

# Local Railway Items from Area Papers - 1896

**03/01/1896 Renfrew Mercury Kingston (CP)**

The K. & P. Railway is building new stone piers to the bridge at the Madawaska river, near Calabogie station. Some time ago the nomenclature of the stations at that point was changed also, and for the better. "Madawaska" station is no more. It has become "Calabogie". While "Calabogie" has become "Barryvale". Each station now corresponds its name to the post office.

**03/01/1896 Brockville Recorder Westport**

F. Medcalf of Morton commenced his duties as mail clerk on the Brockville and Westport R.R. on Jan. 1st. He has been in training on the K. & P. in recent weeks.

An important event in the history of the Brockville and Westport Railway occurred yesterday, namely the inauguration of government mail service over the line. It was made the occasion of quite a demonstration not only with the railway people, but with the citizens of most of the villages along the road. The train which left Westport at the regular hour in the morning was decorated with flags, and even the iron horse, alive to the situation, seemed to put on more or less airs. At any rate it pulled the train along at a lively rate and on rolling into the depot here was welcomed by more than the usual number of citizens. Whether or not the business men along the line wished to celebrate the occasion by contributing to the grist, we have no means of ascertaining but at all events a big mail was carried, and it was in the post office here by 11 o'clock instead of at three under the old system. The new mail car was under the personal supervision of Post office Inspector Macarow, Kingston, with Mr. Hiram F. Metcalfe, of Morton as clerk. To a Recorder reporter Inspector Macarow said that everything moved smoothly, that Supt. Mooney had not only complied with all of his requirements, and did it in a particularly pleasant way, but had expressed himself ready to meet any suggested further improvements. This was pleasing, he said, in view of the fact that the Department had always been greatly satisfied with the stage service preformed by the Copeland Bros., and no change would have been made but for the appeal of the people along the way. The inspector further said that judging from the business already done, another clerk would probably have to be added to the present service.

**03/01/1896 Ottawa Journal Renfrew Elgin Street**

The old C.A.R. depot on Elgin street is being converted into a company store house.

**08/01/1896 Ottawa Journal Westport**

An important event in the history of the Brockville & Westport Railway occurred last Thursday, namely the inaugural of a government mail service over the line. The new mail car was under the personal supervision of Post Office Inspector Macarow, Kingston, with Mr. Hiram F. Metcalfe, of Morton, as clerk. - Kingston News.

**09/01/1896 Ottawa Free Press Hull Electric**

Contractor Viau seems inclined to laugh at the threatened injunction against his proceeding with the operations in connection with the proposed Hull and Aylmer electric railway. He claims that the action of the Hull City council is not ultra vires, as asserted by the plaintiffs, as the Provincial Legislature has made provision for all emergencies.

**09/01/1896 Ottawa Free Press Renfrew Elgin Street**

The old "C.A.R." signs at the Elgin street depot are all being removed and "O.A. & P.S." just up in their places. It is the intention to use that place for O.A. & P.S. freight.

**10/01/1896 Renfrew Mercury Locksley Pembroke**

From the Pembroke Observer.

At the last meeting of the Bromley Township Council a resolution was passed that the representatives of both North and South Renfrew in the local legislature should oppose the proposed amendment to the charter of the Pembroke Southern Railway Co., empowering them to build from Pembroke to Golden Lake, there to connect with the O.A. & P.S. R., so as to secure a direct line to Toronto as, in the opinion of the Council, the chief trade of the Ottawa Valley is with Montreal.

**10/01/1896 Ottawa Free Press Renfrew Bank Street**

At the Bank street level crossing the O.A. & P.S. company has improved the protecting arms which swing across the roadway when a train is coming by putting on a similar attachment to stop the approach of pedestrians on the sidewalks.

**15/01/1896 Renfrew Mercury Renfrew**

On Tuesday night, the Ottawa Board of Trade presented Mr. John R. Booth with an address expressing their appreciation of the inestimable benefit which must accrue to that city and the Dominion from Mr. Booth's energy in building the OA & PS. There were many laudatory speeches, and one gentleman pointed out that of the six and three-quarter millions expended in the construction of the Parry Sound over five millions of Mr. Booth's capital had gone into the scheme.

**16/01/1896 The Equity, Shawville Pontiac & Pacific Junction**

Mr. H.J. Beemer was elected president, W.D. Harris, managing director and T.W. Resseman, general superintendent of the O.G. and P. & P. J. Ry. at the annual meeting of both lines in Montreal last week.

**16/01/1896 Ottawa Journal Ottawa Electric**

Car No. 55 broke down.

**17/01/1896 Brockville Recorder Westport Brockville**

It is expected that within a few days another engine will be added to the equipment of the B. & W. Railway. It will be known as No. 2 and is now in the B. & W. shops undergoing a thorough overhauling under the supervision of Mr. Hugh Wilkinson, locomotive superintendent. This is the engine which was in bond here for some time and which in August last, at a sale by the customs authorities, was purchased by the Grand Trunk and subsequently fitted up. It has just been repurchased by the B. & W. and after two or three trial runs over the road will be placed on the express train.

**17/01/1896 Brockville Recorder Brockville and New York Bridge Brockville**

Just as soon as strong ice is afforded in the river, a party of men, under direction of Engineer Smellie, will resume work in connection with the international bridge. The first work on hand will be to determine the depth of mud at various points where it is proposed to erect piers, and for this a set of tools specially constructed for that purpose are required. These tools are here now, and as their weight is considerable, strong ice is necessary to carry them and the working force. There is known to be at least 70 feet of water at some of the points where piers show on the plan, and it is known that the bottom is of mud. A firm bottom must be secured at all points where piers are to be built, no matter how deep the mud may be, and it is to finally determine these depths that the proposed work is about to be undertaken.

**17/01/1896 Renfrew Mercury**

**Eganville**

**Eganville water**

From the Eganville Star.

Jack Frost on Tuesday morning took possession of the water tank at the C.P.R. station here which delayed the train one hour in leaving for Renfrew.

**17/01/1896 Ottawa Citizen**

**Pontiac & Pacific Junction**

**Aylmer**

Four Canada Atlantic teams were drawing sugar to the P.P.J station at Aylmer on Tuesday. There are no roads whatever and these loads of twenty barrels each could not be moved by the immense horses attached to them. They were obliged to take four horses and travel a certain distance with one sleigh and then go back for the other.

**23/01/1896 Ottawa Free Press**

**Pontiac & Pacific Junction**

A petition is being circulated in the county of Pontiac for the purpose of opposing the granting by the Dominion government of an extension of time to the Pontiac and Pacific Junction Railway Co., for the completion of the western portion of its line to Pembroke. The proposed extension is sought at the present session of Parliament.

Mr. W. Dale Harris, general manager of the railway, was seen by the Free Press this morning, and gave a clear statement of the case. He explained that a letter had been addressed to each of the mayors in the county of Pontiac by Mr. J.A. Cowan, editor of the Shawville Equity, requesting them to circulate the petition to their several municipalities, and also induce the councils to pass it in the form of a resolution. It is understood that the Equity has all along been unfriendly to the Pontiac Pacific Railway, and the company was disposed to look upon the entire question as a purely personal matter, originating with the gentleman mentioned above and a few of his friends. The officials in this city have received assurances from the majority of mayors in the Pontiac that they did not intend to take any action against the road and Mr. Harris stated that for all who desired the extension of the western end of the line it would be directly contrary to their best interests to obtain the refusal from the Government, as at the present time there existed a better prospect of carrying out the necessary construction work than ever before.

**23/01/1896 Ottawa Free Press**

**Carleton Place**

**Ottawa, Broad Street**

The Canadian Pacific depot will be ready for reopening in a few days. The carpenters have about finished and the painters are hustling the work consistent with a good job. Mr. H.B. Spencer is doing everything to facilitate the comfort of travellers and hopes to have everything in good shape by Monday.

**24/01/1896 Ottawa Citizen**

**Ottawa Electric**

Our electric cars are going to be even brighter by night than they are at present. They are to be illuminated by twelve incandescents instead of five as in the past. The first with the additional number, car No. 61, was run out last night, and its brilliant appearance was generally commented upon in high terms. It is expected that in the course of a month all the cars will be equipped likewise.

**24/01/1896 Ottawa Citizen**

**Renfrew**

Mr. E. Fauquier, of Toronto, has been given the contract of constructing the incompleted 47 miles of the Parry Sound Railway. The uncompleted portion lies between Lake of the Two Rivers of the eastern line and Scotia station of the western line. Work will be commenced early, as Mr. Booth is anxious to have the line completed by the fall.

**24/01/1896 Ottawa Free Press**

**Ottawa Electric**

Electric car No. 1 was a blaze of light last night as it travelled over the main line for the first time. It was supplied with a dozen incandescent lamps. All the cars will be similarly illuminated in a few days.

**29/01/1896 Ottawa Citizen**

**Carleton Place**

**Ottawa, Broad Street**

The C.P.R. station recently burnt by fire was reopened yesterday. The apartments which suffered have been fitted up in a better shape than before.

**29/01/1896 Ottawa Journal**

**Carleton Place**

**Ottawa, Broad Street**

The C.P.R. station was re-opened again yesterday.

**30/01/1896 Ottawa Journal**

**Hammond**

**Rockland**

Rockland - A C.A.R. engine became embedded in a snow bank in the deep cut, on the mill siding, Saturday night. It took some time to extricate it.

**30/01/1896 Ottawa Journal**

**Canada Atlantic**

The Canada Atlantic have decided to run Sunday passenger trains over their line.

A new timetable goes into effect on Sunday next at 8 p.m. by which Sunday trains to and from Ottawa are provided. The trains will run on the same time on Sunday as the other days of the week.

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This move is taken to keep in competition with other lines. There will be no Sunday trains over the O.A. & P.S. Ry.

**31/01/1896 Ottawa Free Press**

**Maniwaki**

Twelve carloads of pulpwood have been brought down on the Gatineau Valley line to the city during this week by Mr. Geo. Reid and six more such trains are expected down this winter.

**31/01/1896 Ottawa Citizen**

**Carleton Place**

**Ottawa, Broad Street**

The C.P.R. company officials are vacating the quarters occupied by them in the Ontario Chambers since the fire at the station, and taking up their offices again at the station.

**31/01/1896 Ottawa Journal**

**Renfrew**

WINTER SAWING. The Ottawa Journal of Friday, said : Tomorrow Mr. J. R. Booth will send a gang of men to his Egan limits on the Madawaska, under circumstances that will mark the opening of a new era in lumbering operations in Ottawa - the sawing of lumber in the mills here during the winter.

The men will take out a quantity of dimension timber, which will be shipped to Ottawa by the Parry Sound road, and run right to Mr. Booth's yards at the Chaudiere. The Parry Sound railway runs through the Egan limits.

The timber will be hauled from the yards to the mill and there sawed the same as in the summer. The reason that sawing has not been done in the winter in the past is not that the water power has been frozen or lacking, but that the logs have not been available, owing to the river being frozen over.

The shipment which is to be made is in the nature of an experiment. If it proves successful, other shipments will follow, and winter sawing will become an established thing in Mr. Booth's mill, and probably in all the other mills, which have limits near the line of railways. Renfrew Mercury/Ottawa Journal

Tried Train Wrecking

Canada Atlantic charge against three Clarence men.

Montreal - Jan 21 - A sensation has been caused here by the arrest of three men near Clarence Creek on the Canada Atlantic Railway, between Montreal and Ottawa, charged with systematically attempting to wreck Canada Atlantic trains. On September 1st last year the Canada Atlantic secured control of the Central Counties railway and on the 15th of that month a rail was removed at the first culvert west of Clarence Creek. Investigation revealed nothing. Several times during the closing months (missing) from the rails and obstructions of last year, fish plates were removed (missing) placed on the track of that line. On November 15th notices written in French were posted in Rockland and Clarence Creek stations to the effect that unless certain debts which were owed by the Central Counties Railway were paid at once, all trains would be liable to be wrecked without further notice. However, notwithstanding the attempts made to wreck the trains, no serious accidents have occurred. Recently detective Carter has been working on the case and yesterday arrested Fabien Lavictrie and two brothers who live on a farm near the scene of the attempted wrecks, charging them with the crime. They are now awaiting trial at L'Orignal.

01/02/1896 *Ottawa Free Press* *Hammond* *Clarence Creek*

Down at Clarence Creek station, Ont., Fabien La Victoire, farmer, and two young men named Joseph and Louis Desereau were arrested yesterday and taken to L'Orignal, the county town of Prescott. The charge against them is having attempted to wreck a Canada Atlantic railway train. These men are charged with posting the notice and placing obstructions on the track on September 25th.

02/02/1896 *Ottawa Citizen* *Hull Electric* *Deschenes*

A force of fifty men are at work on the power house at Deschene, which includes a sufficient plant to light the city of Hull. --

03/02/1896 *Ottawa Journal* *Hull Electric*

Mr. Viau has sold his valuable franchises for the building of an electric railway from Hull to Aylmer and to Gatineau Point -- to a company of Ottawa capitalists. -before next summer the connection of Aylmer and Hull by an electric railway will be an accomplished fact.

07/02/1896 *Renfrew Mercury* *Renfrew*

Chief Engineer Mountain will leave soon for a snowshoe inspection of the un-built central portion of the Railway.

07/02/1896 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.R. moved into the new station on Saturday night last; and now the officials transact their business in both style and comfort. The ladies waiting room is a ready handsomely carpeted, and will be curtained and otherwise "furnished."

07/02/1896 *Ottawa Journal* *Renfrew*

Mr. Fauquier has to put in for his works on the O.A. & P.S. Ry. construction, 600 tons of provisions and hay. A road has to be cut for a distance of 27 miles and all the material has to be in before the winter roads break up. Men are now busy cutting out the road. D.D. McDonald & Co. contractors for the first ten miles have also put in 200 tons of material. Over one hundred men are already at work and more are daily going up. Mr. C. Campbell of Eganville, has one large camp at the end of iron and will soon have two more in running order further west.

07/02/1896 *Renfrew Mercury* *Pontiac & Pacific Junction* *Pembroke*

From the Pembroke Standard.

The manager of the Pontiac and Pacific Junction Railway says that "The application for extension of time and other powers is made for the specific reason that there is now a fair prospect of the company being able to finance its resources so as to build the railway to Pembroke and to the western part of the county. I may add that this is the first time that this prospect has existed as it does today.

07/02/1896 *Ottawa Free Press* *Hammond*

L'Orignal. Fabien Lavictoire, Louis Dusireau and Joseph Dusireau, held for attempting train wrecking on the Canada Atlantic were remanded for a week. Two more warrants were issued on the following day for the arrest of two other men, named Dubreuil and Lavictoire charged with committing a similar offence, and on being brought before Mr. Fraser Friday last, they were admitted to bail on their own recognizance, as the evidence against them is of no material importance.

08/02/1896 *Ottawa Journal* *Ottawa Electric*

Car 24 broke down.

08/02/1896 *Ottawa Citizen* *Canada Atlantic*

Commencing tomorrow there will be a Sunday train for Montreal on the C.A. Railway.

11/02/1896 *Ottawa Citizen* *Hull Electric*

The adjourned meeting of the Hull Electric Company was held in J.M. McDougal's office yesterday.--

Agreed not to divulge the proceedings until another meeting held --

It was said that Mr. Viau was made president of the new company and Mr. C. Magee vice-president.-- and that Mr. Seybold reported in reference to the negotiation for the proposed purchase of the Canadian Pacific Railway line running to Aylmer, with a view to changing it to an electric road.

It is said that engineers have examined the water power and other facilities of the company and declare the power as inexhaustible and superior to any in the country. Should the C.P.R. decide to dispose of their line the necessary changes should be made at once, and in a comparatively short time the electric gong will be heard in Aylmer. In the event of failure to purchase the line the company will start in the early spring to build a track on the Aylmer road in accordance with the privileges granted under the charter.

12/02/1896 *Ottawa Citizen* *Hull Electric*

Mr. W.J. Conroy is president of the Hull Electric Company and not Mr. Viau as stated yesterday.

12/02/1896 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Meeting of Standing Committee on railways.

-- entitled an act respecting the St. Lawrence and Ottawa Railway Company by which the Canadian Pacific Railway Company seeks to dispose of certain lands in this city, the proceeds of such sale to be set apart as a special fund to be paid out towards the substitution of iron bridges for wooden structures or towards any permanent improvements of the roadbed or other properties as shall be approved by the Minister of Railways and Canals.

Judge Clark explained the objective of this bill, and said that the land, amounting to about forty or fifty lots, had become surplus lands, and were no longer of any use to the company for railway purposes. The land was valued at about \$200 to \$300 a lot and what the railway asked was that they might have permission to dispose of the property, and after a short explanation the preamble and one clause was adopted, and the bill was reported to the house.

That residents of Ottawa will have the pleasure of taking a trip by electric cars to Britannia by the middle of July 1896 appears to be a settled point. The Ottawa and Aylmer Railway and Bridge Company, which is practically the same as the Ottawa Electric railway company, are calling for the supply of 120,000 hemlock, cedar or tamarack ties for the construction of an electric road from this city to Britannia and work will begin the first moment that the opening of spring will allow.

Two routes have been surveyed by Mr. Brophy. The one runs in a line with the new street recently opened through Hintonburg to escape the electric cars running to the Experimental Farm and will go direct along the river bank until Britannia is reached. The line runs north of Skead's mills and will give a beautiful view of the river from the point where it passes the C.P.R. bridge until the village is reached.

The other route surveyed is located south of the Richmond road a short distance in rear of the farm houses along this route. Skead's mills is passed and just this side of Cleary's hotel the line bends northward, crosses the C.P.R., and enters the village. Which route will be accepted depends upon the cost of land.

It has been stated that the road to Britannia will be in operation by the middle of July next. The line will, in all probability, enter the city by the Somerset street route.

Whichever route is accepted will be a most picturesque one and will be certain of heavy patronage. Later on the company propose constructing a bridge across the Deschenes rapids to Aylmer where the law respecting the running of trains between the provinces will permit Sunday cars and this is likely to develop a large summer travel on that day.

14/02/1896

*Renfrew Mercury**Chalk River**Cobden*

The C.P.R. moved one of its baggage sheds from Renfrew to this place on Friday last, and placed it on the south side of the track opposite the station. It will improve the appearance of the station grounds here providing that they veneer it. Cobden Sun.

14/02/1896

*Renfrew Mercury**Renfrew*

INSPECTED TO THE BAY. Last Eight Miles of the OA & PS Ry.. Looked Over by Government Engineers. Mr. A. W. Fleck, secretary-treasurer, and Mr. Geo. A. Mountain, chief engineer of the OA & PS Ry., returned last week from Parry Sound where they were representing the company at the inspection of the last part of the western end of the line by the Ontario and Dominion government engineers, which took place on Wednesday. Eight miles of line, which completes the line into the waters of the Georgian Bay at Parry Sound were inspected. Mr. Thomas Ridout was the engineer for the Dominion government, and Mr. McCallum represented the Ontario government. Trains will be run in a few days from Emsdale into Parry Sound, a distance of over sixty miles. Mr. J. E. Switzer has gone up in charge of an engineering party, who will survey the line from Emsdale eastward until they meet the other party that is surveying westward.

14/02/1896

*Renfrew Mercury**Renfrew*

The commencement of work on the OA & PS construction will greatly benefit this section. A larger number of men than was ever known before have been unable to get employment in the shanties, and many of these will now get employment in cutting out the right-of-way and in the rock cuts.

Mr. Fauquier has to put in for his workers on the OA & PS Ry.. Construction 600 tons of provisions and hay. A road has to be cut for a distance of 37 miles and all the material has to be in before the winter roads break up. Men are now busy cutting out the road. D. D. McDonald & Co., the contractors for the first ten miles, have also put in 200 tons of material. Over one hundred men are already at work and more are daily going up. Mr. C. Campbell, of Eganville, has one large camp at the end of the iron and will soon have two more in running order further west.

14/02/1896

*Ottawa Free Press**Pontiac & Pacific Junction**Ottawa*

The Pontiac and Pacific Railway ran a special train to Shawville to the Conservative convention held today. The train left Ottawa at nine o'clock with 25 people on board.

15/02/1896

*Ottawa Citizen**Renfrew**Ottawa East*

Mr. J.R. Booth is drawing a large quantity of stone to the site of the proposed car shops and round house in Ottawa East. The work of constructing the shops will commence in the spring.

17/02/1896

*Eganville Leader**Renfrew*

The OA & PS RR is now transporting passengers to and from Whitney. The owners of the new sawmill in Whitney are American, and it is now a one-company town with houses, stores, etc. all run by the company's representative, Mr. John Ferguson. It has been described as 'a remarkable hamlet.'

18/02/1896

*Ottawa Journal**Canada Atlantic**shop*

A new private car is being built at the C.A.R. workshops for Mr. J.R. Booth. It will be 80 feet in length.

A first of the first class passenger coaches turned out from the C.A.R. workshops will be finished in a few days.

20/02/1896

*Ottawa Free Press**Pontiac & Pacific Junction*

Mr. H.J. Brennan of the Pontiac and Pacific Junction Railway, has stated that if the C.P.R. company sells or leases the line from Ottawa to Aylmer to the Electric Railway company, the P. & P. J. company will build an independent line into this city. The latter company have been waiting for the C.P.R. to carry out the proposals to transfer the branch to the P. & P. J., but, as this has been delayed so long, other arrangements will probably be made.

20/02/1896

*Ottawa Citizen**Pontiac & Pacific Junction*

It was learned yesterday that the proposed transfer of the C.P.R. Aylmer branch to the Hull Electric Company, if carried into effect, would be the cause of the Pontiac and Pacific Junction Railway Pacific Junction Railway Company constructing a line of its own from Aylmer to this city. It is known that negotiations were in progress between the P.P.J. and the C.P.R. companies for some time past for the purchase of the road and it is said that it would have taken place some two or three months ago but for the desire on the part of the C.P.R. to delay action.

Mr. Beemer's statement

Mr. H.J. Beemer, president of the P.P.J. Railway Company, was seen yesterday by a Citizen reporter, and in the course of the conversation, said, "I do not know whether matters of this kind should be given publicity, but I will say that my company have just arrived at a definite decision in regard to this Aylmer branch, and I suppose, it will be known sooner or later anyway. It is this: If the C.P.R. Company do not carry out certain understood arrangements for the disposal of the branch to the P. & P.J. Railway Company, and instead lease it to the Hull Electric Company, the P. and P. J. Company will immediately construct a line of its own from Aylmer to Ottawa. We must have an independent line between these two points. An electric road would not interfere in the least with its construction, and, I may say, that if the P. and P.J. Company is compelled to construct a new line, it will be the very best that can be acquired for both passengers and freight. Also in the Shawville Equity of 27 Feb.

21/02/1896

*Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY - We understand the promoters of the proposed electric railway between Perth and Lanark intend asking Town Council to submit a by-law to aid the road to the extent of \$5,000. Some correspondence has already passed

25/02/1896

*Ottawa Citizen**Hull Electric**Aylmer*

Conroy Bros, have bought or are arranging to buy forty acres of land on the Lake Shore in the Township of Hull, two miles above Aylmer. The land is the property of Mr. Davis. It is intended for a public park for the electric railway.

**26/02/1896    Huntsville Forester    Renfrew**

The contract for building the remaining forty-eight miles of the Parry Sound Railway was let to E. F. Fauquier of Toronto, at a figure close to half a million dollars. When the contract is in full swing, there will be three thousand men and two hundred teams employed. It is expected that before the end of summer, Ottawa will be in direct contact with Georgian Bay.

**27/02/1896    Lachute Watchman    Lachute**

The Montefort Railway

A deputation consisting of P. Leclaire, M.P., Senators Villeneuve and Owens, W.J. Simpson, M.P.P., E. Senecal, E.D. Porcheron, F. Froidereaux, J.P. Rolland and others waited upon the Hon. Messrs. Haggart and Ouimet on Wednesday last for the purpose of asking that further subsidy should be granted to the Montefort Railway, so that it might be completed to Arundel next summer. The request was taken into consideration and the company asked to furnish complete plans and profiles.

**27/02/1896    The Equity, Shawville    Hull Electric    Aylmer, Queens Park**

It is said the company has about completed the purchase of a piece of land for a park on the lake shore above Pointe aux Pins above Aylmer. The land is covered by a fine growth of spruce, pine and hardwood, has a good beach and is beautifully situated for the purpose.

**27/02/1896    The Equity, Shawville    Hull Electric    Deschenes**

Over forty men are now engaged at the Deschene mills building of the Hull and Aylmer electric road. This force will be odubled next week. The building is a very large one, and is being built to the couth of the saw mills between the main land and the island.

**27/02/1896    The Equity, Shawville    Renfrew**

Fred Rollin of the Chaudiere, Ottawa, had his ear bitten off in a fight on the Parry Sound railway train near Arnprior a few days ago. John Cyr, of Ironsides, was arrested for the assault.

**28/02/1896    Ottawa Free Press    Sussex Street    Sussex Street**

A lot of scrap iron has been stolen from cars at the old Prescott and Ottawa depot.

**03/03/1896    Ottawa Free Press    Renfrew**

The first shipment of plumbago from the mines at Calabogie, came into the city by the Parry Sound line yesterday, there being four car loads. It will be prepared for market in a factory to be arranged in the old Pierce mill on Victoria Island, which will be in operation within two months.

**03/03/1896    Ottawa Free Press    Kingston, Smiths Falls and Ottawa**

This morning a number of gentlemen from Kingston, and points along the route of the proposed Kingston, Smiths Falls and Ottawa Railway, arrived in town to interview the government respecting an extension of time for constructing the line.

**04/03/1896    Ottawa Journal    Renfrew**

Careful of the Dynamite

One hundred and fifty tons will be used during the coming summer in the construction of the O.A. & P.S. Railway. The explosive is obtained from the Ottawa Powder Works, Buckingham, and will be brought to Ottawa by C.P.R. and then carried over the O.A. & P.S. line by special train. From the present terminus at Cache Lake it will be drawn to the different magazines erected along the survey from that place to Elmsdale, an intervening distance of 47 miles. The magazines are to be built wherever possible on islands in the lakes some distance from the scene of operations and the quantity for each day's use will be taken from the magazine as required. This care is being taken to avoid accidents.

Chief Engineer Mountain, who came down the line this morning, states that ten teams began distributing dynamite along the line from Cache Lake to Elmsdale today. He states that 150 teams and almost 600 men are now busy on the construction and as many as fifty new men are being put on daily.

All the work is now under way. Rock cutting, pile driving, sand cuttings and clearing have commenced. Three pile drivers are at work.

The camps along the line, about thirty in number, are now all completed and ready for occupancy. They will accommodate about 2,000 men.

**05/03/1896    Ottawa Citizen    Canada Atlantic    Central Depot**

Mr. J.R. Booth started a gang of men to work yesterday at excavating and enlarging the western side of the canal basin. The earth excavated will be used in filling in the eastern portion of the basin, over which trains will run when coming into the permanent central depot near Sappers bridge.

**05/03/1896    The Equity, Shawville    Pontiac & Pacific Junction**

It is learned, says the Ottawa Journal, that if the sale of the C.P.R. Aylmer branch to the Hull Electric Railway takes place, the P. & P. J. R., in building a line into Ottawa, will run it around the northern boundary of Aylmer village and on the north side of the Aylmer road through Little Farm and connect with the O. & G. line at Ironsides. Trains will then run into the city over the O. & G. Ry. and C.P.R. until such time as the Interprovincial bridge is built.

**06/03/1896    Ottawa Free Press    Pontiac & Pacific Junction**

Owing to the floods which covered the tracks of the P. & P. J. railway trains were delayed yesterday. During the night the water froze and the ice had to be cut away before the trains could get through.

**06/03/1896    Ottawa Free Press    Hull Electric    Aylmer**

It is said that the Hull Electric Company is endeavoring to secure a park at Aylmer. Inquiries have been made for properties skirting the lake immediately in front of the town.

**07/03/1896    Renfrew Mercury    Renfrew**

Mr. Geo. Ferguson, of O'Neill & Ferguson, contractors on the OA & PS expansion, was in town this week. He informed The Mercury that actual construction work was being rapidly pushed to the last mile to Cache Lake, which the Company wish to be able to run to by the end of June. The piling of two bays of the lake is also being pushed along, while the ice lasts. The chief worry, however, Mr. Ferguson says, is in the getting in of supplies. There are no summer roads in that section, and so every possible advantage is being taken by the sleighing. Mr. Ferguson quite expects that those Renfrew-ites who want to go and shake hands with the new neighbours at Parry Sound will be able to do so in season to wish them 'a Merry Christmas!' at the same time.

**09/03/1896    Ottawa Journal    Ottawa Electric**

Poles are being drawn in Hintonburg by the Electric Street Railway for the purpose of laying the wires of their new road to the Experimental farm this spring.

**13/03/1896    Renfrew Mercury    Carp, Almonte and Lanark**

From the Alonte Gazette.

The scheme to build a railway from Carp via Almonte and Lanark westward has been revived of late, and we understand that a company has offered to build it provided a government subsidy is secured. Application for aid has been made to both governments and these will be backed up by a strong deputation which is likely to seek interviews with "the powers that be" in the near future.

