Thursday 02/03/1893 Brockville Recorder Westport

Several men working in the cuts on the B. & W. have suffered from snow blindness. They were so badly blinded they had to be lead home.

Thursday 02/03/1893 The Equity, Shawville Pontiac & Pacific Junction

A change in running regulations has been made by the Pontiac Railway Company by which the regular daily train is run on considerably shorter time between Fort Coulonge and Ottawa. The changes took effect on Monday of this week. The saving in time amounts to 35 minutes on the train going east and 25 minutes on the up train going west, thus the tedious delays at stations will be almost altogether done away with. According to the new regulations, the arrival and departure of the trains at the Shawville station will be as follows:

Morning train going east - arr. 8.36 de 8.40

Evening train going west - arr 7.22 de 7.30

Here we are reminded that the Railway Company are rather too economical with their disbursements for printers ink, otherwise they would place this information before the public by having their timetables published in the local press as all other railway companies do.

Friday 03/03/1893 Renfrew Mercury Shawville and Renfrew

Account of a deputation going to Ottawa to meet with the minister.

Friday 03/03/1893 Renfrew Mercury Belleville Perth

About 90 men were laid off at the Perth car shops a few days ago, but they hope to be taken on again shortly. The shops have been run very steadily this winter, though on a shorter time.

Friday 03/03/1893 Ottawa Free Press Tramway Johnson's quarries

A railway track is being built from Johnson's quarries near Rockland, to the bank of the Ottawa River, some three miles long, to convey stone for shipment for the Soulanges canal. Mr. Stewart is superintending the work, a large number of men being quartered at Mr. James Johnson's. These quarries show an unusual depth of the best stone and will probably be worked for the next six or seven years.. Another immense quarry is located on Mr. Johnson's property but is as yet undeveloped.

Saturday 04/03/1893 Ottawa Citizen Aylmer branch

The front of one of the coaches on the Aylmer train was badly smashed yesterday, by the smoke stack of the engine which broke off while the train was going at a good rate of speed. Fortunately no one was on the platform of the coach, for if there had been, a fatality no doubt would have occurred.

Saturday 04/03/1893 Ottawa Free Press Hammond Rockland

The village of Rockland yesterday voted to give a \$6,000 bonus to the Central Counties railway. More

Inspecting the OA&PS

First passenger coach over the new road.

The first passenger coach over the Ottawa, Arnprior and Parry Sound Railway was run between the capital and Arnprior yesterday.

It was "a special" for inspection purposes and on board were Mr. John R. Booth, Mr. Geo. A. Mountain, chief engineer and other officials of the new line.

Considering that the road is not yet ballasted the "run" was made in splendid style, an average of twenty-five miles an hour being made. Through the courtesy of chief engineer Mountain the Journal had the courtesy of an enjoyable trip.

The special left the Elgin street station at 8.30 on its flight to the west. After crossing the trestlework at Preston street a magnificent view is presented to the sightseer. Away to the north the snow clad Laurentian range looms out in stately grandeur, and the bright sun of yesterday morning made the view doubly charming.

A RETROSPECT OF THE CITY

When Bayswater is reached the city can be seen stretching out on all sides with the tall spires and shining roofs reflecting back the sunlight. At no approach to the city can it be seen at better advantage than from the commanding eminences of Bayswater through which the line runs.

SCENE OF BUSTLE

The first point of importance reached is Carp village 10 miles west of Ottawa and by the number of freight cars standing on the siding a stranger would be sure to think the road had been in running order for ever so long. Here everything is bustle. The farmers with grain laden sleighs, loading up the cars for passage to the east. The station grounds at this place, as well as at other points, have been located, and the work of putting up suitable buildings will go on at once. The road is wire fenced all the way.

Kinburn, eight miles further west, is next reached, and it may be stated that these eight miles are the straightest piece of railroad line in America. Kinburn is a pretty little village surrounded by a very rich agricultural country, and the evidence of its producing qualities can be seen in the grain shed close to the siding, into which farmers are constantly pouring their grain for shipment. At this point the bustle witnessed at Carp is repeated only in a greater volume.

As the train sped through there yesterday 19 teams were unloading their cereal binders.

A SUBSTANTIAL BRIDGE

Galetta is the next point of importance reached. Here the Mississippi is bridged by a magnificent steel truss bridge of the most modern pattern and of great strength. The iron superstructure rests on two massive stone abutments and an equally massive pier in midstream. The cutwater of the pier as well as all the masonry is built to resist not only the river currents and freshets but it looks strong enough to successfully resist even the hand of time itself.

AT THE TERMINUS

Arnprior, an ambitious town of 3,000 inhabitants, was reached a few minutes after ten o'clock. This bustling little hive is overjoyed at the building of the Parry Sound railway, for they expect, and not without good and sufficient reasons, that the new road will give a boom to everything. The Journal had a talk with many of the leading citizens and one and all expressed the great satisfaction they all felt at the enterprise of Mr. Booth in giving them an outlet, both convenient and - as compared to rates they have been compelled to pay - cheap. The chief industry of the town is the great saw mills of the McLaughlin Brothers who employ about 700 men and have an annual output of 83,000,000 feet of lumber. Arnprior is built on the banks of the Madawaska, has pretty wide streets, substantial buildings and some city-like business houses. Some two miles from the town are several mineral springs. Next week work on the new railway bridge spanning the Madawaska will be commenced. It will be an iron superstructure resting on stonework.

ALL OF THE BEST

As soon as weather permits ballasting trains will be put on the road, and the ballasting completed at the very earliest moment. The rails on the road are of Sheffield manufacture, weighing 72 pounds to the yard. They are the best rail in the market. When all the ties are laid there will be 3,000 to the mile, some 350 more to the mile than any railway in the Dominion. The idea of placing additional ties is to solidify the roadbed.

A MILE A MINUTE

As the road is today, coaches glide smoothly, but when additional ties are placed, and the ballasting completed there will not be a jolt and the road will be capable of bearing a speed of a mile a minute.

When the road is completed to the Sound, and Mr. Booth promises to push it forward with all despatch, it is destined to become a great excursion route, not only for citizens of Canada, but for the people of the eastern States who desire an outing in the wilderness convenient to their homes. The run between Boston and Parry Sound can be made in twenty-four hours and the Parry Sound country is a Paradise for hunting and fishing and this is not speaking of the country that lies between the Madawaska river and the Sound itself.

THE FIRST THROUGH FREIGHT

Freighting on the new road is very active. This morning the engine "Nellie Bly" with J. King at the lever, and J. Blythe as assistant took up ten cars of merchandise and four empty boxcars. The train was in charge of conductor A.O. Boyle with Messrs. Nicholson and Arris as brakemen. This as the first through freight to Arnprior although for days past freight has been taken up to points nearer to Ottawa. Yesterday ten carloads of grain were taken down from Kinburn. Freight trains will run regularly but no passenger service will be established until the road is ballasted and inspected.

Tuesday 07/03/1893 Ottawa Free Press Ottawa Electric

Electric car No. 38 caused a blockage on Rideau street opposite Sussex at nine o'clock this morning by breaking an axle while crossing the diamond. This is the second car within two months which has broken down at that place.

10/03/1893 Renfrew Mercury Renfrew

Mr. Booth has not only on hand the contest in the law courts with the CPR in connection with OA & PS but now has to fight against the strenuous opposition from the Toronto Board of Trade to his receiving any more Dominion funds.

Toronto claimed that the \$868,400 given to Mr. Booth had practically subsidized the cost of the railway to Parry Sound, and that the governments should not give anymore to a line which is 'being constructed principally in the personal and business interests of its promoter.' If the rail line went through, it would be extremely disastrous for Toronto and surrounding commercial interests. Other ports on Georgian Bay would be adversely affected as well.

Lumber from the Georgian Bay area was sent to Toronto for exportation; now this would go to Ottawa and Montreal.

Friday 10/03/1893 Renfrew Mercury Portage du Fort and Bristol Branch

Account of a conference which took place at Portage du Fort. (Portage du Fort and Bristol and Pontiac, Renfrew and Kingston Junction projects.)

Thursday 14/03/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two closed cars, intended for outside cities, were turned out last week by Mr. W. Wylie, from the Electric railway car shops.

Saturday 18/03/1893 Ottawa Free Press Renfrew

A large gang of men are at work this week constructing the centre pier in the Madawaska River for the Ottawa, Arnprior and Parry Sound railway bridge. The crib work for the foundation is being built of solid square timber, which will be filled with stone and concrete. Upon the top of this the masonry will rest. A good rock bottom has been found by the engineers. Seventy or eighty men are now employed by the company at Arnprior.

Saturday 18/03/1893 Ottawa Free Press Hammond

Work has commenced on the new branch of the Central Counties railway for which a bonus was recently granted by the ratepayers of Rockland. Gangs of men are now cleaning the proposed route of timber.

Tuesday 21/03/1893 Ottawa Citizen Renfrew Madawaska River

Messrs. Wright & Sons of Hull have been awarded the contract for supplying stone from the Hull quarries for the construction of the Ottawa, Arnprior and Parry Sound Railway bridge across the Madawaska at Arnprior.

Tuesday 21/03/1893 Ottawa Citizen Chaudiere

At the CAR Chaudiere lumber shipping yard the company are over 500 cars short of the orders on hand.

Friday 24/03/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Another of the twelve electric street cars which are to be turned out before the first of May, for some outside city, came from Wylie's factory this morning. It is understood they will be fully equipped in this city before leaving. The new industry promises to be a good investment, the Ottawa cars not being rivaled by those of any other city.

The open cars are all being renovated in view of the approaching warm weather. One sweeper was sufficient to handle the storm of yesterday.

Friday 24/03/1893 Renfrew Mercury Eganville

At the Fourth Chute there is said to be at least from six to eight acres of ground covered with pulpwood, hop poles and ties for transshipment by the A. & N.-W. Railway: from five to thirteen carloads, principally of hop poles, coming in every day. And at Eganville there is an equal rush.

Tuesday 24/03/1893 Ottawa Citizen Renfrew Madawaska River

A large gang of men are at work constructing the centre pier in the Madawaska river for the Ottawa, Arnprior and Parry Sound Railway bridge. The crib work for the foundation is being laid in solid square timber, which will be filled with stone and concrete. Upon top of this the masonry will rest. A good rock bottom has been obtained by the engineers. Seventy or eighty men are now employed by the company at Arnprior.

Saturday 25/03/1893 Ottawa Citizen Pontiac & Pacific Junction

Business on the Pontiac and Pacific Junction Railway is very brisk at present. Large quantities of spruce and poplar are being shipped from various points on the road to the United States and to the E.B. Eddy Manufacturing Company for the manufacture of pulp. Railway ties are also being shipped in large quantities and during the past couple of weeks, poles utilized in the growing of hops were shipped in abundance to the eastern provinces.

Saturday 25/03/1893 Ottawa Citizen Renfrew Madawaska River

Over one hundred men are engaged in the construction of the O.A. & P.S. railway bridge over the Madawaska river at Arnprior. The work is being pushed with great vigour and it is expected that the bridge will be almost completed in the course of months.

Monday 27/03/1893 Ottawa Free Press Pontiac & Pacific Junction

The Pontiac and Pacific Junction Railway company purpose expending a considerable amount of money on their line this spring, it being the intention to re-ballast a great portion of the road between Aylmer and Shawville.

Monday 27/03/1893 Ottawa Journal Renfrew Madawaska river

One hundred barrels of cement were shipped by McRae & Co. on Saturday for use on the Ottawa & Parry Sound Railway in building the masonry of the bridge over the Madawaska.

Tuesday 28/03/1893 Ottawa Citizen Renfrew Kinburn

The Parry Sound Railway is causing Kinburn to become more lively. A new hotel, temperance, has been started there by a Mr. Olmstead.

Thursday 28/03/1893 Ottawa Free Press Tramway W.C. Edwards

The new Edwards mill is fast approaching completion (New Edinburgh) -- In the yard preparations are being made to begin the laying of tracks to handle the product from the saws.

Tuesday 28/03/1893 Ottawa Citizen Maniwaki Kazabazua

Fifteen freight cars are being constructed by the Gatineau Valley Railway at their new shops at the Kazabazua. Most of these cars are to replace those destroyed in the "smash up" last fall.

Wednesday 29/03/1893 Ottawa Free Press Renfrew

The Canada Atlantic railway employees have broken up some forty of the old cars which were in use when the line was first opened. The wheels will be used for new freight cars.

Friday 31/03/1893 Ottawa Citizen Hammond

Work has commenced on the new branch of the Central Counties Railway between South Indian and Rockland, The right of way is being cleared and the tenders for construction are now under consideration and the contract will be awarded shortly.

Saturday 01/04/1893 Ottawa Free Press Renfrew

Last Thursday evening there arrived at the C.A.R. the new steam shovel to be used in the construction of the Parry Sound railway. The shovel is of a new patent and is built to propel itself. It will be moved up to the Carp as soon as the frost is out of the ground sufficient to permit its being set to work. There will most likely be two shovels starting from the Carp which will work both ways. Also in the Renfrew Mercury of 7 April.

Monday 03/04/1893 Ottawa Journal Ottawa City Passenger

The horse street cars were running on rails on 7 April last year but from the present appearance the first run on the rails will be much later this year.

Thursday 04/04/1893 Ottawa Free Press Renfrew locomotive

Two handsome new passenger and one extra heavy freight locomotive will arrive in the city next week for the Canada Atlantic railway, and were manufactured at Providence, Rhode Island.

Wednesday 05/04/1893 Ottawa Citizen Renfrew

Mr. Justice Falconbridge this morning commenced a final hearing of the dispute between the Ottawa, Arnprior and Parry Sound Railway and the Atlantic and Northwestern Railway. The dispute is about a right of way over a narrow strip of land between two lakes and running through the townships of Haggarty, Sherwood and Jones in Renfrew County. The matter has been in litigation for some time, but it is thought that it will be terminated at this hearing.

Thursday 06/04/1893 Ottawa Citizen Renfrew Madawaska river

Mr. M.J. O'Brien, the well known contractor of Renfrew, arrived in the city yesterday. Mr. O'Brien states that the large pier in the centre of the Madawaska River for the O.A. & P.S. railway bridge is completed and a big staff of men are now at work on the abutments.

Friday 07/04/1893 Renfrew Mercury Renfrew

Mr. Mountain, chief of the Ottawa & Parry Sound Railway surveying staff, with a number of assistants, arrived in town on Monday evening. They were busily at work the next day - again, paying particular attention to Mr. A.A. Wright's garden, which the line may run through. They are working towards Douglas.

Friday 07/04/1893 Renfrew Mercury Belleville Perth

The big Perth cheese is now being put in order for the Chicago Exhibition. The hoop is being painted as nearly as possible the color of the cheese, and when on exhibition it will be placed on edge, the faces being lettered with statistics of the cheese itself and the cheese trade of Canada. As the railway tracks into the Exhibition building have been taken up, it is necessary that a truck should be built to carry this immense cheese, which, with case, weighs 13 tons, from the station to the Exhibition buildings. This truck is now being built by Stanley, of Perth. The cheese will be placed on it here, and will remain in that position at Chicago. The truck, which will of itself be quite an object for exhibition, will accompany the cheese to England. It is built of oak, most of the pieces being 8 by 10 inches, and on it is placed a powerfully built frame of the same material, on which the cheese will rest. The axles are of steel set in oak frames, and the wheels are of cast iron and about 30 inches high, somewhat similar to car wheels but with tires 8 inches wide. The truck itself will weigh about three tons, and when loaded, about 16 tons. The job is a first class one and a credit to Perth. - Expositor.

Saturday 08/04/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two new electric railway cars, destined for outside parts, will be turned out of the Ottawa shops by the latter end of next month.

Saturday 08/04/1893 Ottawa Free Press Eganville

The C.P.R. have today invited tenders for the construction of 50 miles of railway from Eganville on the Atlantic and Northwestern railway.

Monday 10/04/1893 Ottawa Citizen Maniwaki

The stations that were built last fall on the Ottawa and Gatineau Valley Railway at Lowe, Venosta and Kazabazua are at present being painted by Mr. Wm. Howe.

Monday 10/04/1893 Ottawa Free Press Renfrew

A large new steam shovel with a capacity of three yards in width, and known as "The Marion" has arrived for service on the Canada Atlantic. It will be used in grading the Parry Sound railway between Ottawa and Arnprior. A number of gravel cars are being put in readiness immediately for the work.

Wednesday 12/04/1893 Ottawa Free Press Ottawa City Passenger

The Ottawa City Passenger railway have a large gang of men working on Sussex street cutting the ice from the tracks. They are making good headway on the tracks. The ice is dumped into the Rideau river off the bridge.

Thursday 13/04/1893 Ottawa Free Press Ottawa City Passenger

The Ottawa Street Passenger Railway company have a gang of almost one hundred men at work removing the ice from the streets over which their line runs. Sussex street was cleared from ice yesterday and today the men have been engaged in clearing Sparks street. The company will abandon the running of busses tomorrow by which time the track will be so cleared as to enable the cars to run on the track.

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

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

Thursday 13/04/1893 Ottawa Citizen Renfrew

Ballasting was commenced yesterday on the Ottawa, Arnprior and Parry Sound Railway, between Renfrew and Arnprior.

Mr. Mountain, chief engineer of the C.A.R. stated yesterday that the new O. A. & P.S. Railway bridge over the Madawaska River at Arnprior would be completed about June 1st.

Thursday 13/04/1893 Ottawa Free Press Renfrew

The first accident on the Ottawa, Arnprior and Parry Sound railway occurred Wednesday afternoon about six miles from the city, and a short distance beyond the point where the line crosses the C.P.R. The regular way freight which runs daily between the city and Arnprior was derailed by the roadbed being washed out by a spring freshet. The engine crossed the impaired roadway but five freight cars of the train were thrown off and badly smashed. Three of the cars were loaded but the other two were empty. It took several hours to remove the wreck, but the regular train was allowed to go up the line yesterday morning without being much delayed. Fortunately no one on the train was injured which might have been the result if the train had been running at a rapid rate of speed.

14/04/1893 Renfrew Mercury Renfrew

The engineering staff of OA & PS leaves Arnprior for Renfrew. Mr. Mountain and his men will be missed.

(There were economic spin-offs from the railway construction.)

In December of 1892, the editor of the Arnprior Chronicle proudly proclaimed that he was enlarging his paper from forty-eight to fifty-six columns and boasted that it would be the largest in the Ottawa Valley. All this because of Booth's railway, the OA & PS coming through!

Friday 14/04/1893 Ottawa Citizen Ottawa City Passenger

The work of scraping the principle streets has been commenced and they already present a better appearance.

The ice is being removed from the streets on which the horse railway is operated, the Corporation doing the cutting and the Railway Company carting it away. In a few days the street will be clear.

Friday 14/04/1893 Ottawa Citizen Belleville Perth

Special cheese train will leave Perth on Monday to carry the 11 ton Canadian cheese to Chicago via Windsor. More.

Friday 14/04/1893 Ottawa Free Press Tramway W.C. Edwards

W.C. Edwards & Co. will this summer run their lumber up through the yard on a track instead of using waggons. They have a road cleared of lumber and have everything ready to lay the ties.

Friday 14/04/1893 Ottawa Free Press Ottawa City Passenger

The work of carting away the snow and ice on Sparks street was rushed this morning, and as there is no serious impediment on the remainder of the route the street passenger cars will be running tomorrow instead of the busses.

Friday 14/04/1893 Ottawa Free Press Ottawa Electric Ottawa Car

The manufacture of electric street cars in Ottawa for other cities promises to be a growing industry. Yesterday an order was closed for six summer cars for Windsor, Ont., and negotiations are now in progress for a like number of winter cars for the same place.

Friday 14/04/1893 Renfrew Mercury Eganville

The Atlantic & North-West Railway Company (operated by Can. Pac. R. Co.) have advertised for tenders for the work of clearing and grading the Northern Ontario Extension of the above railway westward from Eganville.

Monday 17/04/1893 Ottawa Free Press Ottawa City Passenger

The ice having been removed from the tracks, the summer cars of the Ottawa Passenger Railway company began running today.

Monday 17/04/1893 Ottawa Free Press Renfrew

No trains except ballast cars have gone over the Parry Sound railway since the recent slide which took place. Ballast trains are going up continually however.

Thursday 18/04/1893 Ottawa Journal Renfrew Rochester street

City council.

J.R. Booth wrote asking permission to build a crossing over Preston Street for the Parry Sound railway, for the purpose of connecting the road with the Rochesterville lumber yards. On motion of Ald. Bingham it was decided to grant the request on condition of the company putting up a gate, placing a watchman and taking all necessary precautions for the protection of life.

Thursday 20/04/1893 Ottawa Free Press Ottawa City Passenger

Last night, shortly before ten o'clock a man named Lawrence Murphy becoming rather noisy was ejected from a horse car on Sussex street. The car it seems was moving slowly at the time and the man, falling heavily rolled against the wheels of the car bruising and cutting him all along one side and crushing one hand severely. The ambulance was quickly summoned and arrived in a very short time opposite the Geological survey where the accident occurred. A large crowd collected in a few minutes and the man was soon on his way to the Water street hospital. Murphy's companion states that he had been drinking pretty heavily so he was not quite himself when he fell off the car. He was quickly sobered by the pain however which was very acute. Murphy hails from Templeton and he will be some time at the hospital. Some of the bystanders blamed the driver of the car but it is difficult to say whose fault it was as the man was intoxicated at the time.

It is learned later this afternoon that several of the man's ribs are broken and his thigh badly bruised. The thumb of the right hand has had to be amputated. A leading solicitor was instructed today on behalf of the injured man, to enter an action for damages against the horse car company.

John Butler the driver of No. 13, claims that Murphy used foul language, demanded to be driven to questionable places and deliberately pulled the fare register repeatedly with both hands.

A friend of Murphy told the Free Press this afternoon that there were more than a dozen witnesses to affirm that the driver did not put on the brake when he ejected this alleged objectionable passenger, but he was going at a moderate speed at the time.

Friday 21/04/1893 Renfrew Mercury Eganville

Two trains a day between Renfrew and Eganville were put on by the Atlantic and Northwest Railway, commencing on Monday. The second train leaves Renfrew at 11 a.m. and returning leaves Eganville at 4 p.m.

Friday 21/04/1893 Renfrew Mercury Renfrew

The Arnprior correspondent of the C.P. Herald, furnishes the following notes: Ballasting was commenced on Wednesday last on the Ottawa, Arnprior and Parry Sound Railway, between Renfrew and Arnprior.

Mr. Mountain, chief engineer of the Canada Atlantic railway stated yesterday that the new O.A. & P.S. railway bridge across the Madawaska river at Arnprior, would be completed about June 1st.

According to the programme at present laid out for the construction of the Ottawa, Arnprior and Parry Sound Railway, it is intended to complete the work to the village of Renfrew by about the middle of July, to Eganville about September first, and then as far west as possible before winter sets in.

Friday 21/04/1893 Ottawa Journal Renfrew Eganville

Booth wins the pass.

Received word from Toronto yesterday that Mr. Justice Falconbridge gave judgment in favor of Mr. Booth in the Haggarty pass case, the CPR to pay all costs of the suit. More.

Friday 21/04/1893 Ottawa Citizen Renfrew

Two vans are being constructed at the C.A.R. workshops for the Ottawa, Arnprior and Parry Sound Railway.

Saturday 22/04/1893 Ottawa Journal Tramway E.B. Eddy

A railroad is to be run into the E.B. Eddy Co.'s paper mill at Hull.

What road it will be is yet a matter of speculation but within the past couple of days engineers of the C.P.R. have been inspecting the lay of the land.

The company's business has grown to such an extent within the year they find it necessary to save time and labor to ship direct from the factory. The big machines now turn out 70 tons of paper per day. The rails will also tap the sulphite mill on the bank of the Ottawa river near the Hull ferry landing.

There is now a tramway running from the old sawmill, now defunct, round the river bank to the company's lumber yard near where the C.P.R. track crossed the Gatineau river and this may likely be used if the C.P.R. builds the line.

New mill coming, big machinery - more.

Monday 24/04/1893 Ottawa Citizen Montreal and Ottawa

It is rumoured around Vankleek Hill that a large gang of men will shortly commence work on the Montreal and Ottawa Railway to complete it to Caledonia Springs by the 1st of July.

Monday 24/04/1893 Ottawa Journal Buckingham Buckingham

The C.P.R. suburban service between Ottawa and Britannia and Ottawa and Buckingham will commence on 1st of May.

Monday 24/04/1893 Ottawa Journal Carleton Place Britannia

The C.P.R. suburban service between Ottawa and Britannia and Ottawa and Buckingham will commence on 1st of May.

Tuesday 25/04/1893 Ottawa Journal Carleton Place Richmond Road chaudiere

There is to be a much needed improvement in the C.P.R. crossing on the Richmond Road. A great deal of time has been lost of late when trains were crossing, owing to the man on duty having a long way to walk to attend to the switches and gates. Mr. Spencer has been spoken to, and all using the crossing will be glad to hear that he at once investigated the matter and new gates to work the switches automatically as they open and shut are now being constructed and will soon be placed in condition.

Thursday 25/04/1893 Ottawa Free Press Ottawa Electric

Incident with car No. 23.

Wednesday 26/04/1893 Ottawa Free Press Renfrew

A beautiful new private car arrived at the C.A.R. station yesterday and is now being fitted on its new trucks. The car is the first official one that the company has yet purchased and was built in first class style at Coburg. The inside has not yet been altogether completed, but it will soon be fitted out for the use of the officials of the road on which it will be remarkable for its beauty.

Thursday 27/04/1893 Ottawa Journal Ottawa Electric Hull

It is learned that the railway committee of the Hull council will ask the Ottawa Electric Street Railway company to make a belt line around the city by way of Main and Lake streets, instead of placing a double line of track on Main street which, it is thought will greatly impede traffic on this narrow thoroughfare.

Friday 28/04/1893 Renfrew Mercury Renfrew Renfrew

Mr. J.R. Booth arrived in town on Wednesday night, and early on Thursday morning was out taking a tramp over the town, inspecting the several locations made for the line by his surveying parties.

He was at once interviewed by Mr. A.A. Wright, who, as a business man, is deeply interested in having a union station, and wanted to know how Mr. Booth felt on the matter. Mr. Booth expressed himself as willing to co-operate with the C.P.R., if they were willing to so-operate with him. And further questioned whether he would be willing to meet the Renfrew civic authorities and representatives of the C.P.R. to discuss the situation, Mr. Booth said he would, if such a meeting were arranged by the local Council

And then Mr. Booth tramped on.

We gather also that the probable route through the village - in case there is no union railway station arranged for - will be through the Agricultural Grounds, Rouselle's windmill, Mrs. Freer's residence, and down through the Sadler section and the lacrosse grounds, with station and yard in rear of the British Hotel. The tenders for the construction of the line between Arnprior and Renfrew are to be opened today (Friday), but Mr. Mountain, the Chief Engineer, thinks it will be three or four days before all the tenders have been examined and the awards made.

Friday 28/04/1893 Ottawa Citizen Maniwaki

The engineering staff who were engaged during the past year in making the survey of the northern portion of the Gatineau Valley Railway, returned to the city yesterday after completing their work to the Desert. The only work of construction now going on is the bridge over the Kazabazua creek, which is expected to be completed in the course of a month.

Friday 28/04/1893 Ottawa Citizen Kingston, Smiths Falls and Ottawa Kemptville

A meeting was held at the Hotel Garland here Friday last, says the Kemptville Advance, in the interest of the proposed Kingston, Smiths Falls and Ottawa Railway. More.

28/04/1893 Renfrew Mercury Eganville

ANOTHER RAILWAY SUIT IN SIGHT. The Atlantic & North Western Railway company (CPR) have fyled (sic) plans on one and three quarter miles on the shores of Golden Lake on a line already surveyed by the Parry Sound railway, and another legal battle may follow as to which of the companies has the right to the route. The merit of this action is parallel with the dispute over the Hagarty pass.

