
Other Miscellaneous

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-Apr-1898 Page 53

Ottawa and Metcalfe. An electric railway is being advocated between Ottawa and Metcalfe, about 20 miles.

01-Sep-1898 Page 156

Ottawa River Bridge. Perkins & Fraser, solicitors, give notice of application to the Dominion Government for the incorporation of a company to construct and operate a railway and general traffic bridge across the Ottawa River between the cities of Ottawa and Hull, with the necessary approaches from any station which the company may erect in those cities to the bridge for railway, street railway, tramway, carriage, foot and passenger traffic purposes with powers to expropriate lands; to amalgamate with or enter into arrangements with railway, street railway or any other corporation for the use of the bridge; and to charge toll, subject to the approval of the Governor in Council. The height of the arches of the bridge to be not less than 35 ft. and the interval between the abutments or piers to be not less than 150 ft; and for other purposes.

01-Sep-1898 Page 194

The Brockville Times says "There is no reason why an electric railway connecting Brockville with the summer resorts up the river and with Prescott below should not pay. The local traffic on such a railway would be large and a great many tourists would travel over the line of it were properly advertised. There is no doubt that such a railway would bring many customers to the merchants of Brockville. Light freight cars, as well as passenger cars could run over it and farmers could thus send their produce cheaply and conveniently to town.

01-Dec-1898 Page 271

The Brockville Times says "While we are not opposed to the building of an electric railway we believe that if the council would actively endeavour to interest capitalists in the matter it would be possible to secure the construction of an electric line by a company with an agreement that would guarantee a good service and low fares. A Brockville electric railway might in course of time be made the centre of a system of radial electric lines extending to a number of tributary towns and villages. For some reasons it might be better to have such a system owned and operated by private capitalists. The gas and electric light systems are used only by the people of Brockville. An electric railway would be used by many outsiders and in case of extensions to other towns might belong to them as much as to Brockville. Still some strong arguments might be advanced in favour of municipal ownership of an electric railway and if the council should decide in favour of it we would not oppose it, although we believe a satisfactory arrangement could be made with a company if the council would go about it in the right way."

01-Dec-1898 Page 275

Ottawa to Meach lake. G.E. Kidd, solicitor for the applicants, gives notice of application to the Dominion Parliament to incorporate a company to build a railway or tramway, operated by steam, electricity or other motive power from Ottawa, through the township of Nepean, by Kingsmere to Meach Lake, QC; with branches to Hogs Back and Grahams Bay in Nepean twp. and the town of Aylmer and city of Hull; also to build a railway, foot passenger and vehicular bridge across the Ottawa River from the township of Nepean to the township of Hull at or near Remous Rapids.

01-Feb-1899 Page 49

Rockland to Prescott. Press reports say J.S. Ross and others of Winchester, are promoting a scheme for the construction of a line from Rockland, south about 42 miles via Winchester and Morewood to Prescott.

01-May-1899 Page 153

Smiths Falls to Gananoque. The Ontario legislature, at its last session, incorporated a Co. to build an electric line between these points by way of Merrickville.

01-Nov-1899 Page 334

G.E. Kidd, solicitor, Ottawa, gives notice of application to Dominion Parliament to incorporate a company to construct a railway, either by steam or electricity from Ottawa to near Brockville and expropriate and acquire lands and water power and construct and develop water power for the purpose of generating electricity along the line of the railway, or elsewhere, with power also to construct and operate a ferry on the River St. Lawrence between Brockville and Morristown, NY, and there connect with the U.S. system of railways and to acquire and maintain docks, wharves, piers and elevators on the River St. Lawrence, at or near Brockville and for other purposes.

01-Nov-1899 Page 334

Perkins and Fraser, Solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company to construct and operate a railway and general traffic bridge across the Ottawa River, between the easterly side of Bank Street and the westerly side of Kent Street produced to the river, to some point in Hull, with the necessary approaches from any station which the company may erect in Ottawa or Hull for railway, street railway, tramway, carriage, foot and passenger traffic purposes and for other powers.

Carillon and Grenville Railway.

