

# Local Railway Items from Area Papers - Hull Electric Railway

*20/06/1872 The Times, Ottawa Hull Electric Aylmer*

Horse railway to Aylmer.

The continuation? of the Ottawa Street Railway as far as Aylmer has been suggested to us, and the matter seems feasible enough in a paying point of view, while it would be of immense importance to the city of Ottawa, Hull and to the people of the town of Aylmer. There would be no engineering difficulties to contend with in laying the track, on the present excellent ordinary road, the trustees of which could exact tribute from the cars, as from other vehicles at the tolls. Saw mills would be built at Aylmer, and arrangements could be made with such men as Mr. Eddy, M.P.P. for the County of Ottawa to bring down lumber to the railway depots in this city direct from the mills. The bay of Aylmer is so admirably adapted for the collection and booming of timber, that were there any mode for bringing sawed lumber to the locomotive railway stations here, mills would instantly be built there. Mr. Eddy himself could obtain the necessary additional Act of Incorporation from the Parliament of Quebec, and it is not at all likely that the managers of the present macadamized road to Aylmer, would put any obstacle in the way of the scheme which would have the effect of peopling their highway to an extent scarcely now conceivable.

*24/01/1893 Ottawa Journal Hull Electric Aylmer*

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

*18/05/1893 Ottawa Journal Hull Electric*

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

*18/08/1894 Ottawa Free Press Hull Electric*

The new company which Mr. Viau has for some months past been organizing to operate a system of electric railway and lighting in Hull, is now looking after a charter from the provincial government of Quebec. This action has converted nearly all of the ratepayers of the transpindine city to the opinion that Mr. Viau's company will shortly be a reality. Those who were opposed to the granting of certain privileges to the local company are now rejoicing that Hull capital will have a say in the running of the new railway. It is said that Mr. J.M. McDougall, Q.C., of Hull, is at present in Quebec trying to secure a charter for the new road.

*02/10/1894 Ottawa Free Press Hull Electric*

Hull city council contracts with Viau for an electric railway. More.

*05/10/1894 Ottawa Free Press Hull Electric*

The banquet given last evening in Hull by Mr. T. Viau, contractor for the new electric railway which is to connect Hull with Ironsides, Aylmer and Gatineau Point, was a perfect success and one of the most elaborate spreads seen in the Transpindine City for years. All the local celebrities were in hand including His Worship Mayor Aubry, and aldermen of Hull, county mayors and several gentlemen from Aylmer, Gatineau Point and Ironsides. Mr. Charles R. Devlin, M.P. for Ottawa County was on hand and delivered a rousing speech on the advantages accruing to Aylmer through the building of a line of electric railway along the Aylmer road. Mr. N. Tetreau M.P.P., was another speaker. He complimented Mr. Viau upon his enterprise. Several other gentlemen delivered short addresses and the gathering dispersed soon after midnight.

*08/10/1894 Ottawa Free Press Hull Electric*

Details of Hull Electric railway scheme, application for charter etc.

*17/10/1894 Ottawa Journal Hull Electric*

Aylmer to Ottawa by electric railway - proposal to Hull city council.

*26/10/1894 Ottawa Journal Hull Electric*

Aylmer council will go slow on electric railway scheme. Need to see what C.P.R and O.E.R. will do.

*13/11/1894 Ottawa Free Press Hull Electric Aylmer*

At the meeting of the Aylmer council last night an arrangement was arrived at whereby the proposed electric light and railway company, now being formed by Mr. Viau, was granted a twenty years' franchise to run a railway from Hull to Aylmer--

*23/11/1894 Eastern Ontario Review Hull Electric Aylmer*

The Aylmer town council passed a by-law last week granting a twenty year charter to the Hull Electric Railway Co; for the operation of an electric railway between Hull and Aylmer, and through the streets of the latter town.

*21/12/1894 Ottawa Free Press Hull Electric*

Mr. S.P. Martigny, manager of the Banque Jacques Cartier in Hull, one of the promoters of Mr. Viau's proposed electric railway from Hull to Aylmer, returned from Quebec yesterday. He says the combined influence of the C.P.R. and the P. & P. J. railroad was too much for the Hull capitalists.