28/04/1893 Renfrew Mercury Renfrew

MR. J. R. BOOTH'S RAILWAY. Mr. J. R. Booth, president and owner of the Ottawa, Arnprior and Parry Sound railway, interviewed the Ontario Government on Monday, and asked for a grant of \$3,000 a mile in order to construct that portion of the line from Barry's bay to Scotia, where it will intersect the Northern and Pacific Junction railway, a distance of 105 miles. Mr. Booth says that 25 miles have been constructed at the western end, and 35 miles at the eastern end of the proposed railway. These points of the road are open for freight traffic. About 60 miles is to be built westward from Arnprior in the direction of Barry's Bay this summer. The Empire says that there is scarcely any probability of Mr. Booth's request being granted.

Friday 28/04/1893 Ottawa Journal Renfrew Douglas

The headquarters of the surveyors of the Ottawa and Parry Sound Railway are at Douglas and they will remain there until they have located the railway as far as Eganville.

It is the intention of the company to complete the construction of the road as far as Renfrew by the middle of July, to Eganville about September 1st and then as far west as possible before winter sets in.

Saturday 29/04/1893 Ottawa Citizen Ottawa Electric

Messrs. Soper and Brophy, of the Electric Street Railway, went to Hull yesterday afternoon and had a conference with the civic authorities upon the question of an electric car service in that city. They had a meeting with the Mayor, Ald. C.M. and J. Wright, Sabourin and Heimer. After some discussion upon the various lines suggested they decided upon a route from the city hall to Brewery Creek, near the C.P.R. crossing by way of Main and Brewery streets.

Saturday 29/04/1893 Ottawa Citizen Ottawa City Passenger

The public will no doubt be pleased to hear that an agreement has been arrived at for the conversion of the horse into an electric railway. Details of the agreement.

Saturday 29/04/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Mr. P. Latour is engaged in building the trucks for four new electric railway cars for the Ottawa Electric Street railway.

Monday 01/05/1893 Ottawa Free Press Renfrew

A number of men living in Rochesterville are engaged on railway work at the Carp, which they reach by special train daily, returning by another at night.

Monday 01/05/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Another new electric car was turned out from the factory today.

01/05/1893 Canada Lumberman Chalk River Carleton Place

An average of twenty car loads of lumber a day is now being shipped from the yards of the Canada Lumber Company at Carleton Place. Most of it goes to the Standard Oil Co., of New York.

Tuesday 02/05/1893 Ottawa Citizen Tramway Chelsea

Ottawa as an Iron Centre.--

Time was when the production of iron was carried out to a considerable extent just across the interprovincial line, between Hull and Chelsea. The traveller by the Mountain road to or from the latter village, may still see evidence of the defunct industry, in heaps of broken ore, short stretches of tramway and the gaping mouth of a long neglected tunnel running into the iron mountain almost at the very roadside. The smelting was carried on at Ironsides. Twenty five years ago Mr. Haydock carried on the production of iron there upon quite an extensive scale.--

Tuesday 02/05/1893 Ottawa Journal Ottawa Electric Hull

The 35 year franchise will be signed provided the electric railway company agree to extend their line to Gilmour mills within three years. More.

Tuesday 02/05/1893 Ottawa Free Press Ottawa City Passenger

Inquest into the death of Murphy. Adjourned until Wednesday.

Tuesday 02/05/1893 Ottawa Citizen Ottawa City Passenger

The Ottawa City Passenger Railway Company advertise in another column for 10,000 railway ties, immediate delivery.

Wednesday 03/05/1893 Ottawa Free Press Eganville

The Eganville express jumped the track yesterday a quarter of a mile east of that village, but a little delay was the only damage worth mentioning, and nobody was hurt.

Wednesday 03/05/1893 Ottawa Free Press Renfrew

The engineers and construction gang of the Ottawa & Parry Sound railway company are today removing the temporary wooden trestle on that portion of the track which crosses Preston street and putting in a permanent iron bridge.

Wednesday 03/05/1893 Ottawa Free Press Buckingham

The branch trains of the Canadian Pacific railway from Buckingham Basin to the village proper commenced running this morning for the season, and will prove a great convenience.

Wednesday 03/05/1893 Ottawa Citizen Renfrew

The contract for the construction of the Ottawa, Arnprior and Parry Sound Railway between Arnprior and Eganville was awarded yesterday to Mr. Fauquier of Toronto.

Thursday 04/05/1893 Ottawa Journal Ottawa Terminal

So far nothing new has transpired to the C.P.R. canal locks depot scheme. The company has not yet reported to the city what it will cost to bridge the Ottawa.

In this connection it may not be generally known that when the old Central Canada road, now the C.P.R., was built there was a proposal to run the line from the present Union station along what is now Albert street to a point about the present site of city hall. The negotiations were nearly concluded but at the last minute fell through.

Thursday 04/05/1893 Ottawa Free Press Ottawa City Passenger

Verdict of inquest into death of Murphy - he was pushed off the car by the driver when the car was in motion. Condemns the car company for not employing a driver and a conductor.

Friday 05/05/1893 Renfrew Mercury Belleville Perth

The Big Cheese. An account of the journey to Chicago by Prof. Robertson.

A funny thing about the trip was that at every station the train stopped at, the people crowded on the flat car the cheese was on and wrote their names on the box. By the time it reached Chicago there must have been fully 200,000 autographs. There was not two square inches left.

Friday 05/05/1893 Renfrew Mercury Eganville Eganville

The first accident to a passenger train on the Eganville branch of the C.P.R. took place yesterday (Monday). The noon train, which consisted of the engine and tender, two flat cars loaded with the alligator tug, "Bonnehchere No. 1," tow freight cars, a baggage car and two passenger cars, had just passed the street leading to the bridge on its way to the station when the wheels under the first freight car by some means became detached and coming against the wheels of the second freight car, also detached them. The engine with the flat cars and the body of the first freight car, after it became detached from the others, went on for some distance, the body of the car bumping along the ties and rails. The second freight car and baggage car went off the track toward the embankment. The passenger cars did not leave the rails. The first freight car, which was loaded with buggies for Mr. R. Reeves, received comparatively little damage from its rough usage. The second freight car was badly smashed up and the baggage car was also considerably damaged. Fortunately the second freight car and the baggage car went off the track towards the embankment, in rear of Mr. T.G. Roland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured. - Enterprise.

Friday 05/05/1893 Renfrew Mercury Chalk River Renfrew

About nine o'clock Thursday morning the residents of the Plaunt section of Renfrew were startled by a report of a cannon like force. Hasty inspection showed there had been an accident of some sort on the C.P.R. line - a large flat-car standing high in the air. It seems that the A. & N.-W. engine with a box car attached was being shunted, and a line of flat cars being obscured from the engineer's view, he dashed his engine and car into them with considerable force. The brakes were on the flats and the first car of the line was simply doubled up like card board, the large timbers being snapped in half; and the iron-work being bent in all directions. The box car was slightly damaged, and the hind trucks forced off the rails. The damaged flat overhung the C.P.R. main line, but was quickly pulled away from its dangerous position.

Saturday 05/05/1893 Ottawa Citizen Renfrew

Mr. J.R. Booth expects to have the Parry Sound road completed to Renfrew by Dominion Day and to Eganville by September. He will grade the road as far as possible before the winter sets in. In reply to Mr. A.A. Wright of Renfrew, Mr. Booth expressed himself as willing to cooperate with the CPR in the building of a Union station at Renfrew.

05/05/1893 Eganville Enterprise Eganville

THE NEW TUG BOAT. The alligator tug, 'Bonnehchere No. 1,' which arrived by the noon train on Monday, attracted a good deal of attention from our villagers, a large number going to the station grounds to view it. The boat is thirty seven feet long, by ten in width, flat bottomed and very strongly built. It carries an engine of twenty horse power and carries one mile of strong wire cable. As its name implies, it is able to travel upon land as well as over water, being able to travel over portages where there are falls in the river, though it is able to go up any ordinary rapids. Mr. West, of Simcoe, the inventor and manufacturer, accompanies it and will take it to its destination, Golden Lake. The boat will be put in the river at the station grounds, and it is expected will be ready to start on its travels today (Tuesday). It has been purchased by the Messrs. McLachlin Bros., to tow their logs on the Bonnehchere Lakes, and it is probable that they will put a second one on Round Lake. The boat travelled from its place of manufacture in Simcoe to the railroad station, over half a mile on a macadamized* road, to test its strength.

THE A & NW Ry. IN HARD LUCK: Two Smash-Ups in One Week. The first accident to a passenger train on the Eganville Branch of the CPR took place yesterday (Monday.) The noon train which consisted of the engine and tender, two flat cars loaded with the alligator tug, "Bonnehcure No. 1." two freight cars, a baggage car and two passenger cars, had just passed the street leading to the bridge on its way to the station, when the wheels under the first freight car by some means became detached and coming against the wheels of the second freight car also detached them. The engine with the flat cars and the body of the first freight car, after it became detached from the others, went on for some distance, the body of the car bumping along the ties and rails. The second freight car and baggage car went off the track toward the embankment. The passenger cars did not leave the rails. The first freight car, which was loaded with buggies for Mr. R. Reeves received comparatively little damage from its rough usage. The second freight car was badly smashed up and the baggage car was also considerably damaged. Fortunately the second freight car and the baggage car went off the track toward the embankment in rear of Mr. T. G. Boland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured.

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Friday 05/05/1893 *Ottawa Citizen* *Ottawa Electric*

A question the Civic Street Railway Committee will shortly have to consider is what bridge and street the city is going to allow the amalgamated street railways to run their lines over. The rumor that the company would prefer the Sappers Bridge and Sparks street has raised anew the opposition of certain property owners.

Friday 05/05/1893 *Ottawa Free Press* *Renfrew*

The new official car which was recently purchased by the Canada Atlantic Co., is attracting much attention by its beautiful appearance. The car recently made its first trip to Montreal.

Saturday 06/05/1893 *Ottawa Journal* *Renfrew*

Work is being rapidly carried on between Ottawa and Arnprior, in grading and ballasting, although the weather has been unfavorable for such operations. No passenger trains run, nor will they, it is said, during this month. Indeed, so wet is the land and so damaging is the wet to the newly formed roadbed that the construction trains find it difficult to carry on operations.

Freight has been, previous to the late rains, handled to a considerable extent, but for a time shipments will be light. As showing what they may expect from Carleton trade alone, it may be stated that 120 carloads of grain have left Kinburn station already this spring. The principal stations on the line between Ottawa and Arnprior will be Carp, Kinburn and Galetta, with flag stations at other points. There is a lively interest throughout in the Parry Sound Railway, but Kinburn people say they will certainly lead in their shipments.

Monday 08/05/1893 *Ottawa Journal* *Renfrew* *Carp*

The men who are working on the O.A. & P.S. are making quite a commotion at Carp at present. Barnhard's steam shovel which was built by the Marian Steam Shovel Co., Marian, Ohio, USA., is at work cutting a track through Mr. William Rivington's hill. This shovel does excellent work and vast crowds of ladies and gentlemen visit it daily to see it while it is in operation.

Monday 08/05/1893 *Ottawa Citizen* *Montreal and Ottawa*

It was learned yesterday from a reliable source that the directors of the C.P.R. would, this week, take into consideration the question of the construction of the Vaudreuil and Ottawa branch from Point Fortune to Caledonia Springs and thence to Ottawa. It is said the authorities of this road are anxious to get this branch built, as their run from Montreal to Ottawa would be nineteen miles shorter than by their present North Shore route, and it would ensure more satisfactory connections with the western trains.--

Thursday 11/05/1893 *Ottawa Free Press* *Ottawa Electric*

The Free Press had an interview this morning with some of the officials of the Electric Railway company and learned from them the following particulars of the line.

The company yesterday gave an order for 750 tons of rails for the new line running from New Edinburgh to the Suspension Bridge and expect to commence operations on the work of changing the line from horse cars to electric power by the 10th of June. As soon as everything is in readiness operations will be rushed through and it is expected that the whole line will be completed by the middle of August so as to be in readiness for the opening of the Central fair. The electric line will run exactly upon the same route as that hitherto used by the horse car line, the changes to be made simply in connection with the present electric railway track which will be removed from the Dufferin bridge and Wellington st., the whole traffic coming

ACROSS SAPPERS BRIDGE

--the cars, some twelve in number, are already built.

--Rockcliffe line to be changed to electricity.

--nothing decided about extension to Hull

-- It is expected that a number of the largest horse cars will be overhauled and used as trailers for special occasions.

Thursday 11/05/1893 *Ottawa Citizen* *Ottawa Electric*

An order was yesterday given for 100 tons of rail to be used when the present horse car railway is replaced by electricity.

Friday 12/05/1893 *Renfrew Mercury* *Renfrew* *Arnprior*

The iron bridge over the Madawaska at Arnprior is now ready for the railway iron. *Ottawa Journal*.

Friday 12/05/1893 *Renfrew Mercury* *Renfrew* *Renfrew*

The O.A. & P.S. surveyors were in town again this week, picketing out the line on the north side of the creek, through the village. It seems to be certain that the route mapped out in *The Mercury* of two weeks ago is the one to be taken. We understand that the work of purchasing the right of way through the village is now (Thursday) in progress; and that the house recently occupied by Mr. J. Brousseau, opposite Mr. A.A. Wright's residence, has been rented as offices for the use of the staff.

12/05/1893 Renfrew Mercury Renfrew

A Humorous Document. The CPR doesn't know Such a Railway as the OA & PS.

At the meeting of the Council on Monday evening, the Reeve presented the following correspondence:

Renfrew, April 27th, 1893.

W. C. Van Horne, Esq.,

President Canadian Pacific Ry., Mtl.

Dear Sir: - Under instruction from the Council of this Corporation, I take the liberty of writing you re a union station with the Ottawa, Arnprior & Parry Sound Ry..

I understand that that road will shortly be built to Renfrew, and it is felt by the Council and citizens to be desirable if possible, to have a union station. The site chosen for the station of the OA & PS Railway is central enough, but I think public interests and the interest of both roads would be served by a union.

I have not yet officially communicated with the OA & PS Ry. Co., but private citizens have, and I believe they are favourable if it can be arranged.

I would be much obliged if you would indicate your views on the matter, and, if favourable to the proposal, let me know when I could meet your representative.

I am, your obedient servant,

Jas. Craig,

Reeve of Renfrew

The CPR replied on May 8th:

Dear Sir, _ Referring to your letter of April 27th. We know nothing about the railway to which you refer, and are not, therefore, prepared to discuss the question of terminal arrangements with them, for the present at least. We have some plans for improved station accommodation at Renfrew to be provided for the traffic of our own line, and which we expect to carry out during the current season.

Yours truly,

T. G. Shaughnessy,

Vice-President

Friday 12/05/1893 Renfrew Mercury Chalk River Renfrew

At the meeting of Council on Monday evening, the Reeve presented the following correspondence:

To C.P.R. Van Horne, April 27th 1893.

Under instruction from the Council of this Corporation, I take the liberty of writing you re a union station with the Ottawa, Arnprior and Parry Sound Railway.

I understand that the road will shortly be built to Renfrew, and it is felt by the Council and citizens to be desirable, if possible to hav a union station. The site chosen for the station of the O.A. & P.S. Railway is central enough, but I think public interest and the interests of both roads would be served by a union.

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Response from T. Shaughnessy, may 8th, 1893.

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Saturday 13/05/1893 Ottawa Journal Renfrew

It is expected the ballasting of the Parry Sound (sic) between Ottawa and Arnprior will be completed by July. The late spring and frequent rain have prevented progress.

Saturday 13/05/1893 Ottawa Citizen Ottawa Electric

Ald. C. Wright yesterday handed in at the office of the Electric Street Railway the contract with the city of Hull duly signed by the civic authorities. Owing to Mr. Soper's absence in New York, however, the agreement will not likely be signed by the company until next week.

Saturday 13/05/1893 Ottawa Citizen Maniwaki

The construction of the Gatineau Valley Railway north of the Kazabazua has commenced and will be carried on most of the summer. It is forty miles from Kazabazua to the Dessert, the objective point of the railway at present.

Saturday 13/05/1893 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

P.P.& J. Railway to build Nepean Point bridge.

More.

P.P.& J will amalgamate with the Gatineau Valley Railway. More.

P.P.&. J. has a bridge charter and will either purchase the C.P.R branch between Ottawa (sic) and Aylmer or build an independent line of its own.

Monday 15/05/1893 Ottawa Journal Carleton Place Ottawa, Broad Street

An addition is being made to the baggage shed at the C.P.R. Union depot by means of which the space for storage of baggage will be much enlarged.

Wednesday 17/05/1893 Ottawa Journal Ottawa Electric Hull

Now that the contract between the city of Hull and the Ottawa Electric St. Railway company is complete with the exception that it requires the signature of Mr. Soper to it, the main topic of conversation in Hull is regarding the construction of the road, where it will be run and when its construction will begin.

More - intentions of the company etc.

Thursday 18/05/1893 Ottawa Journal Hull Electric

There is a scheme afoot to build an electric railway line between Deschenes mills and Aylmer, a distance of about three miles. Mr. R.H. Conroy, warden of the county of Ottawa is the principal promoter of the movement.

Thursday 18/05/1893 Ottawa Journal Renfrew

The O.A.& P.S. railway began running passenger trains over their line on Monday. The train for Arnprior leaves the C.A.R. depot at 7 o'clock in the morning and returns to the city at six o'clock in the evening. The trip is made in little less than three hours. Faster times will be made when the road is fully ballasted.

Thursday 18/05/1893 Ottawa Journal Prescott South Gower

The C.P.R. have begin digging at their gravel pit on the Prescott branch near South Gower and have nearly one hundred men employed.

Friday 19/05/1893 Renfrew Mercury Pontiac & Pacific Junction

The Pontiac and Pacific Junction and the Gatineau Valley railways are about to amalgamate and will bridge the Ottawa from Hull to Nepean point in order to reach the proposed new central depot in the canal basin. The Pontiac and Pacific Junction Railway company will either purchase the C.P.R. branch between Hull and Aylmer, or else build an independent line of its own to Hull.

Friday 19/05/1893 Renfrew Mercury Renfrew

The sub-contractors for the construction of the O. & P.S. from Arnprior are for the eight miles from Arnprior - Wm. Heald; and for the eight miles from Renfrew - Messrs. Golden & Secarton. The grading is to be done to Renfrew by the 15th of July, and the iron laid by the 15th of August.

Friday 19/05/1893 Renfrew Mercury Kingston (CP) Flower water

A few days ago, part of the K. & P.R. track near Flower station was covered with water and trains had to go slow through it. While conductor Judge's train was passing, he threw out a fishing line, and, much to his surprise, caught a pike weighing 13 lbs. At this season of year pike are plentiful in the streams near the track.

Saturday 20/05/1893 Ottawa Citizen Eganville

There was a washout on the track of the A. & N.W. Railway below Douglas on Wednesday and the trains were delayed several hours.

Saturday 20/05/1893 Ottawa Free Press Renfrew

There was quite a lively time last Thursday evening in the C.A.R. yards when No. 4 shunter collided with a boxcar which was a little foul of the track. The shock was pretty strong and badly damaged the cabin of the shunter taking it almost off the locomotive. The men running the engine luckily escaped serious injury and were only a little jostled about by the cabin being torn down above their heads. The track is yet covered by glass and bits of iron where the accident occurred, and both boxcar and shunter are in for repairs.

Saturday 20/05/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Work has commenced on another order for electric street cars. This time it is Montreal. The cars will be completely equipped in Ottawa and turned out ready to go on the tracks.

Saturday 20/05/1893 Ottawa Citizen Ottawa Electric

The Electric Railway Company will commence the work of extending their tracks on Bank street to north of the Swing Bridge on Monday.

Thursday 23/05/1893 Ottawa Citizen Ottawa Electric

Rockcliffe Park was well patronized yesterday, the only drawback being the want of a good electric service. This will be remedied before the first of July, and the merry twirl of the trolley will resound through the woods.

The electric street car conductors and motor men wore their summer uniforms for the first time yesterday. Much favourable comment was expressed of their neat appearance. Roses from Scrims added to the effect.

Tuesday 23/05/1893 Ottawa Free Press Ottawa Electric

Agreement with the city for change from horse to electric power.

Thursday 25/05/1893 Ottawa Free Press Ottawa City Passenger

Work on the change of power for the Rockcliffe line commenced today. Busses will be used meanwhile, and when complete connection will be made with the New Edinburgh branch along Creighton street.

Thursday 25/05/1893 Brockville Recorder Westport Brockville

B. & W. R.R.

On Tuesday May 30th a bus will be put on by the Clifton House, carrying passengers both ways between the B. & W. station and the Clifton House. Meals 25c. and if found not satisfactory, money will be refunded. The house has all modern conveniences. Be sure and ask for the Clifton House bus for a trial trip and I will guarantee to make you comfortable.

Antoine Wendling, Proprietor.

Friday 26/05/1893 Ottawa Citizen Ottawa Electric

The work of converting the present horse car railway into an electric system will likely be commenced on the main line on Monday as the rails to be used are expected to arrive in the city today.

Friday 26/05/1893 Ottawa Journal Kingston (CP) Grassy bay

The K & P railway track on the dump across Grassy bay on the Madawaska is considerably wrecked and traffic on the line has been suspended for a few days. The high wind on Saturday night and Sunday operating on the high water had the effect of washing away the track on the dump. A gang of men were set to work on Sunday and began repairing the damage done. The dump across the bay is over half a mile long and as the water has washed away the track across its whole length it is said that it will be some days before the road will be fit to resume traffic on it.

Saturday 27/05/1893 Ottawa Citizen Chaudiere

At the rear of the C.A.R. office at the Chaudiere a rather novel building is being constructed. It is to be used as a boarding house for the men at work on the Ottawa, Arnprior and Parry Sound Railway, and is being built so that it can be transferred from place to place with the greatest possible convenience. The sides, ends and roof will consist of eight sections, which can be taken apart and put together again by means of a few bolts.

Monday 29/05/1893 Ottawa Citizen Chalk River Pakenham

The C.P.R. embankment near Pakenham is again giving the company much worry. The heavy rains and high waters have expose the trestle work to some danger from landslides. Trains run slowly over it. The place will be thoroughly refilled when the waters abate.

Monday 29/05/1893 Ottawa Journal Renfrew

Mr. W. Heald of Arnprior has secured the contract for the first eight miles of the O.A. & P.S. Railway between Arnprior and Renfrew and has a large gang of men and teams at work.

Monday 29/05/1893 Ottawa Journal Ottawa Electric Rockcliffe

Work on the Rockcliffe extension of the electric street railway is being rapidly pushed. A force of eighty men is now employed and on about half of the line the rails have been laid.

Thursday 30/05/1893 Ottawa Free Press Ottawa Electric

Accident with car No. 38.

Wednesday 31/05/1893 Ottawa Free Press Ottawa City Passenger

The new steel rails for the Ottawa Passenger Railway company's electric lines throughout the city are being distributed along the lines of the streets where the present horse cars run. The rails are very heavy steel ones.

Saturday 01/06/1893 Ottawa Citizen Renfrew Madawaska River

The iron bridge for the Ottawa, Arnprior and Parry Sound Railway which will span the Madawaska River is nearing completion at the Dominion Bridge Company's works at Lachine. It will be ready for removal in a couple of weeks.

Thursday 01/06/1893 Ottawa Journal Ottawa Electric

The Electric Street Railway Company now have 32 car loads of ties for the new track. They are at the Union depot and are being culled, counted and checked by Ald. Perkin who is in charge of this work.

Friday 02/06/1893 Renfrew Mercury Renfrew Chaudiere

The houses in which the men working on the construction of the Parry Sound railway will sleep, are being constructed in the C.A.R. car yards at the Chaudiere. The buildings are in sections, so they may be portable and the different sections are put together by means of bolts. The buildings will soon be ready for shipment up the line to where the men are now working, above the Carp. - Ottawa Free Press.

Friday 02/06/1893 Ottawa Citizen Ottawa Electric

The reconstruction of the Rockcliffe extension of the passenger railway company's line is now complete from the Rockcliffe end as far as the old lime kilns, and is expected to reach New Edinburgh village by Saturday night. The new line will be nearly all double track, and will be much more direct than the old route, a number of the curves having been taken out.

Saturday 03/06/1893 Ottawa Free Press Ottawa City Passenger

New cedar and tamarack ties for the Ottawa city passenger railway and electric lines are still arriving at the C.P.R. station.

Saturday 03/06/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Two open electric cars, manufactured by Mr. Wylie, were shipped yesterday afternoon to Windsor, Ont., for the electric railway of that city.

Saturday 03/06/1893 Ottawa Free Press Renfrew

There are over a dozen car loads of fine steel rails at the C.P.R. Chaudiere yard ready to go the Parry Sound road where they will be used.

Monday 05/06/1893 Ottawa Free Press Renfrew

A dry wall is being built by the Parry Sound R.R. company at the embankment at the Preston street crossing. The high embankment was filled in with clay and during the recent wet weather the clay began to slide, rendering the road at that point unsafe. The stone wall is being constructed to keep the clay in its place.

Monday 05/06/1893 Ottawa Free Press Ottawa Electric

Accident to car No. 91.

Monday 05/06/1893 Ottawa Journal Renfrew Madawaska River

The railway bridge of the O.A. & P.S. railway over the Madawaska river at Arnprior will be completed in about two weeks. The construction of the line has advanced to within a few miles of Renfrew.

Tuesday 06/06/1893 Ottawa Free Press Renfrew

Ballasting along the line of the Ottawa and Parry Sound from Ottawa to Arnprior is being pushed forward as rapidly as possible, but owing to the continued wet weather much delay has been met with. It is anticipated, however, that if the weather of the next few weeks should prove at all favorable, this section will be completed for the formal opening of passenger traffic on July 15th.

On the Parry Sound road there are between 80 and 100 cars a day loaded with freight leaving the station and going to Arnprior and other points all (sic) the line. One passenger train a day is all that yet runs over the line and this has freight with it every time.

Tuesday 06/06/1893 Ottawa Free Press Renfrew Elgin Street

A fine first class car has just been turned out of the C.A.R. shops here, having been repainted, varnished and fitted out anew. The car looks like a new one and will soon be put on the regular line.

Wednesday 07/06/1893 Ottawa Free Press Renfrew

The big gravel plow used on the Parry Sound railway construction has had to be brought down from Arnprior and placed in the Canada Atlantic work shops for repair.

Rushing the G.V.R.

The road to be pushed to Pickanock this summer.

Forward is the word in the construction of the Gatineau Valley railway. The road will be pushed this summer as far as Pickanock.

Two hundred men are now at work ballasting the fifth and part of the sixth section beyond Kazabazua and the company hopes to run trains to Pickanock early this fall.

Repair shops have recently been erected at Kazabazua the present terminus of the line. The cars which were smashed in the wreck at Stagg Creek disaster last fall are now all rebuilt and will shortly be brought into service.

The iron bridge across the river at Kazabazua has just been completed.

A RAILWAY HOTEL

Tourist and pleasure parties who go up the line this summer to Kazabazua will receive good accommodation. A large boarding house is being erected by the company, which will be set apart to accommodate parties who go up the line for a few days' or a few weeks' outing as well as the better class of trainmen, such as conductors, etc.

The company promises to give good accommodation and to set a first class table. The building will be completed in a few days. It is situated within a few yards of the station, close to the Kazabazua river, and within three miles of the Gatineau river. Nearby are several beautiful lakes which abound in trout and bass. Trout is also to be caught in the Kazabazua river, close to the boarding house.

Within a short distance of the station are the famous Kazabazua blueberry plains, where the large marsh blueberry can be gathered in handfuls during the season. These plains are about five hundred feet above the level of the river Ottawa, and are dotted by numerous hills.

The roads are sandy and the pleasure seeker does not encounter inches of mud which so often mar the pleasure of such trips.

SUMMER EXCURSIONS

The excursions which have already been arranged over the line for this summer are:

Saturday, June 10th, Christ church Sunday school to the Cascades.

Saturday, June 17th, Dominion church Sunday school to Farrelton.

Saturday, June 24th, St. George's church to Chelsea.