*17/03/1896 Ottawa Citizen Ottawa Electric Experimental Farm*

The electric cars are to run to the Experimental Farm just so soon as the weather will permit, probably in the course of a month.

*17/03/1896 Ottawa Citizen Hull Electric Deschenes*

Work is progressing well at the construction of the power house and dams at Deschene, for the Hull Electric Company. About sixty-five men are employed.

*18/03/1896 Ottawa Journal Ottawa Electric*

Car No. 52 collided with car No. 36.

*18/03/1896 Athens Reporter Westport*

A railway train left here for Westport. It did not return until March 27 owing to heavy snowfall.

*18/03/1896 Ottawa Journal Carleton Place Britannia*

The Toronto express due here about 6 o'clock this morning had a narrow escape from being ditched a short distance west of Britannia.

About half past five o'clock, while descending the grade from Bells Corners at a speed of fifty miles an hour, the side rod of the engine broke. The driving wheels of the engine were instantly derailed and in this dangerous condition the engine plunged along for 2,500 feet, almost half a mile, the broken side rod inserting deep holes into the frozen earth and threatening to derail the train at every revolution. The spokes of the driving wheels bumping along over the ties were smashed out and a hole was stove into the boiler from which all the steam escaped. That the train escaped being ditched is indeed remarkable. Fireman's narrow escape.

When the side rod broke it dashed through the cabin of the engine just missing striking the fireman who was sitting on his bench. Had it hit him he would have instantly been killed. As the engine plunged along the driving wheels cut off the bolts that joined the rails together as clean as if it had been done by a steel cutter. The truck wheels of the engine kept the track or a more serious accident would have had to be reported.

The train was an unusually long one and had a large number of passengers on board among them Clarke Wallace, M.P., Park Commissioners Christie and Askwith of Ottawa.

Wrecking Train Out

A wrecking train was sent out from the city to bring in the express and the disabled engine. The train arrived in Ottawa two and a half hours late.

Praise for the Hands

Edgar Willis, Secretary of the Board of Trade of Toronto, who was a passenger on the train, telegraphed Sir Wm. Van Horne an acknowledgement of the bravery of the engineer and fireman who stuck to their posts, thus averting what would have been a very serious accident.

Also reported in Ottawa Free Press, same date.

*19/03/1896 Lachute Watchman Lachute Montfort Colonization*

Two engineers in connection with the Montfort railway have been at work completing the survey to the River Rouge. We trust that work will shortly be resumed upon the road and the sound of the locomotive be heard in our midst. We hope the government will urge the company to change the present narrow gauge into the standard.

*20/03/1896 Renfrew Mercury Renfrew*

Douglas, March 17: Mr. Cook, a sub-contractor on the OA & PS construction, spent Monday here, purchasing a large order of supplies from J. & S. McEachen, who, by the way, have contracted to supply groceries and provisions to nearly all Fauquier's contractors during the coming summer and fall. Contractor J. J. Jolliffe has been awarded the contract for filling and scraping for 1896.

*20/03/1896 Ottawa Free Press Ottawa Electric*

The Electric Street Railway company have completed their new car shed and now have extra accommodation for 36 cars. The shed is almost an exact duplicate of the others but is much brighter in appearance by reason of a liberal use of white paint.

*23/03/1896 Ottawa Free Press Hull Electric*

The Hull Electric Railway received today a lease of the Aylmer branch of the Canadian Pacific Railway for thirty-five years. The lease is signed by T.G. Shaughnessy, vice-president, and Charles Drinkwater, secretary.

The announcement, simple in itself, is of paramount importance to Ottawa, Hull and Aylmer. That it will prove a great impetus to the commercial interests of the district interested, goes without saying.

The erection of the electric system is associated with other schemes, not yet ready for announcement, that will prove the capitalists interested to be men of great faith in the future of this city.

The work of changing to electricity will be proceeded with at once and the line will be in operation by the commencement of summer. The power to operate the system will be obtained at the Deschene and expert engineers report that it is unrivalled in this country.

The company will build rolling stock suitable to all railway purposes and (the) scheme, after very careful examination, is said to be capable of wide expansion with excellent prospects of regular dividends.

In addition to the railway an electric lighting plant is to be built, and in a few weeks Hull will be lighted by modern methods. Very few of the details have been completed as yet owing to the negotiations with the C.P.R. The details of the scheme will be announced in a few days and, as these involve arrangements with other companies at present using the line, the electric company is compelled to be more cautious than if installing a new track.

The people of Hull are delighted with the prospects of an immediate operation of the road and look forward to bright times for the city.

The venture gives additional proof of the enterprise and push of Ottawa's capitalists and lends lustre to her position as a growing commercial centre.

Hull Electric Company lease CPR Aylmer branch.

The Aylmer branch of the CPR becomes the property of the Hull Electric Co. and there is to be an electric road between Hull and Aylmer within a couple of months.

The Hull Electric Company on Saturday signed an agreement with the CPR whereby they have leased their Aylmer branch for a period of 35 years and will work it by electricity instead of by steam.

The company will at once commence the equipment of the road and hope to have trains running by 18th June. The poles were bought 10 days ago and are expected in Hull this week.

It is the intention of the company to have an hourly service between Hull and Aylmer and to put on both open and closed cars. The cars will be 40 feet long, most beautifully finished in mahogany and will be equal to any cars on any of the American roads.

An Electric Engine.

The company will have a 30 ton electric locomotive to handle freight and it will be the first to be used in Canada, and will be similar to what is now used on the Baltimore and Ohio R.R.

The power station at Deschenes will be a model one in every respect and will be capable of handling all of the freight and passenger business besides the lighting of Hull and Aylmer by electricity.

The electrical work will be carried out under the supervision of Mr. J.E. Brown, late electrician of the Standard Electric Co. of this city.

The electric engine under their agreement with the CPR will handle the freight and passengers of the Pontiac and Pacific Junction road as the CPR has been doing. They will also build spur lines into Eddy's and Gilmour and Hughston's mills and will carry for them to the CPR the paper fibre wear and lumber now carried from the mills by teams.

For the present the terminus of the road at this end will be Eddy's corners

The power station at Deschenes is to be 114 feet long and 42 wide. Six 60 inch Kennedy new American water wheels will be used. By them, 1,000 horse-power will be provided.

The Promoters

The gentlemen financially interested in the road are Messrs. Chas. Magee, Alex Fraser, J.B. Fraser, R.H. Conroy, W.B. Conroy, J.M. McDougall Q.C., T. Viau, F.A. Magee, E. Seybold and James Gibson.

It is expected that with the new road, hourly service and low rates, Aylmer will become popular as a summer resort, for pic-nic parties and evening rides, the later especially. A run on the electric cars on a hot night should be very pleasant.

The negotiations of the Hull and Aylmer Electric Company with the C.P.R. Company for a lease of the C.P.R. line to Aylmer, which were referred to in the Citizen a short time ago have been successful. (Mr. Ed. Seybold, the secretary, yesterday received the lease from the secretary of the C.P.R. It is signed by T.G. Shaughnessy, vice-president and C. Drinkwater, secretary, and gives to the Hull Company the branch for thirty-five years.

The lessees of the branch will immediately proceed with the work of equipping the line for electric cars, which they expect to have running early in June. Plans of the Company.

Mr. Seybold said yesterday that the line would be extended through Hull to Gatineau Point just as soon as the Aylmer line had been equipped. It was the intention to have an hourly service between Hull and Aylmer. Both open and closed cars would be used. They would have a 30 ton electric locomotive similar to that used on the Baltimore and Ohio Company to handle freight. They would build spur lines into Wright's cement works and into Eddy's and Gilmour and Hughson's mills and would carry to the C.P.R. the material now drawn to the cars by teams.

"The poles needed," continued Mr. Seybold, have been secured and the work of erecting them will begin shortly. The electrical work will be carried on under the supervision of Mr. J.E. Brown, formerly of the Standard Electric Company.

Will Give Their Very Best

Asked if the company could handle the business of the Pontiac and Pacific Junction Railway Pacific Company, Mr. Seybold said, "We have assumed the contract of the C.P.R. with the Pontiac and Pacific Junction Railway and will do all in our power to give the Pontiac and Pacific Company the very best service possible.

Accident to car No. 59.

With the exception of the locomotives, the rolling stock for the Hull Electric Railway company will be built by the Canadian General Electric company of Peterboro. Mr. Saybold, secretary-treasurer and Mr. J. Brown of the Hull company returned home this morning from Peterboro where they gave an order for the equipment of the road with the best and most palatial cars the company can turn out. For a start, four open and four closed cars were ordered. Diagrams of these cars were shown the Free Press this morning and if the finished article is anyway near as complete as the plans would indicate it will be a model of comfort and excellence. The cars will be furnished with all the latest improvements and every precaution will be taken to arrange for the comfort and safety of passengers. The cars are forty feet in length and the trucks are as high as the average steam railway car. The body of the cars will be of mahogany and the ceiling will be white and birds eye maple stained and finished in the natural colours. The seats are arranged in the closed cars so as to avoid the rocking and unpleasantness so often experienced with an ordinary street car.

The cars will be arranged with a neat smoking compartment on either end, so that passengers making the through trip will not be deprived of the most selfish comfort. The ornamental embellishments of the cars will be superb, the company going on the well-trying rule, that the brightest and best is the surest way to attract patronage.

The handling of freight will be by the ordinary steam railway freight car. The company is under agreement with the Canadian Pacific and Pontiac and Pacific lines to haul all freight and this will be done as far as possible in the night time. The increased traffic as a result of the passing into the hands of this company will be enormous as patronage is assured from companies not formerly using the road.

It is said, not by a member of the company, that the long unused power of the Deschenes rapids is to be immediately utilized and that several large mills are a possibility within the next two years. The developments along that line would ensure the company a prosperous business aside from ordinary traffic. The hint as to new mills being erected is said to be much more than a rumor and next fall will likely see extensive building operations in progress.

The electric locomotives will, however, be the curiosity of curiosities, to the average Canadian. This is the first introduction into Canada, and the advent will be of marked interest to the devotees of electrical science. There is no family resemblance between the steam and electrical locomotive and a description of it so as to be understood is impossible, the ordinary not being used to the technical terms. The engines ordered by the Hull company are larger and will be of greater horsepower than the average in use in the states.

The timetable has not yet been arranged but it is a surety that the greatest possible speed will be made consistent with public safety. Switches will be built at different points for the cars to pass and a telephonic service will be instituted. A phone will be placed at each crossing and no car will pass without orders from the dispatcher, the system being similar to the ordinary steam railway service. The block system will also be introduced and one train car cannot follow the other until the first one has passed the telephone station ahead. This will prove ample security against all rear end collisions.

The work of changing the road to electrical requirements has already commenced, men being busy with the preliminary work on the power station at Deschene. It understood that the company is under agreement to have the road in operation by the first of July but unless unforeseen difficulties arise the cars will be running by the middle of June.

When this scheme was first mooted critics were not lacking who laughed at the venture and predicted financial failure. Even before the company has fairly started work, success is assured and the returns will be, it is safe to say, be of the most satisfactory character. The company propose to develop the system from year to year and it is no idle dream to predict an electric belt binding Ottawa to all suburban villages on a scale not surpassed on the American continent.

25/03/1896 *Ottawa Journal* *Hull Electric* *Aylmer*

Mayor Thos. Ritchie of Aylmer has given a free right of way across his farm adjoining the town of Aylmer. The intention of the company is to branch off the present CPR track at the town line, pass northward along said line across Mr. Ritchie's farm and thence in a westerly direction across Main Street, Aylmer to the present Aylmer station. The other portion of the CPR track will be used exclusively for freight traffic.

The electric road, by thus traversing the whole length of the town will give the greatest convenience to the travelling public. It will also place the advantages of the road within reach of a large portion of the inhabitants of South Hull living on the outskirts of Aylmer.

The company have closed a contract for the supply of fifty four miles of copper wire to be used in the construction of the line. Seventy tons of wire will be used for this purpose.

There will be forty-five miles of feeder also nine miles of trolley wire. The Eugene F. Phillips Electrical Works of Montreal are the contractors.

The overhead line material will be the same as the West End Line of Boston, Mass. The side pole construction system, that is, the single pole with an extending iron bracket on which the trolley wire hangs will be adopted. The poles will be a distance of ninety feet apart.

The Chaudiere Machine and Foundry Co. have been awarded the contract for the supply of bracket arms for the suspension of the trolley wire.

**The Rolling Stock**

The rolling stock of the line will be of an A 1 grade. Yesterday, Mr. E. Seybold, secretary, and Mr. Brown, electrician of the company, visited the Peterboro Electrical Works and decided upon the style of cars to be used on the line. Four vestibule and four open cars will be put into service. Each car will be forty feet two inches in length and the same pattern as used on the elevated railways in New York city. The closed cars will be finished in mahogany outside and with birdseye maple and mahogany inside. There will be a vestibule at the rear end of each car for smoking and the cars will be divided in centre into 1st and 2nd class apartments. The cars will have two sets of trucks at each end. They will seat forty-eight passengers and will be driven by two 50 horse-power motors under each car.

The open cars will be of the most modern construction. They will have a seating capacity of 65 passengers.

A glass bulk head at the end of each car will prevent the wind rushing through from the ends to the discomfort of the passengers. The cars will be high from the ground thus enabling passengers to get a good view of the country.

Each car will have private trucks and thus there will be no jarring while going around curves.

**As to Freight**

The electric locomotive to be used for hauling freight over the line is the same as those in use on the Baltimore and Ohio Railway. It will be of 300 horse-power and capable of hauling a train of twelve loaded cars.

Also in Shawville Equity, April 2.

25/03/1896 *Brockville Recorder* *Westport*

Evidence is not wanting to lead to the conclusion that the results of the storm of Thursday last on the Brockville and Westport Railway are by far the worst which that road has yet encountered since it was built. The whole line is said to be one long tunnel, open only at such points as the various shovelling gangs, working since Saturday, have been able to pass over. The train sent from this end has reached Washburns between Athens and Delta, but the one sent to Westport did not reach Newboro, six miles, until last night and when last heard from was slowly working its (sic) this way. There is little chance of a train being in today.

26/03/1896 *The Equity, Shawville* *Pontiac & Pacific Junction*

The storm of Thursday night and Friday was the means of completely deadlocking the P. & P. J. R. on the last named day. The train coming east in the morning got as far as "Clarke's Cut" about seven miles west of here and there met with such terrible drifts that further progress was out of the question. The snow plough came up from Aylmer during the afternoon and succeeded in releasing the drift bound train, which returned to Campbell's Bay, and subsequently to Black River, to be ready for the morning's service. No mail matter was received in the greater portion of the county in Friday night in consequence of the blockade.

27/03/1896 *Eastern Ontario Review* *Renfrew*

The Ottawa, Amprior and Parry Sound R.R. will carry free all patients from this district going to or from the consumption sanatorium in Muskoka.

At a meeting of the shareholders of the Brockville and New York Bridge Company held in the company's offices, Weatherhead Block, on Monday, the agreement for the amalgamation with the St. Lawrence Railway Company of New York was ratified, the amalgamated company to be known as the Brockville and St. Lawrence Railway Company. The capital stock of the two companies is \$2,000,000, of which \$21,400 has been subscribed and \$21,400 paid up. The capital stock of the new company, formed by the amalgamation, is to be \$2,500,000, divided into \$25,000 shares of \$100 each. The first board of directors of the new company are: Charles McDonald, Joseph S. Decker, Wayne Griswold and Clarke R. Griggs of New York city and Charles J. Pusey, Wilmot H. Cole, Daniel W. Downey, George B. Weatherhead and Lucien B. Howland of Brockville. Mr. Charles J. Pusey is president; Mr. Clarke R. Griggs, vice-president; R.S. Colburn, of New York, secretary and, Lucien B. Howland, treasurer.

27/03/1896 *Eastern Ontario Review* *Montreal and Ottawa*

The Ottawa Free Press says: When the act to extend the time for the construction of the Montreal and Ottawa railway came up for a third reading, Senator Clemow opposed the petition and wished to see the time limit for the building of the road shortened. He thought that the time was altogether too long for building about sixty miles of road. He offered an amendment embodying these suggestions, but did not press the same, as it had already been overruled in committee. What he aimed at was to make public the views which he held on the subject and to define clearly his position. If the provisions of the bill ?? attended to by the next session he would then take steps to see that the people who were so much interested in the line, were no longer balked in their plans by failure to carry out the agreement. If the present company was not by that time hard at work it would be fair that their charter should be taken from them and given over to some other men, who would be prepared to go on at once.

Senator Clemow's amendment was defeated on a division, and the bill was read a third time.

31/03/1896 *Ottawa Journal* *Hull Electric*

Aylmer petitions against Sunday cars - article.

01/04/1896 *Ottawa Citizen* *Hull Electric*

The excavation for the Hull Electric Company's power house at Deschenes was finished yesterday, and work will be commenced today on the construction of the foundation and walls. The putting up of the posts for the electric car wires will also be started today. Mr. Petrie of Hull has been given the contract for digging the holes.

02/04/1896 *Lachute Watchman* *Lachute* *Montfort Colonization*

The engineers on the Montfort Colonization Railway, who have been for some time preparing the final plans and profiles of the road have completed their work and sent in their report. It is hoped that the road will be continued during the coming summer.

03/04/1896 *Renfrew Mercury* *Locksley* *Pembroke*

From the Pembroke Observer.

A correspondent points out that it is really to get increased communication with the East and not simply to get communication with the West, that the people of Pembroke are seeking connection at Golden Lake with the PARRY SOUND RAILWAY.

03/04/1896 *Eastern Ontario Review* *Hull Electric*

The Aylmer branch of the Canadian Pacific Railway becomes the property of the Hull Electric Co. and will be operated as an electric road.

06/04/1896 *Ottawa Journal* *Ottawa Electric*

Car 20 derailed in New Edinburgh.

06/04/1896 *Ottawa Free Press* *Hull Electric*

The ice across Britannia bay is still solid and teams are crossing every day. The Hull Electric railway company have a large number of teams engaged rushing over material for the construction of the road.

09/04/1896 *Ottawa Free Press* *Pontiac & Pacific Junction*

Owing to the line from Ottawa to Aylmer having been leased to the Hull Electric company, Mr. Beemer of the Pontiac and Pacific Junction Ry. purposes building a new line from this city to Aylmer for the regular trains of this company.

09/04/1896 *Ottawa Free Press* *Ottawa Electric*

The Ottawa Electric Railway Co. intends extending its tracks still further towards Hull, it is said with the object of making connection with the new line in Hull. The tracks will run on the eastern side of the road and will be built on trestle work specially provided owing to the narrow roadway now existing.

13/04/1896 *Ottawa Citizen* *Carleton Place* *Bells Corners*

Passengers on the C.P.R. train from the west on Saturday morning reported that while running across a field to catch the train at Bells Corners two young men got into a ditch and one sank to his chin in the slush. His companion assisted him out. They missed the train.

14/04/1896 *Ottawa Citizen* *Ottawa Electric*

The Electric Railway Company replaced several of their closed cars with open ones yesterday.

15/04/1896 *Ottawa Journal* *Canada Atlantic* *Central Depot*

After the first of June the militia stores building at Sappers Bridge will be the temporary depot of the O.A. & P.S. and C.A. Railways.

This information was given today for publication by a prominent official of the lines.

From that date the trestle structure over the canal basin will have been completed and made passable for trains. The militia stores building, which will be vacated during May, will be divided into waiting rooms, ticket office and restaurant. A baggage room will be located at the southern end. Trains will enter between the building and the canal. Three tracks will likely be run in and these tracks will extend past the temporary depot to beneath Sappers Bridge. A canopy will be built out from the building to extend over the trains, thus providing shelter from the weather.

It is understood that the militia stores building may be the depot for some time. Although it is evidently Mr. Booth's intention to go on with the new Central Depot this summer, it is doubtful if it will be completed before next year.

16/04/1896 *Ottawa Journal* *Ottawa Electric*

A new kind of tickets have been introduced on the electric cars. They are smaller and do not give quite as much trouble in severing them as the old tickets did.

16/04/1896 *Ottawa Journal* *Ottawa Electric*

Messrs. J.W. McRae and Y.W. Soper appeared at the Board of Works meeting last night in reference to the application by the Electric Street Railway Company for permission to lay a single track on Little Sussex Street to connect with the proposed Central Depot in the militia stores building after June.

It was needed, these gentlemen pointed out, for carrying the mail service promptly. The plan proposed was to run a single track to the canal basin with a curve around Besserer street to touch a point near the depot.

More.

**16/04/1896**    *Ottawa Free Press*                      *Hull Electric*                                      *Deschenes*

The Hull Electric railway company have let the contract for erecting the car barn to Messrs. Richard & Black of Hull. The barn will be built of stone, with a metal roof, to be put on by the Oshawa Metal Roofing company. The structure will be erected near the Deschenes and will be sufficient to accommodate twelve forty foot cars.

**16/04/1896**    *Ottawa Free Press*                      *Ottawa Electric*                                      *Central Depot*

This morning the board of works with City Engineer Surtees, Mr. Soper and Superintendent Hutcheson, of the Electric railway paid a visit to Little Sussex street, to see what arrangements can be made for running the track thereon to connect with the militia stores building which is to be used as the Central station about June 1st.

--The company will only use the track for the mail car and special cars needed for excursionists coming in by the line. --

**17/04/1896**    *Ottawa Citizen*                                      *Ottawa Electric*

The Board of Works meets tonight to deal with the application of the Electric Railway Company for a track on Little Sussex Street.

The Electric Railway Company are preparing to string wires for the extension from Hintonburg to the Experimental Farm. The work is to be completed by May 1st.

**17/04/1896**    *Ottawa Free Press*                      *Canada Atlantic*                                      *Central Depot*

The trestle work in the east wing of the canal basin is almost completed and the thing that now remains to be done is to fill it in with earth and bowlder, in order to prevent its rising when the water is let in, about the first of May.

Mr. Booth stated yesterday that no arrangements had been made for the occupation of the militia stores as a station. There was no pressing necessity for such a move, as the temporary depot erected serves all necessary purposes. The tracks will be laid across the new trestle work just as soon as the latter is completed, but it may be some time before they are used.

Mr. Booth said further that the commencement of work upon the structure, which it is proposed to erect near Sappers bridge would depend upon the government's decision in reference to the disposal of the present militia stores building. He had not been appraised as to when the authorities intended to accept a cash sum for the property, or request him to build another upon some site selected. However, if he felt so inclined, he might begin work on the land between the bridge and the stores. How soon this would be he was not in a position to say.

**18/04/1896**    *Ottawa Citizen*                                      *Ottawa Electric*

The Board of Works met last night and decided to recommend the Council to grant permission to the Electric Railway Company to lay a track on Little Sussex street to more closely connect with the C.A.R. station -- more.

**21/04/1896**    *Ottawa Citizen*                                      *Ottawa Electric*

That from the Board (of Works) recommending that the Electric Railway company be granted permission to lay a single track connection from the Sussex street line across Rideau street and along Little Sussex and Besserer streets to the Central station provided they pay all expenses incurred ---

**23/04/1896**    *Ottawa Journal*                                      *Cornwall Street*

Cornwall - 15th. Work has been commenced on the construction of Cornwall's electric street railway and it is expected that part of the line will be opened for traffic in June. -- The work was commenced at the GTR station yesterday and a roadbed is being laid sufficiently solid to carry loaded freight cars from the depot to the various mills and factories. The cars for the road are being built by the Rathbuns at Deseronto and the electric machinery is being made at Peterboro. -- A powerful 120 horse-power electric locomotive will be used to haul freight which will be one of the principal sources of revenue.--

An important part of the scheme is the park on Gillespie's point east of town which is to be fitted up as a pleasure resort.--

It is to be hoped that ere long they will build a line to connect with the CPR at Monkland station. This would shorten the trip to Ottawa considerably. Several spurs of this kind would bring a great deal of trade into the town and profit to the company.

**24/04/1896**    *Ottawa Journal*                                      *Ottawa Electric*

Cars are expected to be running shortly between the Experimental Farm, via Hintonburg, and Rockcliffe. In preparation for the increased traffic consequent upon the opening of the new line the Electric Railway Company have had six new electric cars built some of which are already in the car sheds. The trolley poles on the line from Hintonburg to the Farm are now being put up and are already past Parry Sound tracks.

The chief cause in the delay lies in the fact that the bridge under the C.A.R. tracks, through which the electric cars will have to pass is not quite high enough and will have to be raised. Men are at work this morning drawing gravel preparatory to doing this.

The merry-go-round at Rockcliffe is expected to start Saturday evening. And if the weather is fine the band will be in attendance at night.

Men are at work on the second track of the electric streetcar line in Hintonburg. It is expected the double line of cars will shortly be running as far as the old toll gate.

**28/04/1896**    *Ottawa Journal*                                      *Renfrew*

The O.A. & P.S. Ry. is now accepting freight to a distance of twenty miles above Whitney.

There will be an excursion to Renfrew on May 25 from Ottawa in connection with a fireman's demonstration in that town.

**28/04/1896**    *Ottawa Journal*                                      *Ottawa Electric*

It is expected the Hintonburg line of the Electric Street Railway to the Experimental Farm will be opened on Friday or Saturday of this week.

**28/04/1896**    *Ottawa Journal*                                      *Maniwaki*

The Ottawa and Gatineau Railway will be the next line to run Sunday trains in and out of Ottawa.

The summer time card, which provides for the running of Sunday trains as well as two trains every other day of the week comes into effect on Monday May 18th. Consequently the first Sunday run will be on May 24th.

There will be but one train on Sunday. It will leave Ottawa at 9.30 a.m. and run to the end of the line, returning to the city at 9.30 in the evening.

More

**28/04/1896**    *Ottawa Journal*                                      *Canada Atlantic*                                      *Central Depot*

The steam shovel is on the last cut down the canal bank. It is at a point opposite Lisgar street.

**29/04/1896**    *Ottawa Journal*                                      *Canada Atlantic*                                      *Central Depot*

The men working on the construction in the canal basin are now kept at work at night.

**29/04/1896**    *Ottawa Free Press*                                      *Ottawa Electric*                                      *Experimental Farm*

Superintendent Hutcheson ran a special car over the line as far as the Experimental farm yesterday in order to test the grades, etc. Everything was found in first class condition and the route will be opened tomorrow.

**30/04/1896   Ottawa Citizen   Prescott   Kemptville**

An accident occurred at Kemptville about 2 o'clock. When Conductor Powell of the special freight train was approaching the station, Engineer Daniels noticed the target turned against him and whistled for brakes, as he was being thrown on to the side track which was partially filled with empties. Having reversed his engine, applied the brakes, he was going to run into the cars on the siding and prepared to take the worst. Baggage man Sanders, who was busily engaged with baggage, not knowing the exact time, heard the train approaching and thinking it was No. 16 Conductor O'Leary's train from Prescott, ran up to the switch and threw it, as was his custom almost daily - a freight special so near passenger train time being a rarity. He immediately saw his mistake but was so upset as to be able to throw back the switch in time so as to avoid the accident which resulted. The truck of a freight car loaded with lime was thrown out by the engine, just far enough on to the main track to catch the truck of the tender, and a car loaded with calves was torn from the track. The engine uplifted ties and rails as it proceeded. No person was hurt and the passenger trains arriving from north and south exchanged passengers, mails and baggage and returned, losing only about one hour's time.

**30/04/1896   Ottawa Free Press   Ottawa Electric   Experimental Farm**

This afternoon the directors of the electric railway and a number of prominent gentlemen took a special car and enjoyed a run over the new line to the Experimental Farm, the party leaving the Russell House shortly after half past two o'clock.

**01/05/1896   Renfrew Mercury   Kingston (CP)   Renfrew**

We understand that the C.P.R. and K. & P.R. officials were to meet this week to see if arrangements could not be made to transact K. & P.R. business in the new C.P.R. station, and do away with the present K. & P.R. edifice.

**01/05/1896   Ottawa Journal   Ottawa Electric**

The new electric line to the Experimental Farm was formally opened yesterday. Somerset Street cars now run from the Farm to Sussex Street, and when the weather gets warmer and traffic towards Rockcliffe increases, additional cars will be placed on the Somerset street line and they will run through to Rockcliffe. At 2.30 o'clock yesterday afternoon a party of aldermen, city hall officials and a few others boarded a special car at the corner of Sparks and Elgin streets and ran out over the line. It runs west through Hintonburg and along Cedar Street to the new West End Park and land of the Ottawa Land Association, where it turns southward and a run of about three quarters of a mile over Holland avenue, running through the park lands, terminates the line at the Farm grounds, about a quarter of a mile distant from the Farm offices.

The run is a fine one and is bound to become popular. The line passes through some fine residential country, and in time the avenue through the park is bound to become a beautiful spot. On the avenue the trolley wires are strung from a single line of poles between the tracks, with an arm extending on each side.

The cars stopped going through the park, and the passengers were each presented with a souvenir bouquet of wild flowers. A straight run of seven miles was then made to Rockcliffe Park, the car covering the distance in thirty minutes including the stops.

A short stay was made at the park while the crowd was whirled on the merry-go-round.

Messrs. W.Y. Soper, J.W. McRae and J.E. Hutcheson, were personally in charge of the trip and made it very pleasant for their guests.