"An odd institution that has lately come under my notice" said a friend of mine the other day, "is the railway 12 miles in length between Grenville and Carillon on the Ottawa River. This railway is employed for the transport of passengers and baggage going by steamer from Montreal to Ottawa and vice versa. The train, which consists of a locomotive and one car, makes only one trip per day, leaving Carillon on the arrival of the boat from Montreal, and on the return leaving Grenville on arrival of the steamer from Ottawa. The line runs through fields some distance from the river. The roadbed and rails cannot be seen except at close range, being overgrown with grass. At a glance the engine is seen to be an old timer, and probably will not stand a pressure of more than 30 to 40 lbs. It looks very like the first locomotive put into service on the old Northern Ry. and which, I understand, was built at Good's foundry, on Queen Street in Toronto. An old gentleman, grey haired and grey bearded, attired in a long black coat, white tie and high collar and presenting the appearance of a superannuated preacher, occupies the dual position of conductor and brakeman. Notwithstanding his antiquated appearance, however, he seemed to be rather more up to date in his movements, for on the whistle sounding 'down brakes' he responded so quickly that the locomotive and car were brought to a stop some distance before the platform which does duty as a station, was reached, and the train had consequently to be started up again to reach its destination." In concluding his description, my friend remarked that the old conductor must have a great task on his hands in making up his daily returns for the railway company. - "By the Way" in Canadian Electrical News.

01-Mar-1900

Page 78

Ottawa to St. Lawrence River. Application is being made to the Dominion Parliament to incorporate a company to build a railway from Ottawa through Gloucester and Osgoode townships to Metcalfe, thence to Winchester Springs, North Williamsburg, and Morrisburg with a branch line from Winchester to Inkerman, South Mountain and Iroquois and to extend branches through other portions of the counties of Carleton and Dundas.

01-Jul-1901

Page 213

The Buckingham to Rapide L'Original. U. Rouville, a Parisian capitalist, who is interested in the development of the phosphate deposits in the Buckingham district, is the projector of an electric railway from Buckingham for about 100 miles up the Lievre River to Rapide L'Original. Accompanied by N.A. Belcourt MP., H. Bourassa MP., and C.B. Major, MLA, Mr. Rouville recently had an interview with Sir Wilfred Laurier with a view to putting in a claim for a bonus. Sir Wilfred promised consideration. The Quebec Government has also been interviewed.

01-Jul-1902

Page 237

Guy C. Dunn, whose portrait appears on page 231 of this issue, was born in Quebec, May 13, 1862, and entered railway service in Oct 1881, joining the engineering staff of the CPR and remained with that Co. and the Atlantic and Northwest Ry. for about three years, being engaged in construction and surveys, including the surveys for the St. Lawrence bridge. Subsequently he was on the engineering staff of the Pontiac Pacific Ry., the Ottawa and Gatineau Ry. and the Montreal and Western and Chateauguay Ry., being appointed Assistant Chief Engineer to the PPJ and ON&W in 1895 and Chief Engineer in 1897. He was also Chief Engineer in charge of construction of the Interprovincial Bridge at Ottawa. On the passing of these lines under the control of the CPR May 1, he resigned his position to act as engineer in charge of construction of the extension of the ON&W from Gracefield to Maniwaki. He was elected as associate member of the Canadian Society of Civil Engineers June 25 1887, and a full member Dec. 9, 1897.

01-Aug-1902

Page 267

Ottawa to Lachine. Press reports state that a company is about to be formed to construct and operate an electric railway from Ottawa to Lachine where connection would be made with the Montreal lines.

01-May-1903

Page 147

Hawkesbury and Caledonia Springs. Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway to be operated by steam or electricity from Hawkesbury to L'Original, thence to Caledonia Springs, about 10 miles. Kingsmill, Hellmuth, Saunders and Torrance, Toronto, are solicitors for the promoters.

01-Aug-1903

Page 283

John J. Gartshore, Toronto, reports having recently secured a contract for rails and fastenings to equip a railway in Mexico, about 5 miles long, which he is supplying direct from the mills to Tampico. He has recently sold a standard gauge locomotive and three narrow gauge locomotives besides a quantity of cars for logging lines.

01-Dec-1903

Page 409

The Point Ann railway has purchased a locomotive from the estate of the late Jas. Cooper, Montreal, also eleven dump cars and will probably add a passenger car to its equipment.

01-Jan-1904

Page 7

Point Ann Ry. This line is 3½ miles in length from the GTR at Belleville to Point Ann where the Belleville Portland Cement Co.'s works will be situated. The line is being laid with 56 lbs. rails. it was expected to be completed by Dec 31, 1903. Will be used solely for the business of the Belleville Portland Cement co. the outgoing freight consisting of cement and the incoming of supplies for the mill.