There will also be excursions on Dominion day and the twelfth of July.

Thursday 08/06/1893 Brockville Recorder Westport

New ties are being placed at many sections of the B. & W. Railway.

Thursday 08/06/1893 Ottawa Free Press Ottawa Electric

The new iron posts to be used in the electric railway for supporting the trolley wires in the central portion of the city arrived yesterday and arrangements are being made for their erection. They will be placed along the edge of the sidewalk about 100 feet apart, and embedded in a cement foundation.

Thursday 08/06/1893 Brockville Recorder Westport Athens

Athens - A B. & W. special passed through here on Wednesday having on board a number of G.T.R. officials, who, rumor says, were looking over the road preparatory to buying it.

Thursday 08/06/1893 Ottawa Free Press Renfrew

The C.A.R. authorities are laying a new track in their yards, which will accommodate a number of cars while being unloaded. The yard is portioned off, so much room being given to coal, so much to lumber. There is such an immense quantity of coal coming in at present that the new siding will be kept for Russian coal.

Friday 09/06/1893 Ottawa Journal Lachute Hull water

The C.P.R. are making arrangements to secure a water supply at their station in Hull to be prepared in the event of fire breaking out. At present there are no hydrants near the city, and if a fire did start, it would be a very difficult matter to save the company's buildings.

Friday 09/06/1893 Renfrew Mercury Eganville

The farmers along the line of the C.P.R. between Douglas and Eganville are complaining of the line not being fenced. They say that they are in continual danger of having their cattle wander on the track and getting killed, and that their fields are open to their neighbours' cattle, which wander along the unfenced road and enter them.

Saturday 10/06/1893 Ottawa Citizen Tramway Deschenes

A sad, and what may prove fatal, accident occurred at the Deschenes Mills on Tuesday afternoon. A horse, attached to a tramcar, which a young man named John Grimes was driving, took fright and ran away. Grimes was dragged under the wheels of the car which passed over his body, crushing him severely. At last accounts some hopes of his recovery were entertained.

Also reported in the Ottawa Free Press.

Saturday 10/06/1893 Ottawa Free Press Ottawa Electric

Work on the Rockcliffe line is being rushed. The track from Sussex street to the end of the line is being substantially built, some great rock cutting being necessary in order to allow of double track. The poles are all being erected today and will be painted. In order to make the bridge across the ravine at Rideau Hall safe, new beams and supports have been put in by the company, the curves to connect with the Creighton street line will be put in position at once. At Rockcliffe a most substantial pavillion has been erected and a comfortable dwelling for the keeper is in course of erection. The view from the promenade is one of the finest in the Ottawa valley. A large number of conveniences for picnic parties are being provided and the resort will be greatly improved thereby.

Tuesday 13/06/1893 Ottawa Journal Montreal and Ottawa

In Prescott county there is strong expectation that work on the Montreal and Ottawa railway, now under control of the C.P.R., will be commenced almost immediately.

It seems only two weeks remain for the company to begin, in order to prevent the bonus from the Ontario provincial government being transferred to the proposed Canada Atlantic belt line through Prescott and Russell counties.

It is said that that portion of line now built from Rigaud to Point Fortune is to be abandoned and a new line run direct from Rigaud. This line will run inland and will presumably pass at but a short distance from Vankleek Hill. From the latter place to Ottawa the length of the line will be but 45 miles. The residents of the counties through which the line will run are anxiously watching developments.

Thursday 13/06/1893 Ottawa Journal Ottawa Electric

It is expected that work on laying the electric track between New Edinburgh and Rockcliffe will be completed tonight or tomorrow night. Over one hundred men are at work.

The iron poles for the Ottawa electric railway trolley cross wires are being placed on Sparks street.

The Electric Railway company have one hundred men now engaged on extending their line from Creighton street to Sussex street in New Edinburgh, where a junction is formed with the City Passenger line.

All the trolley wires are expected to be up on the Rockcliffe branch of the electric railway by tomorrow and with the exception of a short transfer at New Edinburgh a passenger can ride by electric car from any point in the city to Rockcliffe.

Tuesday 13/06/1893 Ottawa Citizen Renfrew Galetta

About 80 or 100 men are employed at Galetta, a short distance east of Arnprior in ballasting on the O.A. & P.S. railway. When Arnprior is reached the men will be started at work to complete the ballasting between Arnprior and Kinburn.

Wednesday 14/06/1893 Ottawa Free Press Renfrew Carp

It is rumored today that Mr. J.R. Booth has purchased the large gravel pit and plant belonging to Mr. Rivington at Carp village.

Thursday 15/06/1893 Ottawa Free Press Renfrew Bank Street

Shunting engine No. 2 of the C.A.R. while making a flying shunt this morning was the cause of considerable damage. A miscalculation somewhere sent the cars flying through the oil office of W.S.D. Morris, completely wrecking it. A telegraph pole was cut in two and hung by the wires. The swing gate on once side was smashed, and only for the iron standards which support the swing bars across bank street, some oil would have been spilled. The usual group of officials are busily locating the cause of the wreck. No one was injured.

Thursday 15/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The Rockcliffe extension of the Electric Railway Co. will be in running order in a few days. The Creighton street tracks and those of the extension will be joined in a day or so. Some delay is caused by the non-arrival of the trolley wire. Everything is in readiness to string it.

Friday 16/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

Electric cars to Rockcliffe tomorrow, Saturday, afternoon from one o'clock. Transfers issued from both horse and electric cars. Orchestra in the pavilion.

The electric railway extension to Rockcliffe will be completed today. Two cars will run on the route and it promises to be largely patronized.

The weight of an electric car is seven tons. This is the information given to the street railway committee last night.

Thursday 17/06/1893 Brockville Recorder Westport Delta

As the B. & W. train was approaching Delta on Friday last from the north, a long, lank hound was seen in front of the engine, giving the cowcatcher his dust. The hound continued to "get there" till a bridge was reached, when the cowcatcher tenderly fired him off the track. So tenderly was it done that no damage was done to the dog, save cutting off a portion of his elongated tail.

Saturday 17/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The opening of the Rockcliffe extension of the electric railway, which was to have taken place this afternoon, has been postponed as the company were unable to have the trolley wire stretched in time. Barratt's orchestra had been engaged for the occasion.

Saturday 17/06/1893 Ottawa Journal Ottawa Electric

Accident to electric car No. 8 on Rideau street.

Monday 19/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The Electric car Company ran busses from New Edinburgh to Rockcliffe on Saturday. A large number of passengers were conveyed, hundreds going down under the impression that they could run right through.

Tuesday 20/06/1893 Ottawa Citizen Maniwaki

An elevator with a capacity of 12,000 bushels of grain is being erected in connection with the granary of the McLaren estate on the banks of the Peche.

Preliminary steps are being taken for the construction of a branch line of the Gatineau Valley Railway to the firm's establishment, a distance of about a quarter of a mile.

Tuesday 20/06/1893 Ottawa Journal Renfrew Archville bridge

A train of freight cars, partly loaded with lumber, dashed into the passenger swing bridge over the canal at Ottawa East yesterday. One of the cars was badly wrecked and the bridge was considerably damaged. A barge hand attempted to take the train down the grade to the dock to load the lumber, but could not work the brakes right.

(Note - presume this refers to the passenger bridge over the canal north of the railway bridge.)

Wednesday 21/06/1893 Ottawa Journal Ottawa Electric

The people of Sussex Street don't want the electric cars on that street to run faster than six miles an hour and have petitioned city council to see that such shall be the rate of speed when the new line goes into operation.

Wednesday 21/06/1893 Ottawa Journal Renfrew Eganville

Chief Engineer Mountain says the O.A. & P.S. will be completed to Eganville by September 1.

Thursday 22/06/1893 Ottawa Journal Renfrew Archville bridge

Repairs to the Ottawa East bridge were commenced today. The delay was due to the non arrival of suitable timber.

Friday 23/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

The electric street car service being finished to Rockcliffe park, no doubt tomorrow afternoon a large crowd will be in attendance. An orchestra will furnish music.

Friday 23/06/1893 Ottawa Free Press Renfrew locomotive wood

No. 1 locomotive from the Parry Sound Colonization company's road has just been turned out of the C.A.R. shops repaired and repainted and generally fixed up. This engine is of a very old construction burning wood altogether. The smoke stack has a funnel on the top of it fully five feet in diameter, making the whole engine appear ancient indeed. The company find it easier to use wood on their line because it is handier and cheaper there than coal would be.

Saturday 23/06/1893 Ottawa Free Press Chaudiere Chaudiere

The evening shunter which goes around to the Chaudiere yards has some thirty cars of lumber each evening to being up to J.R. Booth's Mount Sherwood piling grounds and about ten to Bronson & Weston's Stewarton grounds. J.R. Booth's piling grounds at the Chaudiere are very full and as a consequence more than usual comes to the Mount Sherwood yard.

Friday 23/06/1893 Ottawa Citizen Ottawa Electric Rockcliffe extension

Time, three o'clock in the morning! Place, the New Edinburgh terminal of the electric and horse railways.

"Let her go," said the Superintendent Hutcheson, and leaving the sleeping city with its glittering electric lights behind, the first electric car upon the Rockcliffe extension sprang forward into the silence and darkness of the woodland. As the trolley bell pented forth its warning hundreds of feathered songsters awoke and thus to nature's accompaniment was the long anticipated opening of the line to Rockcliffe Park inaugurated. With Superintendent Hutcheson on the first car was Mr. Ahearn, to whose untiring efforts the early opening of the line is due, and a representative of the Citizen abroad for an airing after his night's work. The run from New Edinburgh to the pavilion at the eastern terminus was made in three and a half minutes and was successful in every respect.

The track is of the most solid standard steam railway construction, with extra heavy guard rails upon all curves. The whole road is one succession of curves through what is probably the most picturesque scenery in Canada and terminating at the pavilion from which is obtained a series of views up and down the Ottawa and Gatineau rivers. and across the Laurentian range of mountains indescribably charming.

Near the pavilion a neat cottage has been erected for the caretaker and family. Light refreshments will be kept and ice and hot water supplied to visitors and picnic parties. Conveniences for both ladies and men have been erected in suitable locations. The pavilion, which is 30 by 60 is lighted by electricity.

Round tables are being built around a number of the larger trees in the park for the convenience of picnickers.

Connection is made at New Edinburgh with both the horse and electric cars from the city.

Saturday 24/06/1893 Ottawa Journal Renfrew Arnprior

The Ottawa, Arnprior and Parry Sound railway have stationed an agent at Arnprior to attend to their interests there.

Saturday 24/06/1893 Ottawa Journal Ottawa Electric

Accident to car No. 22 on the Elgin street line.

Track laying on the street railway line is now in progress on Sussex street between Rideau Hall gate and Dalhousie street. The "dip" between the New Edinburgh bridges is being filled in preparatory to laying down the rails.

From today the horse car company will accept transfers from the electric railway to the Rockcliffe line and electric car tickets will be accepted on the return trip from Rockcliffe.

After August 13, when the electric railway begin to pay mileage under the new charter, transfers will be given to and from both companies, on all parts of the lines.

Rockcliffe Park is now being fixed up by the companies. The rough edges cut down and things given a cultivated appearance.

Monday 26/06/1893 Ottawa Journal Canada Atlantic

Note about new service on the CAR.

Tuesday 27/06/1893 Ottawa Journal Ottawa Electric

8% dividend declared. More.

Tuesday 27/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension

Mr. W.Y. Soper says of the car incident Saturday, the affair was very slight and none of the ladies even knew the car was off the track. There was no steep incline at the spot and the car was only off the track for 50 minutes.

Tuesday 27/06/1893 Ottawa Journal Aylmer branch Deschenes

Bold attempt to wreck the Aylmer train.

A stone weighing almost 150 lbs. chained to the track, only discovered a few minutes before the train to Ottawa was due.

Tuesday 27/06/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Two electric cars built by W.W. Wylie for Messrs. Ahearn & Soper were shipped on Saturday to Winnipeg under the supervision of Ald. Perkins.

Tuesday 27/06/1893 Ottawa Free Press Ottawa City Passenger

Work on relaying the of the tracks for the electric line on Sussex street is being rushed. Already the men have completed one track from New Edinburgh to Boteler street.

Wednesday 28/06/1893 Ottawa Citizen Pontiac & Pacific Junction

"That a bridge is likely to be erected across the Ottawa shortly for the entrance of the Pontiac and Pacific Junction Railway Pacific Railway into Ottawa is cheerful news to people of Fort Coulonge: said a gentleman from that village yesterday. "The people are all enthusiastic over it and are awaiting its early construction. Their interest in the matter has been caused by the fact that it will generally lessen the freight rates from that village to Ottawa. At present it costs about as much to ship from Aylmer to Ottawa as it does from Fort Coulonge to Aylmer.

Wednesday 28/06/1893 Ottawa Journal Ottawa Electric

Messrs. Ahearn and Soper have shipped two new cars, No. 26 and 28 to Winnipeg. They were manufactured by W. Wylie & Co. and placed entire on two flat cars at the C.P.R. depot under the direction of Ald. Peterkin.

The electric car authorities have of late been trying the effect of running a rope on one side of an open car to prevent people getting on and off on the wrong side, as sometimes there is a danger from cars passing each other. But it does not seem to work very well, as the young people dodge out and in under the rope regardless of all precautions. The only way to make the rope of any use would appear to be to make the rope line a double one and apply it to all open cars otherwise it will prove to be an inconvenience without being of any value.

Wednesday 28/06/1893 Ottawa Free Press Sussex Street Sussex Street

Messrs. W.C. Edwards & Co. have already found the piling grounds at the mill too small and have opened yards and are laying foundations near the old St. Lawrence & Ottawa depot. Quite a number of piles already stand in the new yard and room is being made for more. The lumber is near the cars and the grounds will be found very handy for shipping by rail.

Thursday 29/06/1893 Ottawa Free Press Renfrew locomotive wood

Locomotive No. 2 of the Parry Sound Colonization railway which was down here for repairs, yet lingers around the depot yet waiting for its tender which is being repaired and repainted. The engine attracts much attention by its unique and ancient appearance. It burns wood altogether. (N.B. This should presumably be No. 1.)

Thursday 29/06/1893 Ottawa Free Press Renfrew Elgin Street

The large coal dump on the south side of the C.A.R. depot which has been going up for some two weeks now is about completed. The dump will accommodate ten to twelve cars at once and a trial for its strength was made yesterday afternoon when the track was filled to its utmost capacity with heavy loaded cars. The dump is by far the largest in this section and will be ready for use in about a month.

Thursday 29/06/1893 Ottawa Citizen Ottawa City Passenger

The City Passenger Railway company are rushing the work of changing the rails on their line and a gang of 100 men is employed and double track has been laid from Maclaren's bridge to Capt. Bowie's residence.

Thursday 29/06/1893 Ottawa Journal Ottawa Electric

The double track of the electric railway on Sussex street has been laid from McLaren's bridge to near the Queen's wharf. A gang of 100 men are employed. City engineer Surtees says that the New Edinburgh bridges cannot support a double track.

Thursday 29/06/1893 Ottawa Citizen Vankleek

It was learnt yesterday from a reliable source that the Central Counties Railway had moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson on the C.A.R. during the past six or eight months. The lumber comprised almost half of last years cut of the Hawkesbury Lumber Co. The remainder of the cut, of course, was shipped out by boat. Large quantities of every kind of freight are being moved to the Central Counties Ry. and the management are gratified at the results achieved since the opening of the road.

Friday 30/06/1893 Renfrew Mercury Renfrew

Mr. Jas. Contway of Renfrew, has been awarded the contract to fence 16 miles of the O. & P.S. Ry. between Renfrew and Eganville.

Friday 30/06/1893 Ottawa Journal Maniwaki

Mr. Jarvis has just returned from a trip up the G.V.R. where he made numerous photos along the line. More.

01/07/1893 Canada Lumberman Maniwaki Wakefield

J. McLaren & Co, Wakefield, are having a survey made with a view to having a branch of the G.T.R run up to their mills,

01/07/1893 Canada Lumberman Tramway

Opposite the Rideau Falls on the northern banks of the Ottawa River, on the site of the old Gilmore Mill, one of the most complete sawmills which has yet graced the valley of the Ottawa has just been completed. The power requisite to drive the machinery will be generated in a small building beside the mill where boilers and two engines, each of one thousand horsepower have been put in. The mill will thus be run altogether by steam. The piling grounds have all been laid out very nicely and levelled where necessary. The lumber will be carried to the different sections of the yard by means of seven tramways radiating from the mill. The mill's cut will be about 250,000 feet per day, and it will be ready for operations in about a month, Ottawa June 24, 1903.

Monday 03/07/1893 Ottawa Free Press Aylmer branch Deschenes

The story concerning the huge rock and chain on the C.P.R. track between Ottawa and Aylmer last week had no truth in it whatever. A close investigation was immediately made by Superintendent H.B. Spencer and he is quite satisfied that there was no obstruction as reported by a mill hand at Conroy's. The chain which that party claimed was twice tied around the rail and boulder was found on careful examination to be even too short to circle the rail more than once. It is quite evident from these facts that there was no obstruction and that the story was circulated for a purpose.

Tuesday 04/07/1893 Ottawa Free Press Ottawa City Passenger

The City Passenger Railway company's new tracks for their electric line now extend from the New Edinburgh bridge to the Basilica.

Wednesday 05/07/1893 Ottawa Journal Renfrew Archville bridge

The CAR authorities commenced work yesterday on the Archville bridge, injured about two weeks ago by a runaway train.

Wednesday 05/07/1893 Ottawa Citizen Ottawa Electric

The electric railway company have new tickets issued, which are known as "Limited Tickets". They are to be used instead of the workingmen's tickets, but nevertheless, afford the same advantages both in regard to price and the hours in which they are good.

Wednesday 05/07/1893 Ottawa Free Press Renfrew

There are now two new combination cars at the station which are used, one on the Parry Sound and one on the Boston in place of the old baggage cars. The new carriages are of the very best build and will accommodate about half as many passengers as an ordinary first class coach.

Thursday 06/07/1893 Ottawa Journal Winchester Merrickville

A peculiar accident occurred near Merrickville Tuesday night. Two men named Thos. Code and C. Acton were driving across the railway track with some bags of flour when a train struck the vehicle, knocked Acton into the cattle guard, where he was found insensible, and landed Code on the cowcatcher, and in that perilous position he was carried into Smiths Falls. Some bags of flour and parts of the wagon were also found on the engine. It was a miraculous escape. Carleton Place Herald.

Thursday 06/07/1893 Ottawa Free Press Ottawa City Passenger

Today at noon, Mr. James Fraser, secretary treasurer of the Ottawa City Passenger Railway, was served with an injunction at the instance of W.H. Cluff which effectually puts a stop to the new track laying, and orders have been issued by the company to cease work. The relaying of the old horse car tracks had reached a point opposite the Basilica on Sussex street, and only required to be laid four blocks further to connect with the electric track on Rideau street. One hundred and twenty-five men are thrown out of employment.

Sec.-Treas. Fraser stated this afternoon that the work has ceased as the company was working under the new charter, but he supposed they could proceed under the old charter. He had, however, no legal advice from the company's solicitor, and could not say what action would be taken. His Worship Mayor Durocher was served with a similar document this afternoon.

Friday 07/07/1893 Ottawa Journal Ottawa Electric

Mayor explains to workers why they had to stop work on Sussex Street. Injunction obtained to cease work until 14th. Car No. 31 broke its trolley coming from New Edinburgh today.

Friday 07/07/1893 Renfrew Mercury Eganville Douglas

The C.P.R. are putting in a siding to Campbell and McNab's mills at Douglas.

The first shipment of cattle from Eganville by the new railroad took place on Saturday, when Mr. Wm. Haryett, of Rockingham, shipped a carload of them to Montreal.

Friday 07/07/1893 Ottawa Free Press Ottawa City Passenger

Judge overturns injunction. Men returning to work.

Friday 07/07/1893 Ottawa Citizen Ottawa City Passenger

There are 200 angry men in the city today, and if they come across certain well known citizens there will be a wrangle. They are angry because they were yesterday thrown out of work owing to the interlocutory injunction being granted by Judge Ross at the request of ex-Ald. Cluff and others restraining the companies and the city from doing any further work in connection with the change of motive power on the old railway until the application to set aside the agreement between the companies and the city is disposed of. The men quitted work at 4 o'clock and marched up town. There they met a couple of aldermen and asking them what they were to do, were referred to ex-Ald. Cluff. They thereupon marched to Mr. H. Cluff's store on Bank Street where they gave the proprietor some little annoyance.

Friday 07/07/1893 Renfrew Mercury Chalk River Admaston

(The C.P.R.) are also putting in a siding at Admaston.

Saturday 08/07/1893 Ottawa Free Press Ottawa Electric Ottawa Car

The W.W. Wylie car building business was formally handed over on July 1st to the Ottawa Car Manufacturing Company. Letters Patent have been applied for, the provisional directors being Messrs. W.W. Wylie, T. Ahearn, J.W. McRae, W.Y. Soper and W. Scott.

Monday 10/07/1893 Ottawa Journal Ottawa Electric

The Electric Railway company have not yet put down the promised sidewalk between Creighton and Alexander streets. The line crosses the sidewalks on Creighton and Charles streets, where the cars meet to change passengers. This makes a most dangerous crossing.

Tuesday 11/07/1893 Ottawa Free Press Ottawa City Passenger

Ties for the City Passenger railway lines throughout the city are arriving in large quantities from the Gatineau Valley. A pile of these ties now extends for about three hundred yards along the side of Broad street. Ald. Perking is superintending the work at the station. Car loads are coming down every day.

Wednesday 12/07/1893 Ottawa Citizen Canada Atlantic

It is said Mr. J.R. Booth's various railway interests, the Canada Atlantic, St. Lawrence and Adirondack and Ottawa and Parry Sound will be amalgamated into a single system as soon as the work of construction is finished on the latter division. The necessary legislation to effect the union of these interests will be secured in the meantime.--

Wednesday 12/07/1893 Ottawa Journal Lachute Hull

The C.P.R. are having the city waterworks of Hull extended to their depot in that city.

Wednesday 12/07/1893 Ottawa Journal Ottawa Electric

Today the Ottawa Electric Railway started an early car service to Rockcliffe. The first car leaves Rockcliffe at 6.30 a.m. The campers are thankful.

Thursday 13/07/1893 Ottawa Journal Ottawa Electric

The electric tracks on Sappers bridge will only occupy one foot more than the horse car tracks. The City Passenger railway company have wires strung along the poles from New Edinburgh to the Queen's Wharf.

Thursday 13/07/1893 Ottawa Free Press Carleton Place Chaudiere wood

The coal hoist which has been in the course of erection at the southern end of the C.P.R. yards, is just about completed. It will be ready for filling the tenders within a few days time.

Thursday 13/07/1893 The Equity, Shawville Pontiac & Pacific Junction

The P. & P. J. Railway sent up a gang of men and engineers to commence track lifting and otherwise repairing the unused portion of the line from Fort Coulonge to Black River. This accomplished, it is stated that the work of constructing a further section of the road westward through Waltham and Chichester will be taken up.

Friday 14/07/1893 Renfrew Mercury Renfrew Arnprior

Last weeks Chronicle says that the O. & P.S. have paid good prices for the property purchased in Arnprior for the right of way. The iron work for the bridge across the Madawaska has all been completed and and was expected to arrive this week. The bridge building gang were already in town the town, preparing the trestles.

Friday 14/07/1893 Ottawa Journal Renfrew Douglas

The O.A. & P.S. R. is not going to run into Douglas on account of the grade on the proposed route being too expensive and the cuttings too heavy.

Friday 14/07/1893 Renfrew Mercury Renfrew Kinburn

Kinburn. The O.A. & P.S. railway company are building a station here, the dimensions of which are 40x20 ft. There are a force of eight men working under the supervision of Mr. Tomlinson, of Ottawa, who has the contract for the building of all the stations on the line between Ottawa and Arnprior. The company also has a large number of men employed here grading and levelling the yard, and putting in sidings and switches. Ballasting is completed on eight miles of the road, and at their present rate of speed, it will be three months yet before they are through with ballasting.

Saturday 15/07/1893 Ottawa Journal Ottawa Electric

The industrial exemption committee held a short pow wow last evening to consider an application from W.W. Wylie of the car shops Kent street, for exemption from taxation. A little discussion revealed that the car works would soon be under the management of the Ottawa Car Company, a joint stock affair, consisting of shareholders of the Electric Railway company, letters patent for the incorporation already having been asked for.

Ald. Fraser who happened to be present, said as secretary-treasurer of the Electric Railway company he knew that \$25,000 stock had been subscribed and that application for incorporation to the government had already been made.

The committee agreed that they had nothing before them, as the letter from Mr. Wylie was simply for himself and not for the new company which was about to take charge of the shops, and an adjournment was made until the company could come regularly before the committee and state what they would do if granted exemption.

Monday 17/07/1893 Ottawa Free Press Renfrew

Two cars, one a first class, and the other a second class and baggage combined, were added this morning to the rolling stock of the Parry Sound railway.

Tuesday 18/07/1893 Ottawa Free Press Pontiac & Pacific Junction

Engineer Staunton with a full staff left Pembroke on Friday evening for Alumette island to begin the preliminary work for the proposed extension of the Pontiac and Pacific Junction Railway from Quyon to Pembroke.

Wednesday 19/07/1893 Ottawa Free Press Ottawa Electric

The curve of the electric car track from Bank to Albert streets was completed last night. Work commenced yesterday at the junction of Sparks and Bank Streets.

Thursday 20/07/1893 Ottawa Citizen Renfrew

It is expected the Parry Sound railway will be ready for passenger service by the first week of October. All the grading has been done between Arnprior and Renfrew and the stations between Ottawa and Renfrew are being built.

Thursday 20/07/1893 Ottawa Journal Ottawa Electric

The City Passenger Railway company have started to make the connection between their line and the Ottawa electric line by way of Bank connecting at Albert for all points south and west.

Car No. 33 ran off the track at the corner of Bank and Albert streets yesterday.

Friday 21/07/1893 Ottawa Free Press Ottawa City Passenger

The City Passenger railway company commenced laying their trolley wires yesterday at New Edinburgh. The one day's work brought the trolley wire as far as the St. Lawrence and Ottawa station.

Friday 21/07/1893 Ottawa Free Press Renfrew Elgin Street

A large gravel plow is being constructed at the C.A.R. sheds. This is the first attempt to build a plow of this magnitude in Ottawa. The work is going rapidly ahead and the new engine, mounted on a flat car, will soon be in condition for shipment up the line of the Parry Sound.

Friday 21/07/1893 Ottawa Citizen Ottawa Electric

The work of connecting the electric railway track from Albert and bank streets to the one on Sparks street is now going on.

Friday 21/07/1893 Ottawa Free Press Maniwaki

The Gatineau Valley railway have four hundred men at present employed on the upper end of the line. The work of construction goes bravely on, and soon Pickanock will be the resting place of the locomotive.

Friday 21/07/1893 Renfrew Mercury Locksley Pembroke

A meeting of the firectors of the recently reorganized Pembroke Southern Railway Company was held in the office of J.G. Forgie, Barrister, on Monday at 10 o'clock, a.m. There was a full attendance. The first business taken up was the election of officers, and rresulted in Messrs. W.B. McAllister being elected President, Thomas Hale, Vice President, Alex Millar, Treasurer, and J.G. Forgie, Secretary. It was rdesolved to open books for the subscription of stock, and close upon ten thousand dollars was taken up by those present. The Company are determined to push the enterprise with all vigor. - Pembroke Observer.

Saturday 22/07/1893 Ottawa Journal Ottawa Electric

The City Passenger Railway company put down some wooden poles on Wellington street west of Lyon street yesterday and some of the Wellington street people growled as they understood that nothing but iron poles would go down. It is understood that the wooden poles are but temporary and will be replaced by iron poles shortly.

Monday 24/07/1893 Ottawa Journal Renfrew

There has been an impression abroad that the work on the Ottawa and Parry Sound railway was progressing very slowly, but we understand that there is little more than a mile between Arnprior and Renfrew that is not graded and that trains will most likely be running here by the end of August. Construction is also progressing steadily between Renfrew and Eganville, and the purchase of right of way through Haggarty etc. is being proceeded with. Renfrew Mercury.