Mr. DeMartigny adds that Mr. Thos. Tait who represented the interests of the company denied positively that the company had anything to do with the proposed new line of electric railway to Britannia and Aylmer.

*26/12/1894 Ottawa Free Press Hull Electric*

Mr. Theophile Viau, promoter of the new electric railway scheme in Hull, has returned from Quebec where the question of the charter was before the provincial legislature. The compromise which he was successful in arranging with the P. & P. J. and C.P.R. companies will permit him to establish a line of electric railway from Hull to Aylmer and Gatineau Point. He is debarred, however, from building the line up to Chelsea and the Quyon. Although the refusal of a charter along the Gatineau road will mean considerably smaller profits to the shareholders, Mr. Viau does not imagine that it will put an end to the scheme. The matter will be put through the upper house today and no opposition is expected in this quarter. Mr. Viau, however, left for Quebec last evening to watch the progress of the bill in its final stages. The charter for electric lighting and heating has met with no opposition, and it is the intention of the company to proceed with the establishment of this system at an early date.

**31/12/1894** *Ottawa Free Press* **Hull Electric**

Mr. Theophile Viau of Hull returned on Saturday from Quebec where he had been attending to business in connection with his charter to operate a system of electric railway in Hull, Aylmer and Gatineau Point. It is said that he had secured himself from further opposition on the part of the C.P.R. and the Gatineau Valley Ry. by a written agreement. It is expected that his charter will be brought before the upper house on Wednesday of this week.

**15/01/1895** *Ottawa Free Press* **Hull Electric**

Among the bills assented to by the Lieutenant Governor of Quebec at the close of the legislature on Saturday was a measure confirming the franchise of the Hull Electric Company to run an electric railway from Hull to the village of Aylmer. More.

**08/02/1895** *Ottawa Journal* **Hull Electric**

Peter Ryan, ex-M.P.P. of Toronto has purchased the exclusive rights and privileges of the Hull Electric Ry. Co. of which Mr. T. Viau is the moving spirit. More

**05/03/1895** *Ottawa Journal* **Hull Electric**

The survey of the line of the electric railway along the Aylmer Road from Hull to Aylmer has been completed. Mr. Rainboth C.E. is now surveying an alternate route along the river bank.

**27/03/1895** *Ottawa Free Press* **Hull Electric**

It is understood that the negotiations which have been in progress between Mr. Theophile Viau the projector of the new electric railway between Hull and Aylmer and a wealthy syndicate of gentlemen in western Ontario are being renewed and the deal will either be closed or knocked on the head within a week. A gentleman who was negotiating the deal some time ago is expected in the city next week, when further developments may be expected.

**09/04/1895** *Ottawa Free Press* **Hull Electric**

Mr. Viau, of Hull, today stated that work on the electric railway in Hull would be started when the frost has left the ground. He hoped to have the cars running this summer and the construction will be rushed ahead with that intent. The plans and specifications being all arranged, it will be only a question of securing the right of way between Hull and Aylmer, which he anticipates little difficulty in obtaining. The alternate routes are now under consideration and a choice will be made shortly. As for the electric lighting, it will probably stand over till the road is in operation. It is believed by most of the prominent Hull citizens that the electric railway will be running next summer as promised by Mr. Viau and his associates.

**28/05/1895** *Ottawa Journal* **Hull Electric**

Mr. Viau says the Hull and Aylmer electric road is to be started within the next month.

**05/06/1895** *Ottawa Free Press* **Hull Electric**

Mr. Theophile Viau, of Hull, is in Montreal where he is making final arrangements with the firm of railroad contractors for the construction of an electric railway system in between Hull and Aylmer.

**10/06/1895** *Ottawa Free Press* **Hull Electric**

Mr. Theophile Viau is back from Montreal where he was negotiating for the construction of his proposed line of electric railway in Hull and Aylmer and connecting those two communities. He states that he met with good success, and will very shortly be able to begin active operations.

**22/06/1895** *Ottawa Journal* **Hull Electric**

Mr. T. Viau, president of the Hull Electric Railway Co., is closing negotiations with a firm of American contractors for the building of the electric railway between Hull and Aylmer. The route will likely be along the shore of the Ottawa river, instead of along the Aylmer road, as the Road Company want too large a figure for a right of way. The work will begin early next month.