Also full account in the Ottawa Free Press same date.

**01/05/1896   Ottawa Citizen   Ottawa Electric   Experimental Farm**

The electric cars are now running to the West End Park and the Experimental Farm. The formal opening of the extension to those points took place yesterday afternoon when the directors of the company took the members of the City Council and other friends over the new line in a special car.

The excursion party, which also included civic officials and members of the press, left the Russell House corner at 2.30. It arrived at the Park fifteen minutes later. There, the members of the party, who had previously been supplied with cigars, were presented with button hole bouquets of wild flowers gathered in the Park.

It was agreed that the ride was a beautiful one and that the park would be popular. From the Richmond Road to the Farm the line runs through the property of the Ottawa Land Company and the Park and under the tracks of the Parry Sound Railway. There is a double track, the poles for supporting the wires being in the centre and having double cross arms. The poles will be crowned each with an electric light and the avenue, which will be known as Holland avenue, will be most picturesque. Five minutes walk from the end of the line is the site mentioned for the proposed new rifle range.

After having viewed the Park, which men are now fixing up, the party boarded the car and made a lightning trip to Rockcliffe. The distance - seven miles - was covered in exactly thirty minutes.

"No place like Rockcliffe," was the unanimous opinion. Before the excursionists left they were given a ride on the merry-go-round, in which aldermen and all participated with great gusto. A few minutes after four the party was again in the city after a most enjoyable outing. All tendered their hearty thanks to Messrs. McRae, Brophy, Soper, Scott, Workmen and other directors of the road for their hospitality and courtesy.

**01/05/1896   Ottawa Journal   Renfrew**

OA & PS IS GETTING ON. The construction of the OA & PS Ry. goes rapidly on. The work of pile driving and clearing right of way is about finished. The track will be ready for the steel across Cache Lake by the middle of next month. The contractors have all their supplies in for the first twenty miles of this season's construction.

**04/05/1896   Ottawa Citizen   Sussex Street   Sussex Street**

Account of an accident in the Lower Town Yard.

It is not often nowadays that there is much business done in the Lower Town Yard and when a train runs that way it attracts a crowd. Saturday night between eight and nine o'clock an engine was engaged in shunting cars there and a very large number of spectators were around. When the train was east of Dalhousie street --

Car ran right over a boy without hurting him--

**05/05/1896   Ottawa Journal   Ottawa Electric**

Now that the mail cars call at Hintonburg post office the Richmond stage has ceased collecting the mail there.

**05/05/1896   Ottawa Free Press   Ottawa Terminal**

Montreal. There is some talk of the Canadian Pacific Railway discontinuing the running of its pay cars. An experiment will be tried this month by which the wages due on the 15th of May will be remitted by cheque to the employees east of Ottawa. The district west of that city will be served by the pay car as usual. If this remitting of the wages by cheque is successful, the pay car will be done away with altogether.

**06/05/1896   Ottawa Free Press   Kingston (CP)**

Henceforth the C.P.R. will take charge of the Kingston and Pembroke local line and their officials will transact all the business connected with it. The trains have already commenced to run from the C.P.R. station at Renfrew, the old K. and P. separate station having been sold to Stewart Bros. who will use it for the storage of grain.

**06/05/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The ties of the C.A.R. tracks over the canal basin have been laid to within 200 feet of the militia stores building.

**06/05/1896 Ottawa Journal Hull Electric**

Speaking of the work of preparing for the electric service at the Deschenes, Mr. Conroy this morning stated that barring accidents, all would be ready for both lighting and traffic service by 15th June. As regards the electric railway, all the steel is now laid and all the poles are up, the boring of the rails for the connections now being the most tedious work to be done.

**07/05/1896 Ottawa Journal Carleton Place**

The summer suburban service to Britannia and Aylmer goes into effect on Sunday next.

**08/05/1896 Ottawa Journal Canada Atlantic Central Depot**

The C.A.R. tracks over the canal basin have now been laid as far as the Militia Stores building. This morning several car loads of lumber for the wharf were taken that far.

**12/05/1896 Ottawa Journal Canada Atlantic Central Depot**

The steam shovel working on the canal bank has now reached a point about 100 yards from the Maria street bridge.

**13/05/1896 Ottawa Journal Canada Atlantic Central Depot**

The men working on the steam shovel which is cutting away the canal bank beside the C.A.R. tracks had considerable trouble with it last evening. While trying to remove it to the Deep Cut it ran off the tracks and it was several hours before a large gang of workmen were able to get it on again.

**15/05/1896 Perth Courier Lanark County Electric**

The Perth and Lanark Electric Railway

The Bonus By-Law Carried by 139 Majority

On Tuesday morning the fate of the by-law to grant the \$5000 asked from the town to the electric railway enterprise between here and Lanark, was a matter of pure conjecture. A good deal of writing, pro and con, had been done in the press, but no canvass of the people had been made by either the friends or the opponents of the by-law, so that no one could give a forecast of the result. All was uncertainty, and to a great extent there seemed to be an indifference as to the issue. Certainly there was no excitement, and but little enthusiasm except among very few.

On Tuesday morning, however, the leading supporters of the by-law went quietly but energetically to work, and proceeded to get the vote out. Without having much of an idea how the voters here and there and all over town felt about the matter, it was taken for granted that people generally favored the bonus and this supposition was correct. Though somewhat indifferent, the vote was got out and by five o'clock a pretty representative vote was known to have been polled. The opposition to the bonus let the matter drift along pretty much all through, and did very little work to defeat it.

The returns, as they came in after the count-up when the poll closed, were encouraging to the sympathizers with the by-law from the start, as good majorities showed themselves from one polling division after another. The East Ward gave two big majorities; so did the West, but the Centre was weaker. The vote all over stood as follows: -

East Ward - Court House 51 for 19 against

Engine House 47 for 10 against

Centre Ward - Fire Hall 15 for 7 against

Town Hall 20 for 14 against

West Ward - Music Hall 49 for 14 against

Allan's Store 51 for 23 against

Total 224 for 87 against

Majority for, 137

The bylaw being carried, it remains for the company to go to work and do their part. We do not know that things are in a very forward way with them; and there is not a very great deal of time to get things into shape for an undertaking of so much relative magnitude; but the money from Lanark and Perth will be there for them when the conditions are fulfilled, and if they do not proceed neither place can lose anything beyond the prospective benefits. However, we must hope the work will go on and the road be running by the 1st of September.

**15/05/1896 Ottawa Citizen Maniwaki**

Mr. W. Dale Harris, who recently resigned the position of managing director of the Ottawa and Gatineau Valley Railway, has received a letter from the president of the Company expressing his regret that Mr. Harris had determined to retire from the company's service.

**16/05/1896 Ottawa Free Press Hull Electric**

The Hull Electric railway company has engaged Mr. D.A. Starr, of Montreal, as general manager of their enterprise and he will commence his duties at once. He has just completed the construction of the Cornwall line, having previously been engaged with the Royal Electric company on Montreal.

**19/05/1896 Ottawa Journal Hull Electric**

A plan of the proposed electric railway route through Hull was submitted to the Hull council last night for approval. It will be considered at a special meeting to be held Wednesday night. The route proposed is along Brewery street from the CPR depot to Main, thence eastward to Albert and along Albert to the ferry landing.

**20/05/1896 Ottawa Journal Canada Atlantic Central Depot**

The steam plough is still tearing down the canal bank near the Deep Cut. Several more sheds will soon have to be moved further back in consequence.

**21/05/1896 Lachute Watchman Lachute**

Parties desirous of getting into Montreal early in the evening can do so by taking the evening train due here at 5.57 and go as far as St. Philippe where the train passes the through express getting into Montreal at 8.40.

The suburban train which remains overnight in Lachute is receiving a fair patronage as a large quantity of mink is shipped by it. This train leaves in the morning at 7.25 and arrives in Montreal at 8.40. It leaves Montreal in the evening at 6.25, arriving in Lachute at 8.10. Conductor Crawford has charge of the train.

**22/05/1896 Renfrew Mercury Chalk River Renfrew**

The C.P.R. station flower garden has been fenced in and seeded down. The beds for the flowers have been prepared and the flowering plants from the Ottawa greenhouses will probably arrive for planting out this week. The place may be sodded as well as the grass sown. The station itself is at present being tucked pointed, and when it is finished will present a very handsome exterior.

**22/05/1896 Renfrew Mercury Carp, Almonte and Lanark Carp**

Carp citizens have guaranteed \$50 towards the expenses of an engineer to make a survey of the proposed Carp, Almonte and Lanark Railway. Dr. Raines, who is president of the provisional board of directors, promised that the Almonters would raise at least \$100.

**28/05/1896 The Equity, Shawville Hull Electric Deschenes**

The Hull Electric Co's powerhouse at Deschenes is completed with the exception of the iron on the roof, the inside finishing and the placing of the electrical machinery. The car shed at Deschenes station is also rapidly nearing completion, and will be a substantial building constructed of stone. Eight finely finished passenger cars have been ordered for service on this branch. The company expect to have their cars running about the 16th of June.

**29/05/1896 Ottawa Journal Ottawa Electric**

Handsome new fare registers, a little different in shape than the old ones, have been placed in a number of Electric Street Railway cars.

**29/05/1896 Renfrew Mercury Kingston (CP) Renfrew**

Today the K. & P.R. trains commenced running from the C.P.R. station. From this time forward there will be no separate K. & P.R. station, but the Renfrew business of the line will be transacted by the C.P.R. officials on the C.P.R. premises. The K. & P.R. station building has been sold to Messrs. Stewart Bros., who will convert it into grain sheds, to take the place of those destroyed in the Dawson fire.

**29/05/1896 Perth Courier Lanark County Electric**

PERTH TOWN COUNCIL - The council met on Tuesday evening. Present: Mr. J. M. Rogers, Mayor; and Councilors Allan, H. M. Shaw, Butler, Kippen, Grant, Little and A. C. Shaw.

Certificate from John A. Kerr, town clerk, stating that the by-law granting a bonus of \$5,000 to aid the construction of the Perth and Lanark Electric Railway, submitted on the 8th May, was carried by a majority of 137, the vote standing 224 for and 87 against; that the votes required for the passage of the by-law 176, being one-third of the names on the voters' list.

**30/05/1896 Ottawa Citizen Maniwaki**

It was learned yesterday that nothing further would be done this season towards extending the Gatineau Valley Railway to Maniwaki, its ultimate destination. It is expected, however, that early next season the remaining portion of the road will be built.

**02/06/1896 Ottawa Journal Canada Atlantic Central Depot**

The steam shovel is still eating into the canal bank. It is now about half way between the Maria street bridge and the Deep Cut. The new signal and tool house on the C.A.R. tracks at the Deep Cut has now been completed and painted. It is quite a neat looking building.

**02/06/1896 Ottawa Journal Ottawa Electric Central Depot**

The Electric Railway Company this morning started laying their tracks down Little Sussex Street to the new Central Depot. They will cross the canal basin on the C.A.R. trestles.

**02/06/1896 Ottawa Journal Ottawa Electric**

Accident involving cars 26 and 31.

**02/06/1896 Ottawa Free Press Ottawa Electric**

The first rail on Little Sussex street was laid this morning. The work is being rushed, and it is expected that the line to the Canada Atlantic railway depot will be completed by the end of this week.

**03/06/1896 Ottawa Journal Canada Atlantic Central Depot**

Workman's and Erratt's old store houses at the canal basin have now been taken down. The C.A.R. tracks will be laid up to the militia stores building as soon as possible.

**04/06/1896 Ottawa Free Press Ottawa Electric**

The electric rails on Little Sussex street are now in position, the curve around on to Besserer street having been finished last evening. Today workmen are busily engaged with the pavement which will be ready for traffic in seven days.

**05/06/1896 Perth Courier Lanark County Electric**

THE ELECTRIC RAILWAY The scheme for constructing the electric railway between here and Lanark seems to have fallen dead, so far as any one here knows or can tell. For a railway that is bound to be constructed and running by the first of September, there is certainly a faraway look about it; and to afford some sort of satisfaction to the people of Lanark and Perth who have voted bonuses to it, the projectors ought to enlighten them on the subject if there is anything good to be told.

**05/06/1896 Ottawa Free Press Chalk River Arnprior**

The C.P.R. has decided not to build a new station at Arnprior as announced some time ago. Instead of doing so they are renovating the old one with the object of using it for another 12 months.

**06/06/1896 Ottawa Journal Canada Atlantic Central Depot**

The militia stores will be partially converted into a railway depot by the end of this month. The west side of the building is to be used as a depot and the militia stores will remain in the other half of the building until a new building can be erected for storing the supplies.

It is expected to have the west side of the militia building fitted up for a depot before the first of the large farmers' excursions on the C.A.R. and the O.A. & P.S. Ry. run into the city.

A good indication that passenger trains will be running into Sappers Bridge very soon is the fact that the Ottawa Electric Street Railway will not build the Little Sussex Street spur line across the canal embankment to the present depot but will run the tracks down to the militia stores building instead. It is stated that Mr. Booth informed the company yesterday that it would be unnecessary to cross over the canal embankment.

Large gangs of men are busy levelling off the ground around the militia stores building and everything is ready for the laying of track.

Bought out Mr. Easton

The building owned by Mr. W.H. Easton at the foot of Little Sussex Street has been bought by Mr. Booth and is now torn down to make way for the O.A.S. & P.S. Ry entrance to the site of the new Central Depot at Sappers Bridge. The ground in the vicinity has been levelled off and all wood and lumber removed. It is understood Mr. Easton was paid \$125 for his building.

**06/06/1896 Renfrew Mercury Chalk River Arnprior**

From the Arnprior Semi-Weekly News.

The C.P.R. have decided not to build a new station here this year, instead they are patching up the old one for another year. Plasterers are at work now, and will make room for the painters next week. The walls and ceilings are to be painted a bright yellow, the wainscoting will be a darker shade of the same color.

**08/06/1896 Ottawa Journal Canada Atlantic**

Description of a ride in the cab from Alexandria to Ottawa.

**09/06/1896 Ottawa Citizen Hull Electric Hull**

Tracks for the Hull Aylmer Electric Railway are being laid on Main Street, Hull. It is expected that the road will commence running on the 20th inst.

**11/06/1896 Ottawa Journal Canada Atlantic Central Depot**

Lumber is being shipped by the O.A. & P.S. Ry. from the militia stores building. It is drawn from Edwards mill to the siding beside the militia stores and then piled upon flat cars and conveyed to the Shepherd and Morse's lumber yards beyond Ottawa East and there unloaded.

**11/06/1896 Ottawa Journal Hull Electric**

The electric line between Hull and Aylmer will likely be opened on the 20th inst. The fare will be ten cents each way. A pavillion will be erected on the park at the lake shore at Aylmer.

**11/06/1896 Ottawa Citizen Hull Electric**

Directors of the Hull Aylmer Electric Railway yesterday morning fixed the fare between Hull and Aylmer and vice versa, at ten cents. Whether reduced rates will be given for return tickets and the matter of commutation tickets and arrangements for the conveying of children, has not yet been decided.

Mr. J.C. Low was given the contract by the directors for the construction of a pavilion in the company's park at Aylmer. According to the company's plans the pavilion will be an exceedingly handsome structure, architecturally and otherwise. The design is similar to the pavilion in the Brantford Park. It is expected to be completed by the 23rd instant.

The property purchased by the company for their park is being beautified. It skirts the shores of Lake Deschene and is quite picturesque.

It is unusually well wooded and is splendidly adapted for a park. A staff of men have just finished erecting a fence around it. The electric railway is expected to be constructed to the centre of it by Saturday night. The road will likely be opened on the 20th inst.

**12/06/1896 Brockville Recorder Westport**

A lady who is old enough to be married and who is said to belong to Lyndhurst, took her first ride on a railway train on Monday and made her first visit to the county town. She liked the town alright but said the B. & W. made her sick. She left this afternoon by the Grand Trunk on a visit to friends at Coteau.

**12/06/1896 Ottawa Free Press Hull Electric**

The Hull Electric Railway Company are rushing the construction of the track in the city. Today the ties were laid from Eddy's to the Court House. A couple of cars arrived last evening and are models of excellence and beauty. The wire is being strung on Brewery street and the road will be in operation in two weeks.

**12/06/1896 Renfrew Mercury Belleville Perth**

Work seems to be booming at the Perth Car shops, with a prospect of its continuing. A large staff is now at work, and we earn that about 400 stock cars, besides a large number of refrigerator cars, is on the order book. The livestock trade is rapidly increasing on the C.P.R., for which hundreds of cars are wanted, and the shops are likely to be taxed to their limit for some time to come. The air brake is being put on all stock cars now being built, so by the end of 1898, as the law passed at the last session stipulates, all freight trains will be equipped with the air brake. We understand that the output is eight cars per day. - Perth Courier.

**13/06/1896 Ottawa Citizen Hull Electric Hull**

Main street, Hull, presents a scene of activity. Men are at work making a roadbed for the electric railway, and the track layers are kept hustling. In the centre of the city the tracks are laid from the square in front of Eddy's establishment up as far as St. Joseph's Mall (or Hall).

**15/06/1896 Ottawa Journal Montreal and Ottawa**

Vankleek Hill Review. Two parties of CPR surveyors are at work on the line of the M. & O. railway making the final location. One party is working from Rigaud and the other started from here this Friday morning and will work east to meet them. Mr. H.D. Lumsden chief of construction for the C.P.R. states that construction work will not begin until the latter part of July. The road will probably start from Rigaud and as nearly as possible follow an air line to this village and on to Alfred.

**17/06/1896 Athens Reporter Westport**

Warner Phelps is station agent at Elgin and is shipping 100,000 brick to Westport to build a grand Presbyterian Church there. He is also shipping a large amount of cheese. Mr. Phelps has won the reputation of being a most obliging and clever young man.

**19/06/1896 Ottawa Journal Renfrew**

The railway mail clerks are telling a good story at the expense of two of their number which is all the better because it is quite true. On the O.A. & P.S. Ry. there are two sets of mail clerks. One set runs from Ottawa to Eganville and the other has charge of the distribution of the mail from Eganville westwards to the terminus of the line.

On Tuesday last Mail Clerks Reeve and McLatchie in sorting the mail from west of Eganville came across a parcel which did not meet the requirements of the postal regulations. It was not prepaid by postage stamps, weighed more than the stipulated weight of five pounds, was more than two feet long and did not bear any address. Upon examination it was found to be a boy who was attempting to steal a ride from Whitney to Ottawa. It appears that when examining the train at Barry's Bay where he would be safe from the lynx eyed conductor, the urchin passed through the mail car and discovered some empty mail bags hung on hooks. Thinking one of these would fill the bill he popped in and remained until discovered by the mail clerks. The duty of mail clerks is to send unpaid and unaddressed parcels to the dead letter office, but in this case the mail clerks were prevented from fulfilling their duty by the escape of the "male" matter. The boy had made a sudden disappearance upon the arrival of the train at Eganville.

Mail Clerk Reeves states that the boy succeeded in beating his way to Ottawa as he was observed on the streets yesterday.

**19/06/1896 Ottawa Journal Hull Electric**

Two of the open cars to be used on the electric line from Hull to Aylmer arrived in Ottawa last night and were taken to Hull this morning. They are much longer than the cars in use in Ottawa being forty feet in length and are finished very finely in dark colours. A trial trip will be made over the line tonight.

Trial trip over the new electric road last evening.

A run from Deschenes to Aylmer and Aylmer to Hull with an inspection of the power house at Deschene - Quick time through verdant fields and along the river bank.

A trial trip over the Hull-Aylmer electric railway was made last evening.

Eight miles by electric railway skirting the west shore of the Ottawa and passing through verdant fields sweet with the smell of clover is a trip that Ottawans will have the pleasure of taking advantage of in a few days when the Hull Electric Railway company open their line from Hull to Aylmer.

Through the kindness of the officials of the road a number of prominent citizens and a representative of The Journal were invited to take the trial trip over the line yesterday evening.

The party consisted of W.J. Conroy, President; Chas. Magee, Vice President; Jas. Gibson, Secretary-treasurer; E. Seybold; T. Viau; A. Fraser; W.A. Clark and Fred Magee, Managing Directors of the line; Rev. J.M. Snowdon; Rev. Mr. Southam, curate of St. George's church; H.B. Spencer, Assistant Superintendent of the CPR; W.B. Scarth, Deputy Minister of Agriculture; H. Balson, Collector of Customs; Mr. Miall, Commissioner of Inland Revenue, and representatives of the city papers.

Leaving the Union depot on the CPR train at 5.05 the party reached Deschene Mills twenty minutes later and there left the train, for it was at this point that the trial run was to begin. Two of the new handsome electric cars which will be used on the line were in waiting to convey the party to the power house situated on the brink of the tossing rapids of Deschene.

The Power House

The power house is a large building built on a solid stone foundation from the solid rock bottom, twenty-two feet in height. It is fully equipped with powerful dynamos, but they are not yet all in position. The capacity of the power house machinery is at present 600 horse power, and when completed it will have a capacity of 1,000 horse power. The power regulator is one of Barber's patent regulators and is unique inasmuch as it regulates the power required on the line automatically.

When the power is not required the regulator discharges itself. It is one of the most interesting devices known to electricity.

After Mr. J.E. Brown, the electrician of the line, had conducted visitors through the building an adjournment was made to the cars to begin the trip from Deschene to Aylmer. Here a word may be said about the electric cars. They are both pretty and comfortable, strong and substantial, nearly double the length of the ordinary streetcar and capable of seating sixty persons, although as many as two hundred fares have been taken on cars of the same pattern.

On the road

Soon the party were on board, the electric car for Aylmer, three miles distant, the party having been joined by Mr. Storr, manager of the line; Mr. Brown, the electrician; Mr. Hibbard, Superintendent of Construction; Mr. R.W. Kenny and others. Leaving Deschene the party passed the car sheds of the company which are now nearing completion. The car shed is a solid stone building 167x67 feet and will be capable of storing sixteen cars. Aylmer was reached eight minutes after leaving Deschene, and a number of villagers were at the station to welcome the first and long expected car. Alighting from the car, everybody joined in three hearty cheers and a "tiger" for the Hull-Aylmer electric line.

The company's park fronting on the lake shore above the village was then visited, The park contains 30 acres and is nicely wooded. A pavilion of beautiful design, 40x40 in size is being erected there and a merry-go-round was on the ground ready to be put together. The park is undoubtedly one of the finest in this part of the country. The beach is admirably suited for bathing and is not dangerous as children can wade out three hundred feet in the water.

Half an hour later the party were flying over the line homeward. Deschenes was reached in seven minutes and the CPR crossing at Hull in seventeen minutes from Aylmer. Here through the kindness of Mr. H.B. Spencer a train had been kept in waiting and the party was conveyed back to the city.

Will be open soon.

The line is expected to be in full operation by the end of next week. There will be an official opening in a few days to which many prominent people will be invited.

Also reported in the Citizen and Free Press, same date.

Free Press - the car house is being built near the present C.P.R. station at Deschene--

25/06/1896

*Ottawa Journal**Renfrew**Ottawa East*

The building of the new shops and round houses of the O.A. & P.S. Ry. at the "Y" beyond Ottawa East will begin early next month. The ground between the C.A.R and O.A. & P.S. Ry. tracks at the "Y" comprising nearly ten acres is filled in and all is almost in readiness to begin the building of the shops. The men who were employed on the steam shovel in the excavation of the canal bank were relieved from work yesterday. They numbered about thirty in all.

The plans for the car shops and round houses have been prepared and particulars of them were given in the Journal some time ago.

25/06/1896

*Ottawa Journal**Renfrew*

A big farmers' excursion will be run into the city tomorrow from points over the O.A. & P.S. Ry. between Renfrew and Ottawa.

No mention of use of station in Ottawa.

25/06/1896

*Ottawa Journal**Hull Electric**Aylmer*

Quite a number of electors took a run out to Aylmer on the electric cars on Tuesday afternoon.

The new electric motor for hauling freight over the Hull-Aylmer electric line arrived today at the CPR station and excited the admiration of all who seen it. It is the first electric motor engine ever brought into Canada.

25/06/1896

*Ottawa Free Press**Canada Atlantic**Central Depot*

The stores branch of the Militia Department is having the stuff removed from the first flat of the old militia stores building just as fast as can be handled. It is the intention of the railway people to occupy the south half of the ground floor for a waiting room, etc. The track outside which butts against the building will be in the centre between two covered platforms. This arrangement is only temporary, but will likely have to last for some time, as the militia department is not expected to be in a position to look after a new building until provision is made for it in the form of money. Fortunately there is not a very large quantity of stores in the old building, and room enough can be made with (sic) causing too much inconvenience.

26/06/1896

*Ottawa Citizen**Canada Atlantic**Central Depot*

Within a few days the Canada Atlantic and O.A. & P.S. trains will be running to the north side of the canal basin. An arrangement has been effected with the Militia Department whereby a portion of the stores building will be placed at the disposal of the railway people. For the present the southern half of the lower flat will be occupied for station purposes, the removal of the contents of that portion of the building being now under way.

26/06/1896

*Ottawa Citizen**Renfrew**Ottawa East*

Work on the new workshops and roundhouse of the O.A. & P.S. Railway will be commenced next month.

27/06/1896

*Ottawa Journal**Hull Electric*

A test was made last evening of the new electric engine of the Hull Electric Company. It worked satisfactorily.

**29/06/1896 Ottawa Free Press Hull Electric**

The formal opening of the Hull Electric railway took place this morning, the company taking over the road from the Canadian Pacific Railway company. The first car came into Hull from Aylmer at 9 o'clock with about one hundred on board. The cars will be run on C.P.R. timetable for a few days until the managers arrange a timetable suitable to the best interests of the public.

The cars created quite a stir as they rolled along over Main street, Hull. The city, which has been a little behind the age in comparison with Ottawa, looked quite metropolitan and the citizens hailed the innovation with delight. The rails were brought in a car specially built for the purpose, drawn by the motor engine, which proved quite a curiosity being the first in use in Canada.

The company will draw all freight cars from Aylmer, switching them off to a siding in the Hull station yard, where the C.P.R. will take them in charge. Satisfactory arrangements have been made with the Pontiac & Pacific road and the electric company will act as the link between its terminus and Ottawa.

The conductors and motormen have neat blue suits and the fares are collected in boxes similar to the system in Ottawa. In a few days cars will be here for service in Hull city alone, so that the equipment will be completely satisfactory to all. The company was under obligation to take over the road from the C.P.R. on Wednesday 1st July, and has finished construction three days in advance.

Mr. H.B. Spencer, assistant superintendent, C.P.R., went over the line this morning and expressed pleasure at the excellence of the equipment and service.

**29/06/1896 Ottawa Journal Hull Electric Hull, Aylmer**

Cars are running

Electric Railway between Hull and Aylmer opened.

The line is in full operation today and patronized by many passengers - formal transfer by the CPR-the official opening will take place this week.

The electric railway between Hull and Aylmer was opened today and the seven mile stretch of rural lands between the two places echoes with the clanging bell of the swiftly rushing electric car.

The first regular passenger car over the line left Aylmer shortly after half past seven o'clock this morning. It had a trailer attached to it and about one hundred passengers on board, among them Mr. Conroy, President of the line; J.W. McRae, President Ottawa Electric Railway; H.D. Spencer, Assistant Superintendent, CPR; J.D. Fraser, secretary-treasurer of the Ottawa Electric Railway; B. Batson, Collector of Customs; Ed. Miall, commissioner of Inland Revenue; W.B. Scarth, Deputy Minister of Agriculture and R.H. Haycock.

The run was made in less than 25 minutes and the CPR station at Hull reached in time to make connections with the 8.30 train for Montreal. The cars for the present will run to Eddy's Corner.

The formal transfer

Mr. C.W. Spencer, General Superintendent of the CPR arrived on the noon local from Montreal and made the formal transfer of the CPR line from Hull to Aylmer, over which the cars run, to the Hull Electric Railway. The CPR are reducing all commutation tickets for Aylmer but on and after July 1st the electric company will issue their own tickets.

The company will in a few days issue a full timetable for distribution announcing the connection with all CPR passenger trains at Hull.

The official opening of the line will take place in a few days and will be celebrated in grand style.

The annual meeting of the Hull Electric Co. will be held on Thursday.

**30/06/1896 Ottawa Journal Hull Electric**

The Hull-Aylmer electric railway has met with a casualty rather early in its history. A cow emerged on the track in front of a car at Brewery Creek bridge, Hull, this morning with the result that the animal was knocked down, doubled beneath the front wheels of the car and its legs broken before the motorman could stop the car. The animal had to be shot. The owner is unknown as yet.

Yesterday morning a car nearly struck a horse and last evening two cows had a narrow escape.

Also in the Shawville Equity, 9 July.

**30/06/1896 Ottawa Citizen Hull Electric Hull, Aylmer**

Hull and Aylmer now have their electric cars. The railway of the Hull Electric Company between those points was opened for traffic yesterday morning and will continue running weekdays and Sundays.