01-May-1904

Page 165

H.J. Beemer, who was engaged in railway contracting work for many years in Canada, is leaving in May for Arizona where he will engage in gold mining.

01-Jul-1904 Page 227

F.H. Hopkins who have opened offices in the Imperial Bank Building, James Street, Montreal have acquired the goodwill of the late James Cooper's business.

01-Jul-1904 Page 240

G.A. Mountain, who has been appointed Engineer to the Board of Railway Commissioners, was born at Quebec City in 1860, and after a term in the office of the City Engineer there, was engaged in survey work on the Newfoundland Ry. and the Q&LStJ Ry.; in 1881 he was appointed Assistant Engineer, CAR, becoming Chief Engineer in 1887, which position he occupied until his present appointment.

01-Mar-1905 Page 127

The Standard Construction Co. has been incorporated with offices in Ottawa and a capital of \$1,000,000, the incorporators being E.J. Chamberlain, railway manager; J.W. Smith, railway official; C.J.R. Bethune, barrister at law; G.E. Fauquier, contractor; H. Christin, bookkeeper, Ottawa.

The corporate name was changed to Pacific Construction Co. by letters patent issued April 28, 1905.

01-Apr-1905 Page 155

H.J. Beemer, contractor, formerly of Montreal and Ottawa, is now mining in Arizona and is building a railway from Congress Junction to the mine.

01-May-1905 Page 198

W.H. Davis, a member of the firm W.H. Davis & Sons, contractors for railway and canal works, died at Montreal, March 23, aged 54.

01-May-1905 Page 195

G.A. Mountain, whose portrait appears on the first page of this issue was born in Quebec City, 1860, and began his professional career in the employ of Kinipple and Morris of London, Eng., engineers for the Louise Embankment and graving docks, Quebec, remaining with them during their work on the Island Railway of Newfoundland and the Quebec and lake St. John Ry. he joined the engineering staff of the Canada Atlantic Ry. in 1881 and was Assistant Engineer until 1887, when he was appointed Chief Engineer, which position he held up to July 1904 when he was appointed Chief Engineer to the Board of Railway Commissioners for Canada. As Chief Engineer for the CAR, he had been in charge of the construction of the line between Ottawa and Parry Sound and of the Coteau Bridge across the St. Lawrence River. He became a member of the Canadian Society of Civil Engineers in 1887, has been a member of its council for several years and is a past vice-president.

01-Jul-1905 Page 299

M.J. Haney, C.E. contractor, Toronto, has been elected a director of the newly organized Home Bank which proposes to take over the property, assets and liabilities of the Home Savings and Loan Co. Mr. Haney has been awarded the contract for the construction of the new tunnel from Toronto to the Island, for the corporation water works and will lay out yards etc. for the assemblage of material on Ashbridge's bay.

01-Nov-1905 Page 543

Pembroke. An application will be made next session of the Ontario Legislature for an act incorporating a company to construct an electric railway in Pembroke and through the twps. of Pembroke, Stafford, West Meath, Bromley, Ross, Horton, Admaston, Alice, Petawawa, and Buchanan. Power will be asked to construct the line, or branches, in sections; to make agreements with other corporations etc., to amalgamate with other similar companies, to construct telegraph and telephone lines, to acquire water power and to sell power, and to lease or purchase lands for pleasure grounds. It will also ask for power to issue bonds to the extent of \$20,000 a mile of line constructed. J.G. Forgie, Pembroke, is solicitor for the promoters.

01-Dec-1905 Page 583

H.J. Beemer, railway contractor, who constructed the Ottawa, Northern & Western Ry. and the Interprovincial Bridge at Ottawa, returned to that city from the US early in November.

01-Mar-1906 Page 145

H.J. Beemer, railway contractor and promoter, formerly of Ottawa, and now of New York, is engaged with a number of others in prosecuting O.A. Rogers of Phoenix, Ariz. on a charge of embezzling \$300,000. Mr. Beemer with a number of others, joined a mining syndicate and the alleged embezzlement took place in connection with some of its transactions. It is reported in Ottawa that Mr. Beemer has lost \$200,000 in the concern.

01-Sep-1906 Page 525

H.J. Beemer, formerly connected with the ON&W, PPJ and Interprovincial Bridge, Ottawa, has returned to Mexico where he is engaged in mining enterprises, after a short visit to Canada.

