

Local Railway Items from Area Papers - Aylmer Branch Railway

22/06/1874 Ottawa Citizen Aylmer branch Aylmer

Tenders for the grading of the Northern Colonization Railway between Aylmer and Ottawa were opened on Saturday, but we have not yet learned to whom the contracts were awarded. The work will be commenced on the 1st of July, it is said at both ends of the road.

17/07/1874 Ottawa Citizen Aylmer branch Aylmer

The citizens of Aylmer are jubilant over the prospect of the immediate commencement of the Northern Colonization Railway at that place. It is probable that work will be commenced next week. A party of engineers under Mr. Gzowski are at present in the city awaiting the arrival of others to go on with the line. The work once commenced, it will soon be completed and railway communication established between Ottawa and that town. The want of such connections has been a serious drawback to Aylmer, and it is probable that it will improve rapidly after its construction.

26/09/1874 Ottawa Citizen Aylmer branch

There seems to be some trouble about the right of way between Hull and Aylmer owing to the company neglecting to deposit the plans of survey with the County Prothonotary. Only the plans to the township line of Templeton have as yet been handed in and it is said the county bonds will not be signed until they are deposited. The farmers should do all in their power to aid the company in pushing on the construction of the road.

05/10/1874 Ottawa Free Press Aylmer branch

BETWEEN HULL AND AYLMER

Messrs. Buens and Ryan have a large posse of men employed cutting through the woods and performing the necessary grading. Ground for the new railroad was broken on Friday last quite close to the Aylmer Road near the toll gate. A number of men were at work on Saturday.

12/10/1874 Ottawa Citizen Aylmer branch

A large gang of men is at work between Hull and Aylmer, near the Hull Cemetery, making preparations for cutting the hill there during the coming winter.

17/10/1874 Ottawa Free Press Aylmer branch

The work on the Northern Colonization Railway between Aylmer and Hull, is being pushed with considerable energy. A large posse of men are at work grading south of the Hull cemetery. The Aylmerites are impatient for the completion of the road. They think it about time that staging were played out, and they want a change.

19/10/1874 Ottawa Citizen Aylmer branch

The Northern Colonization Company have decided to establish their depot on the property of the Union Forwarding Company at Aylmer. The site is a very favourable one and in close proximity to the steamboat wharves.

26/10/1874 Ottawa Free Press Aylmer branch

For some time men have been at work west of Hull, and this morning a posse of men began grading at Aylmer.--

02/11/1874 Ottawa Citizen Aylmer branch

The ballasting for the embankment of the Northern Colonization Railroad has now been completed to the Aylmer road from the shores of the Ottawa. The portion on the other side of the road appears to be a difficult line of country to cross.

20/02/1875 Ottawa Citizen Aylmer branch Aylmer

Mr. Mulligan of Aylmer having been awarded the contract for the supply of thirty thousand railroad ties to be used in the construction of the Northern Colonization Railway, is getting them out speedily, and blocking up the principal thoroughfares of Aylmer.

11/03/1875 Ottawa Free Press Aylmer branch Aylmer

Our enterprising townsman, Jas. Mulligan, having, with Mr. Noctor, subcontracted for the manufacture of railroad ties from Aylmer downward to the crossing at the Gatineau, has had a large gang of men at work since the new year, and notwithstanding the heavy roads and deep snow impeding operations, several thousand are laid along the track. Aylmer Times.

07/08/1876 Ottawa Citizen Aylmer branch

Councilor Mulligan, of Aylmer, who furnished the old contractor for the Northern Colonization Railway with \$6,000 worth of ties, has received the assurance of the Chief Engineer that his account will be settled shortly. The Local Government intend paying off all old claims in this district shortly.

29/09/1876 Ottawa Citizen Aylmer branch

Mr. Chas. Devine of Aylmer, ex-Warden of Ottawa County, was in town today. He says grading on the Aylmer section of the Northern Colonization has not yet been resumed although the contractors have purchased the right of way from several parties along the route.

06/10/1876 Ottawa Citizen Aylmer branch

Mr. W. Kritchie, foreman to Mr. McDonald, sub-contractor on that section of the Northern Colonization Railroad between Aylmer Road and Gatineau Point, leave this afternoon with teams and derricks for the purpose of commencing work at the rock cut near the cemetery on the Aylmer Road. It is calculated that about 200 men will be employed on that section this winter.

18/10/1876 Ottawa Free Press Aylmer branch

A large gang of men are at present engaged on the line of the Montreal and Western R.R. near Mr. David Moores, Aylmer Road.

27/10/1876 Renfrew Mercury Aylmer branch

From the Aylmer Times. The construction of the M. O. & O. Railway between Hull and Aylmer is now being vigorously pushed on. A great force of men and teams being engaged on the only really difficult piece on this section, the Benedict Hill. The plant and material for building the culverts is also being got on the ground, in order, we understand, that they may be constructed before the winter sets in.

27/11/1876 Ottawa Citizen Aylmer branch

The N.C. Railroad

It is now two months since Mr. John MacDonald commenced his contract on the Northern Colonization Railroad and he has accomplished much in that time. The masonry, which is completed between Hull and Aylmer, is a capital piece of work, and reflects credit both upon the contractors and the engineers. Grading is finished from Hull to past Mr. McKinley's residence, with the exception of a small piece of rock cutting at the graveyard. There are at present ten or twelve squads of men at work making as good a job as they did in the middle of summer. Two more months of such weather as we are now having would enable the contractor to finish his section altogether.