The first car left Aylmer shortly before eight o'clock and reached Hull after a run of about twenty-five minutes. The twelve seats of the car were filled with passengers, nearly one hundred being on board. Among them were Mr. Conroy, president of the line, J.W. McRae and J.D. Fraser of the OE Railway Company; H.B. Spencer of the C.P.R. and Mr. Starr, superintendent of the railway.

The company will have a regular timetable printed in the course of a few days. The formal opening of the road is to take place in a few weeks.

The formal transfer of the line from the C.P.R. to the Hull Company was made yesterday afternoon. Mr. C.W. Spencer of the C.P.R. being in the city for that purpose. Mr. Spencer also arranged for the C.P.R. Hull train to continue running to the Hull depot as usual until the electric railway has fully completed its plans.

From the conversation which took place between Mr. Spencer and the electric railway authorities, it is not improbable that arrangements will be made whereby the electric cars will be run from the Hull depot, across the C.P.R. bridge into the Union station at the Chaudiere.

**30/06/1896 Ottawa Free Press Canada Atlantic Central Depot**

All the material has been removed from that portion of the militia stores which it is proposed to be given over to the railway people at present.

**30/06/1896 Ottawa Free Press Hull Electric**

The Hull Electric Railway company experienced the first fatality today. A cow got on the track at the junction of Brewery street, Hull, and as is usual the cow came out second best.

**01/07/1896 Ottawa Citizen Hull Electric Hull**

A cow was run into by an electric car on Brewery street, Hull, yesterday morning, and had two of its legs broken. It was later shot.

**02/07/1896 Brockville Recorder Brockville Brockville**

Something of a bombshell was thrown into the camp of the local C.P.R. employees last week by the announcement from headquarters that the freight house of the company, located for many years near the union depot was to be closed up at once and that as a result, several men would lose their positions. It is proposed, we understand, to so all the transferring henceforth at the dock depot which will of course necessitate much more work through the tunnel. By the new rule about seven men will lose employment, among the number being Mr. M.J. Reid, who for 13 years past has occupied the position of chief clerk at the dock shed and whose ability and courtesy during that time has made him a host of business friends. His place will be filled by Mr. Wm. Coburn, who for a longer period has filled a similar position at the Union depot shed. Charles Marquette, employed in the dock warehouse, is also cut off the list. Mr. Reid severs his connection with the road tomorrow night.

02/07/1896 *Ottawa Journal* *Hull Electric*

Ten thousand people went over the Hull-Aylmer electric line yesterday. The electric company with their present rolling stock of two electric cars and trailers were quite unable to meet the tremendous traffic. By half past eight o'clock yesterday morning the electric service had to be abandoned and a C.P.R. steam train was put on the line and conveyed the passengers to and from Aylmer. Even this service was not sufficient to convey all the passengers. The electric cars, however, ran at both ends of the line. They carried passengers from Eddy's Square to the Hull station where they were transferred to the passenger train, which conveyed them to Aylmer station. Other electric cars carried them from the C.P.R. station to the park beyond the village. So great was the crowd at Aylmer that it was almost midnight before the last of the picnickers got started for home.

02/07/1896 *Ottawa Journal* *Cornwall Street*

Cornwall July 1. The Cornwall Electric Street Railway is now an accomplished fact and the members of the town council and a large party of prominent citizens were carried over five miles of track yesterday in handsome trolley cars run by electricity. Work was commenced on the building of the railway in April. A large force of men were employed and the track laid on a good solid bed of macadam from the GTR station down Pitt Street to Water Street and thence east to the St. Lawrence Park on Gillespie Point, with a Belt Line which takes in Marlboro' and Second Streets. The western line to the Toronto Paper Company's Mills and the branches to the textile mills have not yet been completed. The rails used are of the regulation railroad weight as it is intended to haul GTR and other freight cars by electric locomotives direct to the mills and other places instead of transshipping their contents at the Depot as has been done in the past. The St. Lawrence Park, which the Street Railway Company have purchased and laid out on Gillespie's Point, east of the town is a very pretty pleasure resort fitted up gaily with a large dancing pavilion, merry-go-round, boat houses, swings, etc. The electric cars will run to the water's edge in the park and a wharf for the accommodation of large river steamers is being constructed. The park was formally opened yesterday. The Company have a large and well equipped power house on Water Street. Their plant is all of the latest design. the machinery being made in Peterborough and the cars in Deseronto, Ont. They will doubtless do good business in Cornwall.

02/07/1896 *Ottawa Citizen* *Hull Electric* *Aylmer*

The new park of the Hull Electric Company at Aylmer was thronged yesterday, on the occasion of the picnic held under the auspices of the St. Jean Baptiste Societies of Ottawa, Hull and Aylmer. What was to have been the important feature of the event was the inauguration proper of the Hull Aylmer electric railway, but the rolling stock of the company is so limited as yet that cars could not commence to furnish the required accommodations. At an early hour of the day a steam engine and a number of C.P.R. cars were procured and used instead of the electric cars. And even these could not handle the crowd. People jumped on them as they reached the station, but a great many preferred to forgo the trip rather than be crushed. Account of processions from station to the park etc.

03/07/1896 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Co. has recently furnished a number of cars for use in Western Ontario. Two standard open cars were shipped to the Berlin & Waterloo Street Railway, Waterloo, and two to the Galt, Preston and Hespeler Railway, Galt, last week.

03/07/1896 *Ottawa Free Press* *Hull Electric*

H.B. Spencer to be made general manager, improvements etc.

03/07/1896 *Ottawa Citizen* *Ottawa Electric* *Rockcliffe*

An official of the electric railway stated yesterday that there were more people at Rockcliffe Park on Wednesday than on any previous day in the history of the railway.

03/07/1896 *Perth Courier* *Lanark County Electric*

TWO DEAD SCHEMES As far as we can learn there is no life in either the Perth and Lanark Electric Railway scheme or in the Perth Waterworks project. The latter may be resurrected after a bit.

03/07/1896 *Eastern Ontario Review* *Montreal and Ottawa*

Mr. Roy, engineer for the C.P.R. informs us that he expects the surveyors who are making a final location for the M. & O. Railway, to complete the survey to Alfred this week. The plans will then be finished and submitted to the C.P.R. authorities, when a selection of one of the different lines will be made. Construction will no doubt begin sometime this month. We understand the residents of Hawkesbury and L'Orignal are prepared to put up a handsome bonus to have the road pass through their towns.

03/07/1896 *Eastern Ontario Review* *Renfrew* *Eganville*

In sorting the mail from west of Eganville, on the O.A. & P.S. Ry. On Tuesday last, the mail clerks, whose duties commence here, came across a parcel which did not meet the requirements of the postal regulations. It was not prepaid by postage stamps, weighed more than five pounds, was more than two feet long and did not bear any address. Upon examination it was found to be a boy who was attempting to "beat his way" from Whitney to Ottawa. It appears that when examining the train at Barry's Bay for some place when he would be safe from the "lynx-eyed" conductor, he passed through the mail car and discovered some empty mail bags hung on hooks. One of these, he thought, would just about fill the bill and in he popped and remained until discovered by the mail clerks. Their duty was to send unpaid mail and unaddressed parcels to the dead letter Office, but in this instance they were prevented from fulfilling their duty by the escape of the parcel. Eganville Enterprise.

04/07/1896 *Ottawa Free Press* *Hull Electric*

The Hull Electric railway company are building a switch half way between Hull and Aylmer which will enable them to give a faster service than at present.

05/07/1896 *Renfrew Mercury* *Renfrew* *Wilno*

A new railway station, similar to the Eganville one, is being erected by the O.A. & P.S. Ry. at Wilno. An Ottawa contractor has the work in hand.

07/07/1896 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The lower portion of the militia stores building is expected to be ready for occupancy as a temporary railway depot by the 25th of this month. Carpenters are at present making the necessary improvements. The indications are that the new Central Depot will not be begun until next summer, and will not be completed before Christmas 1897.

**07/07/1896   Ottawa Free Press   Hull Electric**

Day by day the proprietors of the Hull-Aylmer Electric Railway company are evolving their scheme and in addition to what came out at the annual meeting last week it has been decided to build a large trestle down the centre of Albert street, Hull, to the ferry landing, the present roadway being useless for street car traffic. This will be double tracked and at the foot of the street where the ferry comes in will be a large and commodious waiting room with every comfort and convenience for the patrons of the road.

In addition to this improvement, the company will build on the Ottawa side of the river where the ferry now lands a double elevator to carry passengers up to the grade of the street above thus getting over the long climb that is a most fatiguing feature of the ferry trip. At the foot of the locks will be another double elevator for the same purpose of obviating a flight of stairs so that between these two elevators the company will be able to place their passengers right at the centre of the city without any trouble or exertion to get up hill.

The loop line to Hull, which is one of the absolute requirements of the road, will not be delayed. Its construction was decided upon and will go right ahead at once. This is the part of the road that is going to prove of great convenience to the residents of Hull city.

**08/07/1896   Ottawa Free Press   Hull Electric**

The Hull electric railway company commenced running on the new time schedule this morning. There is a forty-five minute service now, the new switch erected at the half way point greatly facilitating progress.

**09/07/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

Workmen commenced making the changes at the military store house at the canal basin this morning with the objective of converting it into a temporary station.

**09/07/1896   Kingston Daily British Whi   Kingston (CP)   Sharbot Lake**

Last night an engine of the Kingston & Pembroke Railway Co's was run on the turn table at Sharbot Lake, when the timbers gave way letting the engine into the pit. A special train was sent out with workmen and this morning rails were laid into the hole and the engine hauled out. The locomotive was uninjured.

**09/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The tracks of the C.A.R. at the canal basin were today continued to right beside the military stores building.

**11/07/1896   Ottawa Journal   Hull Electric**

The Hull Electric railway put on another new car yesterday.

**15/07/1896   Ottawa Journal   Ottawa Electric**

The Electric Railway Co. now owns the Grove at West End Park. They bought it a few days ago from the Ottawa Land Co. feeling that before long, if they did not, the land might be sold with the growth of the city westward. They can now make all the improvements they wish knowing they are permanent. More.

**15/07/1896   Ottawa Free Press   Hull Electric**

The Hull Electric Railway Company expect additional rolling stock tomorrow and will start a fifteen minute service on Monday.

**15/07/1896   Ottawa Journal   Canadian Pacific**

Mr. Thomas Hay, who has been appointed to fill Mr. H.B. Spencer's late position as superintendent of the Ottawa division of the C.P.R., has been superintendent of the division from Fort William to Chapleau since the opening of the C.P.R.

**16/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

Men are at work today in front of the militia stores building, laying the foundation timbers for the covered platform to extend about fifty feet beyond the end of the building. This platform will be erected immediately. The tracks into what will be the new temporary station are now being ballasted and almost ready for trains to enter. Trains may be running into the militia stores by Monday.

**16/07/1896   Ottawa Journal   Renfrew**

Colporteurs will be sent up to the construction of the O.A. & P.S. Ry. by the Ottawa Bible Society.

**17/07/1896   Ottawa Free Press   Ottawa Electric**

The double diamond for the crossing of the electric tracks at the junction of Sussex and Rideau streets, in order to allow cars to run on Little Sussex street, has arrived and work was started to place it in position this morning.

**17/07/1896   Renfrew Mercury   Renfrew   Eganville**

The O.A. & P.S. westbound train on Wednesday morning was delayed a few minutes at Renfrew for rather a strange cause/ A swarm of bees was hovering over the track, directly in front of the station. Before reaching the station the train was stopped for a few minutes in order that the car doors and windows might be closed to prevent the bees entering and causing inconvenience to the passengers. Eganville Enterprise.

Also in the Shawville Equity, 23 July.

**17/07/1896   Perth Courier   Lanark County Electric**

MORE TIME WANTED. The projectors of the Perth and Lanark Electric Railway have asked the town council to extend the time for the beginning and completion of the road. If the company would show any tangible signs of getting ready for the work, the request might be granted, but lightest kind of wind will accomplish nothing.

**17/07/1896   Eastern Ontario Review   Montreal and Ottawa   Vankleek Hill**

Everything is railway in this town nowadays. C.P.R. officials and engineers create no end of excitement, and the presence of contractors gives a certain amount of stability to the excitement. The right of way is gradually being acquired, the fact that the C.P.R. is offering the farmers excellent terms, much better than the C.C.R. did, which added to the liberal spirit displayed by the farmers through whose property the road will pass, augurs well for the acquisition of the entire right of way without recourse to expensive and unsatisfactory arbitration. The farmers, who alone will benefit by the new line, are viewing the matter in the proper light and are meeting the Company on an equitable basis. This is much better than to extort an unreasonable price for their land, and will be to their lasting benefit as the Company will be only more willing to accede to their wishes when some favor is asked of them

**18/07/1896   Ottawa Journal   Hull Electric**

Timetable advertisement - signed by H.B. Spencer. Shows times also:

We make close connections with the Canadian Pacific and Gatineau Valley trains at Hull and with Pontiac Pacific trains at Aylmer.

All baggage will be promptly handled.

WE RUN ON TIME.

The improvements to be made at the militia stores building preparatory to the partial conversion of that building into a temporary Central Depot will be quite extensive. There will be covered platforms extending all round the building also one long platform, also covered, extending from Sappers Bridge to the north side of the old basin, a distance of fully three hundred feet, and another running from the south side of the basin southward to the piling over the old basin. Trains will enter the station on four tracks. Two of the tracks will be along the west side of the building and extend to beneath Sappers Bridge. These tracks will be used for the Montreal trains. The other tracks will run in to the south end of the station, and from these tracks the O.A. & P.S. trains will enter and depart. The work will not be completed for three weeks.

Carloads of timber are being brought into the militia stores building to be used in the erection of the overhead coverings for the new temporary depot.

Since the opening of the Central depot the incoming trains of the Canada Atlantic and Parry Sound lines are greeted every evening by hundreds of persons who stroll around to the station. Especially is this the case on Sunday evening when the Maria street bridge is lined with young and old who watch for the first gleam of the headlight around the Deep Cut.

Mr. E.F. Fauquier, contractor of Ottawa, is shipping part of the plant which has been lying at the depot here for some time to Mr. Whitney, Long Lake. Our friend, Big Joe, is doing the work.

Mr. C.W. Spencer, general superintendent of the eastern division of the C.P.R. says that no person has yet been appointed to fill the position of superintendent of the Ottawa division. No appointment, he said, will likely be made before the first of August.

The Hull Electric Co. have dispensed with the services of the two policemen recently appointed to preserve order on the new electric road. This move, on the part of the company, is looked on as a mistake, as it is feared that without police protection, the fighting and other disorderly scenes previously witnessed between the park and Aylmer station, may be repeated, and a large number of people who would otherwise patronize the road and the park would be deterred from doing so in consequence. While the policemen were on duty, disorderly characters were compelled to behave themselves as respectable citizens. Aylmer people are still complaining of the lack of accommodation provided by the electric company in the way of cars. The 8.15 car for Hull this morning, was a small closed one, and a large number of passengers who could not secure seats, were obliged to crowd themselves into the vestibules and stayed there all the way to the city. A large open car was standing at Aylmer station at the time of leaving and passengers expressed some surprise that the car was not used to replace the small one.

The surveyors have struck Plantagenet, and it is only fair play to Plantagenet to say that the boys have been most favorably impressed with the natural advantages of this village. "The first place where we could get even decent drinking water." "The first 'dip' we have had this summer"; "Of course we 'tubbed' it at other places but here there is water 30 feet deep." "Scenery, well Caledonia Springs hotel won't be in it as a summer resort when a summer resort is started at Plantagenet, mineral springs." etc.

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The surveyors mentioned are a portion of the staff of the C.P.R. that is locating the Montreal and Ottawa Railway between Rigaud and Ottawa. Mr. Bolton, the chief in charge, sphinx like, refuses to discuss any of the company's plans, and so far there is much speculation as to the point where the line will cross the South Nation river. Residents of this village view with some misapprehension the close interviews that a well known agent for a very powerful loan company, has with the chief. They fear that this will influence the road to run further south of the village than the nature of the route necessitates. However, residents have the satisfaction of knowing that they cannot cross the river at a point further from the village than one mile. Up to this point the bed of the river is solid limestone rock, above this there is no telling where solid bottom might be found.

The Hull Electric Railway company received the first of the closed cars yesterday. It is a beauty. The car is finished in solid mahogany, and is luxuriously apportioned. The seats are upholstered in heavy green plush, the same as on the palace cars of the C.P.R. between Montreal and Detroit. The seats are all made with the best horse hair padding, instead of springs and models of comfort. The smoking compartment is finished with a view to comfort and the seats are made of a sort of rattan work, the object being to provide ease and at the same time a seat that will not absorb smoke and contain disagreeable odors. The embellishments in the way of brass mountings and trimmings are exquisitely pretty and quite in harmony with the rest of the car. For elegance and comfort the cars are not rivalled on the best equipped steam roads. A meeting of the directors was held yesterday afternoon and pleasure was expressed over the style of the car. Others will be along shortly. The company yesterday arranged for even better facilities than now obtain in the way of commutation tickets, and in making the road popular. Until the new hotel is built at Aylmer park, a neat luncheon counter will be started, so that pleasure seekers will lack nothing.

Mr. Thomilson (sic) contractor for Mr. J.R. Booth, will leave the city next week with twenty-five men to continue the work on the Parry Sound line.

The O.A. & P.S. company are preparing to remove the divisional point from Barry's Bay to the Madawaska crossing. A round house is being built, side tracks being laid down and preparations being made for the necessary buildings. Track laying will commence on the western end of the line on August 15th, 2,000 men are on the construction.

The O.A. & P.S. Co. have 2,000 men at work at Madawaska Crossing where they are erecting a round house laying tracks and preparing generally for the removal of the divisional point from Barry's Bay to that station.

THE ELECTRIC RAILWAY The Perth and Lanark Electric railway scheme dies hard, and it is possible it may yet get a new lease of life. Mr. Fowler, the best-known promoter, has been seen, and says the directors intend going ahead with the road, and will buy the necessary ties and material for building this winter, and build the piers for the bridge across the Mississippi before spring. The delay was caused by the failure to get a charter. It was the intention to get a charter under the ordinary road companies act, but on examining this it was found that electric railways could not go out of a town beyond three miles, and of course it was useless in this case. They now intend to get a special charter from the Ontario Government, and as this is only a matter of routine it can be obtained without difficulty. They propose following the macadamized road as far as the Balderson turn, then keeping straight on will cross the Mississippi and follow a course nearly straight to Lanark village. He says the money has been secured, and that Bate, the wealthy Brockville brewer, has taken a financial interest in it. The company has asked the Councils of Perth and Lanark to extend the operation of the by-laws granting bonuses, under the circumstances.

**24/07/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

The M. & O. Railway - Construction work on the Montreal and Ottawa Railway will begin on Monday from Rigaud. The work will be done by the c.P.R. under the immediate supervision of Mr. H. D. Lumsden, chief of construction and as there are no serious engineering difficulties in the way that portion of the road between Rigaud and Alfred will soon be completed. A staff of engineers have been engaged during the past few days in running a new line north of this village in endeavoring to bring the road nearer to the village. We hope they will find the new line practicable as it will be of mutual benefit.

**25/07/1896 Ottawa Citizen Hull Electric**

A meeting of the Directors of the Hull Electric Railway was held yesterday afternoon at which the business transacted at the informal meeting a few days ago was confirmed. The business had reference to the construction of a building for a restaurant purposes and a promenade pier of the Company's park at Aylmer.

**27/07/1896 Ottawa Free Press Hull Electric**

The electric locomotive for the Hull electric railway was given a trial trip over the road last evening and worked very successfully. The trolley wire and line equipment will be completed to the Ottawa ferry this evening.

**27/07/1896 Ottawa Journal Hull Electric**

Saturday and yesterday were two of the biggest days traffic on the Hull Electric railway. It became necessary to run the cars at high speed, so that they left Hull and Aylmer respectively every half hour. A prominent officer of the company states that it will become necessary at once to double the track on a portion of the road, and next season probably the whole line, as stoppages of several minutes have to be made at times in the sidings in consequence of the single track. The traffic is beyond the capacity of the rolling stock, which has been somewhat slow in coming to hand but will shortly, it is stated, be equal to all requirements.

Mr. H.B. Spencer, managing director of the Hull and Aylmer Electric Railway, has taken an office in the Central Chambers, to which he will remove immediately.

**27/07/1896 Ottawa Journal Canadian Pacific**

Mr. C.A. Robillard has been appointed acting superintendent of the Ottawa division of the Canadian Pacific railway to replace Mr. H.B. Spencer, who has resigned. Mr. Robillard was formerly Chief Dispatcher at Ottawa.

**28/07/1896 Ottawa Journal Hull Electric**

The Hull Electric Railway began running thirty-five trains each way over their line today, increasing the number from twenty-three. It was only on June 30 that the line was put into operation and the fact that in less than a month there should be so rapid and efficient a service is an indication of the business enterprise of the officials.

**29/07/1896 Ottawa Journal Renfrew**

Mr. Tomlinson, contractor for the Ottawa, Arnprior and Parry Sound Railway, left the city yesterday to commence the work of constructing the divisional station, between the eastern and the western sections of the railway, at Madawaska. A new station and a large round house will be among the first things to be constructed.

**30/07/1896 The Equity, Shawville Hull Electric**

The Hull Electric has scored its first fatal accident. George Beattie, aged 60, who fell from a Hull Electric car about twelve days ago, died of the effect of his injuries on Tuesday night last.

**30/07/1896 Ottawa Journal Montreal and Ottawa Plantagenet**

The surveyors, after doing us proud, silently stole back to the eastern side of Vankleek Hill, where they were ordered to do some rearranging of the line. Many of the older settlers who can remember when Mr. Kingsford ran this line in the winter of 1853-54 are asking if this is the same old railroad that has been agitated so long and so often, and so far, resulted only in disappointment. But our staunch grits of this neighbourhood assure us that since the change of government the M. & O. railway is a sure thing. Probably one of the saddest sights in life in this new country is to see settlers taking up land on the line of a railway survey, and wait for half a century without realizing their hopes. --

**30/07/1896 Ottawa Journal Canada Atlantic Central Depot**

The platform in front of the new station at the militia stores building was completed this afternoon.

**31/07/1896 Eastern Ontario Review Montreal and Ottawa**

The Montreal & Ottawa Railway

Seven gangs of men are at work on the M. & O. Railway between Vankleek Hill and Rigaud; five between Rigaud and St. Eugene and two between St. Eugene and the HILL. There is already a large number of men employed and as soon as the work gets fully under way the company will largely increase the number of hands. It is expected that the road bed will be ready and track laying commenced about the first of September. As the work is being done by the company, who are hiring all the local men who offer, the benefits to the county will be greater than if the work was done by contractors.

**31/07/1896 Renfrew Mercury Lanark County Electric**

The Perth and Lanark Electric Railway scheme dies hard, and it is possible it may yet get a new lease of life. The delay has been caused by the failure to get a charter: and a special charter will be applied for.

**31/07/1896 Ottawa Citizen Hull Electric Ashworth**

The Hull Electric Company have a large staff of men at work extending the Company's siding at Ashworth. The siding, when finished, will be over a mile in length.

**01/08/1896 Ottawa Free Press Carp, Almonte and Lanark**

The directors of the Carp, Almonte and Lanark Railway company held a meeting on Wednesday and it was decided to commence surveying for the line at once. Sixty eight miles from carp to Bridgewater will be the first section of the line, the second section running from Bridgewater to the Central Ontario and Grand Trunk railways.

**01/08/1896 Ottawa Journal Pontiac & Pacific Junction**

"Will the P.P. & J. Railway build a line from Aylmer to Hull?" was the question put to Mr. Resseman, superintendent of that road, this morning by a Journal reporter.

"Yes, sir. Right away." was superintendent Resseman's prompt answer. "We are now arranging the preliminaries preparatory to building the line, and the work of construction is liable to go on early this month," he added.

It is expected the line will be finished within three months, or in November, if the work begins at once. Eight miles of track are to be built. The survey was laid out some years ago at the time Mr. Beemer procured the charter. The route is along the river shore between the old C.P.R. branch now utilized by the Hull Electric Co. and the water's edge.

It is proposed to run the track behind Hull city to a point where the O. and G. Railway joins the C.P.R. where it will remain until the Interprovincial Bridge is built, allowing entrance into Ottawa. The P.P. & J. will build a station of its own in Hull.

*01/08/1896 Ottawa Free Press Pontiac & Pacific Junction*

The officials of the Pontiac and Pacific Junction Railway are preparing to build a line from the present terminus at Aylmer into Hull, the route of which is already provided for along the bank of the Ottawa in close proximity to the present electric line.

*01/08/1896 Ottawa Free Press Canada Atlantic Central Depot*

Work on the changes of the interior of the militia stores building is progressing rapidly and it will probably be ready for use as a temporary Central station for early next week.

*01/08/1896 Ottawa Citizen Carp, Almonte and Lanark*

At a meeting of the Carp, Almonte and Lanark Village Ry. Co. of carp on Wednesday, it was decided to begin the preliminary surveys for the line next week. It is proposed to have the line from Carp to Bridgewater, a distance of some 68 miles, passing through Almonte and Lanark. From Bridgewater the line will connect with the Central Ontario R.R. and the Grand Trunk.

*01/08/1896 Ottawa Citizen Maniwaki*

--It was also stated that the work of continuing the Gatineau Railway from Gracefield to the Dessert would be commenced this fall.

*01/08/1896 Ottawa Citizen Pontiac & Pacific Junction*

It was learned yesterday on good authority that the Pontiac & Pacific Junction Railway Company will shortly commence the work of construction of an independent line from Hull to connect with their line at Aylmer. The Company's chartered route is along the river parallel to the Hull Electric Company's line.

*03/08/1896 Ottawa Journal Canada Atlantic Central Depot*

The half of the militia building to be used for the temporary depot is being rapidly fitted up for that purpose. It will contain a very large general waiting room, a ladies waiting room and a restaurant. The sides of the interior of the building will be sheeted and the ceiling whitewashed. The four tracks entering the station are now almost ballasted, and the new station will be ready for occupancy in about ten days.

*03/08/1896 Ottawa Journal Maniwaki*

Henry F. Heath, conductor of the morning express in to town on the Gatineau Valley road, died on the train this morning.

Mr. Heath brought his train to Hull Junction in his usual good health. From Hull, the smoking car carried his dead body into Ottawa.

The Gatineau train stops every morning at the junction to allow the morning express for Montreal to pass. This morning a man who is unknown got on at the Junction to come into Ottawa. On leaving the Junction Conductor Heath asked the man for his ticket. The stranger had none but proffered ten cents. "The regular fare is 25 cents," said the conductor. "You can take ten cents or nothing," said the man. "Well, I am sorry," said Heath. "but my orders are strict and I must put you off." "Alright, said the other.

Conductor Heath pulled the bell rope and the train stopped about half a mile short of Hull station. The stranger walked quietly out of the car. Heath followed, saw the man off the steps and signaled to the engineer to go on. Then he stepped back into the smoking car. He closed the door behind him, staggered a moment, holding on to the handle, then fell to his knees. Mr. George Orme and Mr. Thos. Raphael, who were sitting in the smoking car, sprang up and assisted him to a seat. His face was livid. They dashed some water over his head, and some one produced a flask of brandy. Mr. Heath feebly turned his head away. That was his last movement.

Sir James Grant was on board and was brought inside of two minutes from the moment Heath fell. He felt the conductor's pulse and shook his hand. The unfortunate man was laid down in the aisle, with his head on a cushion. When the train ran into Hull station a minute or two later the conductor was dead. Mr. Heath had been troubled for years by symptoms of heart disease. On one occasion last year he had to put a man off the train, and the excitement caused an attack of giddiness. He said afterwards to a gentleman on board, "I've escaped this time but it will catch me yet."

Prior to the incident at the Junction this morning, Mr. Heath appeared in unusually good spirits. He chatted cheerily with several of the passengers, many of whom are summer residents up the Gatineau coming in and going out every day, and who are thus acquainted with him. Some of them, however, remarked that the conductor, who never had much color, looked even paler than usual.

Mr. Heath, who resided at 521 Bank street, leaves a widow and eight children. One of his sons, a lad of twelve, had been taken up the road by his father on Saturday night, and was on the train this morning when his father's terribly sudden death occurred.

The deceased conductor was a faithful, steady and competent officer, but although he attended strictly to his duties, his good humor and kindness made him popular with all who used the Gatineau express. The news of his death spread rapidly throughout the train in the short time intervening between Hull and Ottawa, and there was sorrow on every face as the passengers alighted, some of them feeling as if they had lost an old friend.

The body had remained resting in the aisle of the smoking car. It lay there until Superintendent Resseman of the Gatineau Railway was communicated with.

Mr. Resseman at once asked Coroner Mark to hold an inquest into the cause of death. Dr. Mark proceeded to the Union station but after making a post mortem examination there he decided that an inquest was unnecessary, death being unmistakably due to heart disease. The body was then removed to the family home on Bank street from which the funeral will take place Wednesday.

Conductor Heath was about 52 years of age. Of the eight children, the eldest is a boy of 16. Mr. Heath was not only well known along the Gatineau line but to a large number of people in Ottawa, and esteemed and respected by all. He has been a resident in Ottawa for fully twenty years. An Englishman by birth, he came to Canada shortly before he removed to Ottawa, and his mother who still survives him, resides in England. He was a brother of Mr. Fred Heath of Stephen's boot and shoe store and also a brother of Rev. George Heath, superintendent for the British American Bible Society in the West Indies who visited Ottawa a few weeks ago. The deceased and his brother met then for the first time in forty years.