**14/08/1895** *Ottawa Journal* **Hull Electric**

Contractor Viau of Hull stated yesterday afternoon that the building of the electric railway from Hull to Aylmer will not go on this summer but next spring the line will be built without fail.

**14/08/1895** *Ottawa Free Press* **Hull Electric**

The charter of the electric railway to Aylmer expires this year and the promoters will ask the council for an extension of time. A similar request will be made to Hull. It is questionable whether the former will be granted.

**14/08/1895** *Ottawa Citizen* **Hull Electric**

It is said that the promoters of the proposed electric railway between Hull and Aylmer will ask for an extension of time in which to commence the construction of the road, from the municipalities of both places. While it is said no trouble would be experienced in getting an exemption from the Hull council, yet it is thought that the Aylmer council would not be so ready to grant it. One of the members of the latter stated yesterday that unless the council were given positive assurances that the work would be commenced next summer, no extension would be allowed. The charter given by the council expires with the present year.

**31/10/1895** *Ottawa Free Press* **Hull Electric**

Contractor Viau of Hull, has for some days been negotiating with farmers along the Aylmer road with a view of securing a right of way through their farms for his proposed line of electric railway between Hull and Aylmer. He stated this morning that so far he has met with little difficulty in obtaining the consent of the land owners and as the routes alongside the Ottawa river is at the same time both picturesque and more direct, it is altogether likely that it will be chosen in preference to the Aylmer road. More especially as there are numerous difficulties in the way of securing the consent of the company for this latter route. Mr. Viau is also making arrangements for the purchase of ties of which he already has a large supply on hand since spring.

**31/10/1895** *Ottawa Citizen* **Hull Electric**

Mr. Theophile Viau, the leading figure in the projected electric railway between Hull and Aylmer informed a Citizen representative yesterday that it was more than probable now that the route of the railway would run about half way between the river bank and the Aylmer road. "I have written the owners of the property through which the road will likely run," said he "with a view of obtaining the right-of-way, and the answers I have received so far, are much more encouraging than I had even hoped. Some of them say they would not only grant the right-of-way through their property, but would do anything else in their power to help the scheme along. The number of property owners along the route is only seventeen."

It is said that the generous spirit with which Mr. Viau has been met by the owners, will lessen the probability of the terms of the Aylmer Road Company for the use of their road being accepted. Mr. Viau has procured some capitalists who are willing to invest in the scheme, but are desirous of obtaining full data of the different proposed routes before doing so.

**05/11/1895** *Ottawa Free Press* **Hull Electric**

Contractor Viau is making the best of progress in his negotiations with farmers along his proposed line of electric railway between Hull and Aylmer and expects that within a few days his entire right of way along the shore of the Ottawa river will be assured.

**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.

**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.

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

The adjourned meeting of the Hull Electric Company was held in J.M. McDougall'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.

**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.

**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 doubled next week. The building is a very large one, and is being built to the south of the saw mills between the main land and the island.

**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.

**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.

**23/03/1896** *Ottawa Journal* **Hull Electric**

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 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.

24/03/1896 *Ottawa Citizen* *Hull Electric*

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 Pacific Railway and will do all in our power to give the Pontiac and Pacific Company the very best service possible.

25/03/1896 *Ottawa Free Press* *Hull Electric*

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-tried 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.

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.

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 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.

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.

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.

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.

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.

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

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 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.

*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).

*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.

*20/06/1896 Ottawa Journal Hull Electric Aylmer*

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 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.

*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.

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.

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.

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**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 *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.

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.

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

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

**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.

**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.

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

The Hull Electric railway put on another new car yesterday.

**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.

**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.

**22/07/1896** *Ottawa Journal* **Hull Electric** *Aylmer*

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.

**22/07/1896** *Ottawa Free Press* **Hull Electric**

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 appointed. 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.

**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 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 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.

**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.

**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.



*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.

*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 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.

*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

*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 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.

*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.

*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.

*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.

*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.

*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* *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.

**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 Free Press* *Hull Electric*

Account of the Hull Electric bill discussion during estimates.