Monday 24/07/1893 Ottawa Journal Pontiac & Pacific Junction

The portion of the Pontiac and Pacific Junction railway between Fort Coulonge and Black River is now being ballasted. There is a demand for men to carry on the construction of that part of the road.

Monday 24/07/1893 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Car company turned out a very fine electric car from the shops this afternoon for the Montreal Street railway.

Monday 24/07/1893 Ottawa Journal Ottawa Electric

A force of men were engaged stringing a trolley wire on Bank street near Albert after 12 o'clock Saturday night.

Monday 24/07/1893 Ottawa Journal Maniwaki

The laying of the iron has begun on the O. & G.V. construction above Kazabazua. The line will be extended as far as Venosta this season.

Monday 24/07/1893 Ottawa Free Press Ottawa City Passenger

Building superintendent Hill of the Peterboro Bridge Co., arrived in the city this morning with four workmen and commenced operations on the MacLaren bridge over the Rideau at New Edinburgh for the street railway company.

Tuesday 25/07/1893 Ottawa Journal Ottawa Electric

It is expected that the electric cars will be running on Sussex, Sparks and Bank street line this day week. The main line as well as the St. Patrick st. line will continue as at present on Wellington, Metcalfe and Albert, but the cars coming by way of New Edinburgh will go by way of Sparks.

Wednesday 26/07/1893 Ottawa Free Press Renfrew

The gravel plow which has been built at the C.A.R. yards this summer left on Monday last for work on the construction lines of the Parry Sound railway. Over one hundred new flat cars have been purchased for the new O.A. & P.S. railway and all are sent up immediately to be employed in ballasting the line. The new cars have all been built at Coburg.

Wednesday 26/07/1893 Ottawa Journal Ottawa Electric

Work on the electric railway on Sparks street is expected to be completed by Saturday night.

Wednesday 26/07/1893 Ottawa Free Press Renfrew locomotive

Locomotive No. 32 of the C.A.R. has been turned out of the sheds entirely rebuilt. This locomotive has been running for several years and although no accident has happened to it a thorough repairing was thought necessary.

The old locomotive No. 6 which ran on the regular morning train over the Parry Sound road, has been sent down the line to Coteau, where it will act as a shunter. In its place the old engine from the Colonization road has been placed.

Thursday 27/07/1893 Ottawa Journal Renfrew Archville bridge

The Archville bridge which was recently damaged by a runaway train, is being fixed up and given a coat of paint.

Gilmour and Hughson's new mill at Hull Point.

About the mill one mile of tramways has been built covering over twenty-five acres for the purpose of carrying the lumber from the mill to the piling grounds. These piling grounds are sufficiently large to hold over twenty million feet of lumber. Over forty horse drawn tram cars will be used in drawing the lumber away from the mill.

Athens - Archbishop Cleary, of Kingston, passed through here on Friday in a special car, attached to the regular B. & W. express.

If the current rumor is to be relied upon, Mr. Booth is likely to be allowed to proceed with the construction of his line to Parry Sound unmolested by interests on the part of the C.P.R. It was said last night that the latter company had abandoned intention to construct a parallel line through the district traversed by the Ottawa, Arnprior and Parry Sound Railway and had consequently withdrawn all their staff engaged upon the survey of their rival route.

Motors on Sparks Street. First electric cars started last night.

Electric cars are running on Sparks street. A year ago it was thought such a thing could not be. Today it is an established fact.

THE FIRST CAR

About ten o'clock last night the work of stretching the wires and filling in the roadbed of the south track on Sparks from Metcalfe west to bank and south on Bank to Albert was completed and shortly after eleven o'clock the first car to run over the new line, No. 22, left the company's car sheds on Albert street with superintendent Hutchison and Mr. F.A. Leamy, track foreman, on board, the former at the motor and the latter at the rear end of the car watching closely the trolley. Those who happened to be at the intersection at the time jumped on board the car that they may be able to boast in years to come of being the first passengers over the new portion of road. The car proceeded at the usual rate along Bank to Sparks and east along Sparks to Metcalfe, beyond which point the line was not, at that early hour in final shape. The trolley was reversed and the car returned over the new line at a high rate of speed and the line was found to be in a satisfactory condition.

REGULAR SERVICE BEGAN

This morning the regular Sparks street service began as far east as the post office. All day, three cars, No's. 6, 38 and 52 have given a five minute service between the post office and the Exhibition grounds on Bank streets. These cars were until today on the route between the corner of Metcalfe and Wellington streets and the Exhibition grounds.

LAST DAYS OF THE HORSE CARS.

The horse cars were still jogging along Sparks street today, but it is expected that after tomorrow they will be a thing of the past on that thoroughfare. After tomorrow the horse car line will only exist from the corner of Bank and Sparks street, along Wellington to the end of track at the Chaudiere.

AN ANIMATED SIGHT

The novelty of electric and horse cars running simultaneously on one street attracted a good deal of attention on Sparks street today. "The old pedestrian line" as the horse system was generally called, kept one track going while alongside the dandy motor sailed gracefully along. The street had a very animated appearance with both style of cars running and workmen putting on the finishing touches to the road construction.

The extra stuff being dug from the streets is being carted away to New Edinburgh to fill in the "dip" between the two bridges.

About as noisy as any is the corporation street roller which is rolling in the loosened roadway and making it solid once more.

THE SUSSEX STREET SECTION

With regard to the eastern portion of the line from the post office to New Edinburgh via Sussex street, the old horse car route, superintendent Hutchison stated this morning that it was hoped the horse cars would also be discarded there after tomorrow night and the line ready for the electric cars as far as the bridge across the Rideau at McLaren's mill by Saturday morning. It will be impossible to extend the electric line into New Edinburgh until the bridge across the Rideau is completed and service will have to stop at that point until the new bridge is ready.

THE CHAUDIERE BRANCH

Superintendent Hutchison stated this morning that the company expected to have electric cars running along Wellington street and to the Chaudiere within two weeks.

THE RIDEAU BRIDGE

Work has commenced on New Edinburgh bridge. The electric company have given out the contract for the extension of the piers on the north side and the stringers and girders will be added afterwards. All the cost will be borne by the street railway company and will foot up about \$8,000.

THE INJUNCTION SUIT

Mr. R. Code, solicitor for the applicants in the injunction and against the street railway, Mr. D.B. McTavish city solicitor and F.H. Chrysler for the company, leave for Toronto this evening. Argument in the case takes place tomorrow.

Along the line of the O. & P.S. railway the work is progressing steadily. ballasting is now completed from Arnprior within two miles of Carp. Three hundred carloads of ballast is the daily output from the Willis' gravel pit near Arnprior. There is also a train hauling earth from Rivington's gravel pit at Carp to fill in the big trestle over the C.P.R. near Bell's Corners. A station is being built at Kinburn. Renfrew Mercury.

The town council of Arnprior are giving part of Tierney street to the O.A. & P.S. Ry. Co. for station grounds. If they did not get part of this street they would have had to place their station in Mansfield.

Ballasting is now completed from Arnprior to within two miles of Carp. Three hundred car loads of ballast is the daily output from the Willis' gravel pit near Arnprior. There is also a train hauling earth from Rivington's gravel pit at carp, to fill the big trestle over the C.P.R. near Bell's Corners.

The station here is nearly completed, and when finished, will be "a thing of beauty and a joy forever," to the inhabitants of Kinburn, as it will be the handsomest building in the village.

Some of the boss on the line are regular hustlers. There is John Hogan of the C.A.R., who has charge of the lift, whose stentorian tones as he issues his orders, remind me forcibly of a long haired patent medicine vendor whom your readers will remember making a tour of the Ottawa Valley a few years ago; Barney Cassidy, who has charge of a gang laying steel from the present terminus of the line at Arnprior to the Madawaska bridge, who also speaks with no uncertain sound, and when he does speak is accustomed to being obeyed, and who doubtless thinks that were he to resign his position the line would stop short, never to go again; also J. Lafontaine, a former employee of the C.P.R., and well known around Renfrew, who has charge of the work of putting in the sidings and switches, a very quiet, unassuming Frenchman, who scarcely speaks above his breath, but gets there all the same.

The iron superstructure of the bridge over the Madawaska river passed over the line last Wednesday. The Dominion Bridge Company of Lachine are already at work placing it in position. Pawnee Bill's Wild West circus train consisting of ten cars, passed here this morning en route to Arnprior.

Saturday 29/07/1893 Ottawa Journal Ottawa Electric

Mails by motors

Proposed delivery of the bags by the electric road.

Proposals have been made to deliver the mails to and from the post office and railway stations in future by the electric railway.

Three special cars to be built and possibly a siding from the Sparks street line into the rear post office yard. One car will likely take the mails to the C.A.R. station, one to the C.P.R. or Union station and the other for general use. More.

The street railway company expect to have Wellington street re-laid and in running order as far as Pooley's bridge in about two weeks.

Saturday 29/07/1893 Ottawa Journal Ottawa Electric

The W.W. Wylie Street Car company are putting the finishing touches to two elegant cars for the Montreal company. The difference between these new cars and the ones in use in Ottawa is that the Montreal cars have two feet more platform at each end.

Tuesday 01/08/1893 Ottawa Free Press Pontiac & Pacific Junction

Owing to the smash up on the P. & P. Junction railway this train between Ottawa and Aylmer did not run yesterday but will leave as usual this evening.

01/08/1893 Canada Lumberman Vankleek Hawkesbury

The Central Counties Railway has moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson, to go forward to the American market by Canada Atlantic railway during the past seven or eight months. The lumber comprized about half of last year's cut of the Hawkesbury Lumber Company. The remainder of the cut was shipped by boat.

Tuesday 01/08/1893 Ottawa Citizen Pontiac & Pacific Junction Parker

Eleven horses and a cow were run over and killed on Saturday night by a locomotive on the Pontiac & Pacific Junction Railway. The engine was being run down to Aylmer between ten and eleven o'clock and on turning a curve with shade trees on either side near Parker's station, about twelve miles above Aylmer, plunged into the herd of cattle that had strayed on to the track. There were some fifteen horses and a few cows altogether so only a few of them escaped. The engineer and driver had a very narrow escape from being killed or seriously injured. Upon seeing the animals they applied the brakes and reversed the engine as soon as possible, but it was too late. Several of the horses had barely time to move before they were run into, but a few ran along the track a short distance before they were over taken. When the men saw there was a possibility of the engine being derailed they jumped, and it so happened that they had done so just in time to save themselves. The engine was thrown from the rails and landed on its side in a ditch a few feet deep. It is understood that it was damaged to a considerable extent. After the accident both engine and track for quite a distance presented a ghastly sight. The animals were so badly smashed that flesh and bones were strewn around in every direction and the track was fairly soaked with blood.

The animals had been pasturing on Mr. Archie McLean's farm, and it is supposed got out on the track through a gate that had been thoughtlessly left open. Mr. J.B. Abbot of this city had a couple of valuable horses pasturing on the farm and it is thought that one of them, Alonzo B, which Mr. Abbott valued at \$1,000, was among the killed.

A large staff of men were engaged yesterday lifting the engine. The accident prevented the running of the regular train from Coulonge yesterday morning. The upward train left the city last evening and got past the scene of the accident all right.

Tuesday 01/08/1893 Ottawa Free Press Renfrew

C.A.R. employees excursion to Clark's Island. Two trains, one with seventeen and one with ten coaches.

Tuesday 01/08/1893 Ottawa Citizen Ottawa Electric

Post Office inspector Hawken yesterday notified Mr. McKenna the contractor for the conveyance of the mails between the city post office and the railway stations, that his contract would be cancelled at the end of three months. The contract proper had about a year to run, but advantage was taken of the provision which enables either the department of the contractor to cancel the agreement by giving three months' notice. It is expected that by that time the Electric Street Railway Company will have their mail vans in readiness to commence the conveyance of the mails. The Post Office Department will bind the Street Railway Company to provide against stoppage of the service during thunderstorms or from other causes, by retaining a team or two of horses or having a storage battery for use in such emergencies.

Thursday 01/08/1893 Ottawa Journal Canada Atlantic

Excursion to Clark's Island. Twenty-seven coaches and they had to be divided into two sections.

Wednesday 02/08/1893 Ottawa Journal Belleville Perth

Seventy-five men, says the Perth Courier, were discharged from the C.P.R workshops there last week.

Wednesday 02/08/1893 Ottawa Journal Renfrew

Messrs. J.R. Booth and A.W. Fleck went over the O.A. & P.S. Ry. this afternoon as far as Arnprior inspecting the work along the line.

Wednesday 02/08/1893 Ottawa Journal Ottawa Electric

Tomorrow, barring accidents, Sparks street will be electrified both literally and metaphorically.

Tomorrow, all the electric cars that run the streets of Ottawa are expected to centre on Sparks street on their way to Bank Street, the Union depot and other points.

Each minute, a few fractions one way or the other, a car will pass a given point.

Tomorrow Sparks street will have become the main line of the electric system

More

Today one hundred men with pick, shovel and hammers were busy preparing to put in a switch, corner of Sussex and Rideau streets, to switch the main line and New Edinburgh cars from Wellington street to Sparks street. Tonight the men will work all night by electric light, put in the switch and by the early hours of dawn, barring accidents, Wellington street, from Dufferin bridge to Sparks street, will have been cut off. (should be Bank street?)

Tomorrow, when the change is made, all the electric cars will run on Sparks street, from the bridge to Bank street, along Bank st. to the Exhibition grounds, and along Bank and Albert to the Union depot and vice versa.

This state of affairs will continue until a switch can be put in on cor, Metcalfe and Sparks streets. Then the main line cars will run via Sparks, Metcalfe and Albert and the New Edinburgh cars via Sparks and Bank streets.

AS TO HORSE CARS

The horse cars will no longer run on Sparks street. The idea is to start them from corner Bank and Sparks streets for the Chaudiere, transferring passengers to them from the electric cars. When the horse car route is wholly converted to electricity the cars will also run on Sparks street. It will be three weeks more before this happy consummation.

When things are running in the new order the New Edinburgh people for the Union depot and the depot people for New Edinburgh will transfer corner of Bank and Sparks streets/ Depot people for Bank st. and vice versa corner Bank and Albert sts. Sandy Hill people for the show grounds will transfer at Sparks st.

Thursday 03/08/1893 Ottawa Journal Renfrew

Mr. G.A. Mountain, chief engineer of the construction of the O.A. & P.S. Railway is in the city. He stated to the Journal that the work along the line is progressing favorably. The stations at Kinburn and Galetta are nearing completion. Work will soon begin on the station at Carp which will be built east of city limits. The Arnprior station will be erected on Tierney street in that town. The company, he said, will soon be ready to build freight sheds at these places.

At Kinburn, grounds have already been located for the building of a freight shed and granary.

The approach to the Madawaska bridge at Arnprior, he says, is about complete. The first span of the bridge is up and the second span has been started. The grading is already well advanced through the town of Arnprior, and the grading between there and Renfrew is almost complete. There will be but one station between these two places and that will be at New Glasgow ten mile, above Arnprior. Only five bridges were required to be built between Arnprior and Renfrew, the principal of them being across the Dochart and the other across Lochel creek. They are both of good masonry.

The road between Renfrew and Eganville, he says, is half completed. This morning the contract for constructing the first ten miles section west of Eganville was awarded to Mr. Wm. Heald. It is the company's intention to get a considerable distance past Eganville this fall and it is probable another ten mile section will be given out shortly. Preparations are now being made to erect a signal house at the point where the line crosses the C.P.R. at Arnprior.

Thursday 03/08/1893 Ottawa Free Press Renfrew Elgin Street

Another large gravel plow for the Parry Sound railway is being built in the C.A.R. sheds on Elgin street. The plow is expected to be finished early next week, when it will be shipped up the line to the Carp or Arnprior. This is the second one built here this year.

Thursday 03/08/1893 Ottawa Journal Ottawa Electric

Today as anticipated the buzz of motors was heard on Sparks street. More. No formalities, busy scene,

Thursday 03/08/1893 Ottawa Citizen Ottawa Electric

Probably Ottawa has never witnessed more active scenes than those of last night at the corner of Rideau and Sussex streets to Sappers bridge. Under the glitter of electric lights, hundreds of men were employed in laying the switch at the junction of the thoroughfares mentioned and arranging the tracks so that, commencing today all the cars running over the several termini of the electric system will pass over Sparks street from Sappers Bridge to Bank street via Sparks.

By this change the line over Dufferin bridge on Wellington street down Metcalfe along Albert St. as far as Bank will be abandoned. The cars from the Protestant hospital and New Edinburgh to the Union depot and the Exhibition Grounds will all run on the same time as usual only they will go via Sparks to Bank street. The only material change will be a service of three electric cars from New Edinburgh via Sussex street, which will connect with the horse cars at Bank street for Hull.

Friday 04/08/1893 Ottawa Free Press Ottawa Electric

At half past nine o'clock this morning electric car No. 38 was run out of the car sheds and, with Superintendent Hutcheson at the motor, proceeded along Sparks street to the junction of Rideau and Sussex street for a trial run down the new tracks on the latter thoroughfare. On board the car were Messrs. J.W. McRae, W.Y. Soper, T.P. Brophy, T. Workman, Mayor Durocher, G. McNab, R. Quain, Ald. Baldwin, ex-Ald. Laverdure, Mr. Bradley, Superintendent MacDonald, W.A. Clarke, Robt. Ingram, J. McRae junr., S.M. Rogers and a Free Press representative. There was a slight hitch in turning the new curves which were not quite ready for traffic but on the whole going no other trouble ensued. The residents of the streets seemed well pleased with the new mode of transfer. On the return trip the Hon. T. Lambert, who had been doing business at the mills boarded the car as did Ald. Hawken. The track is very level and the trip is likely to prove a good one being well situated for getting cooling breezes off the river. This afternoon the regular traffic began, the cars running from the New Edinburgh bridges to the corner of Sparks and Bank, where connection will be made with the horse cars on the Hull line until the whole track is ready for electric cars. This line will be known at night by green lights on the front on the cars, the Union depot line being white and the Bank street cars being red.

Extra cars will run to

Rockcliffe tomorrow and a band will be playing in the pavillion.

The Elgin street cars now stop on the south side of Sparks street in place of crossing the tracks and running to Wellington street.

Friday 04/08/1893 Ottawa Free Press Renfrew

Regular trains on the Parry Sound line will be running between Ottawa and Arnprior by September 1st and Eganville one month later. A ten mile contract running from Eganville westward was awarded to Mr. Heald yesterday.

Friday 04/08/1893 Ottawa Journal Belleville Perth

More men were discharged at the C.P.R. car shops on Saturday and there are now less than 20 employed there. The gangs on the road laying rails and building fences were also discharged. Perth Expositor.

Friday 04/08/1893 Renfrew Mercury Belleville Perth

About 100 men were discharged from the C.P.R. carshops at Perth last week. The Expositor says: The farmers are badly in need of help just now and the carshop men would do well to take work in the country for a time. Fifty men are still employed at the shops.

Friday 04/08/1893 Ottawa Journal Renfrew

Over one hundred new flatcars have been purchased for the new O., A. & P. S. railway, and all are being sent up as they arrive immediately to be employed in ballasting the line. The new cars have all been built at Coburg.

Saturday 05/08/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two new cars for the Montreal Electric street railway were turned out of the car factory today. They will be completely equipped with trucks and motors before being sent to their destination.

Saturday 05/08/1893 Ottawa Journal Canada Atlantic Wood station

Three flat cars of a freight train derailed at Wood station between Casselman and Moose Creek.

Tuesday 08/08/1893 Ottawa Citizen Maniwaki

The accommodation on the Gatineau Valley Railway train yesterday morning was much improved.

Tuesday 08/08/1893 Ottawa Free Press Renfrew Elgin Street

The new gravel plow being constructed in the car shops will not be ready for shipment up to its destination among the ballasting cars above Arnprior before the end of this week. The frame has yet to be sheeted with iron.

Tuesday 08/08/1893 Ottawa Free Press Renfrew locomotive

Locomotive No. 61 is in the sheds for a thorough overhauling. Already the monster is greatly reduced in bulk until only the boiler and flues remain. A new firebox will be placed in her and new tires will be set on the drivers.

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Two new locomotives for the Ottawa, Arnprior and Parry Sound railway are expected here next week. The engines, one a freight mogul and the other a heavy passenger, have been built entirely in the Kingston Locomotive works. The freight engine will be much the heaviest in this part of the country, her cylinders being 18x26. She will pull 45 loaded cars on a slight incline with ease. The passenger engine will be of the very best make and is expected to surpass the engines at present running on the C.A.R. lines, which are far above the ordinary, so far as weight and speed are concerned. The two engines will be set to work as soon as they arrive, their assistance being "needed at once". Another passenger engine of the same build will be ready for active service in less than a month.

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Engine No. 2 of the Parry Sound road, is expected down to the shops in a few days when it will be thoroughly overhauled and repaired. Of the three locomotives on this road, two will then have been overhauled this year and later on the third will be sent on for the same purpose.

Tuesday 08/08/1893 Ottawa Journal Maniwaki

Ballasting of the Gatineau Valley line is now completed to Kazabazua and by the beginning of October it is expected that the grading of the line as far as Pickanock will be completed.

Thursday 08/08/1893 Ottawa Journal Ottawa Electric

Car No. 50 ran over a large dog.

Tuesday 08/08/1893 Ottawa Journal Ottawa Electric

The street railway laborers are rushing the putting down of the electric railway tracks on Wellington street as a great rate. One of the tracks is nearly finished as far as Pooley's bridge.

Wednesday 09/08/1893 Ottawa Citizen Renfrew Arnprior

The Ottawa, Arnprior and Parry Sound Railway is making rapid progress through our town. We expect to have a fully established passenger service with the metropolis shortly. The iron bridge over the Madawaska is about half constructed. The right of way through the south western section is making a material change in the surroundings. Mr. Booth and party were here last week making final arrangements for the ground for the station a short distance south of that of the C.P.R. The site is a good one, both roomy and conveniently located.

Thursday 10/08/1893 Ottawa Journal Renfrew Madawaska river

The railway bridge across the Madawaska at Arnprior will be completed in about two weeks and then the laying of track can be quickly pushed forward to a point at least ten miles beyond Renfrew.

Thursday 10/08/1893 Ottawa Journal Maniwaki

The Italians who work on the G.V.R. near Aylwin are said by a correspondent to be a quiet lot of men and conduct themselves in a very orderly manner.

Thursday 10/08/1893 Ottawa Citizen Ottawa Electric

Then the electric line has been completed to the Chaudiere it will be the scenic street railway of Canada skirting, as it does, the Ottawa river from Rockcliffe to the Chaudiere Falls.

Friday 11/08/1893 Renfrew Mercury Chalk River Renfrew

The C.P.R. Engineers' office in Renfrew was closed this week. The officials have been removed to Mattawa, to be nearer the work nown going on in the Temiscamingue district.

Friday 11/08/1893 Ottawa Citizen Renfrew Arnprior

Mr. Donaldson of the O.A. & P.S. Ry. was in Arnprior the other day for the purpose of arranging for the delivery of the building material for the O.A. & P.S. Ry. station at Arnprior.

Friday 11/08/1893 Ottawa Journal Renfrew

Locomotives for the O.A. & P.S. Railway.

Two new locomotives for the Ottawa, Arnprior and Parry Sound Railway are expected here next week. The engines, one a freight mogul, and the other a heavy passenger, have been built entirely in the Kingston Locomotive Works. The freight engine will be much the heaviest in this part of the country, her cylinders being 18x26. She will pull 45 cars on a slight incline with ease. The passenger locomotive will be of the very best make and is expected to surpass the engines running on the C.A.R. lines, which are far above the ordinary, so far as speed and weight are concerned. The two engines will be set to work as soon as they arrive, their assistance being "needed at once". Another passenger engine of the same built will be ready for active service in less than a month. Arnprior Chronicle.

Saturday 12/08/1893 Ottawa Citizen Canada Atlantic Moose Creek

Many of the C.A.R. employees went to Moose Creek yesterday to attend the funeral of Rory Grant. The company furnished a special train.

Saturday 12/08/1893 Ottawa Journal Ottawa Electric

Wm. McEvels, conductor of car No. 26 Elgin street route, requests the Journal to state that his car runs on time on all occasions and any persons talking to the contrary talks without knowledge of the facts.

Saturday 12/08/1893 Ottawa Free Press Lachute

When the C.P.R. train which passes Gatineau Point station about 8 a.m. was proceeding --

Monday 14/08/1893 Ottawa Citizen Ottawa Electric

Commencing today the tickets for the two street railway companies will be accepted on all of the electric and horse cars. Hitherto they have only been good upon the cars of the company by which they were issued.

Tuesday 15/08/1893 Ottawa Citizen Renfrew

? For the excursion on the new Parry Sound railway to Galetta and Arnprior on Civic Holiday Thursday next. A beautiful ride to beautiful grounds where there is beautiful scenery, a beautiful dancing platform, and there will be beautiful music by the Guard's band and beautiful fishing in the Mississippi river. Train leaves C.A.R. station 7.30 a.m. Adults 75c, children 40c. Home again 7.30 p.m. Refreshments on the grounds at city prices.

Tuesday 15/08/1893 Ottawa Free Press Ottawa City Passenger

The Street Railway company are rapidly disposing of their horses at good prices. They have sold most of them and all will go except sufficient for the few horse cars yet kept going. The company formerly owned 55 horses.

Tuesday 15/08/1893 Ottawa Journal Ottawa Electric

The open electric cars are now equipped with a chain on one side so as to prevent passengers from getting off on the track side. This will prevent a good many accidents.

Wednesday 16/08/1893 Ottawa Journal Maniwaki

Chief Engineer Harris of the O. & G.V. Ry. states that no construction train collapsed through the trestle work at a sink hole near Venosta station on Friday last, as had been reported in a morning contemporary.

Wednesday 16/08/1893 Ottawa Free Press Ottawa Electric

The railway company expects to have electric cars running on one track along Wellington street by Saturday morning, and also along the roadway on Sussex street as far as the New Edinburgh bridge by the same date. This will give access to new Edinburgh by the Sussex street route.

All iron poles erected by the company are receiving a coat of black paint which greatly adds to their appearance.

A cab driver from Hull was awfully indignant when , at the corner of Metcalfe and Sparks street this morning an electric car overtook his hack in the track and pushed it along until he got out of the way. The only damage was to the cabby's temper.

Wednesday 16/08/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Four new electric cars for the Montreal Street railway were tested on the tracks yesterday and many favorable comments were made by our citizens on the neat appearance and excellent work being done under Mr. Wylie's inspection.

Thursday 17/08/1893 Ottawa Citizen Renfrew Arnprior

Mr. Simpson, surveyor on the Parry Sound Railway, is in the city and at the Grand Union. He reports that the men are erecting the second span of the bridge on the Mississippi. sic)

Friday 18/08/1893 Ottawa Free Press Ottawa Electric Ottawa, Broad Street

The Electric Railway company are now laying ties along the rear of the baggage room at the Union depot. Formerly the cars ran down the middle of the road but the new siding will enable them to run alongside the platform. The track will be complete in the early part of next week.

Friday 18/08/1893 Renfrew Mercury Renfrew Renfrew

Mr. J.R. Booth and Chief Engineer Mountain were in town on Thursday. They called in to see Mr. A. Wright, who had been urging them to try to accommodate the people of Renfrew and save the town from too much cutting up by railway tracks, by locating their line alongside and their station near the C.P.R. station.

Mr. Booth said they had been all over the ground and, and that to come alongside the C.P.R. would make a route so much more expensive to build that the extra cost would be \$30,000.

Hence the Creek route is to be followed. Instead of cutting through Rouselle's windmill and Mrs. Freer's residence, however the bed of the creek will be "piled"; the Opeongo road crossed on James street just beyond the residence of Mr. R. Sim and Mrs. Jas. Reynolds; and the track will go through Mr. John Smith's vacant lot (in rear of Mr. William Aird's old residence), through the block on which Mr. R. McEwen's new house stands, through the south-west corner of the lacrosse grounds, and on till it crosses the K. & P.R. track just at the town line between Horton and Admaston.