Conductor Heath was a member of the Order of Railway Conductors and also of the Masonic Order and is understood to have carried some life insurance.

*03/08/1896 Ottawa Free Press Maniwaki*

This morning, while the Gatineau Railway train was nearing Ottawa a sudden death occurred from heart disease, Conductor Henry T. Heath dropping dead on the car.

It appears that at Ironsides a man got on who either could not or would not pay his fare. The conductor told him he would have to leave the train, the bell rope was pulled and the man was put off. Entering the car, Conductor Heath, who was somewhat excited, leaned on a seat and remarked to Mr. Thomas Bangs: "I can't help it; I was only obeying my orders," and then a pallor spread over his face and he fell to the floor.

The poor fellow was at once lifted up, and Sir James grant, who was on board, went to his assistance, but he was past all human aid and as the cars entered the Hull station the news went through the train that his spirit had fled.

Henry T. Heath resided at 521 Bank street, and was in the 53rd year of his age. He was originally a railroad surveyor, and when the Gatineau railway was opened, was appointed to the position of conductor, a place he has filled with great satisfaction to the management, and the travelling public. Several years ago, while surveying, he contracted a heavy cold, which developed into heart troubles and the excitement of putting a man off the cars evidently proved too much for the weakened organ. --

*03/08/1896 Ottawa Citizen Carleton Place Ottawa, Broad Street*

Station constable Robillard is having more trouble with hens scratching in the flower beds alongside of the station. The constable, who pays great attention to the flowers, purposes obtaining a little shot gun for the feathered intruders.

*03/08/1896 Ottawa Free Press Canada Atlantic Central Depot*

This morning workmen removed the guns and shells in front of the stone building which is to be used as a temporary central depot. They have been set out so as to allow of a sidewalk passing between them and the building.

**04/08/1896 Ottawa Free Press Renfrew**

A large number of men were dismissed on the Parry Sound railway yesterday, as nearly all the masonry work is now completed. Mr. Thompson is engaging a gang of bricklayers to go up next week.

**04/08/1896 Ottawa Free Press Canada Atlantic shop**

The new private car for Mr. J.R. Booth has been so far completed that it has been run outside the shops. When completed it will be a handsome equipage.

**04/08/1896 Ottawa Journal Hull Electric Aylmer**

Here's for trouble

Electric company and Aylmer Council have a falling out.

The company wanted to run the track up the center of Main Street and the council refused - accept under conditions - Mr Aylen for the company says they will do it despite

Aylmer August 4 at a meeting of the Town Council of Aylmer yesterday evening the application of the Hull Electric company for the privilege of extending the line up Main Street and down Mountain Street was warmly discussed. The council was willing to give the company the franchise providing the line was built on the south side of Main Street; but Mr Henry Aylen, who appeared on behalf of the, company said that this arrangement would not be acceptable as the company wish to place their tracks in the middle of the street.

Mayor Richie and some of the counselors thought that as part of Main Street has ditches on either side of the road, a streetcar running in the middle of it would not only impede ordinary traffic but would render it dangerous. However if the company agreed to extend the macadam on each side of the track so as to widen the road there would be no objection to the company running the line down the middle of it.

Mr. Aylen would not agree to this and formally notified the council that it was the intention of the company to secure this privilege from the Aylmer Road company and push the lines through in spite of the Council of Aylmer, who, he thought, had no right to vote to prevent it.

Go ahead, he said.

Mayor. He also said that he believed the town could prevent the company from running into the park, if so disposed.

Mr. Ellen said he supposed to town might "cut off its nose to be revenged on its face," but the object of the company in wishing to run up Main Street was purely in the interest of the public, who, he thought, would eventually force the council to agree to his request. Mr. Aylen then left the council room, and the resolution granting a right of way on the south side of Main Street was adopted.

**04/08/1896 Ottawa Journal Hull Electric Hull**

Rescinded the Privileges

The Hull Electric Co. do not get what they asked for.

The Hull city council last evening rescinded the privileges granted the Hull Electric Co at a recent meeting to lay a track in front of the Eddy factories, and to erect a trestle on Albert Street leading to the wharf. The Eddy Co. threatened the city with the legal action if the privileges granted were not rescinded, the company claiming that the building of another track in front of their factories would interfere with that business and the erection of the trestle would prevent the firm's fire engines getting to the river front in case of fire

**04/08/1896 Ottawa Free Press Hull Electric**

Hull City council meeting

The electric street railway company met with a reverse, the motion passed at a previous meeting giving them the privilege of erecting a loop line around the city being rescinded. A communication was read from the E.B. Eddy company threatening an action for damages should the privilege be granted. The company claim that the erection of a trestle work structure on the Albert street approach to the Ottawa river would provide a menace to their property, preventing the fire engine from reaching the pulp mill and lumber yards.

**04/08/1896 Ottawa Citizen Hull Electric Hull**

Two more new cars arrived in Hull yesterday for the Hull Electric Railway. They were built at Peterboro.

**05/08/1896 The Equity, Shawville Pontiac & Pacific Junction**

Mr. P.W. Resseman, superintendent of the P. & P. J. Railway, is authority for the statement that the company intend building a line from Aylmer to Hull this summer. Work will commence this month.

**07/08/1896 Ottawa Citizen Renfrew**

**KILLED BY AN EXPLOSION:** On Saturday, the bodies of two men were brought down to Renfrew by the OA & PS express, and, by instructions of Messrs. D. D. McDonald & Co., railway contractors, were taken to Mr. T. Hynes undertaking establishment to be prepared for burial. One, whose name was James Ryan, was buried in the Renfrew cemetery. The other, Louis St. Pierre, was interred in the R. C. cemetery. Both were strangers. Another body, of a man named McLeod, was taken to Cornwall: while a fourth victim, alive, was taken down to the Ottawa Hospital.

So far as can be learned, the three deaths and the injury were due to a blasting accident. The four men had prepared a blast. The charge did not explode, and after they thought a reasonable time, they approached the spot. They were sitting around discussing what step next to take, when the blast went off. The three men were killed, and the other injured, by the concussion and by the flying masses of rock.

From Mr. George Jamieson, who accompanied the bodies down from Whitney, and assisted Mr. I. E. Evans, who came down with them on behalf of the McDonald firm, we learn that the above rumour was not correct. The men had exploded one light charge, and were engaged in putting in a very much heavier charge to open out the seams. This exploded unexpectedly. Foreman McLeod was badly mangled - his hands blown off and legs badly torn. Ryan was picked up dead in the bush, more than 100 feet away. On St. Pierre, there lay a rock weighing two or three tons. The injured man was also a St. Pierre, a brother of the dead man.

The coroner's inquest as to the death of the three men killed in the dynamite explosion up the Parry Sound Railway resulted in a verdict of accidental death being returned. Two boxes of dynamite had been placed in the hole drilled in the rock and the men were packing earth over it when the explosion occurred. Mr. Arthur Bruce, civil engineer on the OA & PS R., arrived in the city yesterday, after accompanying the remains of John McLeod, who was killed, to his late home in Cornwall. Mr. Bruce believes the accident was due to the sensibility to friction of the copper caps which are implanted in dynamite for the purpose of exploding.

**07/08/1896 Ottawa Journal Carleton Place Britannia**

Three waggon loads of cheese were delivered here yesterday and passed on to Montreal in the afternoon. The boxes numbered 79, each weighing about 75 pounds, and were from the factory of Mr. Everett on the Bearman Farm. The shipping of dairy goods from this point is a new feature of the activities of the place and points to the need of improved accommodation at the station for both people and products.

**07/08/1896 Ottawa Journal Renfrew Madawaska**

Mr. C. Tomlinson of this city has the contract for erecting the new station and other buildings at the new divisional headquarters of the O.A. & P.S. Ry. at Madawaska.

**07/08/1896 Ottawa Journal Pontiac & Pacific Junction**

H.J. Beemer, president of the P.& P.J. Ry. is at the Russell. He is here on business in connection with the new branch of the line from Aylmer to Hull which, it is understood, will be started by the 15th of August.

**08/08/1896 Ottawa Journal Canada Atlantic Central Depot**

The new temporal (sic) Central depot will likely be ready for occupancy on Monday August 17th. Trains, it is expected, will arrive and leave regularly after that date.

**14/08/1896 Perth Courier Lanark County Electric**

PERTH TOWN COUNCIL The Council met on Monday evening. Present: - Mr. J. M. Rogers, Mayor; Councilors Allan, H. M. Shaw, Consitt, Butler, Klppen, Little, Burris, A. C. Shaw and Dr. Grant.

Moved by A. C. Shaw, seconded by Mr. Burris, that the request of the Lanark County Electric R. R. to extend the bonus by-law for one year be granted, provided that the said company furnish a guarantee to the satisfaction of this council of the bona fides of the said company in carrying on the work.

There was a good deal of discussion on the motion, without there being any great difference of opinion. All expressed themselves as having no great faith in the scheme or its promoters, but some thought it should get one more chance.

Mr. Shaw said the by-law had been carried by a large majority, and it would be no sacrifice to the town to have the time extended. But he was somewhat disgusted with the way the scheme had been handled so far.

Dr. Grant spoke similarly. It would be a pity after all the trouble gone to, to let it drop without giving the promoters one more chance.

Mr. Kippen explained at some length the substance of a conversation had some time ago with Mr. Fowler, who informed him the change in the law regarding a charter was the cause of the delay in procuring a charter and in beginning the road. The money was all available for building it.

Mr. Allan suggested a middle course, under the circumstances. The Council might extend the time till October, and by that time get some guarantee from the company for a further extension.

The Mayor said no doubt the people had passed the by-law by a large majority, but there were some now opposed to it who supported it on voting day. He thought if the town undertook to construct waterworks this bonus debt for the railway would interfere with selling the debentures for the best figure.

The motion was carried on a division.

The Council then adjourned.

**15/08/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill**

At Vankleek Hill, a gang of men were put to work yesterday on the construction of the Montreal, Vaudreuil and Ottawa Railway. The line is expected to be completed to Caledonia in October.

**15/08/1896 Ottawa Citizen Montreal and Ottawa Vankleek Hill**

A large staff of men started at work yesterday near Vankleek Hill on the construction of the Montreal, Vaudreuil and Ottawa Railway. It is expected the road will be finished to the Hill in five weeks and to Caledonia Springs in October.

**17/08/1896 Ottawa Journal Hull Electric**

The Hull Electric have added two new closed cars to their rolling stock this morning making ten in all now in use or ready for service. The cars came in by C.P.R. from Peterborough.

**17/08/1896 Ottawa Citizen Hull Electric Hull**

Negotiations are proceeding between the Hull and Ottawa Electric Railway companies to make a connection in this city. Now is the time for the Laurier Government to show that it means business by widening the roadway and spanning the slides with an iron bridge. - Hull Despatch.

**17/08/1896 Ottawa Free Press Pontiac & Pacific Junction Aylmer**

On Saturday afternoon, shortly after one o'clock, an accident occurred in the Pontiac and Pacific sheds at Aylmer by which an employee, William Poithier, lost an arm. Poithier was standing near an emery wheel which turns at terrific speed, when the wheel burst, flying into dozens of pieces. Poithier, who was standing sideways, received a blow on the arm from several pieces, sustaining a compound fracture, and lacerating the chords and flesh in horrible shape. -- placed on an electric car and brought to Hull --

**18/08/1896 Ottawa Citizen Canada Atlantic Central Depot**

It will not be long before trains are running into the new temporary Central Depot below Sappers Bridge. Mr. Samuel Bosden, who has charge of the building operations, is confident that in a few days everything will be in ship shape. The stairs have been built up to the bridge and all that remains to complete this part of the job is to break a ten foot opening in the railing of the bridge for the entrance. Of course the painting and polishing up of the work has yet to be done.

A Resting Room

Today will begin be begun the construction at the head of the stairway, a resting room, which will be about ten feet square with the windows looking out upon the street and upon the gardens below.

In the main station will be the usual apartments of such structures: ticket office, waiting rooms, restaurant, etc. Some piping has yet to be laid and interior decorating to be done before the building will be ready for use. And besides, the baggage room, now near Maria street, has to be moved down to the new building.

Trains on Monday

It is expected that by next Monday the new station will be used for regular train service.

**18/08/1896 Ottawa Journal Canada Atlantic Central Depot**

It is expected that the new Central Depot below Sappers Bridge will be used for regular train services by next Monday.

**19/08/1896 Ottawa Journal Chaudiere Chaudiere**

A horse owned by Mr. H.F.G. Brading ran away at the Chaudiere Monday night. It crashed into the C.A. Ry. drop gates on Queen street which were down for a train. One gate had about 6 feet smashed off. Half an hour later two drunken men ran into the other gate, smashing it. They narrowly escaped being hit by a train.

**20/08/1896 The Equity, Shawville Pontiac & Pacific Junction Aylmer**

On Saturday afternoon an emery wheel at the P. & P. J. Railway workshops at Aylmer, revolving at 150 revolutions a minute, broke and flew into a score of pieces. One of the pieces struck William Pothier, who was standing in the door of the shop, fearfully lacerating his arm below the elbow. The limb will require amputation.

*21/08/1896 Ottawa Journal Hull Electric*

It is estimated the Hull Electric Co. carried 6,000 people to Aylmer yesterday. They had twelve cars going all day.

*22/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

The little waiting room that has been erected at the head of the stairway leading down to the Central Depot from Sappers Bridge is the object of a good deal of unfavorable comment. Many claim that it is an unsightly structure for so central a locality and question the legality of the construction within the fire area.

*24/08/1896 Ottawa Free Press Canada Atlantic Central Depot*

This morning the building inspector and Mr. J.R. Booth had a conference respecting the erection of the stairway from the Central depot tracks and waiting room on Sappers bridge. It appears that the work, beside being stayed by the corporation under the fire by law. Was also forbidden by the department of public works as proper authority for interfering with the construction of the bridge had not been obtained. This latter matter will be arranged, but with respect to the city by law there is some difficulty.

Mr. Booth stated that he had intended that the entry to the present station should be by way of the stairs alongside Howe's block, but so many citizens spoke of the accommodation it would be if it were erected in its present position, that he decided to put it on the bridge. It is only for a short time that it will be necessary, and he will take it down at once if requested to remove it at any time if the corporation demands it.

The inspector stated that the stairway is clearly within the by law of the city, but the little waiting room at the head of the stairs is contrary to the fire bylaw. To this Mr. Booth remarked that he simply put it there for the accommodation of the public this winter while waiting for the cars. It remains with the city whether it shall be allowed to stay as he is ready to pull it down at once.

*24/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

Work has been stopped on the entrance to the central station from Sappers Bridge pending a decision by the building inspector as to whether its erection is an infringement of the fire by-law.

*25/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

The Building Inspector has decided that the cabin entrance to the Central Station on Sappers Bridge is an infringement of the by-law, and it now remains with the Council as to whether they will request Mr. Booth to pull down the structure or not.

*27/08/1896 Ottawa Journal Montreal and Ottawa Cumberland*

The latest gossip in the village is about the C.P.R. Officials of the road visited here today to see what the prospects are for freights for the projected Montreal and Ottawa South Shore Road. They also looked around for the site of a station. The preference of the officials made the villagers feel jubilant, as there would now seem to be hope of the road going ahead.

*27/08/1896 Ottawa Citizen Hull Electric Aylmer*

The Hull Electric Railway Company are erecting a boat house at their park at Aylmer. The house will be for the accommodation of skiffs rowed to the park by pleasure seekers as well as for hire-boats. It is expected to be completed for the regatta at Aylmer on Thursday and Saturday.

*28/08/1896 Renfrew Mercury Pontiac & Pacific Junction Quyon*

The Pontiac Telephone Company has connected the Quyon railway station with the Quyon village. The merchants of the village "chipped in" for the price of the phone. It will be of great utility to them. The company was at the expense of the poles, the wire and the construction. Pontiac Advance.

*29/08/1896 Ottawa Free Press Montreal and Ottawa Vankleek Hill*

A large staff of men are employed in the vicinity of Vankleek Hill in the construction of the Montreal, Vaudreuil and Ottawa railway. It is expected that the road will be finished to Vankleek Hill in two or three weeks, and to Caledonia Springs in October.

*29/08/1896 Ottawa Journal Hull Electric*

Advertisement. To make connection with all cars of the Hull-Aylmer Electric Road, the ferry will run daily from the foot of St. Patrick street and the foot of Bank street between the hours of 6.00 a.m. and 11.00 p.m.

*29/08/1896 Ottawa Journal Canada Atlantic Central Depot*

Part of the covering of the new platform stairway connecting the militia stores building, the new temporary depot, with Sappers Bridge is being torn down today and a new covering put on.

The baggage room building will be removed from the present depot to the militia stores next week.

*01/09/1896 Ottawa Free Press Hull Electric*

The Hull Electric company has placed a short spur line in front of the office in Hull, which will enable them to keep extra cars at this end of the line to facilitate the handling of a crowd.

*04/09/1896 Renfrew Mercury Renfrew*

The steam shovel which is at work on the O.A. & P.S. R construction, moved from Brennan's gravel pit to Montgomery pit, about thirty miles further west.

*09/09/1896 Renfrew Mercury Renfrew*

The OA & PS are now extending their telegraph line west of Cache Lake. The steam shovel (Fauquier's) has moved from Brennan's gravel pit to Montgomery pit, about thirty miles west. The grading is now completed for one hundred and fifty miles west of Ottawa.

*09/09/1896 Ottawa Free Press Hull Electric*

Hull Electric Co'y

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an act to change the name of the said Company to "THE HULL AND AYLMEER ELECTRIC RAILWAY COMPANY," to have it declared that the railway and other works of the said company are for the general advantage of Canada, to confirm and ratify a lease of the Aylmer Branch of the Canadian Pacific railway to the said applicants for a term of thirty-five years, to extend the line of the said company to the Suspension Bridge between Hull and Ottawa, over the public works, and bridges of the Dominion of Canada, and for other purposes.

Ottawa June 16th, 1896.

*11/09/1896 Ottawa Citizen Ottawa Electric Hull*

The Ottawa Electric Company have prepared plans to extend their line almost as far as Main street, in Hull. It is proposed to construct a wooden bridge from the present terminus to where the car tracks of Buell & Co. cross the roadway and from there to erect an iron trestle to Eddy's small stone building formerly occupied as the office of the company's sash and door factory.

It is proposed to go ahead with the work at once and to complete it as far as the Buell crossing before the end of October, and possibly to the proposed terminus if satisfactory arrangements can be made with Mr. Eddy who is at present away from home. The company have arranged their plans so as not to interfere with the Eddy water power, and it is more than likely therefore that no difficulty will arise between Mr. Eddy and the Company in the matter.

Mr. Phillip Johnson, general manager of the Dominion Bridge Company, Montreal, was in the city a couple of days ago, looking over the site and examining the plans with a view to undertake the work.

*11/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

The Montreal and Ottawa Railway Company settled for the right of way Wednesday afternoon, with about sixty residents of East Hawkesbury through whose property the road passes, and in consequence the office of the company's solicitor here, Mr. F.W. Thistlethwaite presented a very busy appearance.

*11/09/1896 Ottawa Citizen Hull Electric*

The Hull Electric Company have a closed car under construction which, it is said, will eclipse their present magnificent ones in point of beauty and comfort. Many citizens in Hull were greatly surprised a couple of days ago at seeing freight unloaded from electric cars on the park in front of the Eddy establishment. When the company were given permission to run through the Park and to take on and let off passengers there, several of the aldermen contend that it is going too far altogether to utilize the property for freight purposes. One of the aldermen said that steps would be taken to prevent the recurrence of freight business on the Park.

*11/09/1896 Ottawa Journal Ottawa Electric Chaudiere*

The Journal was informed today by an officer of the Ottawa Electric Railway Company that a line will be built from the present Chaudiere terminus to Main street in Hull.

Owing to the narrow width of the present stone arch bridge on the Hull side the extension will occasion the building of an iron bridge on the eastern side.

Arrangements have been made to go ahead with the work on the new bridge. The contract has been awarded to the Dominion Bridge Company of Lachine. Mr. Johnson has been in the city for a few days looking over the situation.

Permission will have to be obtained from Mr. E. Eddy before a portion of the line that will touch his property can be built, but it is not anticipated that any trouble will be found in getting his permission. More.

*11/09/1896 Ottawa Free Press Ottawa Electric Chaudiere*

Arrangements are being made to erect a special railway bridge from the present terminus of the electric railway at the Chaudiere in order that the cars may run as far as Main street, Hull. An agent for the Dominion Bridge company has looked over the proposed route and the work is expected to be completed this fall.

*12/09/1896 Ottawa Journal Ottawa Electric Bank street loop*

The Electric Railway Company set a couple of hundred men at work yesterday on the loop at the end of the Bank street line. The work will be rushed through in time for exhibition week.

*12/09/1896 Ottawa Free Press Canada Atlantic Central Depot*

A large gang of men were engaged at the Central Depot yesterday morning in removing the freight department from the old station up to the new stone building.

*12/09/1896 Ottawa Journal Canada Atlantic Central Depot*

The baggage house at the Central depot is being removed to the south end of the old militia stores building. It has been removed about 150 yards in three days.

*14/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

M. & O. Railway

Everything in connection with the construction of the roadbed of the above railway is being pushed forward with commendable speed. The railway authorities have shown a liberal spirit in purchasing the right of way, and the farmers have been equally liberal in granting their lands for the construction of the road. This road when completed will afford the farmers great facilities for reaching the centre of trade and disposing of the products of their farm to the best advantage.

*17/09/1896 Ottawa Free Press Ottawa Electric*

City Board of Works Meeting.

Edwards & Co. wrote requesting the privilege of laying a line from the electric tracks on Sussex street to their yards at New Edinburgh. The company intends using the cars for shipping their lumber from the mills to the Canada Atlantic central depot, it being explained that the railway had the privilege of carrying such freight after certain hours at night.

Ald. Payment objected to this proposal. There would be no rest for the residents along Sussex street if these plans were carried out and he thought that by refusing the Edwards company such privileges as are now asked would stop what would otherwise be a nuisance.

The city engineer stated that the new method would save a great deal of heavy cartage on the streets.

The matter was referred to a committee which would visit the spot.

*17/09/1896 Ottawa Citizen Ottawa Electric Hull*

Mr. Thos. Ahearn, manager of the Electric Railway, said yesterday that cars would be running to Main street Hull before the winter. The cost of the proposed iron bridge over the slides is estimated at \$15,000.

*17/09/1896 Ottawa Journal Renfrew Central Depot*

Wandering Dagos

A party of about one hundred Italians, navvies on the O., A. & P.S. Ry., arrived in the city a few days ago and are loitering about looking for work. They make their quarters among the woodpiles across the canal from the Central Depot and each morning and evening are to be seen eating in companies of three or four.

*17/09/1896 Ottawa Journal Ottawa Electric*

Edwards and Co. ask the Board of Works for permission to run a curve from the electric railway on Sussex street into their yard so they can transfer lumber at night to C.A.R. depot. More.

**17/09/1896 Ottawa Journal Canada Atlantic Central Depot**

The militia stores building became the Central Depot of the C.A. and O.A. & P.S. railways today. All trains on both lines leaving and arriving, started or arrived at the new depot at Sappers Bridge. Last evening all the depot furnishings were removed from the temporary structure at Maria street bridge to the new quarters. A gang of men were busily engaged at this work until late in the night. The new depot was ready to receive passengers before the first train, the Montreal Express, left at 8 o'clock this morning. The first train to arrive was the Parry Sound Express due at 9.30 a.m. The new depot is quite commodious. The waiting rooms are capable of seating about 150 people. There is also a splendid restaurant. The agent's quarters are large, The baggage room is at the south end of the building, The C.A.R. trains enter on the west tracks as usual and the O.A. & P.S. on the eastern tracks. The station has every convenience.

**17/09/1896 Ottawa Citizen Canada Atlantic Central Depot**

The work of transforming the old militia stores building into a railway station was completed last evening, and everything being ready, C.A. and O.A. & P.S. Railway trains will in future, commencing today, leave and arrive at that structure.

**18/09/1896 Ottawa Citizen Canada Atlantic Central Depot**

Trains on the C.A. and O.A. & P.S. railways left the old militia stores building, the new central station, yesterday. Hundreds gathered on the bridge and watched them depart.

**18/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

The M. & O. track laying began at Rigaud last week and is being pushed forward as fast as possible and the time ere we will have a competing and more direct line to Montreal can be summed up in days. By the time this issue reaches our readers the rails will have been laid as far as this village.

**18/09/1896 Ottawa Free Press Cornwall Street**

The Kings daughters acted as conductors on the street railway here yesterday and netted a nice sum for the Hospital fund. The cars were nicely decorated, and almost 2,000 people went in the afternoon to the St. Lawrence Park.

**18/09/1896 Ottawa Journal Ottawa Electric**

Accident with car No. 211.

**18/09/1896 Ottawa Citizen Montreal and Ottawa Caledonia Springs**

Work has commenced on the construction of the new station at Caledonia for the Ottawa, Vaudreuil and Montreal Railway. It is expected that the railway will be completed and trains running from Caledonia to Montreal in December.

**18/09/1896 Renfrew Mercury Renfrew**

The steel is all laid on the OA & PS R. R. to within twenty-three miles of joining the ends on which work is proceeding, westward, and eastward, to and from Parry Sound. Some delay will be caused by extensive rock cutting yet to be done, but all is expected to be completed by the 1st of November.

**19/09/1896 Ottawa Journal Ottawa Electric**

The Ottawa Electric Railway Company expects to have their line extended into Hull by the end of next month.

**21/09/1896 Ottawa Citizen Canada Atlantic Central Depot**

The railing on Sappers Bridge which had barred access to and from the new Central Station was removed on Saturday evening by permission of Hon. Mr. Tarte. In the course of the afternoon, the Mayor, Ald. Wallace and Cook, through the good offices of Hon. R.W. Scott, had an interview with the Minister of Public Works and represented to him that it would be a great convenience to the public if the railing were removed. Especially was this necessary for the coming week when thousands of people from outside would be coming to the exhibition. Mr. Tarte said that application to remove the barrier had not previously been made to him, but he consented to its removal for a week at any rate. Cabs will not however, be permitted to take up or deposit passengers at the bridge entrance to the depot, but will be required to go round to the Besserer street entrance.

**24/09/1896 The Equity, Shawville Pontiac & Pacific Junction McKees**

The first car load of grain for the season was shipped from McKee's station on Wednesday of last week.

**25/09/1896 Eastern Ontario Review Vankleek Vankleek Hill**

The excursion train which left here on Thursday morning is said to have carried the largest number of passengers ever taken into Ottawa in one train, it was composed of seventeen cars and carried over seventeen-hundred excursionists.

**25/09/1896 Eastern Ontario Review L'Orignal Hawkesbury**

The Great Northern Railway Company, we understand, has made an informal proposal to the residents of Hawkesbury to construct a railway bridge across the Ottawa and erect repair shops there, the consideration to be a bonus of \$50,000. Several of the officials of the Great Northern were in Hawkesbury on Tuesday and submitted their proposal at a meeting of citizens.

**25/09/1896 Ottawa Free Press Hull Electric**

The Aylmer council have given the Hull Electric railway the privilege of laying tracks on Main street from the toll gate to the lake shore and also to their new park.

**25/09/1896 Ottawa Citizen Hull Electric Aylmer**

At a meeting of the Aylmer Council, this week, the following privileges were accorded the Hull Electric Company, provided the work be completed during the present fall: To construct a line of railway on Main street from the toll gate to the lake shore, and on Main street along Front street, down Harvey to the lake shore to connect with their line in the park.

**26/09/1896 Ottawa Citizen Montreal and Ottawa Rigaud**

The tug Monarque left yesterday with some 30,000 railroad ties, culled by Mr. Joe Phillon on Moose Creek, and intended for the Montreal and Ottawa Railway at Rigaud, a branch of the C.P.R. The ties were taken out at Hudson, Que., and are a fine lot.

**26/09/1896 Ottawa Free Press Hull Electric**

Account of the Hull Electric bill discussion during estimates.

**26/09/1896 Ottawa Free Press Montreal and Ottawa**

Thirty thousand railway ties intended for the Montreal and Ottawa railway were shipped down the Ottawa yesterday by the Monargue. They were taken out at Hudson by Mr. Jos. Phillion of Moose Creek.

The stairway leading from Maria street bridge to the old central station will likely be removed altogether. The platform at the bottom of the stairway, and leading to the building currently used as the temporary station has been taken away.

## PARRY SOUND ROUTE.

## A LEGISLATIVE SPECIAL RUN TO THE END OF THE TRACK.

Senators and Members on an Observation Tour of the New Short Line to the Great Lakes. Enthusiastic over the Prospects of Mr. Booth's Enterprise.

It was a swell special that pulled out of the Central station Saturday morning at 8 o'clock, having on board about 100 Senators, members of Parliament, prominent citizens and press men, invited by Mr. J. R. Booth to make a trip of observation over the Ottawa, Amprior and Parry Sound Railway.