01-Jan-1908 Page 21

Kemptville junction to South Indian. Several meetings have been held at Metcalfe and Russell for the purpose of promoting a railway through Russell township; the suggested route being from either Kemptville Jct. or Mountain, across country to the GTR near South Indian. It has been decided to organize a company to secure a charter for the construction of such a line.

01-Apr-1908 Page 282

A proposal is being considered to construct an electric railway between Brockville and Prescott, 16 miles, together with a street railway through Brockville. Included in the scheme is a summer park, which it is proposed to construct halfway between Brockville and Prescott. J.B. Gauhn, Brockville is the prime mover of the proposal.

01-Feb-1911 Page 117

GTR we are advised that while there is no question but what the GTR will eventually have a direct line from Ottawa to Toronto there is nothing in contemplation at present. Press reports referring to this matter state that the new line from Ottawa to Toronto, instead of passing through Coteau Jct. (sic) as at first planned would run almost direct from Ottawa to Brockville and pass through Perth and Smiths Falls

01-Mar-1911 Page 217

W. Wainwright, Second Vice-President, GTR, is quoted as having stated that the company is planning to build a direct line from Ottawa to Toronto. Three routes are under consideration, that of the Kingston, Smiths Falls and Ottawa, the Ottawa, Rideau Valley and Brockville and another interest which is advocating a route via Gananoque.

01-Jul-1911 Page 655

Ottawa to Brockville or Kingston. In an interview in Toronto June 16, W. Wainwright, Second Vice-President, is quoted as having stated that the company would, in the near future, build a line from Ottawa to Brockville or Kingston. The management had the matter under consideration and a decision as to the point of junction with the main line would be made almost immediately. "Possibly" added he, "the short line between the Toronto-Montreal line and Ottawa will be double tracked."

The company has now control of two charters for lines out of Ottawa - one the Smiths Falls and Kingston Ry., and the other the Ottawa, Rideau Valley and Brockville.

01-Sep-1911 Page 877

Gatineau River Valley - Press reports state that a company is being organized in Ottawa to build an electric railway from that city along the valley of the Gatineau River. The idea is to make the line serve all the summer resorts between Ottawa and Farm Point.

01-Jun-1912 Page 293

H.L. Maltby, formerly chief clerk in the COR engineering offices Montreal died there recently after a lengthened illness. Before entering the CPR service he was associated with H.J. Beemer in his railway enterprises and was appointed guardian of the Ottawa and Gatineau Ry. by the banks prior to its becoming merged with the Ottawa, northern and western Ry. and being transferred to the CPR.

01-Jan-1913 Page 23

J.M. Shanly, M.Can. Soc. C.E. Consulting Engineer, Montreal, who died there suddenly Nov. 28 was born at Waukegon, Il, in 1857, and after completing his education at Toronto University, moved to Montreal in 1878. He began his professional career under his uncle, Walter Shanly, and after spending several years on survey and construction work, was appointed Chief Engineer of the Beauharnois Jct. Ry. in 1887, and was subsequently Chief Engineer of the Montreal and Ottawa Ry., now the CPR short line between those cities. He was subsequently engaged in the construction of the Central Counties Ry. (now partly the CPR), the Baie des Chaleurs Ry., the Great Northern Ry. of Canada, the International Ry. of New Brunswick, and latterly he was engaged in connection with the Central Ry. of Canada. His connection with the Canadian Society of Civil Engineers, of which he was a councillor, dates from 1887.

N.B. This was James Moore Shanly, son of Coote-Nesbit Shanly.

01-Feb-1913 Page 72

Hon Archibald Campbell, who died at Toronto Jan 5, was until recently President of the Central Ry. of Canada. He was father in law of G.S. Deeks, President, Dominion Construction Co. contractors for the CLO&W.

01-May-1913 Page 221

Mrs. O'Brien, wife of M.J. O'Brien railway contractor, mine owner, etc. was seriously injured at Renfrew, April 23, in a runaway accident.

01-Aug-1914 Page 356

An action brought by A.B. Cook, of Helena, Mont., for a declaration that G.S. Deeks, T.R. Hinds, G.M. Deeks and the Dominion Construction Company are trustees for the Toronto Construction Company of a contract with the CPR for the construction of the Campbellford, Lake Ontario and Western Ry., has been dismissed by Mr. Justice Middleton in Toronto. Plaintiff was associated with Deeks and Hinds in the formation of the Toronto Construction Co. in 1906 and shared with them in a great deal of work. Though the capital was only \$200,000, in six years the dividends amounted to \$1,562,500. Plaintiff's associates became dissatisfied with him, and said he was doing too much independent work. They held 75% of the share value of the Toronto Construction Co. and decided to do without Cook in the new CPR contract. In his judgement the Judge said: "While I could wish that greater candour had been displayed towards Cook, on the whole I think that his claim is absolutely devoid of merit. He has no moral claim to share in the earnings off the defendants."