The station will be either on the Smith vacant lot, facing Moffat's factory; or on the adjoining McEwen block.

Friday 18/08/1893 Renfrew Mercury Westport Athens

Athens can boast of a citizen who lives within fifteen rods of the track of the B. & W. who has not rode a mile of any railroad in 29 years, and has not been in Brockville in eight years. The citizen referred to is in excellent health all these years, and concluded to break the record by taking in the Foresters' excursion to Brockville and Ogdensburg today, Tuesday. - Reporter.

Friday 18/08/1893 Renfrew Mercury Chalk River Pembroke

Pembroke August. 16. On Monday evening last, C.W. Spencer, general superintendent of the Canadian Pacific railway, and Mr. H.B. Spencer, district superintendent, appeared before the town council in Pembroke, in regard to the erection of a new station there. Mr. C.W. Spencer addressed the council in regard to the new station and grounds as well as to the other improvements which the company intended making. The new station will be one of the best equipped on the road, with electric lights and excellent accommodation for the public. The new platform will be 800 feet long. The waiting rooms and other conveniences for travelling are to be of the most modern character. By a vote of seven to two the town council voted to close John street so as to enable the railway company to erect a new station on the proposed site, to lay out the grounds and complete the other contemplated improvements.

Friday 18/08/1893 Ottawa Citizen Carleton Place Ottawa, Broad Street

When the improvements now in progress are finished the ladies waiting room at the C.P.R depot will be one of the coziest station apartments on the whole line. The walls have been prettily tinted, the ceilings frescoed and the floor laid with an expensive carpet. In addition to the three large plush trimmed settees just put in, there will be easy chairs and tables, and it is Assistant Superintendent Spencer's intention to have a woman in charge of the room.

Friday 18/08/1893 Renfrew Mercury Renfrew Kinburn

Ten carloads of steel per day has arrived at Arnprior this last fortnight to be used on the extension of the O.A. & P.S. R., and there are 200 carloads yet in the C.A.R. yard in Ottawa. Ballasting is now completed from Arnprior to Doyle's cut, five miles east of Carp. Fifteen men worked last Sunday and twenty-six the Sunday before last lifting a sunken trestle near the station here.

Friday 18/08/1893 Ottawa Citizen Ottawa Electric Ottawa Car

The Ottawa Car Company will have a busy time of it for some weeks to come. In addition to the construction of eighteen cars for Montreal, they have orders for several from Hamilton and Winnipeg.

Friday 18/08/1893 Ottawa Journal Renfrew

In Galetta Grove.

Picnic at Galetta. 700 people and OA&PS put on 13 cars. Going up the train was run slowly to give the excursionists a view of the country through which the new road runs. at Kinburn and Galetta the stations are about finished and at March Corners the foundation is in.

Friday 18/08/1893 Ottawa Journal Ottawa Electric

The Ottawa Car Company has now under construction eighteen cars for Montreal. There are several orders from Winnipeg and Hamilton to fill too. One of the cars manufactured by the Ottawa Car company for Montreal Street Railway company was run through the streets yesterday.

Saturday 19/08/1893 Ottawa Citizen Ottawa Electric Union Depot

The Electric Street Railway company are constructing a short track from their main line on Broad street running immediately alongside the platform of the C.P.R. station. The branch is for the convenience of passengers and unloading of mails when the company's mail contract commences. The ground where the track is being laid has always been utilized by hack men and not a little indignation is being expressed by them at being crowded back to a more distant point from where the passengers alight from the incoming trains.

Men were engaged today moving the track from the centre of the street into position close to the depot platform. The improvement will allow passengers to step to and from the electric cars without going into the roadway at all.

Saturday 19/08/1893 Ottawa Citizen Renfrew Renfrew

Renfrew Mercury. Mr. J.R. Booth and Chief Engineer Mountain were in town on Thursday. They called in to see Mr. A.A. Wright, who has been urging them to try to accommodate the people of Renfrew and save the town from too much cutting up by the railway tracks, by locating their line alongside and their station near the C.P.R. station.

Mr. Booth said that they had been over the ground and that to come alongside the C.P.R. would make a route so much longer, and so much more expensive to build, that the extra cost would be \$30,000.

The station will be either on the Smith vacant lot, facing Moffatt's factory, on the adjoining McEwan block.

Saturday 19/08/1893 Ottawa Journal Renfrew Renfrew

The Renfrew people have endeavored to get Mr. J.R. Booth to change the proposed line and site of the depot at Renfrew and to locate next the C.P.R. depot. Mr. Booth found that the extra cost of the change asked for would be \$30,000, but will make every concession possible to meet the views of the residents and the new station will either be on the Smith vacant lot near Moffatt's factory on that adjoining the McEwan block.

Saturday 19/08/1893 Ottawa Free Press Ottawa Electric

The electric cars made their first trip across the New Edinburgh bridges last Thursday night. The tracks extend to the slope across the second bridge. The declivity between the two bridges has been filled up with stone gravel and the very best of materials. A stone wall prevents McLaren's stables from being crushed in with the weight of material pressing against them.

Saturday 19/08/1893 Ottawa Free Press Renfrew locomotive wood

This morning there arrived at the C.A.R. yards here one of the oldest locomotives to be found in this part of Canada. Engine No. 2 of the Colonization railway, named the "Wm. Beatty" is one of a batch of twelve which were brought from Wales some twenty years ago to work for the Toronto, Grey and Bruce road. The engines have been running ever since and this particular one was up on the Parry Sound Colonization since the inception of that road. Originally she was built without any cabin but a comfortable one has long since been erected as a shelter to the driver and fireman. The driving wheels are forty inches in height, built of forged wrought iron. The cylinders are fully up to the strength of the present style of construction. The fuel burned is entirely wood and the broad topped smoke stack gives abundant evidence of the old fashioned make. The old ten wheeled mogul (sic) is badly in need of repairs which will be made at once. The men working on her say that with a thorough overhauling she will be fit for steady work for several years to come. Driver Teague took up the companion engine No. 1 and brought No. 2 down by way of Toronto and the Grand trunk. It took from Monday morning until half past five this a.m. to make the trip of 550 miles. The engine will ply around the yards for a while after the repairs are complete and will then be taken up to the Colonization road again.

Saturday 19/08/1893 Ottawa Free Press Renfrew Elgin Street

The frame work of a large new snow plow was begun this morning in the C.A.R. mechanical shops. The new plow will have flanges on both sides and will be of the most approved make.

Tuesday 22/08/1893 Ottawa Citizen Renfrew

Mr. G.A. Mountain, chief engineer of the Canada Atlantic Ry. was in the city yesterday after spending a considerable amount of time superintending the work under construction on the Ottawa, Arnprior and Parry Sound Railway. Mr. Mountain states that the work is proceeding very satisfactorily. The bridge over the Madawaska river at Arnprior will be completed today and the ballasting on the eastern division on Saturday.

An interlocking system at the crossing of the tracks of the C.P.R. is being placed at Arnprior. The building of the station at that town on the site mentioned some time ago in the Citizen has been commenced. The site for the station at Renfrew was selected last week. It is one block south west of Main street in the south end of the town.

Mr. Mountain leaves today again to look after the work.

Tuesday 22/08/1893 Ottawa Citizen Carleton Place Britannia

The residents of Britannia appreciate the action of the C.P.R. in placing a number of nice seats at the station there.

Tuesday 22/08/1893 Ottawa Journal Renfrew Madawaska river

The iron work of the O.A. & P.S. Railway over the Madawaska river at Arnprior is now about half completed. It will take three weeks yet before the bridge will be ready for traffic.

From another part of the same paper - Mr. G.A. Mountain, chief engineer of the O.A. & P.S. Ry was in the city today. He reports the construction as progressing rapidly. "The railway bridge over the Madawaska river at Arnprior was to be finished today. It is a magnificent structure and built only about a hundred yards below the C.P.R. bridge,

By the end of this week ballasting on the portion of the road between Ottawa and Arnprior will be completed. Above Arnprior large gangs of men are working and the road is being pushed forward with all possible speed.

Tuesday 22/08/1893 Ottawa Citizen Renfrew Arnprior

On Thursday last an excursion train of 15 cars ran from Ottawa over the new line to Galetta. Four car loads came on to Arnprior, the remainder remaining at the primary destination of the party. The day was not very favourable but about 600 took in the new route over the Ottawa, Arnprior Ry. which destined, no doubt, to form an important link between the city and the Upper Ottawa.

A signal tower is being erected at the junction of the Parry Sound and Canadian Pacific railroads in the western part of town.

Work has commenced on the last span of the new iron railway bridge across the Madawaska and the structure will be completed at an early date.

Tuesday 22/08/1893 Ottawa Journal Ottawa Electric

First Electric Mail cars are being built at the Ottawa Car Shops.

In the sheds of the Ottawa Car Co. are being built the first electric mail cars that have ever been constructed.

They are to be used for the carrying of mails from the city post office to the railway depots and the steamboat landings.

The three cars which until recently were in use on the street passenger line are being rebuilt for this purpose. The cars will be vestibuled at each end. In the centre of the car on each side will be a double door where the mail bags will be thrown in. There will be no windows on the car whatever, but the interior will be lighted at all times by electricity.

Inside there will be shelves for the holding of the bags and everything possible will be arranged for the comfort of the mail clerk who will be the only person allowed within the car. The doors will be made to lock from inside of the car, and so mail clerk can lock himself in to prevent anyone taking the mail, should this be necessary.

CANNOT BE HELD UP

Besides this there will be no side foot platforms on the car and it would be impossible for anyone to board it while it is in motion.

A motorman will alone be necessary to run the car while the mail clerk watches the mails. The cars will run between the depots and the post office without stopping. Street crossings will be unheeded. A larger gong and one having a louder tone than those on the electric cars will warn people of the approach of the car, when it is at least two or three blocks away from any of the street crossings.

The mail cars will be much lighter in construction than the ordinary electric car and will run at a more rapid speed. each car will bear the lettering "V.R." "Royal Mail".

It is understood that one car will run to the Union depot and another to the C.A.R. depot and a third to the Empress landing at the Queen's wharf and to points nearest to such places as Cummings bridge and other suburban post offices.

The change to the mail service takes place on the first of November.

Tuesday 22/08/1893 Ottawa Free Press Ottawa Electric

Work on the Electric Railway company's new bridge across the Rideau at New Edinburgh is being pushed ahead rapidly. A small track on trestle work runs out to the site of the middle pier. The stone and material for the pier is conveyed over this roadway more quickly than if it were all lowered from the bridge above. The eastern pier is now complete. The new structure will be on the same level as the original structure.

Tuesday 22/08/1893 Ottawa Citizen Canada Atlantic Central Depot

Continuation of interview with Mountain.

Referring to the matter of the Central Station in this city, Mr. Mountain said that he had as yet received no instructions in connection with it, nor any intimation of its location. However, he felt confident that the station would be erected in due time. When the work would be commenced it would be rushed through with as little delay as possible.

Wednesday 23/08/1893 Ottawa Citizen Maniwaki

Grading on the Gatineau Valley railway is now completed to a point about eight miles north of Kazabazua. It is expected the particular work will be finished to the Pickanock this fall.

Wednesday 23/08/1893 Ottawa Free Press Maniwaki

--This line is now complete to a point eight miles above Kazabazua.

23/08/1893 Renfrew Mercury Renfrew

It is said that the OA & PS line is being very carefully and thoroughly graded. A gentleman remarked to Mr. Booth that he supposed that the trains would travel at a good rate - about forty m.p.h. - and it is said that Mr. Booth's reply was that his trains would go at sixty m.p.h., or he would have no use for them. The track is being graded to stand that speed.-

(The following week a correction was made.) "The line was being ballasted for this speed too."

Wednesday 23/08/1893 Ottawa Journal Ottawa City Passenger

Last days of the horse car.

The last, but in this case, not sad, act in the life drama of the old horse street car railway is now being enacted.

The horses that have heretofore trundled the old cars along are being rapidly sold off. When the full line was running the company owned 55 horses. Of these 25 have already been disposed of at prices ranging from \$25 to \$75.

More

Thursday 24/08/1893 Ottawa Journal Winchester Smiths Falls

CPR Roundhouse Burned

Smiths Falls 24 August. About three o'clock this morning a disastrous fire broke out in the C.P.R. roundhouse here. From the first it looked serious and almost before the citizens or firemen could reach the spot it seemed impossible to check it. It raged fiercely for two or three hours but by an almost heroic effort one division of the building was saved.

There were six engines, including a mogul, in the burned portion and four of these were almost a total wreck, while the other two are pretty badly disabled. The origin of the fire is a complete mystery but an investigation is being held today. The loss on the engines, building and tools is estimated at about \$50,000.

Friday 25/08/1893 Ottawa Free Press Renfrew

An extra yard shunter has been put on the C.A.R. Elgin street yards. This makes three shunters now working, one of which is engaged all night.

A fine combination car of the Hawkesbury branch will be turned out of the C.A.R. painting shops next Monday. The car is divided into three apartments for first and second class passengers and baggage.

The new gravel plough which has been building in the C.A.R. mechanical shop for some time past is now being sheeted with iron. It is mounted on a flat car and will shortly be taken up the Parry Sound shortly.

Friday 25/08/1893 Renfrew Mercury Chalk River Renfrew

Pembroke will get from the C.P.R. a new railway station, with a platform 850 feet in length. - Renfrew has a new platform, but where, oh where, is the long-talked of station?

Friday 25/08/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Montreal Star. There are now 52 equipped electric cars running on the lines of the street railway company. Three very handsome cars running on St. Catherine street were received from the works of Ahearn and Soper, Ottawa.

Saturday 26/08/1893 Ottawa Free Press Renfrew Elgin Street

Radical changes are being made at the C.A.R. Elgin street depot. The big baggage room building will be moved eastward and a siding which runs past the freight shed will be carried down on the northern side of the station to the station house. As the yard is now situated there is only one track off which the passenger trains start. Since the Parry Sound road has started running its morning train the one track has not been sufficient to accommodate the trains. This new siding on the north side of the station will be solely for the Parry Sound trains. A siding will also be placed on the north side of the long freight shed and off this all freight can be unloaded. A gang of men are engaged this morning tearing up the switch in front of the baggage room. The new track will not be of any great length as it will only be a continuation of the siding further up the yards. Two long platforms will extend on each side of this Parry Sound landing for quite a distance. Mr. Donaldson says the change is a matter of trial and if it works will be continued and if not then the track can easily be torn up again. The railway company owns considerable land behind their station so that there is plenty of room for new sidings.

Saturday 26/08/1893 Ottawa Citizen Renfrew Madawaska river

The trestle work of the O.A. & P.S. railway bridge over the Madawaska is now completed. The excursion train to Arnprior next Thursday will cross the new bridge.

Saturday 26/08/1893 Ottawa Journal Renfrew Arnprior

The signal tower at the crossing of the O.A. & P.S. and C.P.R. at Arnprior is nearly finished. It is to be in charge of two men, one appointed by the C.P.R. and the other by the O.A. & P.S.

The construction of the O.A. & P.S. Ry. station at Arnprior has begun. It is located at the end of Tierney street and will be a large handsome building.

Tuesday 29/08/1893 Ottawa Citizen Winchester Smiths Falls

The loss caused by the fire at the C.P.R. roundhouse at Smiths Falls was \$60,000. Six of the company's best engines, including three moguls, were destroyed as well as half the roundhouse.

Tuesday 29/08/1893 Ottawa Journal Ottawa Electric

Car No. 16 ran off the track at the corner of Elgin and Sparks. It was hauled on again by car No 32.

Wednesday 30/08/1893 Ottawa Journal Ottawa Electric

Heretofore the New Edinburgh street cars have stopped at Charles street and there transferred passengers for Rockcliffe. This morning they commenced running as far as Sussex street.

Thursday 31/08/1893 Ottawa Journal Renfrew

There is an active scene of railway operation right now. Two construction trains are drawing gravel from Rivington's pit, right in the village, to fill up the big trestle where the road crosses over the C.P.R. The loading is done by a large steam shovel which has a capacity of from eighty to one hundred platform cars a day.

The new depot at that place is being rapidly pushed forward. It will be a very commodious building and completed in about two weeks after which the freight sheds and other buildings of the company will be erected.

Three gravel trains are drawing from Willis' pit near Galetta to complete the ballasting of the road from that point to Arnprior.

The lengthy approach to the bridge across the Madawaska is being filled in. This bridge will, it is expected, be completed by Saturday night and then trains can enter the town.

Thursday 31/08/1893 Ottawa Free Press Ottawa Electric

Today the Sussex street cars commenced to run as far as the junction of Alexander street and Sussex in New Edinburgh, and the St. Patrick street cars run to the same spot. Transfer for Rockcliffe now take place at that point, thus shortening the run of the Rockcliffe cars and making it convenient for all passengers in returning to travel by either line.

Thursday 31/08/1893 Ottawa Free Press Renfrew locomotive

The old Welsh locomotive, No. 2, of the Parry Sound Colonization railroad has been repaired and is now used as a shunter throughout the C.A.R. yards.

Thursday 31/08/1893 Brockville Recorder Winchester Smiths Falls

The loss by the C.P.R. roundhouse fire at Smiths Falls is now placed at \$60,000.

Friday 01/09/1893 Renfrew Mercury Renfrew Arnprior

The signal tower at the intersection of the C.P.R. and Parry Sound railways in the Harrington section of Arnprior, is now being erected.

01/09/1893 Athens Reporter Westport

The Reeve of Athens has given the schools and merchants a half holiday to attend Unionville Fair. The B&W is running a special excursion train - four trips daily - round trip from Athens only 40 cents for adults, children free.

Saturday 02/09/1893 Ottawa Journal Renfrew

Last week when Messrs. J.R. Booth and chief engineer Mountain were in town they instructed Mr. A.A. Wright to prepare to wire the new O. & P.S. railway station with the incandescent electric light; and this week an official is in town directing the planting of the posts. We learn also that the track will go right through the horse ring of the S.R.A.S. show grounds; running below the level of the ring. The earth from this cut will be used to "fill in" at the Smiths Creek bridge which the tack will cross at the present level. Trains are to be across the bridge at Arnprior on Thursday evening of this week; they will be up to the CPR crossing here on Saturday; and the engineers expect to have the construction trains running into Renfrew on the 23rd. Renfrew Mercury.

(Note - it is not clear what date this refers to.)

It is said that the Ottawa and Parry Sound line is being very carefully and thoroughly graded. A gentleman remarked to Mr. Booth that he supposed that the trains would run at a good rate - about forty miles an hour; and it is said that Mr. Booth's reply was that the trains would run sixty miles an hour, or he would have no use for them. The track is being graded to stand that speed. Renfrew Mercury.

Saturday 03/09/1893 Ottawa Free Press Ottawa Electric

Workmen are engaged today ripping up the floor of the bridge to Victoria Island for the purpose of laying the electric car tracks. The work is being pushed ahead rapidly as it is very inconvenient for the large number of teams at that point to be limited to one half of the bridge.

Tuesday 05/09/1893 Ottawa Free Press Renfrew Arnprior

The track laying on the Parry Sound road bridge at Arnprior was completed on Friday last, under the supervision of Foreman Leslie, and was creditable done in quick shape.

Tuesday 05/09/1893 Ottawa Journal Renfrew Madawaska River

The first train ran over the new bridge of the O.A. & P.S. Ry. across the Madawaska at Arnprior yesterday. It is yet uncertain when the regular passenger service between here and Arnprior will begin but it will be some day this week.

Wednesday 06/09/1893 Ottawa Citizen Ottawa Electric Queen street

While working on the diamond at the Queen street crossing of the Electric Railway Mr. X. Patenaude met with a serious accident --

Thursday 07/09/1893 The Equity, Shawville Chalk River Pembroke water

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station at that town.

Thursday 07/09/1893 Ottawa Citizen Renfrew Arnprior

The rails on the Parry Sound R.R. are now laid up to the station in this town, and there is the likelihood of a regular passenger service at an early date. It is expected that the road will reach Renfrew in about three weeks.

Thursday 07/09/1893 Ottawa Citizen Pontiac & Pacific Junction Shawville

A special train will leave Ottawa, calling at all intermediate points --

Thursday 07/09/1893 Ottawa Free Press Other Tomlinson

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

Friday 08/09/1893 Ottawa Journal Renfrew

The O.A. & P.S. construction between Renfrew and Eganville is being rapidly pushed on, and by the time the line is built through the village of Renfrew the road between that village and Eganville will be ready for the ties.

The contract for the ten miles of the O.A. & P.S. Ry. from Indian Point, Golden Lake to Killaloe will be awarded this week. There were seven tenders in for it.

Monday 11/09/1893 Ottawa Journal Chalk River Pembroke

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station house in that town.

Monday 11/09/1893 Ottawa Citizen Renfrew

Parry Sound Railway will run through a corner of Algonquin National Park. More.

Wednesday 13/09/1893 Ottawa Citizen Renfrew

Government Inspector Ridout inspected the Parry Sound road as far as Arnprior on Monday. He will make another inspection today.

Wednesday 13/09/1893 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Article - Only a matter of money. P.P.J. and G.V. Railways ready to build the bridge.

Thursday 14/09/1893 Ottawa Citizen Ottawa Electric

The Electric Railway Company have all their tickets numbered. Should a conductor lose any, as was the case recently, the lost tickets are cancelled. A conductor named Schenzel lost \$6 worth weeks ago. The other day one of the tickets was presented to him. He knew it by its number. The party who found them said they were so muddy he had burned most of them but a policeman sent to him by Superintendent J. Electric (sic) Hutcheson, soon got him to produce them whereat the conductor rejoiced.

Thursday 14/09/1893 Ottawa Free Press Renfrew Elgin Street

The new sidings and platforms at the C.A.R. depot are about completed. The Parry Sound train will start from the new track at the beginning of next week.

Thursday 14/09/1893 Ottawa Free Press Renfrew locomotive

The three new O.A. & P.S. Ry. engines are expected here on Saturday from the shop, where they have been fitted up. There are one mogul, ten tons heavier than the heavies now on the line, and two passenger locomotives. The engines were expected last Monday, but owing to some delay in the shop, they could not be ready.

Friday 15/09/1893 Ottawa Journal Ottawa Electric

Electric car No. 45 jumped the switch at Sussex street.

Friday 15/09/1893 Ottawa Citizen Maniwaki

The Rathbun Car Company have completed an order for four passenger excursion cars for the Ottawa and Gatineau Valley Railway.

Friday 15/09/1893 Ottawa Free Press Maniwaki

The work on the Gatineau Valley line above the Kazabazua is still progressing. Another batch of 100 Italians has just been engaged. Four fine passenger cars have been completed for the line by the Rathbun Car company.

Friday 15/09/1893 Ottawa Journal Maniwaki

A carload of Italians from Montreal have gone up to Kazabazua to work on the O. & G.V. railway construction above that point. The construction will be pushed forward as far as possible this fall.

Friday 15/09/1893 Ottawa Journal Renfrew

There is still considerable stir on the O.A. & P.S. Railway between here and Arnprior although the road is practically completed. The steam shovel is still working in Rivington's pit at Carp, but the material that is taken from the pit is very inferior quality and entirely unfit for ballast being a mixture of clay and gravel. They are using it to fill in the big trestle over the C.P.R. east of Corkstown and some of it is being hauled to Ottawa to the C.A.R. yard where a long siding is being built east of Bank street.

The new railway station at Carp is almost completed. Messrs. Kidd and Rivington are surveying off a large number of village lots and the village is growing rapidly.

At Kinburn, B.W. Dunnett's elevator is in course of erection, and when completed will have a capacity of twenty-five thousand bushels. Foreman W. Winchester, with a gang of twelve men, is now building a siding to the elevator and making other necessary improvements, such as gravelling the yard and grading the roadways to the station and elevator.

Saturday 16/09/1893 Ottawa Journal Renfrew

The O.A. & P.S. Railway station at Renfrew will be lighted by electricity. The track will run through the fair grounds. Construction trains will be running into Renfrew by the 23rd.

The rails for the track laying on the O.A. & P.S.R. west of Arnprior have now arrived at that town. The men are, however, awaiting the arrival of the fish plates before they can begin this work. The "Y" at Arnprior is now being ballasted.

Monday 18/09/1893 Ottawa Journal Canada Atlantic Casselman

A G.T.R. (sic) freight train killed a cow at a road crossing near Casselman on Tuesday.

Monday 18/09/1893 Ottawa Journal Montreal and Ottawa

The C.P.R. has a surveying party at work between Vankleek Hill and Caledonia Springs locating the line of the M. & O. railway.

Monday 18/09/1893 Ottawa Citizen Ottawa Electric

Between thirty and forty men were employed Saturday night in placing curve railing for the electric cars at the corner of Sparks and Elgin street. The work will be completed today.

Monday 18/09/1893 Ottawa Journal Renfrew

The regular passenger service on the O.A. & P.S. Ry.. between here and Arnprior was opened today. Elegant new coaches and engines have been put on this route and fast service is assured.

There will be two trains daily each way. The trains leave Ottawa at 9 .a.m. and 5 p.m. and returning leave Arnprior at 7.a.m. and 5.10 p.m. The distance is covered in an hour.

Also reported in Ottawa Free Press.

The contract for building the O.A. & P.S. railway line through Renfrew village has been sub-let to Messrs. McCarthy Bros.

Monday 18/09/1893 Ottawa Free Press Renfrew Elgin Street

Improvement around the Canada Atlantic railway Elgin street depot are going on rapidly. The platforms have been repaired and extended towards Bank street. The new sidings for the Parry Sound railway are complete.

Tuesday 19/09/1893 Ottawa Citizen Renfrew Eganville

Mr. McCarthy, contractor for the Renfrew branch of the Parry Sound Railway stated yesterday his part of the track would be completed to Eganville by November.

Tuesday 19/09/1893 Ottawa Citizen Ottawa Electric

An electric car collided with a horse and rig last evening on Sparks street opposite the Brunswick. --

Tuesday 19/09/1893 Ottawa Journal Ottawa Electric

At twelve o'clock night work was started on a switch on the electric railway connecting the Elgin street line with the Sparks street line.

Wednesday 20/09/1893 Ottawa Journal Ottawa Electric

It is expected the street railway tracks will be laid to the Hull bridge by the end of this week.

Wednesday 20/09/1893 Ottawa Citizen Renfrew Arnprior

The regular passenger service on the Ottawa, Arnprior and Parry Sound Railway began this morning. We have a passenger train leaving for Ottawa at 7 a.m. returning at 6.10 p.m. The make up of the train going out in the morning was exceedingly creditable. The run to the metropolis will be made in a little over an hour.

Wednesday 20/09/1893 Ottawa Citizen Ottawa Electric

The electric car tracks are now laid as far as Mackay's establishment at the Chaudiere. It is expected they will be laid to the Union Bridge this week.

Wednesday 20/09/1893 Ottawa Citizen Renfrew Arnprior diamond

On Sunday last a gang of workmen put in the Diamond crossing for the Parry Sound road over the C.P.R. at this point. As the grading is nearly done below here and Renfrew, the track laying will be pushed forward without delay.

Wednesday 20/09/1893 Ottawa Journal Renfrew

\$75,000 in rolling stock.

Partial equipment of the O..A. & P.S. Railway

The Ottawa, Arnprior and Parry Sound Railway which began their regular passenger and freight service between here and Arnprior on Monday has a rolling stock valued at \$75,000.

The accommodation for passenger traffic consists of two first and two second class coaches and a couple of combination cars.

The first class coaches are beautifully finished in mahogany, and have comfortable high backed seats, the same as are in the C.A.R. passenger coaches. At the end of each coach is a commodious state smoking department, the seats having a leather covering. The smoking compartment is reached by a side passage.

The second class coaches are similar to those used on other roads as are also the combination coaches. Each coach is 54 feet in length.

