

**Portage du Fort and Bristol Branch**  
(See also file on Hilton mine spur)

**Files seen**

RG 43 vol 2 file 735  
RG 43 vol 3 file 765  
RG 12 vol 1955 file 3506-63

**RG 43 vol 2 file 735**

**2 March 1889 Petition of the Portage du Fort & Bristol Branch Railway for subsidy**  
Petitioners were incorporated under the statutes of Quebec 51-52 Victoria, chapter 101.

Have line of railway surveyed and maps and profiles prepared. More than 10% of subscribed stock paid up. Will traverse the most populous, best agricultural land through Pontiac county. With PPJ which is incorporated by Dominion statute. Portage du Fort is the westerly terminus of your petitioners' railway, situated on the Ottawa River, opposite Ontario and has large flour mills, woolen factories and saw mills.

Portage du Fort & Bristol Branch Ry. is of dominion importance and will contribute to the development of the great mining, lumbering and agricultural interests of the Ottawa Valley, connecting as it does with the PPJ and in the near future with the CPR and the K&P and Union Railway systems.

The line of the said railway touches the Bristol iron mines in the county of Pontiac and will pass alongside of the ... water power of Chats Falls.

Desire a subsidy of \$3,200 per mile.

**6 May 1891 further petition from Portage du Fort & Bristol Branch Railway**

Have decided to again approach you to request a subsidy of \$3,200 pr mile, for say 25 miles for the construction of that most important road.

Our company has been subsidized during the last session of the local legislature to the amount of \$10,000 acres of land per mile.

Will serve several iron mines, two of which are now in operation.. Marble quarries of various hues and immense water power. Four or five of the most promising villages of the county will be greatly benefited as well as the neighboring townships of Horton, Ross and Westmeath in Renfrew county.

Our company are endeavouring to make provisions to have railway connections with the CPR and other lines in Ontario.

**16 April 1896 petition from Portage du Fort & Bristol Branch Railway.**

Applies for subsidy of \$3,200 per mile for a line from Shawville to Portage du Fort, not exceeding 15 miles.

**RG 43 vol 3 file 765**

**April 1894 Petitions and letters in support of Portage du fort and Bristol Branch subsidy**

**RG 12 vol 1955 file 3506-63**  
(Copy also on Waltham file)

### **Portage du Fort & Bristol Branch Railway**

#### **30 July 1902 from Fraser and Burbidge for Portage du Fort & Bristol Branch Railway.**

Requests subsidy. **Company has commenced construction of their line.** Operating under a provincial subsidy but it was necessary for them to file their plans in order to obtain the subsidy.

#### **25 January 1899 from Perkins and Fraser**

The Portage du Fort and Bristol Branch Railway will apply to parliament of Canada for an act to declare it to be an undertaking for the general advantage of Canada. And to extend the line from Quyon to Hull and to any bridges connecting Ottawa and Hull with power to make running arrangements over the said bridges into Ottawa and to acquire the franchise of the Deschenes Bridge company and to construct a railway from the Deschenes Rapids into Ottawa; also power to erect a bridge across the Ottawa River at or near Portage du Fort. Power to charge tolls, height above water etc. Power to extend to Pembroke and to connect with other railways.

#### **14 February 1899 from William Pugsley**

My clients have acquired the charter of the Portage du Fort and Bristol Railway and will apply for power to extend the line west to Pembroke and east to Ottawa. The road will be operated by electricity. It would reach the Canal about 2 miles from Sparks Street and the proposition is to carry it on iron trestle work so as to reach Sparks Street on a level. The road would cross the canal basin at such a height as that it would not in any way interfere with the use of the basin by vessels. The company would stipulate that steam locomotives would never be run on any portion of the road within city limits.

My clients offered in return for the privilege of building the road along the canal reserve to light the canal over the portion occupied with electric light and to furnish power for operating the lock gates, but as an alternative, the company would be prepared to pay a reasonable rental for the privilege asked for.