01-Jan-1920 Page 18

Lievre Valley Power, Traction and Manufacturing Co. The Quebec Legislature is being asked to amend the company's charter powers by authorizing it to build a narrow gauge railway, and for other purposes. The Buckingham Electric Ry., Light and Power Co. was incorporated by the Quebec Legislature with various powers in 1895. In 1905 the legislature changed the name to the Lievre Valley Power, Traction and Manufacturing Co., its powers as to railway construction being as follows, to build a single or double track railway from the City of Hull, or from a point in Hull tp. to the mouth of the Lievre River in Buckingham tp., parish of L'Ange Gardien, through Buckingham, and along the Lievre River Valley to the National Transcontinental Ry. Power was given to operate the projected railway by electricity, steam or other motive power, and to generate and distribute electric power.

01-Mar-1920 Page 118

The contractors for the extension of the breakwater at Current River, Port Arthur, Chambers, McQuigge, McCaffrey Co., have laid a single track narrow gauge railway, with passing tracks, over the ice from the mainland to where the breakwater is being built. The rolling stock consists of 4 locomotives and a large number of dump cars. Each train consists of 6 cars, the load being about 50 tons, about 1,000 tons a day being dumped into 40 ft. of water. The contract covers the construction of 1,500 ft. of breakwater.

01-Mar-1920 Page 135

Lievre Valley Power, Traction and manufacturing Co. The bill introduced in the Quebec Legislature recently to amend the company's charter was withdrawn, and the legislature on Jan. 29, ordered the return of the fees paid less cost of printing and translation. The company was incorporated in 1895 as the Buckingham Electric Ry., Light and Power Co., the name being changed to the present one in 1905. It has power to build a railway, to be operated by steam, electricity or any other motive power from Hull to the mouth of the Lievre River, and along that river to the National Transcontinental Ry.

01-Sep-1922 Page 456

We are advised that the Dennis Canadian Co. is offering for sale the rails and equipment of its logging railway, and the light rails and equipment of the tracks around its mill at Whitney. The rail consists of about 1,000 tons of 52 lb. and 56 lb. relaying rails, approximately 100 tons of 16 lb. relaying rails and 20 tons of 20 lb. relaying rails, and the equipment comprises: One 50 ton Lima geared standard gauge locomotive; 24 Russell log cars, 4 flat cars, 1 log loader and a large number of narrow gauge piling cars. The company's operations at Whitney are about completed and the mill will be dismantled and disposed of this year. The rails etc. are being offered for sale by J.J. Gartshore, Toronto.

01-Jan-1923 Page 9

The Quebec development Co. is reported to have started work on the construction of a railway from Hebertville, mile 198 from Quebec on the old Q&LSIJ for use in the building of dam at the Grande Descharge of Lake St. John.

01-Mar-1923 Page 118

The railway portion of the Quebec Development Co.'s water power development plans are being built under the Alma and Jonquiere Ry.'s charter.

01-Jun-1923 Page 275

Victor Osterberg, Kingston, has bought a rebuilt 4-wheeled Vulcan saddle tank locomotive and 6 four yard, two way, Western dump cars, all 36" gauge, from Canadian Equipment.

Schroeder Mills and Timber Co., Pakesley, has bought a second hand 40 ton 4 wheeled Pennsylvania switching locomotive from Canadian Equipment. It has separate tender, is of standard gauge, etc.

Imperial Oil has bought a second hand Baldwin 4-wheel saddle tank locomotive, 52 tons from Canadian Equipment. standard gauge.

P.J. Lyall & Sons Construction has bought a standard gauge, saddle tank 0-4-0 locomotive, 37 tons from Canadian Equipment for its contract on the Welland canal.

01-Dec-40 Page 619

Reports in Montreal that NHB and CNR had agreed whereby CN would take over seven electric locomotives and the NHB would receive four steam switching locomotives and \$400,000 in cash.

01-May-48 Page 276

44 psgr. coaches for Nepean Bus Lines.