ONE HUNDRED PLATFORM CARS

Besides these there are one hundred platform cars, all 34 feet in length. These, as well as the passenger coaches, were manufactured by the Crossen Car Manufacturing Co. of Coburg, Ont. (Limited).

The boxcars to be used will be supplied in the meantime by the C.A.R. It is contemplated to build box cars here shortly, also a number of passenger coaches. A large amount of material for this purpose has already been ordered. Some of their material ordered is four hundred yellow pitch pine car sills from the Southern States, and a quantity of Canadian white pine and oak timber, the latter for transits (sic).

AS TO LOCOMOTIVES

The C.A.R. locomotives will be used for the present but others will be built for special use on the line. There are two steam shovels working on the line at present, one of them at Willis' pit near Arnprior and the other at Carp village.

THE TIMTABLE

There are three stations between this city and Arnprior - Carp, Kinburn and Galetta. The distances of these places from Ottawa are as follows: - Carp, 19 miles; Kinburn, 27 miles; Galetta, 32; Arnprior 37. There are two trains each way daily. Trains leave Ottawa at 9 a.m. and 5 p.m. reaching Arnprior at 11.20 a.m. and 6.15 p.m. respectively. Trains going east leave Arnprior at 7 a.m. and 4.10 p.m. reaching Ottawa at 3.15 p.m. and 6.45 p.m.

Thursday 21/09/1893 Ottawa Journal Renfrew

Track laying on the O.A. & P.S. Ry. has now begun on the first ten mile section west of Arnprior. The road from Arnprior to Renfrew will be quickly pushed forward as the ballasting is almost completed.

Thursday 21/09/1893 Ottawa Journal Ottawa Electric

Letters patent have been issued incorporating the Ottawa Car Co. A meeting for the completion of organization and election of officers was held on Friday.

Thursday **21/09/1893** **Ottawa Citizen** **Renfrew** **Arnprior**

Timetables just issued for the Ottawa, Arnprior and Parry Sound Railway show a very convenient passenger service both ways. There are two trains each way daily. Trains leaving Ottawa at 9 a.m. and 5 p.m. arrive in Arnprior respectively at 11 a.m. and 6.15 p.m. respectively. From Arnprior the morning train leaving at 7 gets here at 8.15, and the 4.10 p.m. train arrives in Ottawa at 6.15.

The distance, 36 miles is thus covered in 1 hour and 15 minutes, including stops, and the Arnprior train connects with the through service on the Canada Atlantic, and connections to Montreal, Boston and New York.

The stations and the distances from Ottawa are: Carp, 19 miles; Kinburn, 27 miles; Galetta, 32 miles and Arnprior, 37 miles.

Friday **22/09/1893** **Ottawa Journal** **Montreal and Ottawa**

The survey of the Vaudreuil and Ottawa railway was completed yesterday as far as Caledonia Springs after which the surveyors returned to Montreal. It is learned the C.A.R. may shortly forestall the line by constructing an extension of the Central Counties Ry. from Vankleek Hill to Rockland.

Friday **22/09/1893** **Renfrew Mercury** **Renfrew** **Renfrew**

On Wednesday there was a rumor that there had been more trouble between the Canadian Pacific and the Ottawa, Arnprior and Parry Sound railway, this time over the level crossing at Arnprior. It was said, even, that there had nearly been bloodshed between the workmen of the two lines. We learn that the difficulty was no more than this - that the "diamond" at the crossing was put in on Sunday. Before the O. & P.S. can run their cars over this it is necessary that they should have 1,700 feet of rail laid on the opposite side of the track on which their trains can stand clear of the C.P.R. lines. In building this 1,700 feet the O.A. & P.S. workmen ran their line close to the C.P.R. track so that they had to carry their rails only over a few feet of trackway. The C.P.R. authorities gave instructions to their men to tear up the O.A. & P.S. line on their property until the 1,700 feet had been completed, compelling the O.A. & P.S. workmen to cart their rails over 66 feet of land, instead of over the railway track only. The C.P.R. men tore up the O. & P.S. track while the O. & P.S. men were at dinner. The O. & P.S. men promptly laid it down again and there the affair ended up to the time of The Mercury's information.

Also in the Ottawa Journal, 25th Sept..

22/09/1893 **Renfrew Mercury** **Renfrew**

OA & PS construction has reached near Golden Lake, about twenty miles above Eganville. Three new engines are expected from the shops where they have been fitted up. One mogul, ten tons heavier than the heaviest now in use on the line, and two passenger locomotives are expected soon.

E. J. Chamberlain, General Manager, Geo. A. Mountain, Chief Engineer, and T. G. Rideout, Government Engineer, have inspected the railway line.

Friday **22/09/1893** **Ottawa Journal** **Renfrew**

First time card of the O.A. & P.S. Ry. dated September 18, 1893.

Through parlour car service between Ottawa and Montreal.

Sleeping car service daily to New York, Boston etc.

All trains arrive and depart from the Canada Atlantic Elgin Street depot.

Friday **22/09/1893** **Renfrew Mercury** **Renfrew**

A large staff of men are employed on the O.A. & P.S. Ry. at Arnprior laying the diamond crossing over the C.P.R. It will be some days before this is completed, after which the laying of iron from Arnprior to several miles west of Renfrew will be begun and pushed forward with as much speed as possible. The construction has reached a point near Golden Lake, about twenty miles above Eganville.

The three new O.A. & P.S. Ry. engines were expected to be in Ottawa on Saturday last from the shop, where they have been fitted up. There are one mogul, ten tons heavier than the heaviest now on the line, and two passenger locomotives.

Friday **22/09/1893** **Ottawa Free Press** **Renfrew** **locomotive**

Locomotive No. 2, of the colonization road, has been taken to pieces while she undergoes a complete overhauling previous to being shipped back to her run on the far end of the Parry Sound railway.

Locomotive No. 30, a Central Vermont engine which has been in use by the Canada Atlantic for several years now runs the Parry Sound morning train. The engine has been in use all summer on the Hawkesbury branch.

Two of the three new engines for the Canada Atlantic railway have already arrived from the St. Albans shops. No. 21 is a heavy and powerful passenger locomotive and No. 100 is by far the strongest mogul which runs into Ottawa. The third engine is expected from St. Albans every day.

Saturday **23/09/1893** **Ottawa Journal** **Renfrew**

Another large mogul freight engine arrived at the C.A.R. shops yesterday from St. Albans Vt. This is the third of these powerful locomotives that have arrived this week.

Saturday **23/09/1893** **Ottawa Journal** **Maniwaki**

The shipments of tan bark down the O. & G.V. railway for the Boston tanneries has resumed its spring briskness.

Ten or twelve carloads of steel rails passed over the O. & G.V. railway to the present terminus this week, for the construction beyond that point.

Saturday **23/09/1893** **Ottawa Citizen** **Renfrew**

The first excursion from Arnprior on the O.A. & P.S. railway into Ottawa takes place today on account of the Fair. From reports received yesterday the excursion will be taken advantage of by a large number of people along the line.

Saturday **23/09/1893** **Ottawa Citizen** **Ottawa Electric**

The electric car track is now completed to Duke street, as far as the tracks leading from the mill platform of J.R. Booths Mills. In the course of another week the track will be laid to the terminus for the present, which is to be about a hundred yards on the Hull side of the Union bridge.

Monday **25/09/1893** **Ottawa Free Press** **Renfrew**

The Ottawa, Arnprior and Parry Sound Railway Co., has lately ordered a dozen first and second class coaches for the regular services. Two first class and one second class have already arrived and are now running. The first class are way above the ordinary, fitted with washrooms for both gentlemen and ladies and a capital smoking compartment. This latter is a new idea, for first class passengers used always to be forced to take a second class car when they wished to smoke. The cars are upholstered with red plush, the seats having high backs. The cars as they arrive will be placed on the daily service.

Speedy Engines

How the C.A.R. are improving their locomotive system.

The Canada Atlantic Railway is again to the front with the largest locomotives that have been used on any railway in Canada.

These have been built expressly to meet the largely increased international trade on that line between Ottawa and Rouse's Point which has been greatly augmented by a wonderfully large business that has already begun on the O.A. & P.S. railway.

The locomotives arrived but a few days ago from the Baldwin Locomotive Works, Philadelphia, Pa., and since that time they have been admired by hundreds of people. There are three of them and they are numbered 20, 1 (sic) and 100.

A 116,000 POUNDER

This is a description of engine 100, which is described first as it is the largest of the three. The locomotive alone weighs 116,000 pounds and the tender 80,000 or a total weight of 98 tons, which when heavily loaded with fuel will exceed 100 tons.

The driving wheels are 57 inches in diameter and the cylinders 19 x 26 inches. The shell of the boiler is 64 inches in diameter. The engine has steam brakes on the drivers and an air brake on the tender, consequently it can quickly be reversed. It will draw 45 cars loaded with lumber from here to Rouse's Point without difficulty. So large, indeed, are these engines that they cannot be used to run between here and Montreal because it would be impossible for them to pass through the St. Anne's bridge.

Locomotives 20 and 21 were originally intended for passenger locomotives but in the meantime they will be used for the transportation of freight.

MODERN IMPROVEMENTS

They are both alike, the locomotive weighing fifty tons and the tender forty. The driving wheels are six feet in diameter. They have all the latest improvements. Among these improvements is a speed indicator which is of wonderful advantage to the driver. This indicator is figured up to ninety miles an hour, but the regular speed of the locomotive will be seventy miles an hour. There is another improvement for the private information of the superintendent of the road which tells exactly the rate that the engine ran on any part of the line, the length of time it stopped at any station and other useful information. There is also a steam gage which indicates the degree of heat to which the passenger coaches attached are heated. These engines have beautiful chime whistles which do not disturb the weary traveller as do the usual harsh whistles on the locomotives now in use.

"Bob" Orr is the driver of engine No. 20 and Ed Chase the driver of No. 21 and two prouder men are not now to be found in the city.

Tuesday 26/09/1893 Ottawa Journal Renfrew

A carload of more than twenty Italians were at the C.A.R. depot yesterday en route for Eganville where they will work on the construction of the O.A. & P.S. Ry. They came from New York.

Thursday 28/09/1893 Ottawa Journal Canada Atlantic

The big one hundred ton engine of the C.A.R. made her initial trip down to Coteau Monday. When commencing the return journey Tuesday the steam pressure forced off the cap of the whistle. Of course all the steam escaped. Fires had to be put out and it took some little time to effect repairs.

Friday 29/09/1893 Ottawa Journal Renfrew Renfrew

The O.A. & P.S.R.R. Co. are making a cutting five feet deep through the Renfrew fair grounds. The society will have new and improved grounds next year.

Friday 29/09/1893 Renfrew Mercury Eganville

It is said that the number of cattle killed on the Eganville branch of the C.P.R. since its opening last fall numbers forty-five. The compensation paid would have gone a long way towards fencing the line. - Enterprise.

Friday 29/09/1893 Ottawa Journal Canada Atlantic locomotive

As usual with all new engines the C.A.R. hundred tonner is affording a little work to its operators. Tuesday she blew off her whistle and yesterday, while hauling a special, she broke down at Bearbrook. She is so heavy that on her first trip she broke seven rails.

Friday 29/09/1893 Ottawa Free Press Renfrew Elgin Street

To accommodate the increase in freights traveling over the Ottawa, Arnprior and Parry Sound railway since its opening a couple of weeks ago, two long sidings, each over five hundred yards in length, have just been constructed just west of Bank street. The new tracks have been laid on either side of the main line. Owing to the elevation of the track in this locality a great deal of filling was required to grade the additional tracks.

Monday 02/10/1893 Ottawa Citizen Carleton Place Ottawa, Broad Street

Assistant Superintendent Spencer has had a new stand fixed up for the cab men at the C.P.R. station. A neat shelter has also been provided and the company will supply fuel to heat it comfortably during the winter, the idea being to afford the hackmen such accommodation as will remove the necessity for the invasion of the station platform.

Monday 02/10/1893 Ottawa Free Press Ottawa Electric

The electric railway tracks now extend across the Suspension bridge.

Monday 02/10/1893 Ottawa Citizen Montreal and Ottawa

Mr. A. Evanturel, M.P.P. for Prescott county, has received the following from the vice president of the C.P.R.:

"Referring to your letter of yesterday, our engineers have been at work for some weeks past in running a line between Point Fortune and Caledonia Springs with a view to continuing from Point Fortune instead of building from Rigaud. The information secured by their preliminary surveys is now being put into such shape as to make it available, and we hope within a few days to be able to determine the best route. I shall communicate with you just as soon as we have arrived at a conclusion. The form of the agreement with the Ontario government is now being prepared, and I hope to be able to send it to Sir Oliver Moffatt in the course of the next three or four days."

Friday 03/10/1893 Renfrew Mercury Renfrew Renfrew

The location of the Ottawa, Arnprior and Parry Sound Railway station in Renfrew, has been definitely decided on. It will be on Doyle street, just to the residence of Mr. P. McManus and alongside the lacrosse grounds - the entrance being on Elizabeth street, which a good many of our readers may not know is the map title of the street leading from the post office past the lacrosse grounds. A special meeting of the Council was held on Monday evening to consider the petition from the O.A. & P.S. Railway company asking that a portion of Doyle street be closed, as the station at that point would be convenient to the public and was recommended by Government Engineer Schreiber, and stating that all property affected by the closing of the street had been or would be purchased by the company.

All the members of the Council were present.

The Reeve explained that the Council had absolute power to close any street as long as did not prevent anyone on it from having ingress or egress. The Company had bought or was buying all the property that thus affected. As solicitor for the Company he did not care to say much on the matter.

As the Council could not see that any person's property would be injured by the closing of a portion of Doyle street, they agreed to close it as requested, Mr. Clark giving notice of the introduction of the necessary by-law, to be carried in a month's time. Work on the foundation of the station building will be begun at once.

Tuesday 03/10/1893 Ottawa Free Press Ottawa Electric

Details about changes to the routes, colored disc signs, etc.

Tuesday 03/10/1893 Ottawa Free Press Renfrew locomotive

Engine 60 of the Canada Atlantic railway, which has been undergoing repairs for the last two months will be turned out of the shops tomorrow. She has been thoroughly overhauled throughout.

Wednesday 04/10/1893 Ottawa Free Press Montreal and Ottawa

Some impatience and apprehension has been expressed by the inhabitants of Alfred, Ont., and vicinity on account of the slow work on the new C.P.R. line from L'Orignal to Ottawa. Mr. Shaughnessy, vice president, was seen yesterday, and stated that engineers have been working for some weeks past in running a line between Pointe Fortune and Caledonia Springs, with a view to continuing from Pointe Fortune instead of building from Rigaud. The information secured from the preliminary survey is now being put into available shape, and the decision will be made in a few days as to the best route. The form of agreement with the Ontario government is also under course of preparation.

Wednesday 04/10/1893 Ottawa Free Press Ottawa Electric Ottawa Car

Two more electric cars for the Montreal Street Railway company are to be forwarded from the factory here tomorrow.

Thursday 05/10/1893 Brockville Recorder Brockville Brockville

The Samuel Rogers Oil Company, of Toronto, have purchased the old Shepherd mill at the foot of Mill street, and will use it as a warehouse with the intention of making Brockville a distribution point for a large section. A portion of the rocky land in the rear has been secured with the mill, and the C.P.R. will run in a switch from their pier extension. The oil will be brought in tank cars and barrelled here. The firm is a large concern with extensive business connections and it will mean quite an addition to Brockville.

Thursday 05/10/1893 Ottawa Journal Renfrew

The construction of the O.A. & P.S. Ry. west of Arnprior is steadily progressing. Mr. Heald, the contractor between Arnprior and Renfrew, a distance of about twenty miles, has the work between these two towns nearly completed and in a few days will transfer his men to another section west of Eganville. The line is now being built through the village of Renfrew. It runs directly through the South Renfrew Agricultural association grounds and as a consequence new exhibition grounds will need to be secured. The company have paid \$750 for the right of way.

The diamond crossing over the C.P.R. at Arnprior is now completed and the laying of rails westward of that town has began. The Eganville Enterprise of yesterday credits Mr. J.R. Booth with having said while in Renfrew last week that the rails would be laid into Renfrew by the fifteenth inst. and regular trains running three or four days later.

By the time the rails reach Renfrew the line from that town to Eganville will also be ready for track laying.

Saturday 07/10/1893 Ottawa Journal Renfrew Renfrew

The village council have given the O.A. & P.S. Ry. permission to build their depot on Doyle street and in consequence a portion of that street will be closed. Work on the foundation of the depot will be begun at once.

Saturday 07/10/1893 Ottawa Free Press Renfrew Elgin Street

The Canada Atlantic railway station house at the Elgin street depot is undergoing repairs. The verandahs have all been painted and the general waiting room is being kalsomined. The station looks much brighter.

Monday 09/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Last Saturday 10.30 p.m., two new passenger cars, built by the Ottawa Car Co. (Ld.) were shipped to Montreal by the C.P.R. to be used on the electric street service there.

Mr. J. Ahearn of the Electric Street Car Works, Albert Street, went by the C.P.R. Sunday night to London city where he has despatched a new electric car truck from the Ottawa Car Co. (Ld.) to be used in the street service there. Mr. Ahearn will fit the truck in running order.

Tuesday 10/10/1893 Ottawa Free Press Ottawa Electric

The ironwork of the new bridge across the Rideau river at New Edinburgh is now complete. The planking is nearly all down and in a few days the rails will be laid. The approaches on either side of the bridge are ready.

Tuesday 10/10/1893 Ottawa Citizen Ottawa Electric

Today the electric cars will run as far as the present terminus of the road at the Chaudiere, it being a short distance on the other side of the Union Bridge. From the bridge to the terminus a pavement of porphyry blocks from Belgium is being laid. These blocks are claimed to be ever harder and more durable than the ones used on the roadway at this side of the bridge. There is yet another track to be laid across the bridge before the work will be completed.

Tuesday 10/10/1893 Ottawa Journal Ottawa Electric

The electric cars on the Chaudiere line began running as far as Hurdman's mill yesterday. A pavement of poryphry blocks is laid from the Suspension bridge to the mill and that part of the roadway will be of harder material than that on the Ottawa side of the river. The double track to that point will also soon be laid.

Wednesday 11/10/1893 Ottawa Free Press Renfrew Elgin Street

A new siding has been laid in rear of Catherine street by the Canada Atlantic railway and a quantity of lumber is being removed from Perley's Chaudiere piling grounds and deposited in this new yard. It is possible the whole of the strip laying along the track between Kent street and Concession will shortly be utilized for the same purpose.

Thursday 12/10/1893 Ottawa Free Press Maniwaki

Track laying on the Gatineau Valley road is now within five miles of Pickanock, to which place trains are expected to run by the latter end of next week.

Thursday 12/10/1893 Ottawa Journal Renfrew

Tracklaying on the O.A. & P.S. Ry. has now reached about five miles beyond Arnprior. It will be rushed on the (sic) Renfrew as the road is now altogether ballasted to that point.

Thursday 12/10/1893 Ottawa Journal Ottawa Electric

The electric railway are fitting up some of the old horse cars by putting vestibules and placing the cars on motors. One, No. 7 is now running on the New Edinburgh route. The company have returned to their old time of running the New Edinburgh cars down St. Patrick street.

Thursday 12/10/1893 Brockville Recorder Brockville and New York Bridge

An old file of the Recorder shows that as far back as 1852 a bridge over the St. Lawrence at Brockville was discussed. Still the bridge has not materialized yet.

Friday 13/10/1893 Renfrew Mercury Renfrew Renfrew

On Tuesday, the O.A. & P.S. Railway settled with Mr. Jas. O'Connor for right of way through his lot on the north-west side of Smith's creek, and on Wednesday morning a gang of men were at work, tearing up part of the bridge along the Main street. They will leave the bridge so that traffic will not be interrupted for more than a day. - All rights of way through the town have now been settled, except with Mr. John Smith (tanner).

Friday 13/10/1893 Renfrew Mercury Chalk River Renfrew

On Friday last the K. & P.R. express train did not leave Renfrew for Kingston owing to a smash at the turntable near the roundhouse. There was an engineer on the K. & P. locomotive who had not been at the Renfrew end of the line very often this summer, and he was not fully posted on the details of the arrangements by which the Atlantic and Northwestern trains use the K. & P. track and turntable at this point. Consequently, to get his own engine out, he turned a switch from the main line to the turntable siding.

The A. & N.W. train, fresh in from Eganville, came backing down the track as usual and before the hands realized the situation their train was on the turntable instead of the main line. The first coach dropped into the turntable pit and wrought considerable havoc - driving the table a foot off centre, and smashing the upright timbers.

The K. & P. engine could not get on to the track and its train was cancelled. The C.P.R. sent a wrecking car to the spot and Mr. Folger came out from Kingston. It was well on in the night when the damage was repaired. By the "rule of the road" the A. & N.W. (C.P.R.) is at the expense of the trouble. One of the A. & N.W. men has been suspended.

Also in the Ottawa Journal 19 October.

Saturday 14/10/1893 Ottawa Journal Ottawa Electric

Electric car No. 45 ran off the track at the corner of Sussex and Rideau about 1.30 this afternoon. In a short time a procession of 13 cars had collected.

Saturday 14/10/1893 Ottawa Journal Chalk River

New steel rails, much heavier than the old ones, are being laid on the C.P.R. from Chalk River to Carleton Place. The road will also be reballasted.

Saturday 14/10/1893 Ottawa Free Press Ottawa Electric

No. 7 of the old horse car line has been repaired and fitted up with vestibules and placed on motors. It now runs on the Rockcliffe line where it will probably remain until the close of the season.

A large gang of men are at work completing the double track on the lower end of Sussex street and also building up the approaches on either side of the new bridge. The tracks will likely be laid across the bridge on Monday or Tuesday next, when the cars will at once begin to run across.

Friday 17/10/1893 Renfrew Mercury Renfrew

Mr. J.R. Booth and staff went steaming up the O.A. & P.S. line as far as Douglas on Thursday morning. They expect to have the rails as far as Eganville by Saturday night.

The construction of the station for the O.A. & P.S. Railway, on Doyle street, in the Saddler section, is sufficiently completed to show what its outward appearance will be. There is a veranda round about it, which is an improvement on many of the country stations on older lines, as it will afford shelter, in sultry or stormy weather, to those who may not care to remain all the time in the waiting room, pending the arrival of trains.

A construction train on the new railway left Arnprior for Renfrew on the afternoon of Sunday, 5th inst., and returned at night. The trip was taken by quite a number of Arnpriorites.

Wednesday 18/10/1893 Ottawa Free Press Renfrew locomotive

On Saturday afternoon last one of the construction engines working on the Ottawa, Arnprior and Parry Sound railway some miles above Arnprior, ran over the dump with a train of four cars. The rails were covered with blue clay and the driving wheels would not catch. The engine, it is said, went full over on her side smashing the cabin and all the trimmings on top of her boiler. She was hauled out of the ditch and brought down to the Elgin street depot. Luckily no one was hurt in the run off.

Wednesday 18/10/1893 Ottawa Journal Ottawa Electric

Accident with car No. 40.

Car No. 240 built for the Montreal street railway by the Ottawa Car Co. had a trial run this morning.

Thursday 19/10/1893 Ottawa Free Press Renfrew Carp

The steam shovel is now doing good work, the gravel pile is fast disappearing and the public can now see away down the railway line where not long since stood the gravel hill.

Thursday 19/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car

Late last night two new cars built by the Ottawa Car Co. were shipped by the C.P.R. to Montreal.

Friday 20/10/1893 Renfrew Mercury Belleville Perth

Twenty more men have been taken on at the Perth car shops. This brings the staff to over fifty.

Friday 20/10/1893 Renfrew Mercury Eganville Eganville

The youngsters of the village find a good deal of amusement in watching the afternoon train of the C.P.R. chasing cows through the village. The train leaves at 5.25 o'clock p.m., when the cows of the village are wending their way homeward from the commons, and who seem to prefer the railway track to the road. Every few days the outgoing train finds some cows on the track between the station and the village, the engine whistles continuously to frighten the animals off the track, the little boy knows from the whistle that something is wrong, and runs to find out what it is. The cow trots composedly in front of the engine until it reaches a street leading to its home. The youngster enjoys the fun, the tgrain hands except that they are saints, must use some forcible language at the delay and the absurdity of the position, and the passer-by smiles and wonders of it would not be more dignified for a wealthy corporation line the C.P.R. to fence in their line than to have their train running races with cows. Eganville Enterprise.

Friday 20/10/1893 Renfrew Mercury Renfrew Renfrew

Taking advantage of the fine weather during the nost of the past week, track-laying on the O.A. & P.S. road has been pushed rapidly. By Thursday morning, the rails were laid as far as Mr. D. Airth's farm, in the corporation limits, and the engine could be seen from Mr. D. Barr's residence, with the probability, all going well, of reaching the Agricultural grounds by night time. The fill in of the creek side enar Mrs. Freer's, and of the gully at the old "Broken Bridge" on the west side of the Lacrosse grounds, have been heavy, but are now getting on towards completion. Work has been started on the station building. By some mistake, the workmen first entered on the rear of Mr. James Reid's lot, frontong on Saddler street, and commenced preparations for the foundation of the building there, instead of on Doyle street to which they quickly removed.

Friday 20/10/1893 Ottawa Journal Eganville

The C.P.R. have a gang at work fencing the Eganville line.

Friday **20/10/1893** **Ottawa Free Press** **Tramway** **Conroy mills**

A fatality last Tuesday afternoon occurred under circumstances particularly sad at the pretty little village of Deschenes on the northern bank of the Ottawa river opposite Britannia. The victim, a young man of thirty two years named Albert Fournier, was an employe of Conroy Bros. The exact circumstances under which the accident occurred will perhaps never be known. Fournier, with his younger brother, was working on a flatcar which an engine was taking through the lumber yards. It is thought by some that he was trying to stop the car when, his foot slipping, he fell on the track and was run over and crushed. More.

Friday **20/10/1893** **Ottawa Citizen** **Ottawa Electric** **Ottawa Car**

Mr. John Ahearn, electrician of the street railway, has arrived home from London, where he has been superintending the work of opening a new track. He said the electric cars would be running on the 30th inst.

Friday **20/10/1893** **Ottawa Free Press** **Renfrew**

An electric dynamo is being placed on a special car at the Canada Atlantic railway workshops for the purpose of furnishing electric light to the workmen on the Parry Sound road above Arnprior, where the work of laying the steel is to be pushed forward night and day until Renfrew is reached. The rails are already laid for seven miles beyond the former place, and at the rate they are now proceeding trains may be expected to be running to Renfrew before very long.

Saturday **21/10/1893** **Ottawa Free Press** **Canada Atlantic**

A regular passenger train on the way from Montreal is credited with making the distance between Eastman's Springs and Ottawa, a distance of twelve miles, in nine minutes.

Saturday **21/10/1893** **Ottawa Journal** **Ottawa Electric**

Electric car No. 40 ran off the track on the Hull side this morning.

Saturday **21/10/1893** **Ottawa Free Press** **Renfrew** **locomotive**

The engine which was smashed up last Saturday near Arnprior on the construction of the Parry Sound road has been entirely repaired and sent back to the far end of the line where it is required. The cabin had to be rebuilt, a new pilot put on and several small castings replaced. The cars which were smashed up at the run off have not been brought down yet.

Coach 34 of the Canada Atlantic railway, a fine second class car, is undergoing repairs at the shops.

One of the two new passenger locomotives, No. 21, has been tested up to 67 miles per hour. She made that time seemingly without great exertion and could probably go much faster if required.

Saturday **21/10/1893** **Ottawa Free Press** **Renfrew** **Elgin Street**

A new lumber yard at the south end of Kent street, between the C.A.R. and Catherine street, now extends across the line of the former thoroughfare.

Saturday **21/10/1893** **Ottawa Free Press** **Renfrew**

Tracklaying on the Ottawa, Arnprior and Parry Sound Railway now extends as far as Renfrew. A very large gang of men are employed putting down rails at the rate of about a mile and a half a day. If the weather continues fine the company will have the track laid as far as Eganville before the winter sets in. The ballasting crew have been augmented so that they are running night and day. The electric plant will be ready to start next week at Willis' pit between Galetta and Arnprior.