27/04/1877 Renfrew Mercury Aylmer branch

The work of grading between Aylmer and Hull is being pushed on with the greatest energy. The contractors have a very strong force of men and horses employed. The fencing along the line is also prospering satisfactorily.

30/05/1877 Ottawa Free Press Aylmer branch

Hull. Mr. MacDonald, railroad contractor, will soon have the whole of the road between this city and Aylmer ready for the iron. The masonry was completed yesterday. A small piece near Aylmer and another in this city, is all that requires to be made. About 150 men have been kept constantly at work for months past.

24/07/1877 Ottawa Citizen Aylmer branch Aylmer

It is proposed to put a locomotive on the Aylmer end of the Montreal, Ottawa and Western Railway for grading purposes, as it will be some time yet before the Gatineau bridge will be completed. The station at Aylmer will probably be located on Main Street near the property owned by Mr. W. Darmady.

20/08/1877 Ottawa Free Press Aylmer branch

The approaches to the railroad crossing on the Aylmer road are now being raised to the grade of the track, and a large force of men are kept at work in this locality. Mr. MacDonald says that it is probable that a locomotive will be brought as far as the Gatineau bridge by water, and a construction train placed on this end of the line. This, he says, would greatly facilitate operations.

11/09/1877 Ottawa Citizen Aylmer branch Aylmer

The grading and stonework from Aylmer to the Gatineau bridge on Mr. McDonald's section of the railroad is completed.

12/10/1877 Ottawa Citizen Aylmer branch Aylmer

Two gangs are at work grading the grounds for the Aylmer station, and it will be ready for building on in a week.

20/08/1878 Ottawa Citizen Aylmer branch Hull

Platelayers are here to continue the laying of rails to Aylmer.

21/08/1878 Ottawa Citizen Aylmer branch

The work of laying the rails on that portion of the QMO&O between Hull and Aylmer has commenced. It is expected that the work will be completed by the end of the month and that a few days later the people of Aylmer will welcome "the first snort of the iron horse" in their town.

30/08/1878 Renfrew Mercury Aylmer branch

A posse of men will begin work this morning on the extension of the Quebec, Montreal, Ottawa and Occidental Railway from Hull to Aylmer. The work will be completed and trains will run to Aylmer within two weeks. This exhibition of enterprise is characteristic of Mr. Duncan Macdonald, Manager. Aylmer Times.

14/10/1878 Ottawa Free Press Aylmer branch

Rails are now being laid between Hull and Aylmer on the Q.M.O. & O. R.R.

14/10/1878 Ottawa Citizen Aylmer branch Aylmer

At last the residents of Aylmer are quite satisfied that they will hear the "grunt of the iron horse" echoing through their town. A gang of men are now engaged in laying the rails between Hull and Aylmer and there is every prospect of the work being completed immediately. They may therefore expect trains to be running into the town in the course of a month. Whether the work will be extended beyond that point is not known at present.

01/11/1878 Renfrew Mercury Aylmer branch Aylmer

A large posse of men are at work on the Q.M.O. & O. Railway between this village and Hull. The ties are now laid as far as the crossing at Deschenes and the iron horse may be expected here about the middle of next week. Aylmer Times.

09/11/1878 Ottawa Citizen Aylmer branch Aylmer

Hull 8th. The rail laying to Aylmer is not progressing very rapidly and fears are now entertained that the whistle of the iron horse will not be heard in that village this winter. There is only a small staff of men at work and the plate laying has had to be discontinued on account of the connecting irons for the rails not coming to hand. The men have been put to work on the fencing.

20/05/1879 Ottawa Citizen Aylmer branch Aylmer

Work on the Aylmer extension of the QMO&O has been resumed and it is expected that in the course of a few weeks trains will be running in connection with the Union Forwarding and Railway Company's steamers which have their terminus at that town.

07/07/1879 Ottawa Free Press Aylmer branch

Messrs. Stark and O'Meara are inspecting the line of the Q.M.O. & O. R.R. between Hull and Aylmer today. N.B. Stark was the General Freight and Passenger Agent while O'Meara was the General Agent.

09/07/1879 Ottawa Citizen Aylmer branch Aylmer

The extension of the QMO&O to Aylmer will probably be completed before the end of the present month, by which time it is expected that regular passenger and freight trains will be running.

02/08/1879 Ottawa Free Press Aylmer branch

It is expected that the rails on the Aylmer Extension of the Q.M.O. & O. R.R. will be laid as far as Aylmer tonight and that trains will commence running on Wednesday.

05/08/1879 Ottawa Citizen Aylmer branch Aylmer

The rails were laid on the Aylmer extension of the QMO&O on Saturday night, thus finishing the line to that point. The first regular train will reach Aylmer tomorrow night.