The train was composed of six cars, in the van being the sumptuous private car "Opeongo," a praiseworthy product of the Canada Atlantic shops, in point of elegance and convenience probably second to none in the Dominion. There was next the second official car of the road, followed by two elegant Pullmans and a smoking car, with a special dining car of the New York Central in the rear. Mr. John R. Booth was assisted in the entertainment of his guests by the officers of the Canada Atlantic and Parry Sound systems, and by Mr. V. C. Edwards, M. P., by whom the invitations were conveyed to the legislators on Mr. Booth's behalf. The Passengers.

Among the guests were Sir Henri Joly de Lotbiniere and Hon. R. R. Dobell, of the government; Hon. Peter Mitchell, Mr. Charlton, M. P.; Mr. Wm. Hutchison, M. P.; Hon. F. Langelier, M. P.; Hon. D. C. Fraser, M. P.; Mr. Choquette, M. P.; Senator Perley, Senator Primrose, Senator Macdonald, Mr. Casey, M. P.; Mr. Guillet, M. P.; Mr. Semple, M. P.; Dr. Lewis, M. P.; Mr. Somerville, M. P.; Mr. Fraser, M. P.; Mr. McGregor, M. P.; Dr. Stubbs, M. P.; Mr. J. Christie, Q. C.; Mr. Richardson, M. P.; Sheriff Sweetland, Mr. Cowan, M. P.; Mr. Bain, M. P., chairman of the House Committee on Agriculture; Mr. Frank McDougal, Mr. McMillan, M. P.; Senator Snowball, Mr. Hiram Robinson, Mr. C. R. Cunningham, Mr. Whitney, Mr. McGuigan, M. P.; Mr. Gilmour, M. P.; Mr. John Smith and representatives of the press.

The "legislative special," as the train was officially termed, was in charge of Conductor Whitman and Engineer Orr, manned by Brakesmen Biggar and McQuestion, while Conductor Thomas had charge of the N. Y. C. special dining car, with an ample staff of cooks and attendants.

## The Westward Run.

The 115-mile run to Whitney was made in as quick time as was considered to be compatible with the object of the trip, that of affording the guests a good view of the interesting country which the railway traverses. It was an ideal day for such observation. Soon after the start the sky cleared, a bright sun gladdened the ever-varying landscape and warmed the autumn air to almost a summer temperature. To many the well-tilled farm lands and thriving towns along the first 75 miles or so of the run were a source of surprise and admiration. While the scenery of the sections beyond delighted everybody on board. Commencing at Golden Lake, fitly so named for its gorgeous setting of sun-lit hills, and running on through the Valley of the Madawaska to the famous region of Algonquin Park, the journey is a succession of rare scenic delights. For the last fifty miles of the already completed road, the route winds through a wooded country, skirting the shores of Long Lake, Rock Lake, Whitefish, Cache, Canse and Potter Lakes, all of considerable size, and passing close by lakelets unnamed and innumerable, all bordered by tree-clad hills now glorious beyond description with the hues of autumn.

## Through the Park.

The thirty-three-mile run west of Whitney, the present terminus of the line, was made in slower time with the two-fold object of giving opportunity for sight-seeing and of making the trip over the several miles of unballasted road in absolute safety, for the train was an unusually heavy one. To the uninitiated, however, the precaution appeared needless, so substantial is the work of construction even in its present stage. The roadbed is unusually solid for a new one.

There are numerous very heavy rock cuttings on the last twenty miles run over on Saturday. But beyond that point, on the 20-mile gap between construction headquarters of the eastern and western sections, still more stupendous obstacles have had to be overcome by excavation in the solid rock. At what is known as "Summit Cut," for instance, there is a working of 2,000 feet in the sheer face of the mountain. Through this twenty-mile gap, however, it is exacted to have the line completed by the 20th October. To accomplish this feat construction work is being pushed from both ends, operations with steam drills, blasting and hoisting equipment having been in progress day and night continually for months past on Summit Cut in question.

The end of the run of Saturday was at Potter Lake, in the very heart, almost, of Algonquin Park, and 80 miles only from Parry Sound harbor. The trip from Ottawa through to the Georgian Bay will probably be made in eight hours when the line is fully finished. It was while the train was speeding through the glowing forests of the Upper Madawaska Valley that luncheon was eaten in the dining car. Dinner was served on the return journey. Both repasts were in every respect worthy of the occasion, probably as sumptuous and elaborate as were ever served on wheels by a Canadian railway management, a fitting accompaniment to the magnificence of the day's entertainment.

## A Meeting on Board.

On the homeward trip, after night had closed in, it was decided to make formal expression to Mr. Booth of the great pleasure and profit derived from the outing. Accordingly the guests gathered in the smoker, and with Mr. Booth and the officials of the road seated in the centre, duly organized with Mr. John Charlton, M. P., as chairman. The selection of the member for North Norfolk, made upon suggestion of Mr. Edward, was a fortunate one, inasmuch as Mr. Charlton, besides exceptional qualifications for the presidency of such a gathering, possesses an intimate practical acquaintance with the commerce and kindred interests linked to this great enterprise of the Parry Sound line.

In his opening remarks Mr. Charlton alluded to the representative nature of the gathering assembled to give voice to their feelings of regard for their esteemed and honored friend. He presumed that there was not a guest present who had not during the trip received an education in respect to the great work they had reviewed, one of the most important lines in all Canada, and a monument to the pluck, perseverance and enterprise of one of the most remarkable men in Canada. He confessed to having been surprised himself at the magnitude of the undertaking and the stupendous difficulties overcome.

## As a Short Route.

"This railway," said the chairman, "is destined to play a most important part in the business history of the country. It reaches one of the best and most accessible ports on the Great Lakes, as you will understand when I tell you that any vessel which can pass through the "Soo" canal can come safely to the terminus of this road; and, further, that a vessel which can only take a two-thirds cargo through such channels as the St. Clair River, can come safely with a full load to the harbor of Parry Sound, or rather the island of Parry Sound, which is to be the terminus of the line." Speaking of its great possibilities as an eastern line, Mr. Charlton said it was undoubtedly the shortest route from the west to Boston and New York.

## The Freight Question.

"Any railway line," added Mr. Charlton, "which has all these splendid advantages must necessarily have a great business future; and the man who planned so great a work, foresaw its possibilities and had the genius to carry out the scheme, has genius enough to stamp his individuality on the history of his country. For this line is one which will certainly regulate grain freights from the great Northwest to the eastern seaboard, preventing the exactions of monopolies. It will thus be a safety valve to the commerce of a great portion of the continent, and in this way a godsend to all the inhabitants west of Lake Superior." (Appause.)

Mr. Charlton concluded with an eloquent expression of the deep sense of obligation which the guests of the occasion particularly, felt towards Mr. Booth and those associated with him.

## Members of The Government.

Sir Henri Joly del Lotbiniere in moving a formal vote of thanks, said it was impossible to part with Mr. Booth without expressing the pleasure they derived from the day's outing. "While we," said Sir Henri "have all along been talking in Parliament, Mr. Booth has been working. While we have been trying to devise what would be most beneficial for the country and best calculated to forward the development of its resources, Mr. Booth has been showing us how it can best be done; and no man has accomplished more for the country in this way than he. Mr. Booth has achieved for Canada this splendid service, that he has provided an outlet for the products of the great west, by a line of transportation 400 miles shorter to the head of ocean navigation than any other route in existence. Therefore let us make a sincere wish for the success of his undertaking, and hope that the life of one of the most useful men in Canada may long be spared." This sentiment was warmly applauded.

## Quebec Interested.

In seconding the resolution, Hon. Mr. Langelier said that the trip had been one of special interest for him, inasmuch as Quebec, which he represented, was so deeply concerned in the enterprise. Quebec was interested in the furtherance of the Parry Sound Railway because it expected to be connected with another system, only 80 miles of which remained to be completed to enable the people of Quebec to go through to Parry Sound by a direct and independent route. And all this the people owed to the pluck and enterprise of Mr. John R. Booth. It has long been the custom to erect statues to eminent men in honor of their

achievements, and certainly men like Mr. Booth, who had done so much for the advancement of the country, deserved such honors. But he would require none at the hands of posterity, because he would leave in this great railway the grandest monument that could ever be erected. (Cheers.)

Mr. Booth's Reply.

To the resolution thus offered and duly tendered by the chairman in appropriate terms, Mr. Booth replied with his wonted modesty of expression. It was always a pleasure, he said, to know that our efforts, no matter how humble, were appreciated by the representatives of the country, those best qualified to speak for the people at large. No doubt he had made a great effort and undergone a struggle, to get this road through! but when he heard such expressions of satisfaction as those he had just listened to, when assured of the lively anticipations and bright hopes which the representatives of the people entertained as regards this line as a trunk line of communication, destined to be of great benefit to the country, he certainly felt in large measure compensated, by being made to feel that his own anticipations would be fully realized. He hoped that, as one speaker had said, the benefit of this railway to the country would live after him. He did not expect, personally, to reap any large benefit from its success, but as he was going through this world only this once it was some satisfaction to contribute a little to the sum total of human achievement, and he hoped that from what he had done the country would reap as much benefit as he had derived of pleasure in doing it. He was glad to have had the company of his distinguished guests upon the trip and was only sorry they had not gone a little farther so as to see more of the work. But they had observed sufficient to at least judge of the character of the country and of the difficulties that had to be overcome in constructing a railway through it. The line would be put through this fall, thus completing a short route from the Great Lakes to the sea-board. To hear representative men from all parts of the country, men of experience and judgment, express such strong faith in the future of the road, was a source of great satisfaction, for he himself had not the time to study out fully, the commercial possibilities of such an enterprise. Mr. Booth concluded, amidst cheers, by expressing the hope that in the near future he would be able to give the representatives a trip through to the Great Lakes on the complete Parry Sound Railway.

Further Congratulations. Hon. R. R. Dobell moved a resolution of congratulation to the officers of the company who had, so ably carried out Mr. Booth's splendid project. The hon. gentleman conveyed to the objects of his resolution his personal appreciation of their efforts as well as of the enjoyments of the outing.

Hon. Peter Mitchell, one of the four surviving fathers of Confederation, made, quite a speech in seconding the resolution, he spoke of the advance in means of communication as one who had during many years as a cabinet minister, given great attention to the subject; and he congratulated the promoters and officers of the Parry Sound Railway on being participants in a grand national achievement. He spoke of the road as the fourth great trunk line of Canada, but differing from the Intercolonial, the Grand Trunk and the C. P. R., in that the construction of these other railways had been carried out either wholly or in great part by public outlay.

The Officials.

General Manager Chamberlain, speaking in acknowledgement, said there was a great work yet to accomplish, ere the enterprise would be complete. There were docks to be built at Parry Sound, grain elevators to be constructed and steamship lines to be provided.

Chief Engineer G. A. Mountain, in the course of his remarks, assured those present that very much of the direction of even his part of the work, had been done by Mr. Booth, who in going over the profiles with him, frequently suggested changes involving greater outlay for the sake of enhancing the stability of the road. Addresses in reply were also made by the president of the C. A. Railway, Mr. C. J. Booth; by the popular secretary-treasurer, Mr. A. W. Fleck, by Mr. C. J. Smith, general freight and passenger agent, and by the general superintendent, Mr. M. Donaldson.

Other Speeches.

Mr. Choquette, M. P. for Montmagny, made a vigorous and practical address in moving a vote of thanks to Mr. W. C. Edwards. He said there were three things Quebec wanted, the Parry Sound Railway, the bridge and the fast Atlantic line.

Mr. Flint, M. P. for Yarmouth, N.S., spoke in congratulatory terms of the enterprise in seconding the resolution.

The energetic member for Russell delivered a characteristically happy reply to the thanks of his fellow members and friends. Mr. Edwards also paid a very high tribute to Mr. Booth, and referred in a practical way to the advantages which would accrue from the completion of the road.

Addresses were also delivered by Senator Primrose, of Pictou, X. S.; Senator Macdonald, of British Columbia; Hon. D. C. Fraser, M. P. for Guysboro'; Sheriff Sweetland and Senator Perley, who spoke on behalf of the Northwest and its interest in all that lessen the cost of transportation; also by Mr. Hiram Robinson, Senator Snowball, Mr. McGregor, M. P., for North Essex, and Mr. J. D. Grace, on behalf of the local press.

A vote of thanks to the chairman, proposed by ex-Mayor McDougal and Mr. C. R. Cunningham, was adopted with acclamations, and cheers for Mr. Booth, for the officers of the road and for Mr. W. C. Edwards. M. P., closed the formal proceedings.

The Central Depot was reached at midnight and the delighted guests were conveyed from thence to their several abodes in special cars of the Ottawa Electric Railway

*28/09/1896 Ottawa Journal Renfrew*

The legislative special over the Ottawa, Arnprior and Parry Sound Railway on Saturday was in every respect successful.

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Shortly after 8 o'clock on Saturday morning, one of the finest specials that ever pulled out of Ottawa steamed from the Central depot. It consisted of the magnificent C.A.R. official car "Opeongo" a recent output of the workshops; car No. 99; two Wagner sleepers, the "Lorne" and the "Levis", a first class smoker and a first class dining car from the New York Central with supplies for the culinary department from Gotham itself.

List of those on board - Booth, MPs and senators etc.

The train went to the end of construction, the engine was turned on the "Y" at Gilmour's mills and dinner was served on the way back to Whitney.

Speeches.

The train reached the C.A.R. station at 12.30 a.m.

Passed the hat round for the train crew.

*28/09/1896 Ottawa Journal Ottawa Electric*

Mr. A.H. Duggan, Chief Engineer of the Dominion Bridge Company, is in the city. His company has the contract for erecting the structure which is to carry the tracks of the Ottawa Electric Railway Company from the Union bridge to Hull. Mr. Duggan stated to the Journal that the work would be completed by the first of December. The cars of the Ottawa company will then run direct to Hull and reach the Hull and Aylmer Co.'s tracks, thus filling the present gap and avoiding the necessity of any walking on the part of the passengers.

*28/09/1896 Ottawa Citizen Renfrew*

It was a swell special that pulled out of the Central station Saturday morning at 8 o'clock, having on board about 100 senators, members of Parliament, prominent citizens and pressmen invited by Mr. J.R. Booth to make a trip of observation over the Ottawa, Arnprior and Parry Sound Railway.

The train was composed of six cars, in the van being the sumptuous private car "Opeongo", a praiseworthy product of the Canada Atlantic shops, in point of elegance and convenience probably second to none in the Dominion. There was next, the second official car of the road, followed by two elegant Pullmans and a smoking car with a special dining car of the New York Central in the rear.

-- participants.

-- end of run on Saturday Potter Lake

speeches etc.

*29/09/1896 Ottawa Free Press Hull Electric*

The Hull electric company started work yesterday to double track the road from Hull to the new park at "One Tree Point."

The Hull electric railway is giving a 24-minute service from 7 a.m. all day long during the Aylmer fair. Quite a large attendance is expected from the city.

**29/09/1896** *Ottawa Free Press* *Hull Electric*

Debate on the electric railway bill.

**30/09/1896** *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The stairway leading from the Maria street bridge and used by people going and coming from the Central station has been torn down. If left there the stairway would be a source of danger inasmuch as some people would use it and would be continually walking along the company's tracks.

**01/10/1896** *Ottawa Citizen* *Hull Electric*

The closed cars of the Hull Electric Company have been equipped with electric heaters of a modern design.

**01/10/1896** *Ottawa Free Press* *Hull Electric*

Hull Electric Railway bill passes second reading in the Senate.

**02/10/1896** *Cornwall Freeholder* *Cornwall Street*

A large Newfoundland dog owned by Thomas Mossey, was killed by a street car near the corner of Second and Adolphus streets on Tuesday night. This is the first fatal casualty since the opening of the road.

**02/10/1896** *Ottawa Journal* *Renfrew*

Mr. J. R. Booth's invitation to Senators and Members of Parliament to take a trip from Ottawa to the end of the OA & PS on September 27 was accepted by about one hundred gentlemen.

According to the reports in the daily papers, the excursion was greatly enjoyed by the visitors. They were most hospitably entertained. On the return trip many complimentary remarks were made as to Mr. Booth's pluck in undertaking to build the road, and the manner in which he has carried on the work of construction so far. The line shortened travel from the west to Montreal, access to the region was opened up as a health resort, and a fresh ground for hunters and sportsmen.

**02/10/1896** *Renfrew Mercury* *Chalk River* *Arnprior*

The platform of the C.P.R. Arnprior station at the ends and at the north side has just been rebuilt, and citizens regard it as additional evidence that a new station is not on the cards. Arnprior Chronicle.

**03/10/1896** *Ottawa Journal* *Hull Electric*

The Hull Electric Co. will double track their line from Hull to Aylmer. The work of laying the double track will begin on Monday morning. It will take two or three weeks to finish the work.

**06/10/1896** *Ottawa Journal* *Ottawa Electric*

The electric railway are placing a new waiting room at the Chaudiere terminus.

**08/10/1896** *Ottawa Citizen* *Hull Electric*

Hull Aylmer Electric Railway bill blocked in the Senate - denied entry to Ottawa,

**08/10/1896** *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

The grading of the M. & O. Railway is nearly completed between here and Rigaud and the construction trains are running to within six miles of this place.

**09/10/1896** *Ottawa Citizen* *Hull Electric* *Aylmer*

The Hull Electric Company's park at Aylmer was closed for the season yesterday. Grading has commenced for the laying of the railway track to the company's proposed new park about a mile and a half further up the river.

**09/10/1896** *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

The Hull Electric company's park at Aylmer was closed for the season yesterday.

The Hull Electric Company has commenced grading for the laying of the railway track to its proposed new park about a mile and a half up the river past Aylmer.

**09/10/1896** *Huntsville Forester* *Renfrew*

The first through freight train passed through Arnprior today. It had thirty-five cars from Parry Sound to Ottawa. The line needs much ballasting. A gang has been sent up the line to build the grain elevators. Two will be built, with a million bushel capacity, to be completed by the spring of 1897.

**10/10/1896** *Ottawa Citizen* *Ottawa Electric* *Hull*

The preliminary work for the extension of the Ottawa Electric Railway to Main street, Hull, was commenced yesterday morning. It consisted of clearing away the old timbers below the bridge leading to Booth's lumber yard, and preparing the ground for the laying of the stone foundations for the iron superstructure. It is expected to have the work completed by the end of November.

**10/10/1896** *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Wet weather has retarded work on the M. & O. railway but with a few fine days tracklaying will be completed to this point and the toot of the locomotive of a competing line will gladden the hearts of our citizens.

The right of way claims through the township of West Hawkesbury are being paid today at the office of the company's solicitor, here, Mr. F. W. Thistlethwaite. Mr. Henneker, of Montreal, the C.P.R. Co's solicitor arrived in town Thursday to assist.

**13/10/1896** *Ottawa Free Press* *Ottawa Electric* *Central Depot*

The Ottawa Electric railway authorities have adopted an excellent scheme for the convenience of travellers at the Central depot. They have placed indicators bearing the color or sign carried by each line of cars and underneath each sign or color appear the names of the streets over which that particular line of car passes. By looking at the indicator a stranger can tell at a glance what line of cars to take to reach any particular point of the city.

**13/10/1896** *Ottawa Journal* *Canada Atlantic* *Central Depot*

The building which was used as a temporary station of the C.A.R. at Maria street will be moved back to the eastern bank in order to allow the straightening of the tracks leading into the present depot. It is understood that as soon as navigation closes and the water is let out of the canal the sharp curve at the canal basin will be straightened out.

**13/10/1896** *Ottawa Journal* *Renfrew*

Accident to employee while working on the steam shovel west of Barry's Bay.

**14/10/1896** *Ottawa Journal* *Hull Electric*

A serious accident occurred on the Aylmer road yesterday afternoon when Mr. J. Lafleur's team took fright at the electric engine and bolted.. --

**14/10/1896   Ottawa Journal   Renfrew   Madawaska**

Barry's Bay will not be the divisional point of the O.A. & P.S. Ry. after 15th November. Madawaska will then be made the terminus of the first division it being exactly half way between Ottawa and Parry Sound.

The company buildings at Madawaska, the new divisional point on the O.A. & P.S. Ry. are now built. They were constructed by contractor Tomlinson of this city.

**15/10/1896   The Equity, Shawville   Ottawa Electric   Hull**

The Hull Dispatch says: Mr John Brophy, C.E., has been engaged during the past week with a staff surveying the proposed route of the Ottawa Electric railway into the city. As already stated, the contract for the iron bridge work has been awarded to the Dominion Bridge Co'y of Montreal. Right of way has been secured from Mr. E.B. Eddy over his pond, which will enable the company to cross the slides and have its terminus at the small store building now occupied as an apply house for the E.B. Eddy company. This will bring the Ottawa cars within fifty feet of the Hull Electric line and will prove of great convenience to the travelling public who now have to walk across the bridge and approaches to the Union bridge. It has been also stated that an offer has been made to the Hull Electric company to effect a junction there, but whether advantage will be taken of the proposition or not remains to be seen.

**15/10/1896   Ottawa Journal   Sussex Street   Sussex Street**

C.P.R. now wants to lay tracks to the W.C. Edwards yard from St. Lawrence and Ottawa yard, across Sussex Street.

**15/10/1896   Ottawa Citizen   Sussex Street   Sussex Street**

The Canadian Pacific Railway company is applying through Messrs. Scott & Scott for permission to extend their tracks from the old St. L. & O. yard along Sussex street to the lumber yard of the Edwards Company. In a letter read at a meeting of the Board of Works last evening Messrs. Scott & Scott stated that their clients had noticed that an application was at present before the Council on behalf of the Electric Railway Company for permission to extend their tracks into the Edwards Company's yards in order to allow them to carry lumber to the C.A.R. depot and the C.P.R. Co. submitted that if this application was granted and the Electric Company allowed to come into competition with them in the carrying of lumber they should be granted the facilities necessary to enable them to compete on equal terms.

The matter was left over pending the submission of plans of the crossing etc. by the company.

**15/10/1896   Ottawa Journal   Renfrew**

It was a very dilapidated looking locomotive which pulled the O.A. & P.S. train from the west into Central depot this morning. The cab of the engine was boarded up and the inside charred as if it had been through a serious fire. And so it had. This morning before daybreak as the cleaners were at work on the engine at Barry's Bay getting the locomotive ready for the trip, a coal oil torch exploded. The oil was thrown all over the interior of the cab and in a minute the whole ceiling of the cab was blazing. It took some time to get the fire extinguished. Fortunately the fire did not burn any of the machinery.

**15/10/1896   Ottawa Free Press   Ottawa Electric   Ottawa Car**

The Ottawa Car Company is erecting a baggage car especially for the transfer of baggage of passengers, coming in by the Hull Electric railroad and transshipping to the Ottawa electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company is having the car built.

**15/10/1896   Ottawa Free Press   Ottawa Electric   Ottawa Car**

The Electric railway company is having a 200 horse power locomotive constructed for the purpose of hauling lumber from the Edwards mill in New Edinburgh to the Central depot yards. The locomotive will run by electric power and will be used only at night being run on the Sussex street tracks.

The Ottawa Car company is erecting a baggage car especially for the transfer of baggage of passengers coming in on the Hull Electric railway and transshipping to the Ottawa Electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company are having the car built.

**15/10/1896   Ottawa Journal   Hull Electric   Aylmer**

The Hull Electric Co. expect to have the loop line running along Main Street, Aylmer, in about three weeks, and the double track on the main line some time before Christmas. The first installment of ties for the latter part of the road was distributed yesterday.

**16/10/1896   Ottawa Citizen   Ottawa Electric   Hull**

The Ottawa Electric Railway Company have closed a contract with the Dominion Bridge Company for the erection of a bridge over the Eddy mill pond and slides in order to enable them to run their cars into Hull. The water will be let out of the pond today so that the masons can commence work on the foundations of the bridge tomorrow. Messrs. Holbrook & Sutherland have the contract for the masonry.

**16/10/1896   Ottawa Journal   Pontiac & Pacific Junction   Waltham**

A P.P.& J. shunting engine ran off the turntable at Waltham yesterday. It took five hours to raise the locomotive.

**16/10/1896   Ottawa Free Press   Pontiac & Pacific Junction**

While an engine on the Pontiac line was being shunted on the turn table, it slipped the rail owing to the table not being rightly set and the locomotive went down the space adjoining with a crash. Not much damage resulted but it took five hours to replace it.

**16/10/1896   Ottawa Journal   Hull Electric   Hull**

The new car sheds of the Hull Electric Company in Hull will be built west of the reserve on Main street.

**16/10/1896   Ottawa Citizen   Pontiac & Pacific Junction   Waltham**

A shunting engine on the P.P.J. Railway fell into the space adjoining the company's round table at Waltham yesterday. The engine was about to be run on to the table but the tracks, not having been brought even to each other, the engine went down. The engine was raised again in about five hours. It was not damaged much and fortunately no one was injured by the accident.

**16/10/1896   Ottawa Citizen   Hull Electric   Hull**

The Hull Electric Company will build car sheds in Hull, west of the Main street reserve. The work of double tracking the line between Hull and Aylmer, including the loop line at the latter place is progressing favorably.

Yesterday an agreement was signed between the Ottawa Electric Railway Co. and the E.B. Eddy Co. by which the Ottawa Company, after entering Hull, will extend their line through the Eddy yards, for the purpose of handling the firm's freight and carrying it out for shipment over the Canada Atlantic Railway at the Chaudiere.

By the agreement the electric company will build over the company's reservoir east of the street, then skirt along between the match factory and the street, crossing the street at the government slide, and pass up between No. 2 and No. 3 mills, past the rear of the company's office and their large "Jumbo" warehouse and on to the head dam, then running back into the warehouse.

The route will require altogether about two thirds of a mile of track.

To haul by motor.

A large electric motor, similar to that used by the Hull Electric Co. will be used for the hauling of freight from Eddy's yards over the electric railway lines across the Suspension Bridge to the intersection of Duke and Bridge streets where the Chaudiere tracks of the C.A.R. run up to Bridge street. Of course, all freight will be shipped and moved after eleven o'clock at night when the passenger service on the electric railway is over.

It is learned that the Hull Electric Co. are negotiating with the E.B. Eddy Co. for the entrance to their yards from the Hull side which will give an outlet for the firm's freight for shipment by C.P.R.

The wooden structure on the canal bank used for a while as the temporary central station is about to be moved back some fifty or sixty yards in an easterly direction in order not to interfere with the laying of more tracks along the canal bank.

The first fatal accident on the line of the Montreal and Ottawa Railway occurred on Tuesday evening of last week near Rigaud. The construction train was returning to Rigaud after the day's work and slowed up to allow two or three men who boarded a short distance out of the village to get off. Gerome Larochelle, a laborer who has only been out from France a few months, was the victim. It seems that when he jumped his coat caught on a projection on the car and jerked him backwards and falling across the rail the cars passed over him completely severing the head and one arm from the body. Coroner McMahon held an inquest on Friday evening and a verdict was given of accidental death, in accordance with the evidence.

Meanwhile the Mercury announced: "that passenger and freight service will commence about November 15, as only ten miles of track remain to be laid. This will be finished by month's end, after which the government will inspect, and then the line opened. The actual distance from Ottawa to Parry Sound will be two hundred and fifty-two miles. It is hoped that there will be an 8 hour service. Passengers leaving Ottawa at 8 a.m. will reach the lake port by 4 p.m. The divisional point will be Madawaska. The company has placed an order for four new passenger and freight locomotives, to be delivered in November. Four new snowploughs have been built at the company's workshops in Ottawa, for use on the line this winter."

A small idea of the great source of convenience that the new bridge which is being erected by the Ottawa Electric railway company at the Chaudiere will afford the general public will no doubt be interesting. The object of the bridge is the extending of the electric company's tracks to north side of Hull, which will be the terminus.

The bridge will be built of steel girders and trestle spans. The girders will be six foot spans and one forty foot span. The trestle portion of the bridge is to be twenty foot span.

The trestle south of the Buell-Hurdman mill will be erected on substantial masonry foundations and will be located on the east side of the public highway. The street will be widened, and the persons who traverse that portion of the city know the difficulty there is at present in driving there, owing to the extensive traffic. Quite a number of men are now engaged in excavating and preparing foundations for the masonry to support the trestle and bridge work. The foundation is splendid, being of solid rock.

From the Buell-Hurdman mills north the trestle will rest on concrete foundations set on solid rock. The road will not touch the highway at any point after leaving the present terminus, but will run parallel with it, crossing the Eddy ponds in front of the dye house and match factory.

The bridge and trestle, when completed, will be about 900 feet in length. The Dominion Bridge company have the contract for the steel and trestle work, while the engineering work is in charge of Mr. J.B. Brophy.

It is expected that the bridge will be completed before the cold weather sets in, and a large gang of men will be shortly added to the present force.

The cabin on an O.A. & P.S. Railway engine was badly damaged by fire at Barrys Bay early yesterday morning. The fire started from an explosion of a coal oil torch. No one was injured. The damage will be repaired here.

The grading on the Montreal, Vaudreuil and Ottawa Railway between Rigaud and Vankleek Hill is almost complete. Construction trains are running to within six miles of Vankleek Hill.