**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.

**01/10/1896** *Ottawa Free Press* *Hull Electric*

Hull Electric Railway bill passes second reading in the Senate.

**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.

**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.

**08/10/1896** *Ottawa Citizen* *Hull Electric*

Hull Aylmer Electric Railway bill blocked in the Senate - denied entry to Ottawa,

**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.

**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.. --

**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* *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.

**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.

**22/10/1896** *Ottawa Citizen* *Hull Electric* *Aylmer, Queens Park*

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.

**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.

**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.

**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.

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.

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.

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 Aylen. About four o'clock on Monday morning, Mr. Stewart, 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.

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.

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.

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* *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.

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.

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.

27/11/1896 *Ottawa Citizen* *Hull Electric* *Aylmer*

The electric cars are now running regularly over the loop line between Aylmer and Hull.

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.

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.

*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.

*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. Aylmer, 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.

*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.

*29/12/1896 Ottawa Journal Hull Electric*

Mr. Beemer testifies in the suit between the Hull Electric and P.P.J. More.

*05/01/1897 Ottawa Journal Hull Electric Hull*

The iron work for the widening of the Hull terminus of the electric railway bridge arrived yesterday. Owing to the Hull council having decided to turn the Eddy Square into a park it has been found possible for the Ottawa and Hull cars to connect at that point as was at first intended. Arrangements are, however, being made, so that passengers will only have to walk a short distance.

*07/01/1897 Ottawa Journal Hull Electric*

Hull Electric Co. wins.

Judge Malhiot in chambers rendered judgment today in the case of the P.P.J. Ry. versus Mrs. John Scott and the Hull Electric Railway. Co., intervener.

The P.P.J. petitioned for immediate possession of a portion of Mrs. Scott's property for the purpose of crossing the C.P.R. main line near the bridge.

The Hull Electric Railway Co. claimed the right to expropriate the same property and the owner resisted both applications.

The judge dismissed the petition of the P.P.J. Ry. Co. on the ground that they are not in urgent need of the right of way, not having their financial arrangements yet completed to proceed with the work. The right of the Hull Electric Railway Company to possession is conceded, and the judge announced his readiness to appoint the third arbitrator, in expropriation proceedings. The prior filing of the Hull Electric Company's plan and book of reference being regarded as giving that company the first right to expropriate.

The case having been decided expropriation proceedings will be commenced immediately and the work of construction will be proceeded with in a very few days.

Also fully reported in the Ottawa Free Press of the same date.

--(Hull Electric) has a right to build the road, and that from the Aylmer branch of the C.P.R. which they have leased, to the city of Hull. On the 23rd of October the Hull Electric company had their plans examined by the Public Works department at Quebec, and on the 26th deposited them with the registrar in Hull. Due notice was given in the papers, and it was only in November that the Pontiac and Pacific road company made plans for their road having them examined by the Public Works department at Ottawa. It is my opinion that the Hull Electric road is entitled to that piece of land, 500 feet west of the Aylmer branch of the C.P.R., which is also claimed by the P. & P. J. road. The Pontiac and Pacific road have had a charter since 1886 and have never moved in the matter. It was only when the Hull Electric company made a move to get the property that any effort was shown. It is my opinion that the Hull Electric company have a prior right. I am satisfied that there is ample room for both companies. The Hull Electric company will have a little advantage in the matter of cost, but the Pontiac and Pacific company have only themselves to blame. --

It is said the judgment saves the Hull company at least \$50,000, the engineering difficulties of the route now left to the Pontiac company are said to be very great, and will cost a lot of money. The Hull road will be built at once.

*08/01/1897 Ottawa Free Press Hull Electric Hull*

Mr. P.W. Resseman, general manager of the Pontiac and Pacific Railway, informed the Free Press today that an appeal will be entered against the judgment of Judge Malhoit yesterday, refusing the petition of the company for a warrant to take immediate possession of the Scott property in Hull. If the Hull Electric company take advantage of the warrant granted them an injunction will be issued to prevent them from working.

*11/01/1897 Ottawa Free Press Hull Electric*

Judge Malhoit, on Saturday, issued a warrant for the Hull Electric company to take possession of the Scott property in pursuance of his judgment delivered on Thursday. On Friday the Electric company deposited \$7,000 in the bank as security for Mrs. Scott and no time will be lost in getting to work.