06/08/1879 Ottawa Free Press Aylmer branch

This afternoon, several of the officials of the Q.M.O. & O. R.R. passed over the Aylmer extension for the purpose of inspecting the road. At 4 o'clock it was proposed to have a grand celebration in the village, the corporation having voted \$100 for the purpose of a dinner, which will be held at the British Lion Hotel. Moses Holt also proposes to give a dinner on his own account. Invitations to the city press, and others have been extended by Mayor Gordon.

The following telegram was received from Aylmer today:

A grand demonstration is expected here today on the occasion of the opening of the Q.M.O. & O. R.R. extension. About 300 strangers are expected, and lunch has been ordered for that many. A band from Ottawa will be present. In the evening it is proposed to have a torchlight procession.

06/08/1879 Ottawa Citizen Aylmer branch Aylmer

The first regular train of the QMO&O Ry will reach Aylmer tonight at 10.10. A special train, conveying officers of the road and invited guests, is expected to pass over the newly completed line today.

The first through freight car on the QMO&O from Montreal to Aylmer arrived at the latter place yesterday. The freight was consigned to Mr. Moses Holt.

Wednesday was a red letter day at Aylmer, and it is only natural that it should be for the inhabitants saw the realization of a fond hope that they have nursed in their bosoms for a tenth of century. For a number of years Aylmer has been retrograding. With the construction of the Canada Central on the south shore of the river. She lost control of the great traffic of the upper Ottawa; and in a dozen other ways her trade has diminished down to very narrow dimensions. A new era has, however, dawned, and the silver lining of the dark cloud which has been hanging over her interests is gradually growing more distinct. The "snort of the iron horse" is now heard there and promises in the near future to revive business, and wake the people up from the lethargy which has characterized them of late. The town has now been placed on a line of railway which will doubtless some day form a branch of the great Canadian Pacific, for having extended their road so far, the Provincial Government, in order to secure a fair proportion of the trade of the Northwest, will in all probability continue it to Deep River. The importance of such a connection is quite obvious, and is well understood in the counties of Ottawa and Pontiac. But there is a special reason why the people of Aylmer felt that they should jubilate, a reason which towered above all others, and that was the fact that the North Shore Railway scheme had its origin among her people and was the outcome of a general meeting of the counties of Pontiac and Ottawa, held there nearly 10 years ago. Its consummation, in so far as that had at that time planned could not but create a spirit of enthusiasm and make them feel commercially speaking that they had been born again. Wednesday, therefore, having been named as the day on which the first passenger train would reach the town, the citizens immediately set to work to arrange a demonstration. They had very little time to work on, and everything had to be gotten up in a hurried manner, but notwithstanding, the affair was a grand success and did not appear at all as if it were impromptu. A committee composed of councillors and citizens was organized and invitations were issued to prominent men of the county who have always manifested a deep interest in the promotion of the scheme. Mr. Scott, General Superintendent of the Western Division of the QMO&O was telegraphed to and shortly before 3 o'clock arrived by special train, accompanied by several gentlemen from the city.

THE ARRIVAL

It is safe to say that the whole town and a sprinkling from the rural area were waiting at the depot, where for half an hour previous the Hull brass band entertained them with some lively airs. The ladies turned out in full force and seemed to enthuse as heartily as the "sterner" sex. By the way, speaking parenthetically, the town boasts of a plethora of female beauty. The train, at all events, arrived and as it did a cheer was sent up which showed that the hearts of the people were warm and their lungs strong. It was what they call

A ZULU CHEER

nine times nine and repeat. When order had been restored and the band had got through playing the opening selection, Mayor Gordon and members of the corporation welcomed Mr. Scott on behalf of the citizens. Miss Emma Murphy then advanced and presented that gentleman with an elegant bouquet of flowers, the graceful act being loudly applauded. Mr. Alonzo Wright M.P. then made a few remarks. After which a procession was formed, headed by the firemen and their engine and the band and escorted Mr. Scott and guests to Mrs. Richey's hotel where a meeting was organized. (There then follows a detailed account of the guests and speeches.)

The meeting then retired to the dining room where Mr. Richey, who is a first class caterer, arranged a sumptuous feast. The table was beautifully decorated with flowers and the bill of fare was an extensive one. Mayor Gordon occupied the chair and conducted the ceremonies with the utmost success. After the cloth had been removed, the usual loyal toasts were proposed. The health of Mr. Scott and the Mayor and corporation of Aylmer were given three times three, after which Mr. Scott offered to run his special to Hull and back with as many citizens as it could accommodate.

THE TRIP

The offer was received favourably and about 100 ladies and gentlemen soon found their way to the depot. On their arrival, considerable excitement was occasioned by an alarm of fire, smoke having been observed issuing from the south west corner of the station platform. The planks were quickly pulled up and Mr. N.J. Conroy and the conductor, with two pails of water, quickly quenched the flames. The train whistled at 6.45 p.m. and made the run to Hull in about 20 minutes, returning at about 7.20 p.m.

TORCHLIGHT PROCESSION

The next item on the programme was a torchlight procession under the direction of the fire brigade. At dark the torches were ignited and the town paraded. It was a grand success and passed off without accident.

THE BALL

This was followed by a ball in Mr. Richey's hall. There were nearly 100 couples present and they certainly did dance until "the wee small hours", it being 3 o'clock before the musicians were allowed to take their departure. It was a very general remark, that although the ball like the other part of the programme had been gotten up in a hurry, there never was a more successful affair of the kind witnessed in the town. At midnight a cold collation was served up by Mr. Richey and discussed with a good deal of energy.