The Ottawa, Arnprior and Parry Sound Railway and the Parry Sound Colonization Railway are now amalgamated under the name of the former line. The amalgamation was reached at a joint meeting of the board of directors of both lines in Ottawa yesterday.

A station is to be built on the O.A. & P.S. Ry. at Ross Point.

Four new locomotives for the O.A. & P.S. Ry. are expected to arrive in a few days.

Two new baggage cars are just about ready to be turned out by the C.A.R. shops.

The directors of the Hull Electric Railway met yesterday and revised the plans for the new track from Hull to the Company's new park above Aylmer. With this track the company will have a "loop" between Aylmer and Hull. The plans provide for an overhead crossing of the C.P.R. near Scotts Hill.

It is said the company have declined to give the price asked for the portion of the Scott property they require, and also that for the Taylor and Edey property between Aylmer and the Company's new park. From information received it is understood the Company will expropriate the properties and have the price determined afterwards by an arbitrator.

Dr. Bergin is dead. Obituary.

23/10/1896 *Ottawa Journal* *Ottawa Electric* *Chaudiere*

The lease given by the E.B. Eddy Co. to the Ottawa Electric Railway does not permit the company to carry passengers over the whole line through the Eddy yards. The company are not permitted to carry passengers further than No. 2 mill at Hull.

23/10/1896 *Ottawa Journal* *Hull Electric*

Work is now booming along the line of Hull's electric railway. The double track. Commenced but a few weeks ago, is now well advanced, and will be completed the whole distance between Hull and Aylmer before the frost sets in. Work has also been commenced at Hull in preparation for the removal of the track from the square which is to be put in good shape now that the corporation has assumed control of this long-existing eye-sore.

23/10/1896 *Ottawa Journal* *Ottawa Electric*

It is expected that the Ottawa Electric Railway Company will be running as far as Main street, Hull by the end of November. Active work has already commenced on the construction.

23/10/1896 *Brockville Recorder* *Westport* *Lyn*

The B. & W. Railway have twelve men employed in taking out ballast from their pit here and placing it on the road near Seeley's.

23/10/1896 *Perth Courier* *Lanark County Electric*

THE PERTH-LANARK RAILWAY Mr. Fowler, promoter of the Perth & Lanark Electric Railway, and his brother, who is a surveyor, were in Lanark on Monday taking steps to make a preliminary survey of the line of road between the two points. Mr. Alfred Morris, C. E., of Perth, will assist in the survey. Two trial routes will be run, one by the road back of Balderson between lots No. 5 and 6 Drummond, and the other down the Clyde and across the Mississippi at the town line. Mr. Fowler talks of contracting for the ties, so they can be got out this winter.

24/10/1896 *Ottawa Journal* *Renfrew*

Large article about the almost completed O.A. & P.S. Ry.

27/10/1896 *Ottawa Citizen* *Montreal and Ottawa* *Caledonia Springs*

A gentleman who arrived yesterday from Caledonia Springs, stated that the C.P.R. authorities expected to have trains running to the Springs on their Vaudreuil branch by the middle of November.

27/10/1896 *Ottawa Journal* *Montreal and Ottawa*

The C.P.R. expect to have trains running over the Vaudreuil branch to Caledonia Springs by the middle of November.

27/10/1896 *Renfrew Mercury* *Renfrew*

A gang of thirteen men were sent up the OA & P S on Saturday to Parry Sound to build the grain elevators at the Parry Sound Harbour. The company will build two large elevators, having a storing capacity of one million bushels of grain. The elevators will be completed by next spring.

27/10/1896 *Ottawa Journal* *Sussex Street* *Sussex Street*

The new piling grounds of the W.C. Edwards Company on Stanley Avenue, New Edinburgh, are becoming quite extensive. The lumber piles now cover several acres.

28/10/1896 *The Record, Chesterville* *New York Central* *Cornwall*

Dr. Darby Bergin, MP for Stormont, who tripped and fell downstairs at his home in Cornwall over a month ago, died from the effects of his injuries on Thursday morning last.

Dr. Bergin had practiced his profession but little during the last ten years. He was appointed Surgeon-General of Canada by Sir John MacDonald's Government. He was an ardent lover of good horses and at various times had many good animals on his farm, which is situated a little east of Cornwall. The doctor was one of the best personal canvassers in Canada and a hard man to defeat. His brother, John Bergin, practices law in Cornwall. The doctor lived in comfortable home in the east end of town.

28/10/1896 *Ottawa Journal* *Ottawa Electric*

Accident with car No. 21.

29/10/1896 *The Equity, Shawville* *Hull Electric* *Aylmer*

The Hull Electric Co., expect to have the loop line running along Main street, Aylmer, in about three week's time, and the double track on the main line some time before Christmas. The first instalment for the latter part of the road was distributed last week.

30/10/1896 *Renfrew Mercury* *Lanark County Electric*

Messrs. James Fowler, of Arnprior and Mr. W.J. Fowler, of Boston, two of the leading promoters of the Lanark Electric Railway, were in town on Monday afternoon, and state that the prospects for a railway are now very encouraging. The ties, poles and other necessary timbers will be prepared during the winter. Mr. W.J. Fowler is spending a few days here locating the lines. - Lanark Era.

31/10/1896 *Ottawa Citizen* *Carp, Almonte and Lanark* *Lanark*

Messrs. James Fowler of Almonte and W.J. Fowler of Boston two of the leading promoters of the Lanark electric railway, were in town on Monday afternoon, and state that the prospects for a railway are now very encouraging. The ties, poles and other necessary timbers will be prepared during the winter. Mr. W.J. Fowler is spending a few days here in locating the lines. - Lanark Era.

31/10/1896 *Ottawa Journal* *Hull Electric* *Hull*

The Hull Electric Co. will run their tracks down Chaudiere street to Main street, Hull, as a change from the present route.

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

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

THROUGH TO THE BAY: THE LAST RAILS ON THE O.A. & P.S. Ry. WILL BE LAID ON MONDAY - A Gigantic work Completed After Four Season's Labour and the Expenditure of Millions of Dollars - Final Government Inspection on Wednesday - The New Divisional Point.

By Monday evening the Ottawa, Arnprior and Parry Sound Railway will be completed from Ottawa to the waters of the Georgian Bay.

The last spike will be driven Monday, completing this gigantic work.

The first sod in the construction of the line was turned at Carp towards the end of July 1892, by Mr. George Kidd, MPP, then warden of the county. Since that time, 260 miles of railway have been laid as the result of four and a half season's work. The line as completed is a triumph of engineering skill and a lasting monument to the energy and enterprise of its promoters.

Madawaska becomes the divisional point of the line on Monday. It will be the permanent divisional point, being situated exactly half way between Ottawa and Parry Sound

Regular passenger trains will begin running between Madawaska and Ottawa Monday morning. The morning train leaving Ottawa at 8 a.m. will reach Madawaska at 12:40 p.m. A mixed train will connect with the passenger train at Madawaska and carry passengers to Canoe Lake, 44 miles further on.

Final Inspection

The official and final inspection of the line will be held on Wednesday next. Mr. Robt. McCallum, inspector for the Ontario government, will go over the line to Scotia, where it connects with the Northern, now controlled by the Grand Trunk. Mr. McCallum will be accompanied by Mr. A. W. Fleck, secretary-treasurer; Mr. Geo. A. Mountain, chief engineer, and Engineers Bruce and Cranston. The inspection party will leave Ottawa late on Tuesday evening on a special train.

01/11/1896 *Canada Lumberman* *Tramway* *Whitney*

Description of St. Anthony Lumber Co's. Mill Whitney.

In the lumber yard there are ten miles of small railway tracks to carry the lumber from mill to yard, which requires 250 lumber cars. There is also five miles of standard gauge tracks laid with 56-lb steel rails to accommodate cars to load lumber for shipment over the Ottawa, Arnprior & Parry Sound Railway

02/11/1896 *Ottawa Journal* *Renfrew*

The Journal had a paragraph on Saturday which stated that the last spike would be driven today on the O.A. & P.S. Railway. Chief Engineer Mountain explained that that statement was somewhat misleading, for although the track between Ottawa and Scotia, on the Grand Trunk Railway will be completed through, yet there remains to be constructed the bridge across the Sound and nearly four miles of track beyond, to the terminus at deep water on Georgian Bay. This track cannot be laid until the bridge is completed which will take some time yet. Besides this, there is a large amount of ballasting to be done, so it cannot properly be said that, "the last spike has been driven," until all the work has been completed and the terminus at deep water reached.

02/11/1896 *Ottawa Journal* *Renfrew*

The morning O.A. & P.S. train began running to Madawaska, the new divisional point on the line. The eight o'clock was the first train to go through to Madawaska.

02/11/1896 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Co. is now constructing a combined passenger, baggage and express car for the Electric Street Railway Co. It will run from the terminus of the Hull Electric Railway to centre town via the C.P.R. and C.A.R. stations. The mails will be delivered at the post office and the baggage to a transfer company. The Electric Railway Company will make a new departure by meeting the C.P.R. early morning trains with this car. It will be 40 feet in length, 13 feet longer than the ordinary passenger cars, and will have accommodation for 36 passengers and run on eight wheels. Also in the Shawville Equity, November 12.

In about a month an electric locomotive will be placed on the Ottawa street railway tracks and will be used for hauling lumber from the W.C. Edwards Co. yards to the C.A.R. after the hours of the regular passenger service. The locomotive will be used for drawing trailers during the exhibition weeks and on other special occasions. It is being built by the Ottawa Car Co. and is of the Baldwin-Westinghouse type. Four hundred horse-power will be its capacity. It will have eight wheels and will weight 36 tons

03/11/1896 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

An electric locomotive is being built by the Ottawa Car Co. It will be used for hauling the lumber from the W.C. Edwards Co.'s yards to the C.A.R. after hours of the regular passenger service. The locomotive will be used for drawing trailers during exhibition weeks and on other special occasions. It is being built by the Ottawa Car Company., and is of the Baldwin-Westinghouse type. Four hundred horse-power will be its capacity and will weigh 36 tons.

03/11/1896 *Ottawa Journal* *Renfrew* *Madawaska*

The new roundhouse of the O.A. & P.S. Ry. built at Madawaska, the new divisional point on the line, was used for the first time yesterday. It is a frame building on stone foundations and can stall five locomotives.

The final inspection of the O.A. & P.S. Ry. will begin tomorrow. More.

03/11/1896 *Ottawa Citizen* *Renfrew* *locomotive*

Four new locomotives arrived in the city yesterday from the Baldwin Locomotive Works, Philadelphia, consigned to the Canada Atlantic railway. Two are mogul freights and the other two passenger locomotives. They will be used on the O.A. & P.S. railway.

03/11/1896 *Ottawa Free Press* *Hull Electric*

Yesterday afternoon, Mr. H.B. Spencer, superintendent of the Hull Electric company, Mr. Frank Hibbard, C.E., Ald. Farley and Free Press representative, took a trip over the electric railway system to see the progress being made in double tracking the system and extending the system to "One Tree Point," on Lake Deschene. The rapidity with which the work is being pushed through is a marvel of railroading and in two weeks time. If the weather remains at all fine, cars will be running to the park. Since the 29th of October between two and three hundred men have been working and nearly all the road has been laid, with the exception of one or two small stretches through rock cutting which is being left until the last, as it can be done in any kind of weather.

Mr. Spencer is building the road with a view to speed and with the security guaranteed by double track, the cars will make thirty and forty miles an hour with ease. A mile and a half of new track is necessary to connect the old with the new park. The loop line through the village of Aylmer will be ready for operation in a few days. When the new track is completed the cars will not come along Brewery street, Hull, but will pass through the Scott property, shortening the distance by half a mile and doing away with the level crossing of the C.P.R. ensuring perfect safety for the public.

05/11/1896 *Qu'appelle progress* *Anticosti*

Railroad on Anticosti

Henri Menier the owner of Anticosti is determined to hasten the development of his new property, and is sending out from France steel rails and cars for a narrow gauge railway, already commenced, which next spring will be extended for more than a hundred and twenty miles. The system employed is the most perfect known in Europe for the purpose, being the De Caville system.

The cars, like the rails, are of steel, and a few miles of track are already in operation on the island. At present the cars, being small, are run by hand or horse power. Next season the power will probably be electric.

06/11/1896 *Ottawa Journal* *New York Central*

With the subsidy for the Ontario Pacific lapsing in August a Cornwall delegation waited on the premier yesterday - James Leitch, John Hibbard, D.A. Flack, J. Kerr and J. Hibbard, all of Cornwall and Samuel Coulson of Montreal.

With a by election to come off in Stormont county at an early day the promoters thought that the present was a good time to press for a renewal of the subsidy.

The election is necessary owing to the death of Dr. Bergin.

More - thought it would be renewed.

06/11/1896 *Brockville Recorder* *Renfrew*

By this evening the Ottawa, Arnprior & Parry Sound Railway will be completed from Ottawa to the waters of Georgian Bay. The first sod in the construction of the line was turned at Carp towards the end of July 1892, by Mr. George Kidd, M.P.P., then warden of the county.

07/11/1896 *Ottawa Journal* *Renfrew*

The inspection party which left last Tuesday evening by special train to inspect the O.A. & P.S. Ry. through to Scotia where the line crossed the Grand Trunk has arrived back in the city. --McCallum, Ontario Government inspector was well pleased --

07/11/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

The iron work for the electric car bridge from the Chaudiere to Main street, Hull will be complete by December. 1st, and the second half before Christmas day. The bridge is made to withstand 80 lbs pressure to the square inch being much heavier than the average railway bridge.

07/11/1896 *Ottawa Citizen* *Ottawa Electric*

Superintendent Hutcheson, of the Electric Railway, has rented a waiting room for motormen and conductors for the winter. The room is in the rear of the office adjoining that of the Electric Company on Sparks street.

09/11/1896 *Ottawa Journal* *New York Central*

For many years past Cornwall has felt the need of a railway connecting with the country to the north and the people are pleased with the prospect of having this long felt want filled. Some time ago a representative of the Central Counties Railway addressed the town council with reference to the building of a short line to connect Cornwall with the Canada Atlantic at South Indian. Saturday night a special meeting of town council was held to hear representatives of the Ontario Pacific Railway Company, and a gentleman representing American capitalists who have entered into an agreement with the company to build a railway with the Ontario Pacific charter from Ottawa to connect with an American road which would make a short and almost direct route from the Canadian capital to New York City. The American gentleman said that their purpose was to cross the St. Lawrence river at Cornwall. This would necessitate the building of a bridge the cost of which would be \$750,000. The bridge would extend from a point near the Toronto Paper Co.'s mill, about a half a mile west of the town to Cornwall Island, and from the south side of the island to the American shore. Over the north channel, which is also the steamboat channel, the bridge would be a high level one, but on the south side, with the permission of the American government, the bridge would be a lower level one. The line would run almost direct to Ottawa, crossing the C.P.R. at South Finch, and opening up for the town of Cornwall not only the trade for the near townships but also of the neighbouring counties on the south side of the St. Lawrence river.

The scheme was discussed at length.

Mr. John Bergin Q.C. said that the building of the road had been a pet scheme of his brother's (the late Dr. Bergin M.P.) life, but he did not live to see it carried out.

The movers will present a written proposal in a few days and the amount of the bonus will then be discussed.

09/11/1896 *Ottawa Journal* *Hull Electric* *Aylmer*

There is a war on between the Aylmer Road Co. and the Hull Electric Railway over the determination of the latter to build their line along Main street Aylmer, contrary to the wishes of the Road Company, who claim the street is their property and under their control.

Saturday morning the Hull Electric Co. set a large gang of men at work at the east end of Main street, directly in front of the residence of Mr. W.G. Mulligan.

Mr. Robt. Stewart, president of the Aylmer Road Co. soon appeared on the scene and ordered that operations cease immediately. No attention was paid to his orders and the men worked on throughout the day tearing up about 150 yards of street in preparation for laying the tracks.

Tore up the road bed.

At half past four o'clock this morning, Mr. Stewart again appeared on the spot, this time accompanied by Mr. Frank Grimes, a gang of fifteen men and two teams of horses. The men and horses were set to work to tear up the roadbed and demolish the labor done by the Hull Electric Co.'s men on Saturday. By seven o'clock, when the Hull Electric Co.'s men arrived to begin work, the road-bed was demolished and the two team of horses owned by Mr. Stewart stood on the street, preventing the company's men from resuming work. The Electric Company's force of 150 men were kept idle for some time, until Major Ritchie arrived, accompanied by Mr. R.H. Conroy, president of the Hull Electric Co. The mayor ordered Mr. Stewart to remove the horses at once or he would have him arrested for obstructing the street. Mr. Stewart, after some hesitation and some very plain language, removed the horses and left, stating that it was his intention to get an injunction compelling the company to stop work.

A meeting of the shareholders of the Aylmer Road Co. is to be held this afternoon, at which the question of the obtaining of an injunction will be considered.

The Hull Electric Co. are still going ahead with the work today. This forenoon another force of eighty men was sent up to Aylmer to hurry the line to completion.

09/11/1896 *Ottawa Citizen* *Renfrew*

Messrs. J.R. Booth, A.W. Fleck, G.A. Mountain, W. Hutchinson, M.P., G.B. Pattee, and Government Inspector McCallum have arrived home from their through trip over the O.A. & P.S. railway. Traffic will likely begin in about a week.

10/11/1896 *Ottawa Journal* *Ottawa Electric*

Accident to car No. 56.

11/11/1896 *Ottawa Journal* *Ottawa Electric* *Chaudiere*

The iron for the bridge of the Ottawa electric street railway line across the Eddy dam is expected to arrive by the end of this week. The stone piers are about completed.

11/11/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

Work on the bridge over the government property at the Chaudiere for the extension of the Ottawa street railway to Hull is progressing rapidly. The track will be double until the Eddy match factory, when a single track will be run alongside the building to connect with the track running through the mill yards for freight purposes. It is possible that passengers will have to walk half a block to connect with the Hull cars.

11/11/1896 *Ottawa Journal* *Canada Atlantic*

One of the new C.A.R. locomotives, no. 25, began running on the passenger service between Ottawa and Montreal yesterday.

11/11/1896 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Mr. Booth was seen today regarding the proposal in yesterday's Journal that the unused portion of the canal basin be fitted up and used as a public swimming bath. Mr. Booth stated that it was his intention to build a covered trestle work over this part of the basin. The company proposed to build their freight sheds in this vicinity and all the space would be required for freight yard purposes. It is not proposed to fill in this portion of the canal basin.

**11/11/1896   Ottawa Citizen   Hull Electric   Aylmer**

Aylmer is now the scene of great activity. The Hull and Aylmer Electric Railway Company have 300 men working on Main street. This street is supposed to be part of the incorporated company's property. On Sunday the Electric Railway Company laid their track opposite the property of Mr. Mulligan, and Dr. John Aylmer. About four o'clock on Monday morning, Mr. Steward, superintendent of the Aylmer road, pulled up the track laid. He was then enjoined by the mayor to leave the track unmolested. There is a theory or statement going about that the Aylmer Road Company's charter was made in this way; after a certain time, now said to have elapsed, the town council have the option of taking over the portion of the Aylmer road in the corporation limits. Probably such an option includes payment for this portion of the road. These are statements made upon the streets and may be without foundation.

**11/11/1896   Ottawa Journal   Hull Electric   Aylmer**

The Hull Electric Co.'s tracks are expected to be laid down Main street, Aylmer, to the main track by this evening. A gang of men were at work all night on the line.

The Hull Electric Ry. Co. with a large force of men continue to lay their tracks along Main street, Aylmer, today without any interruption. The Aylmer Road Co. have not yet taken out any injunction to restrain the progress of the work. Mayor Ritchie claims to have discovered the original agreement between the road company and the town of Aylmer which gives the road company no use of the street whatever.

**13/11/1896   Eastern Ontario Review   Montreal and Ottawa   St. Eugene**

St. Eugene

Mr. Zotique Sansregret, formerly agent of At. Cezaire station in the county of Rouville, is now agent of the station here, and will have his lodging here in said station on or about the first day of December next.

**14/11/1896   Ottawa Journal   Ottawa Electric   Chaudiere**

The iron for the Ottawa electric railway bridge over Eddy's pond arrived this morning from the Dominion Bridge Company, Hamilton. The work is rapidly progressing and will be completed by the middle of December.

A gang of men have been put at work laying tracks into the W.C. Edwards Co.'s lumber yards in New Edinburgh. Work was continued all night while another gang went on with it today.

**14/11/1896   Ottawa Journal   Maniwaki**

General Superintendent Resseman of the Gatineau Valley Railway made a strong plea for the Nepean Point bridge before the civic finance committee. From the point of view of the G.V.R.'s interests there are indeed no two ways of looking at the question. It seems atrocious that the Gatineau road, out of a total business of \$70,000, should have to pay \$20,000 a year to the Canadian Pacific Railway, chiefly for the privilege of crossing the C.P.R. bridge.

More - C.P.R. built with public funds etc.

It seems little better than robbery for the C.P.R. to charge the G.V.R. \$20,000 a year for the accommodation given. And the extortion is a serious injury to the Gatineau Valley and to Ottawa.

**16/11/1896   Ottawa Journal   Hull Electric   Aylmer**

The double track along Main street Aylmer is progressing rapidly and it is expected that the cars will be running there in three weeks.

**17/11/1896   Ottawa Citizen   Carleton Place   Ottawa, Broad Street**

Mr. Hugh Fitzpatrick, late of the Hull Electric Railway, has been appointed constable at the C.P.R. station as successor to Mr. F. Cowan who has been appointed baggage master.

**17/11/1896   Ottawa Free Press   Ottawa Electric**

HAULING FREIGHT

The Ottawa Electric Railway Company have placed an order in the hands of the Ottawa Car company for the construction of the frame for the 200 horse power electric freight engine for the purpose of hauling Canada Atlantic freight cars to the different lumber yards and to the E.B. Eddy manufacturing company's store houses. The engine is to be ready in about two months.

The tracks which are being laid into the W.C. Edward's and Co's lumber yard at New Edinburgh will be ready for the traffic in a few weeks and it is the intention of the street railway company to use their big sweeper as a freight engine until the new one is finished

**18/11/1896   Ottawa Citizen   Renfrew**

About seventy-five invitations have been issued by the engineers and contractors on the O.A. & P.S. Railway for their dinner tomorrow evening in the Grand Union.

**18/11/1896   Ottawa Citizen   Sussex Street   Sussex Street**

The burnt C.P.R. freight sheds on Sussex street are about to be rebuilt. The damaged portion is now being cleared away.

**18/11/1896   Ottawa Citizen   Pontiac & Pacific Junction**

Mr. P. Resseman, Mr. Dunn and Mr. Brennan of the Gatineau railway left the city last evening to inspect the roadbed of the railway and also that of the Pontiac and Pacific Junction Railway Pacific Junction railway. They will return in the course of four or five days.

**19/11/1896   The Equity, Shawville   Pontiac & Pacific Junction**

It may now be regarded as a certainty, says the Citizen, that the Pontiac and Pacific Junction Railway will be extended from Aylmer to Hull.

On Saturday morning notices of expropriation were issued by the company. The notices will be served immediately. The property to be expropriated lies between the track of the Hull Electric Company and the Ottawa river shore.

A gentleman connected with the railway informed the Citizen that the present arrangement of having their freight handled by the electric railway was anything but satisfactory, in view of the extra cost necessitated by the transfer of the freight, and also the fact that it is not brought directly into Ottawa. The freight was now unloaded at Hull instead of coming straight through to Ottawa as previously.

From reliable authority we learn that all the preliminaries for the construction of the extension will be made during the winter and the work will be proceeded with early next spring.

**19/11/1896   Ottawa Journal   Hull Electric   Hull**

The Hull Electric Company have commenced to remove their tracks from the square near Eddy's mill to the adjoining roadway. This is to permit the work on the new park to be continued.

*19/11/1896 Ottawa Journal Ottawa Electric*

By the middle of next week all the electric cars will be equipped with fenders.-- They are the same width as the car and protrude about three feet in front. The fender is made of latticed iron work.

The Ottawa Electric company have placed a caretaker in charge of the new waiting room at the end of their tracks at the Chaudiere. His duties are to prevent loafers congregating there.

The men who are laying the piers for the new electric railway bridge at the Chaudiere had quite a time yesterday in placing a large block of stone four feet square by two feet in thickness. It was so heavy that it was found impossible to lift it over the railing to the pier below, so it was found necessary to cut a large hole through the sidewalk and lower it through the hole.

*19/11/1896 Ottawa Citizen Ottawa Electric Chaudiere*

The iron superstructure for the Ottawa Electric Railway bridge into Hull is being erected.

*19/11/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill*

The ballasting cars of the M. & O. railway are running to here now, the work of ballasting having been done this far.

*19/11/1896 Ottawa Journal Sussex Street Sussex Street*

The burnt portion of the C.P.R. freight sheds on Sussex street near Boteler has been torn down and is to be rebuilt.

*20/11/1896 Ottawa Journal Carleton Place Chaudiere*

The C.P.R. weigh scale building at the Union station was blown down in the wind storm Wednesday night. The debris was removed yesterday.

*20/11/1896 Ottawa Free Press Union Forwarding Quyon*

When in Quyon a (few) days ago Mr. John G. Watson looked up the old railway car there, reputed to be the first ever run in Canada. From Capt. Davis he learned that what had been said of the car was correct. It was built in England and was first used in the Maritime provinces; then was purchased by the Union Forwarding Co. for their track on the other side of Chats Lake. It was nicely, even elegantly, built, but had been allowed to go to decay.

*20/11/1896 Ottawa Journal Pontiac and Renfrew*

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

*20/11/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

Mr. Thos. Tait, assistant general manager of the C.P.R. was in town on business connected with the M. & O. He came over the new line from Rigaud in his private car.

*20/11/1896 Eastern Ontario Review Vankleek Vankleek Hill*

On Sunday night last a car at the Canada Atlantic depot was broken open by thieves and three pairs of boots and one pair of slippers stolen from the boxes of merchandise. Certain parties living in the village are suspected and should anything more of the kind be attempted they may find themselves in the warm embrace of the law.

*20/11/1896 Cornwall Freeholder Cornwall Street*

The track of the western extension of the Cornwall Street Railway is now almost completed to the Paper mill, and it is expected the cars will be running about the end of next week. The passenger terminus will be at the east side of the mill for the present, with a spur running north for the delivery of freight.

*20/11/1896 Arnprior Semi-Weekly New Renfrew*

A freight train of thirty-five cars passed through here on the OA & PS Ry.. on Wednesday, among the cars being three loaded for Parry Sound, being the first through freight from Ottawa for that place. It is predicted that when the line is ballasted throughout and the wharves built on Georgian Bay, the amount of through traffic from east to west will be enormous owing to this being the shortest and most direct line from the western states to the seaboard.

*20/11/1896 Ottawa Journal Ottawa Terminal*

A new order came into effect with C.P.R. train employees today, compelling them to carry a watch with a high grade movement to avoid any risk with regard to time. The Ball watch has been recommended as the standard timepiece.

*23/11/1896 Ottawa Citizen Hull Electric Aylmer*

It is expected that the Hull Electric Company will have completed their new railway line on the west end of Main street by this evening.

*24/11/1896 Ottawa Journal Ottawa Electric*

Construction work on the new bridge to give the Electric Railway Company an entrance to Hull is being pushed forward rapidly. The company expects to be running its cars into Hull in three weeks.

*24/11/1896 Ottawa Citizen Pontiac & Pacific Junction*

Mr. H.J. Beemer, president of the P. & P.J. railway was in the city yesterday on business connected with the expropriation of lands for the building of the railway from Aylmer to Ottawa at an early date.

*24/11/1896 Ottawa Citizen Hull Electric Aylmer*

The Hull Electric company is pushing ahead the work on the loop line at Aylmer. It is expected the loop will be complete in a couple of days.

*24/11/1896 Ottawa Free Press Hull Electric Aylmer*

The Hull electric cars commenced running on the loop line through the village of Aylmer today. There was a little delay waiting for the diamond to come from Montreal, but everything is in great shape now, and an excellent service is guaranteed for the lake-side village.

*24/11/1896 Ottawa Journal Hull Electric Aylmer*

The Hull Electric Railway Company today finished the work on the loop line near Aylmer. The trial trip this morning was a success.

*25/11/1896 Ottawa Journal Hull Electric Aylmer, Queens Park*

The grading of the double track of the Hull Electric Railway was completed yesterday as far as the new park, two miles west of Aylmer. A gang of men are now engaged in laying tracks.

*25/11/1896 Ottawa Journal Renfrew*

The opening of a through passenger service on the O.A. & P.S. Ry. from Ottawa to Parry Sound is likely to take place on Monday December 14. The ballasting of the line was completed last evening.

For the winter there will only be a mixed service from Madawaska to Parry Sound. More.

*25/11/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill*

Trains will be running over the Montreal and Ottawa railway, the new branch of the C.P.R. to Vankleek Hill within a few days. -- It is expected the line will be finished to Alfred within the next fortnight.--

*26/11/1896 Ottawa Citizen Renfrew Barrys Bay*

On Friday evening when the freight train on the O.A. & P.S. railway was going west near Barrys Bay, an axle of one of the cars broke, causing the car to leave the rails. The wreck train had to be sent for to repair damages which it soon did; but the wreck train itself went off the track, and it took some hours before it could be replaced on the rails.