*15/01/1897 Ottawa Journal Hull Electric Aylmer*

The Hull Electric Co.'s cars will run to within 50 yards of the race course which is on the lake just in front of the old Electric park.

*19/01/1897 Ottawa Citizen Hull Electric*

Work is proceeding rapidly on the new line to Aylmer of the Hull Electric railway. It is expected to have the double line completed in the course of a couple of months.

Injunction issued.

P.P.J. Ry. Co. seek to restrain the Hull Electric Co.

The P.P.J. have instructed their solicitors, Rochon and Champagne of Hull, to issue a writ of injunction against the Hull Electric Company to restrain the company from building their line over the Scott property until such a time as the appeal against the court judgment in the recent suit as to which company has the right of way over the property is disposed of.

Also in the Shawville Equity January 28.

22/01/1897 *Ottawa Free Press* *Hull Electric* *Hull*

The contracts for the extension of the Hull Electric railway on the over head crossing at the C.P.R. tracks through the Scott property were let last night. Lachance and Boucher received the contract for the trestle work, and Walter Leamy, the contract for the rock cutting. The work will be pushed through at once.

26/01/1897 *Ottawa Free Press* *Hull Electric*

In the Hull Superior Court yesterday Mr. Rochon moved for an injunction on behalf of the Pontiac and Pacific Junction Railway to restrain the Hull Electric Company from building on the disputed Scott property. The motion was laid over until tomorrow. Judge Malhoit remarked that the Hull Company had the right of way and he failed to see the necessity for the injunction.

27/01/1897 *Ottawa Citizen* *Hull Electric* *Deschenes*

The first Hull bound car on the Hull Electric Railway yesterday morning collided with the company's sweeper at Deschenes. Both were more or less damaged. No one was injured. See correction on January 28.

Ottawa Free Press - same date:

Yesterday morning the car which is scheduled to leave Aylmer at 8.15 o'clock collided with a sweeper attached to another car shortly after starting, which was approaching from the opposite direction. Both cars were somewhat damaged by the collision but no passengers sustained any injury. The inward car which contained many government employees and business men bound for heir offices in the city, was unavoidably delayed from reaching its destination for nearly two hours. Temporary clerks employed in the departments ran the risk of forfeiting a day's pay on account of the delay.

28/01/1897 *Ottawa Citizen* *Hull Electric* *Deschenes*

On further inquiry, it is learned that the collision on the Hull electric railway at Deschenes on Monday morning was far more trivial than was at first reported. The facts are that two cars did come into contact with each other but with so little force that little of no damage was done.

Note - this should be Tuesday morning.

29/01/1897 *Ottawa Free Press* *Hull Electric*

The application of the Pontiac and Pacific Junction Railway for an injunction against the Hull Electric railway was argued yesterday. Judge Malhoit refused the application on the same grounds that he granted the Hull company the warrant to take possession of the property, and said the Pontiac people could appeal.

29/01/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

A trial of the electric company's new rotary snow plough was made on an artificial snow bank at Aylmer yesterday afternoon, and was entirely successful. The snow had been shoveled upon the track and tramped down hard to about seven feet in depth, through which the plough cut its way with ease, hurling large blocks of snow some 40 feet to one side. The company seem determined to keep the road in good working order this winter, as upon their success in this direction depends to a great extent the incoming of prospective permanent residents to the town next summer.

02/02/1897 *Ottawa Free Press* *Hull Electric*

The expropriation proceedings between the Hull Electric Railway Company and the Scott family for the property required to complete the railway to Aylmer were in progress today.

02/02/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The contracts for the Hull and Aylmer company's proposed new hotel at Aylmer have been let. It is expected to have it completed by the middle of June.

04/02/1897 *Ottawa Free Press* *Hull Electric* *Hull*

One of the Hull Electric cars ran into a farmers waggon on Brewery street this morning. The horses became frightened at the approaching car and commenced to back, running the end of the waggon in front of the car. The rig was badly smashed, the horses and river escaping unhurt.

The evidence of the Scott family in the expropriation proceedings with the Hull Electric Company were taken today.