08/08/1879 *Ottawa Free Press**Aylmer branch*

Aylmer people are happy. They have secured "the missing link" and now have railway connection with the outside world. The first train ran through on Wednesday afternoon, and of course the citizens of "ye ancient town" demonstrated. Invitations to be present had been extended to quite a number of gentlemen in this city, but through some oversight, no arrangements had been made for a special train from Hull to Aylmer, so the number who responded was limited, private conveyances being brought into requisition. However, when the train - consisting of engine and tender, baggage car and a first class car - was ready to start for the present terminus, the gentlemen invited to visit Aylmer, who happened to be present, were taken on board. It may here be mentioned that the engine and cars forming the train were all of Canadian manufacture and equal to those of foreign make.

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Shortly after three o'clock the train came dashing in and drew up at the station, which is located close beside the road leading to the wharf.

More - speeches, attendance etc.

The special train was run down to Hull and back, carrying as many of the Aylmerites as could get on board. Just as the train was ready to start, some excitement was created at the station by the cry of "Fire!" smoke being seen issuing through the platform at one corner of the station. A quick supply of water prevented any damage. The fire had started in a pile of shavings and refuse at the corner of the building, under the platform, and looked as though it might have been started by a pipe or cigar. The train made the run from Aylmer to Hull (seven miles) in 23 minutes, going slowly shortly after starting in order to scare some cows off the track. The fences are bad in the vicinity of Aylmer, and the prospect for plenty of mince meat is good. The road, considering that it has not been ballasted, is very smooth. The crowd on board enjoyed the trip very much, but the young man who was pitched off at Aylmer had his nose badly bruised, was mad enough to rip up half a mile of railway track.

Torchlight procession etc.

08/08/1879 *Ottawa Citizen**Aylmer branch**Aylmer*

The QMO&O and the Union Forwarding Company will run cheap Saturday afternoon excursions to the Chat's Rapids, commencing a week from tomorrow. The excursionists will go by rail to Aylmer and by boat the rest of the distance.

09/08/1879 *Ottawa Citizen**Aylmer branch**Aylmer*

The fare to Aylmer by the QMO&O Railway is 25 cents, return tickets being issued for 50 cents. Leave Aylmer 8.00 a.m. Arrive Aylmer 10.10 p.m.

12/08/1879 *Ottawa Free Press**Aylmer branch*

The new time table of the Quebec, Montreal, Ottawa and Occidental Railway contains the two stations of Aylmer and Belmont. The former is 7½ miles from Hull and the latter 4¾ miles.

13/08/1879 Ottawa Citizen Aylmer branch Aylmer

Grand Excursion to Aylmer and up Deschene Lake via QMO&O R'y and steamer Jessie Cassels.

First excursion over the new Aylmer branch.

A special opportunity to visit Aylmer and enjoy the beautiful scenery of Deschene Lake.

Return trip only 50 cts.

A special excursion will leave Hull Depot at 2.30 p.m. Saturday August 18th arriving Aylmer at 2.50 p.m. connecting with the splendid steamer Jessie Cassels, leaving Aylmer Wharf at 3.00 p.m. for a three hour cruise on Deschene Lake, the scenery on which is acknowledged to be the finest on the Upper Ottawa. A string band will accompany the excursionists so that dancing may be enjoyed aboard the steamer. Steamer will return to Aylmer at 6.00 p.m. and train will leave at 6.30 p.m. arriving at Hull at 6.50 p.m. Excursion tickets to Aylmer on this occasion will be issued at 25 cts. for the return trip and valid to return by morning train on Monday.

14/08/1879 Ottawa Citizen Aylmer branch

In return for the compliment paid the General Superintendent of the QMO&O Railway by the citizens of Aylmer, that gentleman has organized a free excursion from Aylmer to Montreal, to take place either on Monday or Tuesday next. Some three hundred invitations have been issued. The excursionists leave at 7 o'clock in the morning returning the same evening.

14/08/1879 Ottawa Citizen Aylmer branch Aylmer

The first carload of lumber was sent from the Aylmer mills yesterday by the QMO&O R.

15/08/1879 Ottawa Free Press Aylmer branch Aylmer

Mr. Gundlack is station master at the Aylmer depot of the Q.M.O. & O. R.R.

A turning table and car shed for the Q.M.O. & O. R.R. are being constructed at Aylmer. The turning table will probably be finished this evening.

15/08/1879 Renfrew Mercury Aylmer branch Aylmer

The completion of our railway from Hull to Aylmer which we have been looking for, was completed on Monday evening last, and the shrill whistle was heard for the first time in our ancient village. The station is a very nice little one, and quite commodious enough for the amount of business at present. Aylmer Times.

15/08/1879 Ottawa Citizen Aylmer branch Aylmer

That Free Excursion. The free excursion from Aylmer to Montreal and return on the QMO&O Railway has been fixed for Tuesday next. Some five hundred persons are expected to accept the kind invitation of Mr. Scott the energetic General Superintendent.