*27/11/1896 Ottawa Citizen Hull Electric Aylmer*

The electric cars are now running regularly over the loop line between Aylmer and Hull.

*27/11/1896 Ottawa Journal Montreal and Ottawa Plantagenet*

The Montreal and Ottawa Railway appears to be hung up for this season at a point some three or four miles east of the pitch off. As they are at work building a turntable some of our pessimists are prophesying that there will be no further progress westward for the next three years. However, the air is full of railway rumors. One man who apparently knows it all will tell that the Great Northern will be built from Ottawa to L'Orignal next summer and will pass to the north of out village. Another equally well posted says that the G.T.R. will also build an air line from Ottawa to Montreal and has surveyors out locating the most favorable line. One thing appears to be certain and that is that the M. and O. Railway Company seem determined to make no mistake about selecting the most favorable place to cross the South Nation River in this vicinity. As pretty near all this section between Ottawa and Vankleek Hill along the Ottawa river knows there are engineering difficulties to contend with at Plantagenet.

Two lines have already been surveyed through here and the knowing ones say that neither of them will be followed. One of them is known by the name of the Kingsford Survey, and was made more than forty years ago. The other is known as the Roy and Shanly route, and was run less than ten years ago, that is since the country has been cleared to a great extent of the forest. Now we are told the intention is to appropriate the Kingsford line till within a short distance east of the pitch off then turn in a northerly direction and cross the river where the rapids terminate in the Little Eddy, and thence approximate to the line known as the Roy and Shanly. This would have the advantage of passing through the township of North Plantagenet practically without either grades or cuttings. The danger from an ice dam in the spring would also be minimized to a great extent.

However, the all important matter is that the road shall go through to Ottawa City at an early date. We are practically hemmed in now until the ice takes so we can drive to the station at Papineauville, a distance of six miles. Rockland, the nearest station that we can reach driving over land is about eighteen miles distant. Of course the M. & O. station at Alfred will possibly be not more than five or six miles distant but it will be a rather one side arrangement for some time to come.

*27/11/1896 Ottawa Citizen Chalk River Carleton Place*

Carleton Place council has decided to grant the C.P.R. a \$20,000 bonus if they will extend the car shops in that town.

*28/11/1896 Ottawa Journal Chalk River Carleton Place*

The local papers advertise a by law authorizing the corporation to borrow \$20,000 to be given to the C.P.R. as a bonus to induce the company to put up permanent shops here to do the repairs of the eastern division of the road. There is little doubt but the ratepayers will give their sanction to the agreement on Dec. 18th.

The C.P.R. have removed their telegraph office to Mr. Kibbie's ticket office.

*30/11/1896 Ottawa Free Press Other*

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

*30/11/1896 Ottawa Citizen Renfrew Galetta*

The Arnprior Chronicle has been informed by a director of the O.A. & P.S. railway that next summer Mr. Booth intends to build a spur from Galetta to Fitzroy Harbour. This and the large pulp mills to be erected there will make things lively at the Chats.

*30/11/1896 Ottawa Journal Hull Electric Hull*

The Hull Electric Company propose to make a formal application to the Hull city council for permission to lay tracks on Bridge street, Hull.

*01/12/1896 Ottawa Journal Ottawa Electric Chaudiere*

Work is progressing rapidly on the Ottawa Electric bridge at the Chaudiere. The iron work will be completed this week and will be most substantial. The track will be completed in two weeks.

J.R. Booth's Logging Railway

To our readers the name of Mr. J.R. Booth, the great millionaire lumberman and railroad magnate, is quite familiar, but the system he uses in transporting logs from the timber limits to Ottawa will perhaps present some interesting and novel features.

There is no waterway between Lake Nipissing and the Ottawa river, or its tributaries, but back of Lake Nipissing is a small lake called Lake Nosbonsing, with an outlet by two small rivers and a lake into the Mattawa river, which empties into the Ottawa. The desired object, therefore, was to convey the logs from Lake Nipissing overland to lake Nosbonsing, at the greatest speed and lowest possible cost, and twelve years ago Mr. Booth built a railroad connecting the two lakes for this purpose. The terminus at Lake Nipissing is Wisawasa, where the creek of the same name empties into the lake, but the bank is very steep, being 65 feet above the level of the lake. This creek was harnessed to draw the logs up to the top and load them onto the cars. A building was built into which the logs were carried to be loaded. The building is 220 feet long by 45 feet wide. The rear end is on a level with the ground, and the front end, supported by heavy framework, is 65 feet above the level of the lake. A jack ladder, 150 feet long, conveys the logs to the building by an endless chain which is operated by a rope drive 500 feet long. A raised platform extends the full length of the building, and in the platform, or table, is an endless chain operated by another rope drive, 1,150 feet long. These rope drives derive their power from a water wheel 44 inches in diameter, under a heavy head of water passing down a flume 6 x 8 feet. The water wheel, by means of a frictionless clutch, drives a fire pump when required, by which the railroad engine is supplied with water. The shafting is 3 7/8 inches in diameter, and on this shaft are two grooved wheels around which the ropes rotate.

Alongside the platform are shunted four flat cars with two inch stakes on each, against which the logs run from the table. Each car is 18 feet long, and is built of red oak lumber on tamarack bunks. As the jack ladder chain dumps eight logs per minute on to the platform, the chain carries them along and they are dumped or slid onto the skids and then onto the cars. Seventeen men are required to do the loading.

When a car is loaded a fork chain attached at one side binds the load on, being tightened by a ratchet wheel and dog. In the handling of the logs a great deal of bark is knocked off which drops through the floor into a chute, and is carried down into the lake.

The road is five miles in length, with two miles of sidings and switches, one switch extending to the Grand Trunk railway. Twenty-two cars are taken each trip. Upon the return of the twenty-two empty cars, they are left on a siding. The engine then pulls out eleven cars already loaded to another siding, and eleven of the empty cars are run into the building, where they are quickly loaded. The engine then picks these up and with the other eleven the load is completed. At the terminus the track slightly declines towards the lake, the chains are let go and the logs glide off into the water. Two men are employed here to break up jams. Here the screw tug "Nosbonsing" tows the logs down the Mattawa river, from whence they float down to Ottawa.

The rolling stock consists of 35 flat cars, which carry an average of 19 logs. Thirty-three of these cars are in constant use, two being kept in reserve. They are 18 feet long by 10 feet wide, and are mounted on standard wheels and axles. The locomotive engine has been in use twelve years, and was built by the Rhode Island Locomotive Works. A competent engineer and fireman are in charge, and four brakemen are employed on the train. The road is level and everything runs smoothly. Four section men keep the road in good repair. The round trip has been made in one hour. It requires but 2 1/2 minutes to dump the 22 car loads into Lake Nosbonsing. Ten trips a day are made, thus carrying over 4,000 logs.

The large steamer "Booth," of 100 tons, gathers up the logs around the shore, and a smaller tug does the booming, etc. There are two wharves at Wisawasa, and two men are constantly employed cutting up the flood wood which collects in the booms, for fuel for the boats. Six men feed the jack ladder chains.

Mr. Thomas Darling, the manager at Wisawasa, is a trustworthy man, and has been in Mr. Booth's employ for many years.

02/12/1896

Ottawa Free Press

Pontiac &amp; Pacific Junction

To the Editor Free Press.

References to statements made by me before the city finance committee recently in connection with a request by the president of the Ottawa and Gatineau and the Pontiac and Pacific Junction Railway, Mr. H.J. Beemer, for an extension of time on the grant from the city in aid of building the interprovincial bridge. In this statement, which was unfortunately hastily prepared, simply from data that was then on hand, without going into details, causing a few misstatements, etc. That the earnings were \$70,000, should have read upwards of \$60,000; and the statement that nearly one third was paid another line for terminal charges to get into Ottawa over another line to another connection, should have read one fifth of earnings, for all charges, terminal and other charges. Other charges consisted of supplies, help, repairs, etc., having no bearing whatever on straight terminal charges, and I had no idea of intimating that these charges were terminal charges alone. Actual terminal charges for trackage privileges, as given by Mr. Shaughnessy are correct; that while we consider terminal charges are full from our standpoint, we believe they are reasonable from that of the Canadian Pacific Railway. It was not my intention to convey any such impression as seems to have been formed.

In the absence of Mr. Beemer, the president of these two companies, I was called upon at a late hour to make a statement before the finance committee, with no time to prepare one accurately, and get together data that was in our Montreal office, consequently I did the best I could under the circumstances. There is a considerable difference between terminal charges and "terminal and other charges." What I attempted to show to the committee was, how these companies were handicapped by heavy and prohibitive transfer charges that was exacted whenever these companies wished to deliver a car to a railway other than the Canadian Pacific in this city, and many shipments have been lost to us on this account, the freight being hauled by teams to other railways and to this city, which show up in loss to this company a very large sum of money. Also in connection with the heavy tariff exacted from all freight from the Pontiac and Pacific Junction Railway over their lines between Aylmer and Ottawa. A large number of shipments that have been withdrawn from our line on this account is taken from our stations and points nearby, across the Ottawa river and shipped over the Canadian Pacific railway line.

As to the asbestos shipments; it should have read that a verbal agreement was made with a mining company that they would ship two cars per week. This has not been done this year, on account of poor demand, although I have had advice from them recently that the prospects are bright and possibly might bear out my statement ere the fiscal year is ended.

The policy of our two companies is simply a free and independent entrance into the city of Ottawa and a connection with all railways entering therein.

The main question for the citizens of Ottawa to consider is that they get a bridge that would cost them to build at least \$400,000; by giving to the railways \$150,000. City of Ottawa thereby saving \$250,000.

Again it will cost the railway \$250,000 to build the highway part of the bridge \$250,000; consequently, instead the city contributing to the railway part of the bridge \$150,000, the railway contribute to the city part of the bridge \$100,000.

Yours truly P.W. Resseman

General Superintendent O. & G. and P. & P. J. railways December 1, 1896

Mr. H.J. Beemer, president of the two lines, in speaking to the Free Press today, stated that there was no desire on the part of his company to enter into discussion upon the matter with the C.P.R. When the statements were made to the council they were made as lightly as possible in order that no discussion with the C.P.R. might result. The fact was that the statements did not go far enough and misunderstandings and disputes had resulted. The facts as stated in the above communication were indisputable and if only the public would consider them carefully they would be convinced of the soundness of them. The Ottawa and Gatineau Railway had not been treated fairly at all times. He believed that from a C.P.R. standpoint the statements made by Mr. Shaughnessy might appear entirely different but from the position of the Ottawa and Gatineau railway it was quite the reverse. His company could not afford to pay the exorbitant prices demanded by the C.P.R.

03/12/1896

Ottawa Citizen

Ottawa Electric

The Ottawa Electric Railway Company is making good progress in the construction of its new bridge to Hull. In a couple of weeks more it is likely the structure will be completed

03/12/1896

Ottawa Citizen

Pontiac &amp; Pacific Junction

Letter from Resseman explaining the terminal charges incurred when moving freight from P. & P.J. to lines other than C.P.R.

*03/12/1896 Ottawa Citizen Hull Electric*

The difference between the Hull Electric company and Dr. Scott in regard to the value of property which the company has expropriated for their railway, will be settled by arbitration.

*03/12/1896 Ottawa Free Press Sussex Street Sussex Street*

Meeting of the board of works.

The C.P.R. company submitted a profile of the tracks which they desire to run from their Lower Town yards into the Edwards company yards. The Edwards company asked that the privilege be granted. The city engineer explained that the tracks run entirely on city property.

Ald. Davis said he was tired of locomotives running on city streets.

Mr. C.W. Spencer arrived at this point and explained that the tracks would not be carried across Sussex street at present: it would be subject to a future arrangement with the city.

There appeared to be some likelihood of trouble arising as to the right of way and Ald. Hasteley and Dalglish moved that the petition be granted subject to provisions being made by the mayor, city manager and city solicitor.

Ald. Davis could not see the advisability of such a decision - he had had so much trouble with steam railways running on city streets that he would oppose the proposal. He claimed that the tracks would run diagonally across the street.

Mayor Borthwick thought that the concession would save the streets from heavy traffic.

On division Ald. Davis and Hewlett voted nay with Ald. Champagne, Hasteley, Dalglish and Wallace in favor thereof.

*03/12/1896 Ottawa Journal Sussex Street Sussex Street*

The Board of Works met last evening and recommended that the city council grant the C.P.R. permission to build their tracks into Edwards and Co.'s yards, New Edinburgh.

*04/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

A railroad navvie named Silkivan had his face terribly cut and pounded in a free-for-all fight which took place Tuesday afternoon. He is the same man who was sent down to L'Original jail a short time ago by the police magistrate but his sojourn there does not appear to have done him any good.

*04/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

The distance from Vankleek Hill to Montreal by the Montreal and Ottawa Railway is exactly fifty-seven and three quarter miles the official measurements having been finished Wednesday evening. The distance by the Canada Atlantic, as given in their timetable, is a trifle less than sixty seven, or about nine miles longer than by the Montreal and Ottawa.

*05/12/1896 Ottawa Citizen Ottawa Electric*

According to present arrangements the point of transfer between the cars of the Ottawa and the Hull Electric Railway Companies, will be on the last bridge leading into Hull. The Ottawa company will run their cars over the bridge now being erected by them, which skirts the east side of the bridge, and the Hull company expect to run their tracks as far as the bridge. As the latter company has no privileges to lay tracks on the bridge, the Ottawa Company will do so and will allow the Hull Company to use these tracks in order to bring their cars close together for the convenience of passengers. At the next meeting of the Hull council the Hull Company will likely ask permission to put down rails as far as the bridge.

*05/12/1896 Ottawa Journal Renfrew*

Premier Laurier, at the invitation of Mr. J.R. Booth, is today making a tour of inspection of the O.A. & P.S. Ry.

A special train left the Central Depot at 8.23 last evening having on board the premier, Sir Henri Joly, W.C. Edwards M.P., J.R. Booth, A.W. Fleck secretary-treasurer, and E.J. Chamberlain, general manager. The train was pulled by locomotive no. 16 and was made up of Mr. Booth's private car, "Booth", and the government car "Openongo" (sic). Conductor Brown and Engineer Ferguson had charge of the train.

The party intended running as far as Madawaska, the divisional point last night, where they would remain over until this morning at the company's handsome hotel.

This morning at ten o'clock they were to proceed on to Parry Sound. They expected to reach Parry Sound about four o'clock this afternoon.

*05/12/1896 Ottawa Journal Hull Electric Aylmer*

The first party to Aylmer in the new Pullman car of the Hull Electric road was given last Saturday by Mr. Chas. Mcgee, and was in every way successful. The party consisted of twenty-two guests all of whom were charmed with the comfort and beauty of the car. At Mrs. Ritchies there was a five o'clock tea and a very jolly dance in the ballroom. The music was supplied by an orchestra brought specially from town. More.

*08/12/1896 Ottawa Citizen Ottawa Electric Chaudiere*

Only those going between Ottawa and Hull can form any idea of the magnitude of the work being carried on by the Ottawa Electric Railway Company in the construction of their new bridge into Hull.

Immense derricks are being used in swinging massive stones into place for the foundation for the iron superstructure. Large gangs of men are engaged at the derricks and also at placing the iron work in position and riveting it together. The iron work is of the most substantial character.

The bridge, when complete, will be about 900 feet in length, and will average 18 feet width. It is expected to be finished about the 25th instant. The estimated cost is \$25,000.

Mr. T. Ahearn, Mr. W.J. McRae and the other directors of the railway company are devoting much attention to the carrying on of the work.

*09/12/1896 Ottawa Journal Ottawa Electric*

A waiting room for the conductors and motormen in the employ of the street railway has been opened in the rear of Chisnall's barber shop at 204 Sparks street. The Ottawa Electric Railway company began laying their tracks into Hull this morning.

*09/12/1896 Ottawa Citizen Renfrew Madawaska*

The petition of the people of Renfrew county to have the divisional point of the O.A. & P.S. railway removed from Madawaska back to Barrys Bay, is to be presented to the government after all. --

*10/12/1896 Ottawa Citizen Maniwaki*

Up to last evening it was not known whether the Gatineau railway documents had been destroyed in the big fire in Montreal. They were in a vault that has not yet been taken from the debris.

*11/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

The go and it is expected that passenger trains will be running in a few daysverment inspection of the Montreal and Ottawa Ry. Took place Tuesday (8/12)

THE ELECTRIC RAILWAY Mr. Fowler, of Arnprior, representative of the Perth & Lanark Electric Railway scheme, was in town on Monday, and in company with Mr. R. J. Drummond, of the Bank of Montreal, and Mr. J. G. Campbell proceeded to the Bathurst town hall where a meeting of the Council was to be held that day. When there they submitted to the Council a request for the use of the Bathurst side of the town-line from the toll gate at Perth to the shore of the Mississippi River, to be used as a right-of-way for the proposed electric road to Lanark, the idea being to run at the side of the stone road, cross the river at the town line, and reach Lanark by the winter road, or nearly on that route. The Council took their request into consideration, but as the present Council was near its end, they concluded to leave the settlement of the matter to the new council, which would be organized and meet in January. It is claimed that the Bathurst and Drummond Councils have power to grant the privilege asked for, so long as the roadway is not interfered with or the grant is not conceded for a wagon road. Mr. Fowler was also negotiating with parties for getting out ties for the road.

11/12/1896 *Eastern Ontario Review* *Vankleek*

It is reported that the Canada Atlantic will put on an early morning train which will leave Hawkesbury at six o'clock, and Vankleek Hill at 6.15 making connection at Coteau with the "Moccasin" arriving in Montreal about nine o'clock. This would be a great convenience, a person could then transact business in Montreal and return the same day.

15/12/1896 *Ottawa Journal* *Renfrew*

On Sunday next at 12 o'clock noon the new time table for the entire length of the Ottawa and Parry Sound Railway will be put in operation and the road opened to Parry Sound. The proofs of the timetable were examined and corrected by officials yesterday and by Sunday everything will be ready for the opening. The first through trains run out on Monday.

The road is not by any means entirely finished but the government will sanction if they have not made their official inspection prior to the 20th.

16/12/1896 *Ottawa Citizen* *Renfrew*

Regular passenger trains to Parry Sound will commence running on the O.A. & P.S. railway on Monday.

16/12/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

Men are busy laying ties and rails on the electric railway bridge at the Chaudiere. All the iron work is about completed excepting the long spar over the water at the Ontario terminus.

18/12/1896 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Montreal and Ottawa Railway will be wide open for passenger and freight (sic) traffic on Monday December 21st and by consulting the time table, in another column, it will be seen that an excellent service will be given. There will be two trains each way daily except Sunday. The morning train leaves here at half past six and arrives into Montreal a quarter of nine. The afternoon train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight, giving a full day from nine o'clock in the morning to half past five in the evening in the city. This will be greatly appreciated by our merchants and travellers. The afternoon train leaves here at five minute past three reaching Montreal at twenty minutes past seven. The morning train leaves Montreal at a quarter of nine arriving here at twenty minutes past twelve. The evening train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight. Consult the timetable in another column for full information regarding arrival and departure of trains from other stations on the line.

The timetable shows stations at St. Eugene, Vankleek Hill, Caledonia Springs and Alfred

18/12/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

The Ottawa Electric Railway company are busy putting in the big girders for the new bridge at the Chaudiere. They weigh five tons each.

19/12/1896 *Ottawa Citizen* *Montreal and Ottawa* *Vankleek Hill*

The Montreal, Ottawa and Vaudreuil is to commence running on Monday over the completed portion of the line between Montreal and Vankleek Hill. An application has been granted by the Railway Committee of the Privy Council allowing the M., O. and V. railway to cross the C.A.R. near Vankleek Hill.

21/12/1896 *Ottawa Journal* *Renfrew*

At precisely 8 o'clock this morning the first regular through passenger train on the Ottawa Arnprior and Parry Sound Railroad pulled out of the Central station. At the lever of engine No. 14, the fastest in the service of the C.A.R. stood Engineer H. Brown while at his side was fireman J. Little.

The train, in charge of Conductor J.H. Roberts, brakeman D. Biggars, baggageman, H. Nicholson, mail clerks, H.G. Ketchum and Dunbar York, was composed of a baggage and mail car, a smoker and a first class passenger car.

Those on the train were Mr. G. Tomlinson, station builder for the company, Mr. W.S. Cranston, Divisional Engineer, Thos. McDermott, Joseph Belisle, Napoleon Seguin, Jos. Trepanier, Andie Nantel, G.W. King, G.T. Whyte, H.P. Pennock, Ottawa; D.A. Younghusband, Carp and Joseph Leslie, Ottawa East.

There was no through passengers for Parry Sound, other than the road officials. The train will pass the down train at Maple Creek at 1.22 p.m. and will arrive at the north terminus at 8 this evening.

22/12/1896 *Ottawa Citizen* *Renfrew*

The first regular through train on the O.A. & P.S. railway left the Central station at 8 o'clock he schedule time. Those in charge of the train were: J.H. Roberts, conductor; H. Brown, engineer; J. Little, fireman; D. Biggars, brakeman; H. Nicholson, baggageman. The mail clerks were Messrs. H.G. Ketchum and Dunbar York.

22/12/1896 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

At 8.30 o'clock last night the first through train from Parry Sound to Ottawa came into the C.A.R. station. The train was in charge of Conductor Roberts and Engineer Brown was the driver. Quite a number of passengers arrived in the city on the train.

23/12/1896 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

A new combined passenger, baggage and mail car that will be put into service on the Ottawa Electric Railway early next year is being rapidly prepared by the Ottawa Car Company. The interior will be finished in polished oak and beautifully carved. The windows in the passenger portion will be of plate glass and the seats will be the most stylish and up-to-date that can be procured. The length of the car will be 28 feet. The compartment for passengers will be at one end. The baggage room in the centre and the mail matter room at the other end.

It is the intention of the company to have the car meet the early morning train at the Union station, besides connecting with the Hull and Aylmer line.

The car will undoubtedly be the finest ever drawn over the streets of this city.

*23/12/1896 Ottawa Journal Hull Electric*

An interesting case was brought before Judge Malhiot in chambers today in Hull. The Hull Electric Ry. Co. last October, in connection with the construction of its double track line into Hull, filed a plan of its route. Crossing the C.P.R. track south of the Aylmer Road, at a rock cutting near the C.P.R. bridge and served a notice of expropriation on the owner, Mrs. Scott.

Five days later a similar step was taken by the P.P.J. Ry. Co. in connection with the same piece of land. The natural conformation of the ground makes it a desirable point for an overhead crossing, a desideration which is desirable for any railway company, and all important to an electric railway whose cars run from early morning until late at night.

Under the Quebec Railway Act thirty days notice of expropriation must be given; under the Dominion Railway Act only ten days notice is required.

Anxious to proceed.

Mr. Rochon, appearing on behalf of the P.P.J. Ry. Co. petitioned the judge for possession of the property, claiming that his client was anxious to proceed with the work of extending the P.P.J. track into Hull, and that construction would begin as soon as a promised subsidy would be voted by the Quebec legislature.

Mr. Aylen, on behalf of the Hull Electric Railway Co. claimed possession on the ground that the double track is now completed to the disputed point and that the work will be proceeded with as soon as right of way can be secured. He cited several cases, Parry Sound Railway Co. in its celebrated suit with the C.P.R. in connection with the right of way at Summit Lake to show that priority in locating the line and in registering the plan entitled a company to possession.

Mr. Brook appeared for Mrs. Scott and asked for a delay to prepare a reply to the claims of the contending companies. The judge adjourned the case until 3 p.m. when Mr. H.B. Spencer, general manager and Mr. Hibbard, engineer of the Hull Electric were examined to show the necessity of obtaining the right of way with as little delay as possible.

*23/12/1896 Ottawa Journal Ottawa Electric*

The two lines of electric railways will be joined tomorrow at a point near the E.B. Eddy Co.

*24/12/1896 Ottawa Free Press Hull Electric*

The Hull Electric railway company will commence running on the double track from Deschene to Aylmer tonight, A twenty minute from Hull is to be given all day tomorrow.

*24/12/1896 Ottawa Free Press Ottawa Electric*

Santa Claus comes to town on a streetcar - full account.

*25/12/1896 Renfrew Mercury Renfrew*

Account of a trip on the O.A. & P.S.

*25/12/1896 Renfrew Mercury Renfrew*

THROUGH TO PARRY SOUND: The first through train to Parry Sound from Ottawa over the OA & PS was that which passed through Renfrew at the regular hour on Monday morning last. There were no through passengers booked from Ottawa, but several of the road's officials made the trip. The train which leaves Ottawa at 8 a.m. reaches the Sound at 8 p.m. The train which leaves Parry Sound at 7 a.m. reaches Ottawa at 6:30 p.m., and Montreal at 10:15 p.m.

*26/12/1896 Ottawa Citizen Ottawa Electric Ottawa Car*

The new passenger, baggage and mail car being built by the Ottawa Electric Railway Company, will be a regular palace on wheels, when complete. Every compartment in the car is being constructed in a unique style. The car will meet the early morning train at the Union station and will connect with the Hull-Aylmer line.

*26/12/1896 Ottawa Journal Ottawa Electric*

The Ottawa Street Railway Company has secured the E.B. Eddy company's stone office at the end of their line in Hull and intend fitting it up as a waiting room.

*29/12/1896 Ottawa Journal Pontiac & Pacific Junction*

The land expropriation case of the P. P. J. Ry. Co. against Mrs. John Scott and the Hull Electric Railway Co intervenant, occupied the attention of Judge Malhiot in Chambers at Hullyesterday and today. The number of witnesses were examined on behalf of the Electric Railway company to establish priority of location and the necessity of the ground on which that line has been run for the purposes of the road. Several witnesses among them Mr. Beemer, President of the P. P. J. Ry. Co., were examined on behalf of the expropriating party to establish the fact that the company had always intended to run its line on the land in question if, for any reason, it should be unable to purchase the Aylmer branch of the C.P.R. That road having been acquired by the Electric Railway Co, the P.P.J. Ry. Co. is obliged to fall back on the alternative route. The delay in proceeding with the extension of the line from Aylmer to Hull and through to Ottawa, Mr. Beemer explained, is due to the fact that the \$0,000 bonus granted by the Quebec legislature was voted for the purpose of the Aylmer branch of the C.P.R. and could not be used for the construction of a new line.

The local government has however, past and order in council granting the bonus for the latter purpose and has promised to put it in the form of an act of the legislature this session.

The company's debts

Another Clause of the bill is to grant \$30,000 to pay off the debts incurred in the construction of the last ten mile section at the west end of the P. P. J. Railway and to aid in building the line through the city of Hull to connect with the G. V. Railway. When the subsidies are obtained, Mr. Beemer says, the company will be prepared to complete the line into Hull.

In cross-examination Mr. Beemer admitted that several judgments were held against his company, but he persisted in asserting that the extension to Aylmer can be completed with the aid already secured from the local government.

This morning Dr. Scott was examined as to the value of the land to be expropriated. Acting for his mother, he had sold an acre and a half of land near the C.P.R. station to the Matthews packing company for \$3,000 and he considered the land demanded by the P. P. J. Co. more valuable. The amount offered by the company is \$3,500, about one-fourth of the amount claimed by Mrs. Scott.

The case is exciting a good deal of interest in Hull. Naturally a desire is expressed that both lines should have every facility to enter the city, and that the P.P.J should not be forced, by excessive cost of construction or other courses, to cross the Ottawa at the Little Chaudiere or deschenes to connect with the railway system of Ontario.

*29/12/1896 Ottawa Journal Hull Electric*

Mr. Beemer testifies in the suit between the Hull Electric and P.P.J. More.

Mayor Champagne of Hull this morning turned the handle of the first electric car from Ottawa into Hull over the new extension bridge of the Ottawa Street Railway Co. at the Chaudiere.

Shortly before ten o'clock, one of the company's handsome private cars, controlled by the worthy superintendent, Mr. J. Hutcheson, started from Ahearn and Soper's office on Sparks Street bearing Mayor Borthwick, Messrs. J.W. McRae, G.P. Brophy, W.Y. Soper, Thos. Ahearn, J.I. Coste, H.E. Henderson of New York, Thos. Workman, Inspector Bartlett, W.J. Cuzner and a Journal reporter.

On arrival at the Suspension bridge the party was met by Mayor Champagne of Hull and Aldermen Helmer, Laurin and Fortin. Lt-Col. Wright and Messrs. C.J. Brooke and N. Page.

The united party with Mayor Champagne at the motor then started on their brief trip across the bridge. On their safe arrival on the Hull side Mr. Soper called for three cheers for Hull. Which were no sooner given than Mayor Champagne called for three cheers for Ottawa, after which other three cheers proposed by Ald. Helmer were given for the Ottawa Street Railway.

The formal opening was then over. A brief inspection of the bridge and the handsome new waiting room was then made, after which the Ottawa party then returned to the city.

The bridge, which cost \$24,000, is now open for the regular passenger service over it.