Saturday **21/10/1893** **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

Aldermen think C.P.R. would run over it. More.

10 21 1893 **21/10/1893** **Ottawa Citizen** **Renfrew**

The Arnprior Watchman has the following re the accident on the Parry Sound Railway last Saturday. "The construction train, consisting of a locomotive and a number of flatcars, while passing over a portion of the roadbed not previously travelled by so heavy a train caused the spongy element underneath it to crumble and give way under the great strain, throwing the locomotive and several cars from the track. It appears that the engineer in charge was aware, to some extent, of the danger of passing over this particular spot, and put on extra pressure in the hope of avoiding accident. But his calculations were wide of the mark. Both engineer and fireman leaped from the wrecked train in time to escape injury. But while the great locomotive lay upon her side, and the machinery still in motion with the wheels still revolving at a 40 mile-an-hour rate, and hissing mud in all directions, the plucky engineer got inside and stopped the engine. A wrecking train came up shortly and attended to the repairing of the disordered cars.

Saturday **21/10/1893** **Ottawa Journal** **Renfrew**

It is expected that the station of the O.A. & P.S. at Arnprior will be completed in about a week or ten days. This week a number of men employed on it left for Renfrew to begin the building of a station at that place.

The track laying gang of the O.A. & P.S. railway expect to reach Renfrew this evening with the "end of the iron". The track is ballasted to a point about seven miles west of Renfrew and on reaching Renfrew the construction gang will work back this way to finish the ballasting. Regular train service will be opened as far as Renfrew in a few weeks. Arnprior Chronicle.

Saturday **21/10/1893** **Ottawa Free Press** **Ottawa Electric**

The Electric Street Railway company are laying their tracks in the rear of the city post office to obtain closer connection therewith for the purpose of the electric mail service, which is shortly to be instituted. It is intended as soon as the present contracts for carrying the mails to the different railway stations and to Hull, have expired, to place the carrying system in the hands of the electric railway. A number of old cars, formerly in use on the old street railway are being fitted up for the service. The establishing of an electric postal delivery system, similar to that in vogue in New York, is also under contemplation, it is said, but the present needs of the city hardly warrant such a step.

Monday **23/10/1893** **Ottawa Journal** **Renfrew**

The first locomotive of the O.A. & P.S. Ry.. reached Renfrew Friday and the citizens all turned out to welcome it. While the same engine was about half way between Arnprior and Renfrew it slid off into a ditch. It took considerable time to place her on the rails again.

Tuesday **24/10/1893** **Ottawa Free Press** **Ottawa Electric**

Royal mail cars Nos. 1 and 2 are about ready to be placed on the motor trucks. Those of the old horse cars have been fitted up for the service, but in their new finish, blazoning with gilt lettering and insignia, they present a very attractive appearance. They are provided with windows at both ends, entrance to the platforms from one side only and folding doors in the middle at each side of the cars to admit the mail bags. The internal arrangement is not materially altered.

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The rails have been laid across the Electric railway bridge at New Edinburgh but as the approaches on either side have not been graded the cars cannot cross until the approaches are complete.

Tuesday 24/10/1893 Ottawa Citizen Ottawa Electric

The work of laying the double track for the electric railway to the present terminus on the Hull side of the Union bridge was completed yesterday afternoon.

Wednesday 25/10/1893 Ottawa Free Press Tramway Templeton

Mining is at a standstill in Templeton township owing to a glut in the market and the general depression in trade throughout the United States. The large asbestos mine which has been working on the property of Jeremiah Ferrand has been abandoned. This concern was controlled by a powerful German syndicate. The mine has closed down and the plant sold off to different parties. The engine was bought by Mr. Ellard of George street. NB. There is no indication whether the engine was a locomotive or a stationary engine.

Thursday 26/10/1893 Ottawa Free Press Lachute Gatineau

For some time past complaints have been heard among villagers at the head of the Gatineau over the fact that the Canadian Pacific railway do not stop their trains at the Gatineau depot. Mr. Crevier, notary of that village, who suffers from a very painful contusion to his ankle, has complained to the conductor that the trains, instead of stopping at the station run sometimes twenty acres further on. The affair has caused him no little bother and he decided last week to have some remuneration out of the company for the trouble caused to him in this way. An action for damages has been instituted in the circuit court of Hull, and Mr. Rochon, Q.C., will look after the interest of the plaintiff. Mr. Crevier told the Free Press yesterday that one day last week he was carried some fifteen acres past the station as usual and preferring to go on to this city he stayed on the train, although it was late at night. After his arrival in this city he passed down to Rockcliffe where he stood some two hours shouting for the ferrymen who were all asleep.

Thursday 26/10/1893 Ottawa Journal Ottawa Electric

The electric railway track is to be extended to the C.A.R. depot platforms to enable the passengers to step from the platform to the cars.

Thursday 26/10/1893 Ottawa Citizen Ottawa Electric

The track of the electric railway is to be extended from the corner of Elgin and Catherine streets to the C.A.R. station platform so that travellers can step from the platform on to the car. The change will no doubt be appreciated.

Friday 27/10/1893 Renfrew Mercury Renfrew

Mr. A.J. Campbell of Arnprior, is about to erect a commodious grain shed and warehouse at McIntosh's crossing on the O.A. & P.S. Railway. This point is situated midway between Arnprior and Renfrew, in the township of McNab and, with a railway station, is likely eventually to become a good sized village.

Friday 27/10/1893 Renfrew Mercury Renfrew Renfrew

Just after the Mercury went to press Thursday afternoon, the laying of the rails on the O.A. & P.S. Railway was completed as far as the Agricultural Show Grounds; and the event was joyfully signalled to the town by a steady tooting of the locomotive whistle for some minutes. It will be a day or two yet before the heavy "fills" at the creek and Broken Bridge will be completed.

Friday 27/10/1893 Renfrew Mercury Renfrew Goshen

A siding was put in last week on the new railway at the town line crossing on the farm of Mr. Andrew McArthur. So that the farmers in this part of the country won't need to haul their peas up one of the worst hilld between this and Belfast - Ireland.

Ottawa & Parry Sound and the CPR before the cabinet.

The application of the Ottawa, Arnprior and Parry Sound Railway for railway crossing over the Canadian Pacific railway was again heard before the railway committee of the Privy council today.

There were present: Hon. John Haggard in the chair, Sir John Thompson, Hon. MacKenzie Bowell and Hon. John Carling. A.J. Christie, Q.C. appeared for the Ottawa & Parry Sound road, and ex-Judge Clarke and Mr. Shaughnessy, vice president, for the CPR and Mr. Booth and Mr. Mountain, engineer of the Parry Sound Road were also in attendance.

The first application was for a bridge over the St. Lawrence and Ottawa railway, about half a mile from the Richmond Road, Ottawa. The only dispute between the companies was as to the width of the span. The C.P.R. wanted the bridge to be 100 feet of a span while the O.A. & P. said the 40 feet were sufficient.

Mr. Christie said the St. Lawrence and Ottawa was a small railway operated in connection with the Canadian Pacific. The width of 40 feet was sufficient for two tracks although only one track was required. There was no likelihood of two tracks ever being needed. He then cited several crossings which had already been ordered by the committee showing that this width of span was large enough. Among those mentioned, the Brockville and Westport road crossing the Grand Trunk the span being 44 feet, the crossing of the Canadian Pacific at Roefield near the Lachine bridge, one of the most important crossings in Canada, was 43 feet in the skew and 35½ at right angles. There was also the bridge at St. Catherines street, Montreal, which was 54 feet in the skew and 35 feet at right angles. He also referred to certain crossings in the United States showing that the objection to the width of span was unreasonable. Sir John Thomson - I thought it was a level crossing you wanted.

Mr. Christie - that is the other application. When we want to go over head they want us to go under, and when we want to cross on the level they ask us to go over head.

Mr. Clarke spoke in general terms against the 40 feet span showing the necessity of providing for sufficient accommodation for the future. The difference in the two bridges would only be about \$3,500. The company owned the land at the crossing for 300 feet across.

Mr. Christie said that this would mean that no railway could cross the St. Lawrence and Ottawa unless by a span of 300 feet if it meant anything at all. This was the first time that ever such an application as 100 feet was made to the committee, and the committee might as soon ask, on the same principle for 300 feet. The opposition to the crossing was for an ulterior purpose. "I might remind the committee that two or three years ago," said Mr. Christie "I asked for a crossing and the Canadian Pacific opposed it. Two or three months later the St. Lawrence and Ottawa became part of Canadian Pacific and they applied for the same crossing themselves."

Mr. Clarke - I object because it is not fair to bring in here what the company did in some other case.

Mr. Christie - It refers to this case.

Mr. Clarke - It is absurd.

Mr. Christie - I want to show that your objections are for ulterior motives.

Mr. Clarke - It is not true.

Mr. Christie - The question is true.

Mr. Clarke - I say the ulterior object is not true.

Mr. Christie - Very well let the matter drop.

Mr. Clarke - It is sheer nonsense.

The question as to the cost was then discussed, Mr. Christie showing that the 100 feet span would cost about \$10,000 more while Mr. Clarke and Mr. Shaughnessy maintained the figures were too large. The latter said that there were station guards at that point.

Mr. Booth pointed out that some years ago Mr. Perley had used this part as a station for lumber purposes, but he was now out of the business. This concluded the argument in the case. A decision will be given tomorrow.

The next case was an application by the Ottawa, Arnprior & Parry Sound Railway for a level crossing over the Canadian Pacific some 34 miles west of Ottawa. The report of Mr. Schreiber was presented. It was favorable to a level crossing, but the difference between an overhead and level was not very much in the extra cost. The difference of cost would be about \$40,000. The other proposal submitted by the CPR, for a subway some 4,000 feet from the proposed level crossing would cost about \$73,000. The figures of Mr. Mountain, on the other hand, gave \$51,000 for the overhead bridge while the Canadian Pacific said that \$33,000 was sufficient. As to masonry, Mr. Mountain said it would cost the Canada Atlantic \$12 per yard, while Mr. Shaughnessy said that the CPR were only paying \$7.23.

Sir John Thompson - But Mr. Schreiber seems to favor a level crossing, then it does not matter what we should decided on such things as to the cost of the bridge.

Mr. Shaughnessy said that the level crossing would be dangerous.

Further argument and the judgment was postponed until tomorrow.

Saturday 28/10/1893 Ottawa Journal Montreal and Ottawa

The Vaudreuil as a main line - article.

Friday 28/10/1893 Ottawa Journal Ottawa Electric

The old street car stables at New Edinburgh have had all the horses removed and this building will be used as a painting and repair shop for the electric railway.

Saturday 28/10/1893 Ottawa Citizen Montreal and Ottawa

It is learned that the Canadian Pacific Railway Company propose to push the construction of the Vaudreuil branch to Ottawa and will make it the regular line from Ottawa to Montreal

Friday 29/10/1893 Ottawa Journal Tramway Conroy mills

Albert Fournier, employed at Conroy's lumber yard at Deschenes Mills, fell from the top of a moving tramway lumber car on Tuesday, a wheel striking him on one side of his body breaking a number of ribs and causing other serious injuries from which he died half an hour afterward.

Monday 30/10/1893 Ottawa Journal Renfrew

Just after the Mercury went to press last Thursday afternoon the laying of the rails of the O.A. & P.S. railway was completed as far as the agricultural show grounds; and the event was joyfully signaled to the town by a steady tooting of the locomotive whistle for some minutes. It will be a day or two yet before the heavy "fills" at the creek and the Broken Bridge will be completed - Renfrew Mercury.

Tuesday 31/10/1893 Ottawa Free Press Ottawa Electric

The electric railway company's contract for the transfer of the mails to and from the railway depots actually commences tomorrow, but as the cars are not quite ready the change in the method of transfer will not take place for several days yet.--

It is the intention of the company to put in a switch on the Elgin street track near the Grace church, and two cars will be run thereon in place of one as formerly.--

Tuesday 31/10/1893 Ottawa Journal Renfrew

It is very probable that an inspection of the newly completed portion of the Ottawa Arnprior and Parry Sound railway between Arnprior and Renfrew will take place before the end of this week.

Passenger trains will be running as far as Renfrew next week.

The last stage of the construction "the lifting" is now almost completed between these two places and the telegraph line is being erected with all possible speed.

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There will be only one station between Arnprior and Renfrew and that at a small country village called New Glasgow, equally distant from both the foregoing towns.

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Beyond Renfrew there are already several miles of track laying completed. The construction has reached eight or nine miles beyond Eganville but Eganville will be the terminus of the line for the winter.

Wednesday 01/11/1893 Ottawa Journal Ottawa Electric

The laying of the spur line for the electric mail car service at the Canada Atlantic depot is now completed. The line runs directly along the east side of the platform.

The electric mail car service did not begin this morning as has been expected because the Electric Street Car Company have not succeeded in having the special cars for this service completed in time. A delay of about a week will be occasioned. In the meantime Mr. Graves continues to convey the mails to and from the railway depots.

The laying of the granite paving by the Electric Railway company will be completed beyond the Chaudiere bridge in a couple of days.

Thursday 02/11/1893 Ottawa Journal Renfrew Eganville

That part of the O.A. & P.S. R. east of Eganville, which was being graded by Messrs. Fauquier Bros., and extending over eight miles, is completed, the men being discharged last week. - Eganville Enterprise.

Friday 03/11/1893 Ottawa Free Press Renfrew Renfrew

The gravel trains on the Ottawa, Arnprior and Parry Sound Railway will, it is expected, reach Renfrew today. The gravelling will be pushed ahead at once through Renfrew and beyond to Eganville as quickly as possible as the company is desirous of reaching the latter place before the ground freezes up for the winter. The section between Arnprior was accomplished in a very short time owing partly to the nature of the country through which the line passed and the fact that good gravel pits were met with at short intervals. The distance from Ottawa to Renfrew, about forty-six miles, will be covered by trains in about ten days. In the interval, the latest section will be gone over again to see that it is equally firm throughout.

The gang of trainmen in the gravelling have for some time past been working from four o'clock in the morning until midnight. The government inspection of the road from Arnprior to Renfrew will be got through as soon as possible. The regular night gang will be started in a week. The electric lights have not been started yet as the dynamo car is yet in the Stewarton yards.

Friday 03/11/1893 Ottawa Journal Renfrew

Mr. Heald has 280 men at work on the ten miles between Eganville and Golden Lake. This does not include road cutters, masons and men working at bridges or culvert builders. - Renfrew Mercury.

Friday 03/11/1893 Ottawa Free Press Ottawa Electric

The electric car rails from Dufferin bridge to Metcalfe street on Wellington are being taken up, the route having been abandoned.

Friday 03/11/1893 Renfrew Mercury Renfrew Renfrew

"Tickets to Renfrew" is the heading with which the Ottawa Journal on Tuesday announced that a government inspection of the O.A. & P.S. between Arnprior and Renfrew will probably take place towards the end of next week, and that passenger trains will be running as far as Renfrew next week. The Journal adds that the country through which this part of the line runs is as fine an agricultural section as can be found; and that there will be but one station between Arnprior and Renfrew: midway: at New Glasgow.

03/11/1893 Ottawa Journal Renfrew

A MAN OF COURAGE AND FAITH. Such is Mr. J. R. Booth, Ottawa's Railway King.

A Pen Sketch of the Builder of the two big Railroads that Centre at the Capital -

A Notable Career. (From the Ottawa Evening Journal.)

Now that Ottawa is fast becoming a great railway centre a brief sketch of one of the men largely instrumental in making it such cannot but prove interesting.

It is a fact generally admitted that the construction of the Canadian Atlantic railway was a most important factor in bringing Ottawa within easy reach of the seaboard, while at the same time opening up a wealthy section of country and making it tributary to the capital. And while the Canada Atlantic has done this to the east, the Parry Sound railway, stretching out to bring the great trade of the lakes to our doors, will do the same thing to the west, and not only carry the trade of the lakes to and past our doors, but open a new territory rich in timber, minerals and agricultural wealth.

And the foremost figure in both great enterprises is John R. Booth.

MR. BOOTH IS A CANADIAN: It will be news to some people to know that Mr. Booth is a Canadian, born in Sheffock, county of Waterloo, in the Eastern Townships of Quebec, sixty-five years ago. With many it is believed that Mr. Booth is an American, but he is not. He is a Canadian born and bred.

Thirty-eight years ago Mr. Booth came to Ottawa and with a foresight peculiarly his own, saw the great possibilities of the Chaudiere with its vast water power. He was not long setting about taking advantage of these fine possibilities, and in company with the late Mr. Soper, father of Mr. W. Y. Soper, built a small shingle mill on the site of his present big mill. That was his first venture, and on that small beginning he has reared a colossal fortune, the fruit of downright pluck, indomitable energy, unwearied industry, and the close application of first class business talents.

HE HAD FORESIGHT AND FAITH. As an illustration of Mr. Booth's great foresight and faith in the country of his birth, it is related of him that he astonished the lumbermen during the prevalence of hard times between 1874 and 1879. There was a general want of courage amongst limit holders. They thought that the bottom had dropped out of the lumber market and it was going to keep that way, and as a matter of course took the earliest opportunity of disposing of their limits. When these limits were put up at auction, Mr. Booth was always there to bid and the lumbermen were astonished. But Mr. Booth paid no attention to their astonishment. He had faith in the lumber industry and bought limits right and left, and now they are worth five times the amount he paid for them, and in the meantime he has cut all the logs off them he required for his business. In 1881 he threw himself into the building of the Canada Atlantic and in a very short time the road was constructed and at once took a first place amongst Canadian railways. Those who know the man best say the Parry Sound Railway will be in complete running order from the Sound inside of three years.—Renfrew Mercury/Ottawa Evening Journal

Friday 03/11/1893 Ottawa Citizen Ottawa Electric

The Electric Railway Co. began the removal of the old rails from Wellington street across the eastern end of Dufferin Bridge to Metcalfe street yesterday afternoon. The trolley wires and poles were taken down some time ago.

Saturday 04/11/1893 Ottawa Free Press Renfrew locomotive

The old Welsh locomotive, Wm. Beatty, which came down from the Parry Sound Colonization railroad last summer, has been entirely rebuilt in the Elgin street shops and is now ready to go up the line again to its work on the far end. Steam was gotten up this morning for the first time since its arrival and the engine was started working in the yard.

Almost all the work being done at present in the C.A.R. mechanical shops is for the Ottawa, Arnprior and Parry Sound Railway. A fine snow plough is being put into shape for work this winter. The box has been built and it awaits wings and fore lift.

Saturday 04/11/1893 Ottawa Citizen Canada Atlantic

Booth offers to build a central railway station. Article.

Tuesday 07/11/1893 Ottawa Free Press Maniwaki

Rail laying on the Gatineau Valley railroad has reached a point seven miles past the Kazabazua. A fairly large gang is kept steadily employed, many of them being old trainmen. The gravel trains work a few miles behind the rail layers. The work will be kept up as late as the weather will permit.

Tuesday 07/11/1893 Ottawa Citizen Pontiac & Pacific Junction

Mr. Norman Lett, who has just returned from the Fort Coulonge district, says the Pontiac & Pacific Junction Railway Company are ballasting their line between Coulonge and Black Rover, a distance of about fifteen miles. He says it is the general belief in the locality that the company will proceed with the construction of the line to Pembroke.

Wednesday 08/11/1893 Ottawa Free Press Tramway Perley and Pattee

A man named Baptiste Michon, who is engaged as a culler for Mr. Booth met with a narrow escape in the old Perley yard yesterday. Not noticing the approach of a train along the tramway, he was struck and sent flying --

Wednesday 08/11/1893 Ottawa Journal Chaudiere Chaudiere

A Canada Atlantic train, while shunting on the tracks of the Bronson and Weston's lumber yard last evening crashed through the buffer at the street end of the track and smashed up a little candy stand on Bridge st. The trucks of the first car were broken against the buffer.

Thursday 09/11/1893 Ottawa Citizen Maniwaki

This morning at ten o'clock a train leaves on the Gatineau Valley Railroad on which will be President Beemer and other leading officials of the company, to make an inspection of the road as far as the Pickanook, the present terminus.

Thursday 09/11/1893 Ottawa Journal Maniwaki

The province of Quebec government inspector inspected the G.V.R. today.

The special train left Union station this morning having on board Mr. H.J. Beemer, president of the railway company; J.T. Prince, superintendent; W. Dale Harris, chief engineer; T.W. Kenny, Aylmer, company's solicitor; Thos. Ahearn; Robt. Surtees, city engineer; Mayor Durocher; Ald. Bingham, McGuire, Champagne, Gareau, Wallace, W.C. McGuire, J.T. Patterson, editor Aylmer Gazette; L. Vallee, inspector of railways for the Quebec government; Assessment Commissioner Pratt and Chas. Mann, roadmaster of the P. & P.J.

The party returns this evening.

Thursday 09/11/1893 Ottawa Journal Ottawa Electric

The old time lumbering mail wagons are now a thing of the past in Ottawa. The electric mail cars this morning commenced the work of conveying the mail to and from the railway depots and henceforth the capital will send and receive its letters in no other way. Its letters will now be "electric" letters.

Thursday 09/11/1893 Ottawa Free Press Ottawa Electric

While the new electric mail cars were frisking around the corner of Sparks and Elgin streets early this morning, half a dozen of the old royal mail stages passed in funeral like procession up Queen street.

Thursday 09/11/1893 Ottawa Journal Renfrew

The poles for the O.A. & P.S. Ry. telegraph line have now been erected as far as Renfrew and in a few days the wires will be up and the service will be opened.

Friday 10/11/1893 Renfrew Mercury Renfrew Admaston

There was trouble up the line of the O.A. & P.S. in Admaston this week. Mr. Donald Campbell and the Company had not come to terms about the right of way, but he allowed them to grade through his land, so as not to interfere with the work. This was some time ago, and the Company has not yet settled with him. So Mr. Campbell built a fence across the track, to stop the laying of rails. The railway employees tore the fence down. Mr. Campbell and some neighbours built it up again. Then the railroaders came down to Renfrew for legal instructions. They were told to force their way through; that Mr. Campbell having at the outset given the Company to enter upon his land, they could now legally complete the work in spite of his wishes. The men went back and laid the rails.

Friday 10/11/1893 Ottawa Journal Renfrew

There is a rumor that the K. & P.R. and the O.A. & P.S.R. may amalgamate to the extent of the K. & P.R. trains running into the new O.A. & P.S.R. station. A switch has been put in at the diamond on the town line at Kings. Renfrew Mercury. Also in Ottawa Citizen, same date.

A construction train on the new railway left Arnprior for Renfrew Sunday afternoon and returned at night. The trip was taken in by quite a number of Arnpriorites. - Chronicle.

It is expected that the Arnprior station of the O.A. & P.S. will be finished by the end of next week.

Friday 10/11/1893 Ottawa Journal Chalk River

The work of laying the 72 pound rails on the main line of the Canadian Pacific railway is now being pushed ahead between Renfrew and Pembroke.

Friday **10/11/1893** **Renfrew Mercury** **Renfrew** **Renfrew**

The jokers say that although the O.A. & P.S. Railway Company are fighting Mr. John Smith on land values, they did him the honor of performing on his property a bit of railroading that has probably never been excelled for speed. The teams were at work grading the line, the ties were laid, the rails were laid, trains run over, and ballasting done on his property, all during the one day.

Bright and early on Friday morning last the tracklaying gang of the O.A. & P.S. resumed operations; and commenced to extend the rails from the Agricultural Show Grounds. With a strong force, well handled, they did the work rapidly, and by noon were past the station, and within a few yards of the lacrosse grounds. Favored by fine weather the work has gone steadily on; and by Wednesday of this week they were near the brick church in Admaston with the rails, besides having put in some sidings in town, and a switch at the K. & P.R. crossing. The ballasting and lifting gangs follow closely on the heels of the rail-placers; and the ballast trains have been working day and night. Large crowds of citizens have interestedly watched the various operations: and unite in the methodical, business-like and pushing manner in which every stage of the work is accomplished. As far as unprofessional eyes can judge, the road bed will be a splendid one.

Friday **10/11/1893** **Ottawa Journal** **Point Fortune**

C.P.R. locomotive No. 264 caught fire recently while at Point Fortune. Considerable work had to be done to save the coaches.

Friday **10/11/1893** **Ottawa Journal** **Canada Atlantic** **Central depot**

About the Central depot Route

Nearly all the afternoon yesterday was taken up by Mr. J.R. Booth, ex-mayor McDougal and Geo. Mountain C.E. in looking over the proposed approach to the new central depot. They looked carefully along the canal bank and the alternate route east of Nicholas Street. The inspection showed that a great deal of heavy excavation would have to be done along the canal and it would be next to impossible to get this excavation away unless a crib work was built by the water's edge to allow cars to come in and haul it out. By building a crib work the cars could come in and the excavated earth taken out to fill in where the Canada Atlantic and Parry Sound junction. If the government should build this crib work this winter in order that a temporary track could be laid Mr. Booth would commence operations in the spring of making the approach.

With regard to the alternate route that is east of Nicholas street the question of tunnelling was discussed. By this means a route could be secured quite independent of the canal reserve, that is it could be brought in through the partially unbuilt section southeast of the canal and then when near the corner where Nicholas and Waller street junction a tunnel could be made and carried under Theodore street coming out below the Granite Company's works. As the canal bank is 24 feet lower than Theodore street, no engineering obstacles stand in the way but the cost would be very heavy as a great deal of private property would have to be bought and on this property are several houses.

Friday **10/11/1893** **Ottawa Journal** **Maniwaki** **Engineer McFall**

The GVR shows its road to the inspecting engineers of two governments.

The government inspection of the O. & G.V. as far as Pickanock yesterday shows the officials of that line are enterprising. They have manifested this by their activity and energy during the past summer in the extension of their line to its present terminus in the far north lumber regions of the Gatineau. The closing of another season of labor finds the road completed and ready for freight or passenger traffic to Pickanock, a point sixty miles distant from Ottawa or almost thirty miles above Farelton, which was the terminus of the line last season.

The government inspection of the new portion of the road between Venosta and Pickanock was made by Messrs. Thomas Ridout and L. Vallee, official inspectors of the Federal and Quebec governments respectively. The inspection party left the union depot yesterday forenoon in a special car.

Among those in the party were H.J. Beemer, president of the road; J.T. Prince, superintendent; W. Dale Harris, chief engineer; T.W. Kenny, company's solicitor; Mayor Durocher, Ald. Champagne, Wallace, Ashe, Gareau and McGuire; Assessment Commissioner Pratt; City Engineer Surtees; Messrs. W.C. McGuire, Thos. Ahearn, T.M. Woodburn; J.T. Pattison, editor of the Aylmer Gazette; Chas. Mann Roadmaster of the P.P.J. railway, and representatives of the local newspapers.

The distance between Ottawa and Wakefield, 22 miles was covered in 32 minutes. Venosta, the point where the inspection began, was reached at 11:38, a distance of 41 miles from Ottawa. Before reaching Venosta, the scene of the Stagg Creek disaster was passed. A short distance further on the "sink hole", which gave the company so much trouble during the summer and finally compelled them to build a track around it, was reached. At Venosta the company have built a neat and commodious station.

A FINE STRETCH OF COUNTRY

After leaving this place there is a beautiful stretch of straight line, two and a half miles in length. The country in this part is undulating and dotted with small sand hills. There is a great amount of bush covered with strips of small hemlock, ash, cedar, poplar and pine trees. The elevation of the country is nearly 380 feet above the level of Ottawa. Nearing the next station, Kazabazua, the famous blueberry plants are reached. These plains cover an area of country nine miles square and it is estimated a million pails of blueberries go to waste there every season.

Thousands of pails full were gathered there last summer and shipped to the cities, but up to the middle of September, when the first frost came, the ground was literally blue with them. A few miles east of Kazabazua is a large gravel pit covering eight acres which is used by the company for ballasting that section of road.