16/08/1879 Ottawa Citizen Aylmer branch Aylmer

A turning table is being constructed at the Aylmer depot of the QMO&O.

20/08/1879 Ottawa Citizen Aylmer branch Aylmer

The free excursion from Aylmer to Montreal yesterday was a success. Some 580 persons took advantage of it and when they returned, shortly after midnight, voted Mr. Scott, the gentlemanly superintendent of the western section of the QMO&O a right jolly good fellow. A pleasant day was spent.

28/08/1879 Ottawa Free Press Aylmer branch Aylmer

The engine and car shed for the Q.M.O. & O. R.R. at Aylmer will be completed tomorrow.

05/09/1879 Ottawa Free Press Aylmer branch Aylmer

Aylmer begins to feel big since she got the Q.M.O. & O. R.R. She is not satisfied with one train each way per day, but would like to have two with an extra one during the time the courts are meeting.

04/11/1879 Ottawa Free Press Aylmer branch

Yesterday afternoon the baggage car attached to the Aylmer train on the Q.M.O. & O. R.R., caught fire and the flames were not extinguished before the pump house in Hull was reached. The damage will not be great.

05/11/1879 Ottawa Citizen Aylmer branch Aylmer

A gang of men are at present ballasting the Aylmer extension of the QMO&O Railway.

07/05/1880 Renfrew Mercury Aylmer branch Aylmer

Some malicious wretch attempted to wreck the Aylmer train near that town by lacing a log across the track. The log, fortunately, proved to be too large to accomplish its design and was thrown off by the cow catcher. The passengers were somewhat scared but none were injured. An effort will be made to ferret out the perpetrator of the diabolical act.

14/05/1881 Ottawa Free Press Aylmer branch

An extra train will be run between Hull and Aylmer and return beginning next week.

10/06/1881 Ottawa Citizen Aylmer branch Aylmer

Aylmer. The local trains of this place now run to and from the Union Station at the Chaudiere, which is just finished. As the train carrying passengers is now no longer utilized for drawing freight to Hull much better time is made between here and Ottawa and there is a general expression of satisfaction in consequence.

10/09/1881 Ottawa Free Press Aylmer branch Aylmer

Mr. Jackson, the genial baggageman on the Aylmer branch of the Q.M.O. & O. Railway was presented yesterday with a beautiful pipe and case by the civil service employees, who have been staying in Aylmer during the summer months. Mr. Jackson was rather taken by surprise, but made a suitable reply in thanking the donors for their gift. Mr. W. Aumond made the presentation. Aylmer Times.

24/10/1881 Ottawa Free Press Aylmer branch Deschenes

A new railway station has been built at Duchesnes [sic].

03/02/1882 Ottawa Free Press Aylmer branch

On Monday evening a drunken man raised a disturbance on the Aylmer train, and refused to show the conductor his ticket. In the struggle which ensued when the conductor was putting him off a pane of glass was broken.

24/06/1882 Ottawa Citizen Aylmer branch Aylmer

The Aylmer branch of the QMO&O Railway was visited last Wednesday by the directors of the Canadian Pacific Railway for the purpose of taking stock. Also carried in the Ottawa Free Press on 23 June, identical wording.

25/10/1882 Ottawa Citizen Aylmer branch Aylmer

There are no second class cars now being run on the Aylmer branch of the Canadian Pacific Railway. A rumour exists to the effect that this portion of the company's road will be disposed of to the Pontiac and Pacific Junction Railway.

20/12/1883 *Ottawa Citizen* *Aylmer branch* *Deschenes*

The west train on the Aylmer branch of the Canadian Pacific Railway met with an accident near the switch at Conroy's Mills, Deschenes. The passenger car ran off the track and turned over, falling down the embankment. The coupling connecting the baggage and passenger cars turned and then broke. The passengers were shook up but escaped with very slight injuries. The stove upset and set fire to some portions of the passenger car. The officials did everything in their power after the accident and the passengers speak highly of their action in promptly setting things right.

03/04/1884 *The Equity, Bryson* *Aylmer branch*

A Wakefield man was in Aylmer a few days ago "looking for law" when told it would cost him something he said he thought he Queen paid all law costs and that he had left his purse "at home on the Piano." As he could not get the papers without the cash he got disgusted and went over to the railroad track and took a comfortable seat between the rails to wait for the next train. The next train came along in due course and the man being noticed the whistle was blown but he kept his ground and would not get out of the way. The train was brought to a standstill within a very short distance of him and conductor Fennel and the train hands got him on board. They were rewarded with curses for not having run over him as he was tired of living in a country where the Queen wouldn't "foot the bill for law costs."
Also in the Renfrew Mercury April 11.

08/07/1885 *Ottawa Citizen* *Aylmer branch* *Aylmer*

The annual excursion and picnic of the Knox Church and Sabbath School will be held on Saturday next, trains leaving the Union Station for Aylmer as per advertisement in another column. ... Tickets can be had on the platform at the station.

15/07/1885 *Ottawa Citizen* *Aylmer branch* *Aylmer*

East End Methodist Church picnic will be held at Aylmer this Friday. Reduced rates have been secured from the Canadian Pacific Railway Company and tickets will be good on any of the regular trains.

22/04/1887 *Ottawa Journal* *Aylmer branch*

When the necessary legislation for the transfer of the Aylmer branch of the C.P.R. to the Pontiac Railway company is obtained, the latter company intend building a railway bridge of their own across the Ottawa to the west of the present C.P.R. bridge.

16/08/1887 *Ottawa Free Press* *Aylmer branch* *Aylmer*

There is much sore feeling among the Aylmer people owing to the change of train on the C.P.R. Instead of as heretofore, four trains, there are only two trains to and from Ottawa, the one which leaves the Union depot at 9.30 a.m. returning at 3.40 p.m. to Ottawa, and the evening train. The inhabitants intend to petition superintendent Spencer on the matter.

19/08/1887 *Ottawa Citizen* *Aylmer branch* *Aylmer*

Aylmerites Kick. Account of a public meeting held to protest the cutting down of service on the CPR.
If the village wanted to be vindictive it might compel the railway company to make crossings and do other work, open up streets etc..
Deputation appointed to go to Montreal.
The railroad company did not own the whole earth.

23/08/1887 *Ottawa Free Press* *Aylmer branch* *Aylmer*

Mr. Moses Holt has started to run a bus line between Aylmer and Ottawa since the timetable on the C.P.R. has been changed. The bus line enterprise has been subscribed to by about two hundred citizens of Aylmer. The buses leave Aylmer at 10:40 each morning.

05/06/1888 *Ottawa Citizen* *Aylmer branch* *Aylmer*

Another passenger train has been put on from Ottawa to Aylmer by the C.P.R. Company, It leaves the city at 12.35 p.m. and arrives from Aylmer at 11 p.m. (Note the CPR advertisement shows the train leaving at 12.01)

07/06/1888 *The Equity, Bryson* *Aylmer branch* *Aylmer*

A station agent at Aylmer was somewhat surprised on Thursday morning when he went to open the office about 7.15 o'clock, to find locks bolts and bars burst asunder, and the office presented an appearance as if it had been ran sacked by burglars. On closer examination it was found that the padlock of the waiting room door had been forced with a crowbar, and that the door of the inner office had been similarly broken in and papers and other documents scattered about the floor, the drawerd having been ran sacked, the sfae blown open, and the sum of \$30, the amount of the receipts of the previous day, missing. The burglars, whoever they are, left their implements behind them, which consisted of crowbars, braces, bits, a chisel and a hammer. Which was afterwards ascertained had been taken from the section room, that place having been evidently broken open for the purpose. A hole had been drilled in the door of the safe, an explosive inserted, a fuse ugnites, and the door of the safe torn apart, the contents being then extracted. More.

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

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

08/06/1891 *Ottawa Journal* *Aylmer branch* *Aylmer*

New CPR timetable advertisement - similar trains to Aylmer as previously.

07/08/1891 *Renfrew Mercury* *Aylmer branch* *Aylmer*

The Aylmer Gazette complains that since the C.P.R. station there was burned down in April last, instead of the rumoured fine new station, all that has been done is to erect a small shed that would be a disgrace as a woodshed to any ordinary building. There is room in it for a station agent and the operator; but nothing to prevent waiting passengers either from down pouring rain or the heat of the sun.

15/12/1891 *Ottawa Journal* *Aylmer branch* *Aylmer*

A passenger to Aylmer and back on the C.P.R. gives an amusing account of his experiences, the train taking longer to make the return journey than a horse and buggy would have done. Most of the time was taken up in hitching on and off lumber cars and shunting. The journey both ways, by train, however, costs 50 cents against two dollars and a half by buggy, and travellers who meditate in the facts are proportionately thankful.

27/04/1892 *Ottawa Free Press* *Aylmer branch* *Aylmer*

Last night the station offices at Aylmer were entered and ransacked by burglars. The thieves effected an entrance from the rear by bursting a window and appear to have gone about their work in a thoroughly methodical manner. The heavy safe was cracked open and a number of valuable papers were destroyed whilst the little money there was in the cash drawer was abstracted. Not content with this the burglars appeared to desire free passes for different points of the compass and went through the several ticket cases carrying off a large number. The express matter next claimed their attention and it was seen likewise ransacked with disastrous effect. The whole thing looks like a thoroughly professional job and they appear to have taken their time at it. In all about \$200 in cash and express matter has been taken and up to the moment there is not the slightest clue as to the thieves. They appear to have made their exit by the same means as they accomplished their entrance.

02/05/1892 *Ottawa Free Press* *Aylmer branch* *Aylmer*

The C.P.R. company commenced running the suburban trains to Aylmer and Britannia today. The hours for departing and arriving are the same as for last season.

06/05/1892 *Almonte Gazette* *Aylmer branch* *Aylmer*

The C.P.R. office at Aylmer was recently robbed of \$250.

07/05/1892 **Ottawa Free Press** **Aylmer branch** **Aylmer**

Three weeks ago the C.P.R station at Aylmer was burglarized and some \$40 was stolen from the safe, which was left unlocked. As a result the officials here went to Aylmer yesterday and discharged Station Agent Ingersoll, who has hitherto been regarded as a very popular employee.

24/06/1892 **Ottawa Journal** **Aylmer branch** **Aylmer**

In addition to the regular C.P.R. trains to Aylmer tomorrow, the Anglican Union Sunday School picnickers will have three special trains. The picnic ground will be at Mulligan's Grove, Aylmer.