"Hidden water", for such is the proper interpretation of the Indian word Kazabazua, was reached about noon. This name was assigned to it by the Indians because the water of the river in more than one place disappears beneath the ground. This village is at present a divisional point on the line. The company have already built a workshop there where about twenty men are employed. They have also during the past summer erected a commodious hotel about one hundred feet in length for the accommodation of their employees and of the many fishing and hunting parties who go up to put in a few days sport. A better locality for game is very difficult to find. The company's station and freight sheds are buildings of no mean importance and in their general store all necessary requirements can be had at reasonable prices. The residence of Mr. Brennan, the roadmaster, is an ornament to the village. Just at the village the railway crossed the Kazabazua river by a very strong and substantial truss iron bridge.

ENTERING A FARMING COUNTRY.

Leaving Kazabazua, the scenery along the line becomes superb. The woods are very dense and as the soil is more suitable to agricultural purposes, farms assume larger proportions and become more numerous.

After travelling five miles Aylwin station is reached but the line at this point is fully three miles from the village. Quite a number of men are employed here "grubbing" stumps of trees along the right of way. Five miles more travelled and the party embark at Pickanock, which is the end of the journey.

A BUSY SCENE.

Over one hundred men were found busy at all kinds of railroad work. Some were breaking the soil with the use of horses and scrapers, others heaping up the roadbed, a few more laying the ties, a gang were embedding them, and others putting down the iron.

Ninety percent of the "navvies" were either Italians, Finlanders or Swedes. Carpenters were also at work erecting the railway station. The construction will end here until next spring, when the first work will be to build a bridge across the Pickanock river. About an hour was spent here and then the party started on their homeward journey.

With the usual thoughtfulness of the company's officials, refreshments had been brought on the train from Ottawa and as soon as the homeward trip was begun these were served and all partook of an appetizing repast. Remarkably good time was made on the return trip and the party reached Ottawa again at half past four in the afternoon.

The employes in charge of the train were Conductor H. Heath, Engineer Wm. McFall and Fireman D. Rice.

The government inspectors were not free to express their opinions of the new part of the line but from their conversation it is evident that they are well pleased with the inspection.

Friday 10/11/1893 Renfrew Mercury Renfrew Carp

Carp. The O. & P.S. station here is now completed, and the agent, F.K. Morrison, moved from the little shanty - which he occupied as an office - into it last week. The company are also building houses for the section hand-cars along the line. Two were built here last week. They also intend to build a residence for the section men at Corkstown, as there is no boarding house convenient to the railway at that point. The steam shovel is still working in Rivington's pit, taking out ballast to fill the trestle over the C.P.R. They intend to work it until New Year, and at that time the trestle will not be filled. There is a force of twenty-five men under the supervision of foreman G. Christopher, grading the yard here and laying track for the steam shovel.

10/11/1893 Renfrew Mercury Renfrew

Navvies on the OA & PS construction were well behaved. Out of three hundred men, only one or two were problems, involving theft and alcohol mainly. Two Irishmen and one Swede were prosecuted.

Complaints regarding ballasting trains, moving backwards and forwards, day and night, and whistles preventing sleep and prevalence of lots of smoke, have been made. However, the correspondent says these are only a minor inconvenience.

In Renfrew, J. R. Booth gave \$1,000 for the property and \$400 for damages caused by building his station in Renfrew, to a Mr. O'Keefe. The man can live all his life on the land now owned by J. R.

Fifty flat cars have been prepared for ballasting between Round and Golden Lake. Canvas shelters for the brakemen are at each end. One steam shovel is still working in the Galetta pit, filling cars with gravel as fast as it can.

Friday 10/11/1893 Ottawa Citizen Maniwaki Engineer McFall

Sixty Miles Up River.

Among the party who went up the Gatineau Valley Railway yesterday on the inspection trip was a commercial man who has travelled the Gatineau country for thirty years. On the way down distances and day's drives were under discussion and some were telling how John Gilmour had driven from Ottawa to Desert, 100 miles so-called in a day over roads notoriously bad.

"Well", chimed in the traveller, "I've driven up and down the front road many a time and heard many a tall story told of long drives, but I can tell you the man who said he can go to the Pickanock and back in a day would be jailed as a lunatic ten years ago."

By this time the Hull junction was reached, and after comparing watches, the company agreed that the inspection train had done this distance, 120 miles, in four hours and a half, and that the waggon road records were now a thing of the past. The last forty miles had been run in an hour and fifteen minutes including one stop at the Peche.

Good time was made over the same run in the morning on the way up, the train composed of the official coach and engine, which left the C.P.R. station at 10.15, arriving at Kazabazua about noon. The next ten miles, to the Pickanock, was gone over at snails pace, for on board were the Dominion and Provincial Government inspectors, Mr. Ridout and Mr. Vallee. Their duty was to inspect this section to see if the roadbed were well and solidly laid, the bridges safe and substantial, the culverts ample to prevent washouts, and the road generally in the first class condition that a new made railway requires to be to pass government inspection and draw the government subsidy. It took some time to make all the examination. The first stop was long enough to allow the engineers to inspect the bridge over the Kazabazua, and give the commercial man an opportunity to point out a fine water power or two near by, and to explain that Kazabazua was an Indian word meaning an underground river. The bridge is a first class one, an iron superstructure upon heavy stone abutments.

THE NEW SECTIONS

A short stop at the Kazabazua and the train proceeded towards the Pickanock over the new section. About the only piece of masonry on this end of the line is a culvert about a mile from Kazabazua. The government engineers walked over it and round it and peeped through it and must have been satisfied with its construction for it had all the appearances of a first class job. Numerous cuttings were passed through, mostly in sand and clay, and of good with and easy slope. There are no heavy grades, the road being pretty nearly a dead level the whole way. In generally the country in the northern portion of Aylwin and the adjoining township of Wright, is somewhat broken, but nowhere are the obstructions met with to railway construction to be compared to the granite fastnesses of the lower Gatineau, while there are several stretches of plain country as easy as passage of a Northwest prairie.

THE PICKANOCK

The end of construction was reached a little after one o'clock. Grading has been carried almost up to the station, which, when completed will be quite a pretty little building. It is situated on a broad curve where the road conforms to the broad sweep of the Pickanock river. A little over a mile away is the celebrated Victoria Farm and no less celebrated hotel owned by John Ellard built on an eminence on the east bank of the Pickanock and planned on a scale that never fails to impress the traveller at first sight as being rather beyond the requirements of that remote country. But the Pickanock is already a favorite resort for those to whom first rate fishing and clear bracing air are necessary to the full enjoyment of a summer holiday.

From the station, encircled as it is by hills, only a partial view is had of the cultivated stretches along the Gatineau. Indeed from where the road leaves the thriving Keeley settlement in Lowe township, right through to the Pickanock, a distance of some 14 miles, observation from the car windows gives no idea whatever of the well tilled country that lies between the railway and the river. The farms which border the highway are unsurpassed by any in the Ottawa Valley, the buildings comfortable and even ornate, the people well secured and exceptionally well to do. On up the Gatineau Valley to the Desert and even beyond, the country is much of the same character. Farming has paid well and will pay better when access has been furnished to the Ottawa market and at the rate the Gatineau Valley road has been pushed in the last year, that will not be very long hence. In a week or so the regular service to the Pickanock will be commenced, and that is probably as far as trains will run this winter; but Mr. Beemer's intention is to continue construction in the spring so that by the close of next summer at least the road will have reached Desert.

THE RETURN TRIP

After the terminus had been inspected the return journey was commenced, and by the time Kazabazua was reached a very timely incident of the trip was brought on, a comfortable luncheon was thoroughly enjoyed.

Besides the inspecting engineers, Mr. H.J. Beemer, President of the Road; W. Dale Harris, Chief Engineer, Mr. J.T. Prince Superintendent and Mr. Kenny, Solicitor for the G.V.R. there were on the train His Worship Mayor Durocher, Aldermen Ashe, Champagne, Wallace and McGuire, City Engineer Surtees, Assessment Commissioner Pratt, Mr. Thos. Ahearn, Mr. W.C. McGuire, Ex-Ald. Raphael, Mr. Patterson of Aylmer and others including representatives of the city press.

The special was in charge of Conductor McFall with Harry Heath on the engine.

The C.P.R. station was reached at 4.30 after the fastest run ever made over the Gatineau Valley Railway.

Monday 13/11/1893 Ottawa Citizen Ottawa Electric

The open cars of the Electric Railway Company were trailed down to the old car shed in New Edinburgh yesterday afternoon, where they will remain for the winter. The cars formed quite a train and attracted considerable attention along the streets.

Tuesday 14/11/1893 Ottawa Journal Maniwaki

Several hundred persons are expected to be at the ball at Pickanock this evening to be given by the O. & G.V.R. employes. A special car will be attached to the evening train to convey the Ottawa people to the ball.

Tuesday 14/11/1893 Ottawa Free Press Renfrew Carp

The steam shovel working here since early last spring suddenly came to a standstill on Wednesday last. The railway men worked all day on Sunday preparing new track for Monday morning so urgent was the case stated by their foreman, when your correspondent replied there was no necessity. The violation of the Sabbath has no product but disappointment. Hence another proof: in three days they were all discharged.

Wednesday 15/11/1893 Ottawa Citizen Renfrew

Mr. Cunningham left last evening for Renfrew as an arbitrator in the matter of John Smith and the O.A. & P.S. Railway in regard to the valuation of certain properties appropriated for railway purposes. The other arbitrators are James Reeves, of Eganville and George Eadt of Renfrew.

Thursday 16/11/1893 Brockville Recorder Westport Athens

The B. & W. management are doing an excellent job of filling in the low ground around the station, which will be appreciated by the travelling public. The work is under the supervision of roadmaster Stenson, and when finished the mud hole will be a thing of the past.

Thursday 16/11/1893 Ottawa Journal Renfrew water

Large train loads of gravel pass up daily on the Ottawa and Parry Sound Railway for ballast. The steel gangs are progressing towards Eganville and will probably reach there by the end of this week. The company is building a large tank on the side of the track a little beyond the station house, and from this an aqueduct is being dug to the creek beyond the lacrosse grounds from which the water supply is to be drawn. - Renfrew Journal.

Friday 17/11/1893 Ottawa Citizen Ottawa Electric Rockcliffe

In the course of a few more days a double street car track will be completed to Rockcliffe. Fully one hundred men have been employed at the work during the past couple of weeks. The undertaking required considerable filling as well as cutting, but the result has been most satisfactory, as the double track will undoubtedly prove of great advantage.

Under the superintendence of Mr. F. Leamy a curve was laid last night from the electric railway tracks on Sparks street to the rear of the Post Office. The work was expeditiously performed and traffic was not impeded to the slightest degree.

Saturday 18/11/1893 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Meeting of Civic Finance Committee. C.P.R. is not in it now. Mr. Beemer will get the bonus if any be voted. Article.

Monday 20/11/1893 Ottawa Free Press Ottawa Electric

Accident to car No. 43.

Tuesday 21/11/1893 Ottawa Free Press Renfrew

The Ottawa, Arnprior and Parry Sound Railway will be completed this week as far as it will run this year - to Eganville. Yesterday the rails were laid to within four miles of that station; and the ballasting keeps but a short distance behind. There are some two hundred flat cars working between Willis' pit near Galetta and the end of the track. Eight engines are required to manage all the gravel trains that pass along the line. After the track is completed to Eganville a large percentage of men will continue on the rebalasting and general arrangements for next spring's opening. This (Ties?) will be distributed for miles in advance, and the bed of the track will be built up. The station house at Douiglas, between Renfrew and Eganville, will be commenced this week. Next summer the company will likely push the road as far as Barry's Bay, a distance of 200 miles from this city.

Also in the Renfrew Mercury, November 24.

Wednesday 22/11/1893 Ottawa Citizen Renfrew Carp

The officials of the Ottawa, Arnprior and Parry Sound Railway are endeavouring to do all in their power to make their road second to none. They have of late spared themselves no pains in levelling off the grounds in the vicinity of the station here, and sinking drains taking water from culvert to culvert. The road reflects great credit on the R.R. company. It has greatly assisted the improvement of the adjacent lands.

Friday 24/11/1893 Renfrew Mercury Renfrew

It is thought that the new line will be opened for passenger traffic some time next week. The roadbed is all in readiness, but while the fine weather lasts every energy is being directed to track laying and ballasting between Renfrew and Eganville.

Friday 24/11/1893 Ottawa Citizen Renfrew Renfrew

The Renfrew Mercury has the following re the Parry Sound Railway: It is thought that the new line to Renfrew will be opened for passenger traffic some time next week. The roadbed is all in readiness, but while the fine weather lasts every energy is being directed to tracklaying and ballasting between Renfrew and Eganville.

Friday 24/11/1893 Ottawa Citizen Renfrew Caldwell

The Eganville Enterprise says : The laying of rails on the O.A. & P.S. Ry. line reached the crossing of the Scotch Bush road at Caldwell's Corners on Saturday. They are pushing the work and will reach Eganville not later than Saturday. As soon as the rails are laid to Eganville the lumbers for the station will be brought up and the station erected. The line is being rapidly ballasted, several trains being engaged for the purpose.

Saturday 25/11/1893 Ottawa Journal Renfrew

Galetta's gravel pit.

An immense amount of gravel has been taken from the pit between Arnprior and Galetta, and it is still being operated night and day. Since being opened there has been a telegraph office at the pit, and last week witnesses the introduction of the electric light. The light is powerful, illuminating the whole pit and dispelling the darkness for some distance away. It is an interesting sight to witness the loading of gravel cars during the day, but at night the scene has the additional benefit of picturesque ness. Only one shovel is used. - Arnprior Chronicle.

Saturday 25/11/1893 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Mr. Beemer's conditions. The bridge committee throws them aside. Article.

Saturday 25/11/1893 Ottawa Journal Maniwaki

The regular passenger service on the O. & G.V. Ry. between Ottawa and Pickanock will very probably open during next week.

Monday 27/11/1893 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Mr. Beemer's last chance. Article.

Monday 27/11/1893 Ottawa Journal Ottawa Electric

Accident with car No. 52.

Monday 27/11/1893 Ottawa Citizen Aylmer branch Ottawa, Broad Street

There were a number of indignant persons around the C.P.R. depot Saturday morning. The train for Aylmer, which for some time past has started from the track to the south of the central platform, took its departure from a different track, and as a result, several intending passengers were left behind. Some who had been waiting at the station claim that no notice was given before the train started, and indignantly complained to the station officials. (Note. There is no indication whether this was a C.P.R. or a P.P.J. Train)

Monday 27/11/1893 Ottawa Free Press Renfrew

Now that the winter weather is setting in a new contrivance to shelter the brakemen who run the ballast trains on the Parry Sound construction line has been arranged for. Small canvas shelters which are fastened to the flat cars are being constructed in the mechanical shops on Elgin street. Some five thousand sections of snow fences for the Parry Sound railway will be built this winter to stretch from this city to the end of the track. Some fifty more flat cars are to be prepared for ballasting work on the road this week. The track, it is said, will be run as far as Golden Lake, some eight miles past Eganville. The Galetta ballast pit is being worked as fast as the one steam shovel can load cars night and day. Also in the Renfrew Mercury December 1.

Monday 27/11/1893 Ottawa Free Press Ottawa Electric

A wooden trough has been build over the trolley wires at the Suspension bridge to protect them from the constant spray which is carried from the Chaudiere Falls. The wires will also be oiled so that the moisture may not cling to them.
Accident to car No. 52.

Tuesday 28/11/1893 Ottawa Free Press Ottawa Electric

Incident with car No. 28.

Wednesday 29/11/1893 Ottawa Citizen Renfrew Stittsville

Mr. W.H. McGuire, contractor, who has been working on the O.A. & P.S. railway, has returned home after finishing his contract.

Thursday 30/11/1893 Brockville Recorder Chalk River

The work of laying the 72 pound rails on the Canadian Pacific railway is now being pushed ahead between Renfrew and Pembroke. A very large gang of men is employed and they will keep at it until the hard frost sets in this winter.

Thursday 30/11/1893 Ottawa Citizen Renfrew Eganville

Ballasting and grading is being proceeded with on an extensive scale on the Ottawa, Arnprior and Parry Sound Railway between Arnprior and Eganville. Although the track is laid as far as Eganville no passenger trains will run to that place until the ballasting is finished.

Friday 01/12/1893 Ottawa Free Press Ottawa Electric

The following explanation is given of the streetcar and fire hose accident on Bridge street last Monday night as related by an eye witness. The car, which was on its way down the slope towards the Suspension bridge was billed to stop at J.R. Booth's mill as several of the passengers were making the fire their destination. Those waiting to get off were standing on the steps and platform whilst the car moved along. The big hose in front of them was distinctly visible as were also the actions of the policemen and sergeants-major as the car rolled on towards the hose. The motorman did not seem to notice the hose until the car struck it, his attention being attracted by the blaze.

Friday 01/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car

An electric sweeper was shipped to Hamilton yesterday afternoon by Messrs. Ahearn & Soper.

Friday 01/12/1893 Ottawa Free Press Maniwaki

The Gatineau Valley railroad will be open for general traffic as far as Pickanock next week, the first regular train leaving on Wednesday for that point.

Friday 01/12/1893 Ottawa Journal Ottawa Electric

Accident with electric car No. 32.

Friday 01/12/1893 Ottawa Citizen Renfrew Eganville

Eganville merchants are rejoicing in the prospect of reduced freight and passenger rates now that the town has become the terminus of competing lines, the C.P.R. and O.A. & P.S. railways.

Friday 01/12/1893 Renfrew Mercury Renfrew Eganville

The laying of rails on the O.A. & P.S. Ry. line reached Eganville on Friday. The ballasting of the road is now complete to this side of the Scotch Bush road and is being pushed rapidly forward, and it is expected it will reach Eganville next week and that by the 10th of December the line will be ready to be inspected and opened for passenger traffic. The line will not be opened for traffic from Renfrew to Arnprior until it is opened from Eganville, as doing so would seriously interfere with the ballasting, the greater part of the ballast being brought from east of Renfrew. - Enterprise.

Saturday 02/12/1893 Ottawa Journal Renfrew

The new station of the O.A. & P.S. at Arnprior has now been completed and is occupied. The rooms are large, clean looking, airy and handsomely furnished. The finish is red pine stained and varnished. The depot is a model one in every respect. The waiting rooms are gems of neatness.

The O.A. & P.S. railway track is now graded to a point about five miles from Eganville, and it is expected that the entire work of grading and "lifting" will be completed by the 15th of December.

Tuesday 05/12/1893 Ottawa Free Press Ottawa Electric

Yesterday afternoon one of the old winter conveyances formerly plying between New Edinburgh and Hull, was taken to the end of the electric line at the Chaudiere Falls and, being fitted up with electric lights and heaters, left there as a waiting room for passengers. The idea is a good one, and Hull passengers feel grateful to the company for its kind act.

Thursday 05/12/1893 Ottawa Citizen Maniwaki

Ottawa and Gatineau Valley Railway - Special Notice.

Notice is hereby given that on and after December the 6th, 1893, this railway will be operated to Wright, (The Pickanock), and freight destined to Wright, Gracefield, Bouchette, Maniwaki and all points north, should be way billed to Wright station. Freight destined to Aylwin should be billed until further notice, to Kazabazua.

J.T. Prince, General Superintendent.

Also in Ottawa Free Press Monday 4 December, 1893.

Wednesday 06/12/1893 Ottawa Journal Maniwaki

Timetable advertisement Dec 6 1893

Leave Ottawa 5.30 p.m. arrive Wright (the Pickanock) 8.30 p.m.

Leave Wright (the Pickanock) 6.00 a.m. arrive Ottawa 9.10 a.m.

Thursday 07/12/1893 Ottawa Journal Renfrew Bank Street yard

The official car of the C.A.R. and engine No. 2 ran off the track in the Bank Street yard this morning. One end of the car was smashed in and Paul Brennan, a yardman had his shoulder dislocated.

Friday 08/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car

The Ottawa Car Company shipped a sweeper to Peterborough yesterday.

08/12/1893 Renfrew Mercury Renfrew

A LETTER FROM MR. SMITH TO THE EDITOR OF THE RENFREW MERCURY.

Renfrew, Dec. 1, 1893.

SIR, - I have taken notice of what is in last paper about the arbitration between the Railway Company and myself. It is quite clear there is a wish to slide off a certain way and cause a wrong impression. It is quite true that I thought, and am now convinced, that the damage to me caused by inconvenience, annoyance, and danger from fire for all time to come, along with land, building, etc., was worth \$12,000; for which I offered to settle for \$7,500; and for which, in the first place, I was only offered \$2,200. And as a proof of what I told Mr. Booth, that he was either badly advised or making a great mistake, or both, in making me such an offer, - he since has come up \$1,500, and a crossing (which is worth hundreds to me); making \$3,700 and the crossing, instead of \$2,200 and no crossing. This I was advised to accept by friends; and having some days before agreed to abide by whatever they thought about right and fair, I would not break my word. I more readily accepted this advice, as I felt certain the award would be based very closely on the evidence given to them. There was no necessity of any uneasiness about settlement on my part, as it was conceded by almost every one that an award would be in my favour. I have no doubt, Mr. Editor, what is said is as you got it. Anyone having doubt as to what I here say, I will privately give them the name of the party I refer to, who will give the facts. I thought, and still think I ought to have got more. Some of my friends think if I would take advantage of the close connection with my mills, I would think otherwise. I shall study this out and act accordingly.

Respectfully yours,
JNO. Smith.

Friday 08/12/1893 Renfrew Mercury Pontiac & Pacific Junction

Surveyors have been at Westmeath and talking railroad. It seems the P. & P. J. is likely to cross over, there, just above the head of the rapids near Mr. A. Fraser's residence. The line to Westmeath would pass through a very level tract of country, having very low grades and few bridges,

Saturday 09/12/1893 Ottawa Free Press Ottawa Electric Ottawa Car

A fine snow sweeper was despatched to the Peterboro Electric railway by the Ottawa Car Works yesterday. Mr. John Ahearn has gone to that town to see it in running order.

Monday 11/12/1893 Ottawa Citizen Ottawa Electric

Not elaborate but quite comfortable is the "waiting room" of the Electric Railway Company at the Chaudiere. It is one of the sleighs formerly used by the Horse Car Company, but it is well heated and lighted.

Thursday 12/12/1893 Ottawa Journal Renfrew

There was to be a private inspection of the O.A. & P.S. Railway between Arnprior and Renfrew today. The government inspection of the road to Eganville will take place within another week.

The Parry Sound Railway will be opened for passenger traffic between Ottawa and Eganville, a distance of 74 miles, on Monday next when two passenger trains daily will be put into service.

Friday 15/12/1893 Ottawa Free Press Renfrew

The cessation of work on the O.A. & P.S. railway has caused a large influx of navvies to the city. Groups of ten and twelve is a familiar sight on the street.

Monday 18/12/1893 Ottawa Journal Renfrew

Passenger and freight service opened between Ottawa and Eganville. OA&PS timetable advertisement also dated this day,

Monday 18/12/1893 Ottawa Free Press Renfrew Eganville

A carload of cattle and lambs collected by Mr. S. Howard was shipped to Ottawa Tuesday for Messrs. Terrance and Slattery, butchers. This is the first to go over the O.A. & P.S. railway from this point (Eganville Star). Also in Renfrew Mercury December 22.

The frame work for the O.A. & P.S. railway station has been completed and the work of closing it in has been commenced. They are also busy building the station platform which is to be two hundred feet long. Up to the present there were some twenty boarding cars on the side track, but on Monday nine of them were taken down to Douglas where men were commencing the building of the railway station for that place. Also in Renfrew Mercury, December 22.

Tuesday 19/12/1893 Ottawa Citizen Renfrew Eganville

The Samuel Rogers Oil Company were the first to ship freight to Eganville over the Parry Sound Railway. It was a car load of oil. An Ottawa firm, Messrs. Slattery & Terrance were the first to ship from Eganville to this city. The consignment consisted of several car loads of sheep.

Tuesday 19/12/1893 Ottawa Free Press Renfrew

Yesterday the additional passenger and freight service between Ottawa and Eganville on the Ottawa, Arnprior and Parry Sound Railway was instituted. The passenger trains both ways were well patronized and the road officials seemed satisfied of the fact that the trade in general freight will keep up all winter through. The contract for grading another ten miles of the road has just been allotted.

Tuesday 19/12/1893 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Electric Car company are completing a beautiful car for the Peterboro Electric railway. It is said to be the best yet made by the company.

Tuesday 19/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car

A magnificent new car for the town of Peterborough's Electric Railway, is approaching completion in the Ottawa car company's workshops. It will be one of the finest the company has ever turned out.

Wednesday 20/12/1893 Ottawa Free Press Ottawa Electric

Accident to car No. 29.

Wednesday 20/12/1893 Ottawa Citizen Ottawa Electric

The electric cars will henceforth run through to the lodge gate at Government House. The short piece of track between the present terminus and the gate will be cleared of snow this evening, and Lord Aberdeen will go over the electric lines this afternoon. (sic)

Wednesday 20/12/1893 Ottawa Journal Ottawa Electric

The electric street railway have extended their New Edinburgh line to the lodge gate at Government House.

Timetable advertisement.

Leave Ottawa 5:30 p.m., arrive Wright 9:10 p.m.

Leave Wright 5:20 a.m., arrive Ottawa 9:00 a.m.

Wednesday 20/12/1893 *Ottawa Citizen* *Renfrew* *Eganville*

The station of the O.A. & P.S. at Eganville is just about complete. It is now being painted.

Thursday 21/12/1893 *Ottawa Free Press* *Renfrew* *locomotive*

Two of the old locomotives which have been working on the construction of the O.A. & P.S. railway during the past summer have arrived at the Elgin street yard. They are numbers 2 and 5, both light engines. Unless they are required for extra service in the yard here they will be shipped for the winter. Two more engines remain on the far end of the road laying ties and steel this side of Indian Pond. The work goes on but slowly owing to the fact that the ground is frozen. This section of the road will be finished in perhaps two weeks, after which the engines will come down to this city for the winter.

Friday 22/12/1893 *Renfrew Mercury* *Renfrew*

Mr. Heald, the contractor, who has just completed his contract for grading the O.A. & P.S. Ry. from Eganville to Golden Lake, has been awarded the contract for ten miles west of Golden Lake. These ten miles will reach the village of Killaloe. Mr. Heald will at once take steps to have the right of way cut out and work will be carried on all winter.

The bush around Wilno is alive with men making railroad ties and fence posts.

Friday 22/12/1893 *Renfrew Mercury* *Renfrew*

Let it be remembered that the 18th of December, 1893, was the date on which regular passenger service from Renfrew to Ottawa was commenced over the O.A. & P.S. line. The first train - two passenger cars- arrived from Eganville on time. The weather was intensely cold, the thermometer then ranging close to ten degrees below zero; consequently there were but few persons around the station to witness the arrival and departure of the first train. The heavy fall of snow had made walking very tiring, and at the station a number of hands were hard at work for quite a while, clearing the heavy pile of snow off the platform. There was nothing to tempt people out, in such weather, with any idea of enjoyment: and we understand that the only passenger from Renfrew, was Mr. J.A. Ferguson, of Arnprior; and if any got off here from up the line they were not specifically noticed. Speaking of the arrival of the train at Ottawa the Evening Journal, however, says: "It conveyed a number of prominent people from all along the line, particularly from Eganville Douglas and Renfrew." - The fact is, so far as this place is concerned, all business men are too busy at this season to get away; and of those who might have had leisure, too many are, unfortunately, suffering, from grippe, in varying degrees of intensity. The first train came down from Eganville at a good pace; a big snow plough having gone up the line in Sunday and cleared the track. We understand that both freight and passenger business is already fairly developing.

Thursday 28/12/1893 *Ottawa Journal* *Renfrew*

Track laying on the Ottawa, Arnprior and Parry Sound railway was finished yesterday for this year, when the end of the grading was reached at Indian Point, a place nine or ten miles beyond Eganville.

Before long passenger trains will run to this point which will be the terminus of the line for this winter. A temporary roundhouse is now being built at this place.

Also in Renfrew Mercury January 5, 1894.