25/11/1892 **Ottawa Journal** **Aylmer branch** **Aylmer**

A number of passengers by the Pontiac Pacific Junction railway had a long wait at Aylmer yesterday. The Pontiac train, due at Aylmer at 10.22 was half an hour late and the Aylmer train for Ottawa did not wait for the arrival of the Pontiac train, consequently when the Pontiac train arrived they found that the Ottawa train had departed. Some of the passengers drove to the city and others waited over until 4 p.m. for the next train.

Also reported in the Ottawa Citizen. C.P.R. train only waited ten minutes for it.

This was also reported in the Ottawa Free Press.

13/01/1893 **Ottawa Free Press** **Aylmer branch**

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

04/03/1893 **Ottawa Citizen** **Aylmer branch**

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

27/06/1893 **Ottawa Journal** **Aylmer branch** **Deschenes**

Bold attempt to wreck the Aylmer train.

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

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

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

27/11/1893 **Ottawa Citizen** **Aylmer branch** **Ottawa, Broad Street**

There were a number of indignant persons around the C.P.R. depot Saturday morning. The train for Aylmer, which for some time past has started from the track to the south of the central platform, took its departure from a different track, and as a result, several intending passengers were left behind. Some who had been waiting at the station claim that no notice was given before the train started, and indignantly complained to the station officials. (Note. There is no indication whether this was a C.P.R. or a P.P.J. Train)

30/04/1894 **Ottawa Journal** **Aylmer branch** **Aylmer**

The CPR summer service to Britannia and Aylmer will start May 15.

10/10/1894 **Ottawa Journal** **Aylmer branch** **Aylmer**

The Aylmer branch may change hands soon.

A dicker for its purchase by the P.&P.J. Now going on.

The Aylmer branch of the Canadian Pacific railway may soon have new owners.

The Pontiac and Pacific Junction railway is dickering for it. Rumour said yesterday that a deal had been reached.

The Journal, to get at the facts of the matter, wired to Montreal to Mr. H.J. Beemer who is the president and probably the largest owner of the P&PJ Railway. Mr. Beemer, today replied "Nothing definite has yet been arrived at."

This reply, while not confirming the rumour of a sale confirms the idea of a deal being under way.

WOULD NOT BE SURPRISED

Mr. J.T. Prince, general superintendent of the P. & P.J. Ry. here, seen about the matter, said that he would not be surprised to hear that the line had been purchased by his company but he had no information on the matter.

At the last session of parliament a grant of \$3,200 a mile which has been held by the company for the construction of a line from Ottawa to Aylmer was changed, so that the money might be applied to the purchase of the C.P.R. line. There is, besides this, a subsidy due from the Quebec government for the purchase of the C.P.R. Aylmer line.

The P. & P.J., which comes as far as Aylmer, have for some years desired an entrance of their own into Ottawa. When the Interprovincial Bridge scheme was first meted it was stated the P. & P.J. would use the C.P.R. line to Hull from which they would build a spur round to the bridge opposite Nepean Point. It appears now definite steps are being undertaken.

12/10/1894 **Ottawa Journal** **Aylmer branch** **Aylmer**

Letter from a citizen of Aylmer who wants nothing to do with the PPJ owning the Aylmer branch because the PPJ held back the wages of its employees and fired the ringleaders when the employees took action.

Aylmer Branch Sold.

Pontiac Road to buy it from the CPR for \$84,000

The Aylmer branch of the CPR will pass into new hands within a couple of weeks.

The line has at last been purchased by the Pontiac and Pacific Junction Ry.

Rumors of the purchase had been afloat for some months but it was not until this morning that anything definite of the purchase was let out.

A Journal reporter met Mr. H.J. Beemer in the rotunda of the Russell House this morning and questioned him about the talked of transfer of the line.

He said "Yes, I may say it is all settled now between the companies. The purchase price has been agreed upon although all the details of the transaction have not been yet arranged."

The Journal learned that the price to be paid is \$84,000. This sum is equivalent to the amount of subsidies votes to the P. & P.J. Ry. some years ago for the building of the line from Hull to Aylmer, \$60,000 being voted by the Quebec government, \$24,000 by the Dominion government.

Given an Entrance

The purchase of the Aylmer branch will be of great importance to the P. & P.J. Ry. as the company have very much in need of an independent entrance to the city. The prosperity of the line has been very much hindered on account of the end of the line being in the hands of the C.P.R. The company had to pay large sums of money annually for the privilege of running their trains over the Aylmer branch to Hull. The company was also greatly inconvenienced in the carrying of freight and passengers. There was always some delay with freight at Aylmer and the passengers on the P. & P.J. Ry trains east and west were obliged to change cars at Aylmer always causing considerable delay.

Until such a time as the Interprovincial bridge is built, the P.& P.J. Ry. will run trains over the C.P.R. from Hull into Ottawa paying toll to the C.P.R. for the privilege of crossing the railway bridge over the Ottawa.

Not Rolling Stock

It is understood that the purchase of the Aylmer branch does not include rolling stock, but takes in the station at Aylmer, the roadbed and all rights now held by the C.P.R.

An old line

The Aylmer branch is the third oldest railway entering Ottawa, It was built in 1877 about the time the old occidental railway was constructed. The branch is seven miles in length. The first railway entering Ottawa was the St. Lawrence and Ottawa in 1854. In 1874 the Canada Central was opened from Ottawa to Sand Point.

The P. & P.J. Ry. runs through Pontiac county as far as Black River, and is now about 60 miles long. The road is practically owned by Mr. H.J. Beemer of Montreal.

The Pontiac and Pacific Junction Railway are anxious to secure closer connection with Ottawa and a deal will shortly be closed by which the Aylmer branch of the C.P.R. extending seven miles between Hull and the town of Aylmer will pass into their hands. -- -- Mr. W. Dale Harris-- wished to state that no bargain had yet been concluded between the companies. It was a misapprehension on the part of many that the Aylmer branch had already been purchased. He was of the opinion that before the end of the present month the Pontiac and Pacific would be the sole owners of a line extending from Hull station of the C.P.R. to the Black river. In the meantime however there are a number of details requiring arrangement. The Pontiac trains will run into Ottawa, but it must be over the C.P.R. bridge above the Chaudiere Falls until some other means of entry be found.

INTERPROVINCIAL BRIDGE

The company is also bound to build a line round to the eastern part of Hull, and the site of the station will be in either wards 3 or 4, a convenient point for the proposed Interprovincial bridge which Mr. Beemer will doubtless build if sufficient subsidies are forthcoming from the federal government and likewise from Ontario and Quebec.

The purchase of the Aylmer branch will for the present make little or no difference in the train service from Ottawa except that facilities for transportation of both freight and passengers to the upper end of the line will be much better. The purchase will not include the Canadian Pacific railway rolling stock at present in use on the road. The P. & P. J. will use its own cars and engines.

Work on the last section of the road from the sixtieth to the seventieth mile as far as Waltham, near Black River, will also go ahead, the provincial government having added a \$20,000 bonus for the completion of this line.

The proposed deal will place the Pontiac and Pacific Junction Railway in a much better position to do business from Ottawa as the transfer at Aylmer will be done away with.

At the C.P.R. station at Aylmer, a trained dog is kept constantly on hand to keep stray cows off the track at the street crossings.

Obituary for Richard W. Bottrell- extracts:

Mr. Bottrell returned to Ottawa taking a job running a donkey engine in the C.P.R. yards. At that time he was only 15 years of age.

A year later the boy heard of an opening on the Q.M.O. & O. line between Hull and Aylmer, and landed a job as a full-fledged fireman. The engine was famous in the district as the old No. 1, known as the "De Boucherville." The train made four trips between Hull and Aylmer daily. In 1881 the Q.M.O. & O. holdings were bought by the C.P.R. and Mr. Bottrell was promoted by his new employers to their Brockville and Ottawa line.

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The Aylmer Five Hundred

Back in the Seventies When the Quebec, Montreal And Occidental Railway Company Completed The Pontiac Line, Which Is Now Owned by The Canadian Pacific Railway Co., the Citizens of Aylmer Were Tendered a Free Trip to Montreal. Some Years Later the Late J. K. Foran Penned the Following Lines:

LEAGUE on league, league on league, league on league, onward! On the excursion train rode the Five Hundred!
"Forward the Aylmer band." shouted the marshal grand, On the excursion train rode the Five Hundred!

"Forward the Aylmer train." Was there a man behind?
Not that the stoker knew; off like the whirlwind;
No one to weep or cry, no one to breathe a sigh.
Neighbors with neighbors vie, on the excursion train -
Rode the Five Hundred.

Lawyers and doctors were, blending with ladies fair,
Clergy and workmen there, all were together,
In for a day of fun, in for a railway run.
Nations were lost in one, all of "one feather";
Joy, with a happy grace, shone o'er each merry face,
While a tearing pace onward they thunder'd;
Dashing o'er bridge and lane, fences and fields of grain,
Passed the excursion train - onward Five Hundred.

Houses to the right of them, houses to the left of them,
Houses before them whirling and turning;
Never a moment's fail, over the iron rail,
Rounding the hill and bend, friends asked of other friend,
Expectantly burning, "When shall we see Mile End?"
Onward Five Hundred.

Puff - went the engine loud, whiz -- went the steaming cloud,
"Hurrah!" cried the anxious crowd, "Here is the Mountain."
Stopped was the train at last, each one did ponder;
How he had come so fast, each one did wonder;
Now 'midst the cries and cheers, company sunder'd;
All to return again, all the Five Hundred.

Houses to the right of them, houses to the left of them,
Houses around them, Mount Royal city --
(And what a pity, of the Metropolis song cannot tell)
Yet, grand the day and well, the cheers after cheer and yell,
Told how the joy did swell, when all unite again - -
For the returning train -- all the Five Hundred.

When can their glory fade? Oh the grand show they made,
Everyone wonder'd! Thanks to the railway then.
Scott and the railway men, naught in our humble ken
Equalled the ladies fair; nor was a man to spare.
Led by the worthy mayor, GORDON had charge and care,
MOSES himself was there. Oh, but the sight was rare!
Aylmer's Five Hundred!