The Hull Electric railway is rushing work on the overhead crossing of the C.P.R. through the Scott property. The work will be completed in a few days. No word has been heard of Judge Malhoit's formal decision on the application of the Pontiac and Pacific Railway for an injunction, although judgment was expected yesterday. It is well known that he will refuse the injunction, and after that the Pontiac people will have to appeal to Montreal. The Hull company will have the work completed by that time. A fence has been built on either side of the route, and any engineer or official of other companies found trespassing will be "thrown over the fence."

07/02/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The new Victoria Hotel on the shore of Lake Deschenes at Aylmer will be opened next Wednesday.--

09/02/1897 *Ottawa Free Press* *Hull Electric*

The expropriation proceedings between the Hull Electric company and the Scott family promise to last a few days yet. There is an amusing discrepancy between the evidence given for the railway company and that for Mrs. Scott. The witness for the former valued the land at from \$250 to \$800 an acre while several witnesses for Mrs. Scott have placed the value at from \$8,000 to \$16,000.

11/02/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The excavations for the big hotel at Electric Park will be finished this week.

19/02/1897 *Ottawa Free Press* *Hull Electric* *Hull*

The Railway Committee of the Privy Council opened a sitting this morning at 11 o'clock. The Hull Electric company's application for permission to build an overhead crossing over the Canadian Pacific Railway company's track in Hull was first on the list, and representing the Hull company were Mr. Henry Aylen, Mr. H.B. Spencer and Mr. Conroy. It had been expected that the Pontiac Pacific Company would offer opposition to the application, but no one was present on their behalf and Mr. Taft for the Canadian Pacific Railway company stated that they were agreeable to the proposition. Mr. Aylem represented that the trestle was built, that the land on either side belonged to their company, and that all they now asked was the order that would allow their cars to cross. The order will issue and the engineer will examine the site.

09/03/1897 *Ottawa Free Press* *Hull Electric*

The arbitrators in the expropriation proceedings of the Hull Electric company for the purchase of the right of way through the Scott property made their award yesterday. The sum of \$4,317 was allowed, being \$1,183 in excess of the amounts first offered by the railway company yet much below the sum asked for by Mrs. Scott. As the award is in excess of the original offer made by the company they will have to pay the costs of some \$700.

26/03/1897 *Ottawa Free Press* *Hull Electric* *Hull*

The masonry on the Hull Electric railway on the overhead crossing of the C.P.R. will be finished in a couple of days. The ironwork for the bridge is expected on the fourth of April and will be placed in position by the 17th.

29/03/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The Electric Railway company are putting 2,000 pieces of ice for their different parks. Mr. McDonald will have the wharf for the big hotel finished next week.

02/04/1897 *Ottawa Citizen* *Hull Electric* *Aylmer, Queens Park*

The directors of the Hull Electric Company went over the new extension of their road from Aylmer to their new park yesterday in the company's parlour car.

03/04/1897 *Ottawa Free Press* *Hull Electric*

The directors of the Hull Electric railway took a trip over the road yesterday and expressed themselves as delighted with the progress made in the improvements. Mr. H.B. Spencer, the hustling manager, was highly complimented on the rapidity with which the work is being pushed.

19/04/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

The Hull Electric Company's hotel at Aylmer will be a strictly temperance one. The hotel will be ready to open about June 15th. The management of the resort has not yet been decided upon.

19/04/1897 *Ottawa Citizen* *Hull Electric* *Aylmer, Queens Park*

The construction of the new hotel in the Hull Electric Company's park at Aylmer is going ahead rapidly. Mr. H.B. Spencer, the manager of the company, stated on Saturday that it was intended to have the hotel opened on June 15th or 20th. It was not known yet who would undertake the management of the hotel. The company will not apply for a liquor license, it being the intention of the company to conduct the hotel on strictly temperance principles.

19/04/1897 *Ottawa Free Press* *Hull Electric* *Deschenes*

The Hull Electric Railway company is putting in two new dynamos at the power house with double the capacity of those now in use. It is the intention of the company to give a ten minute service to the park during the summer season, The passenger traffic is picking up well and everything points to a splendid season.

04/05/1897 *Ottawa Journal* *Hull Electric*

#### REFUSE THE PRIVILEGE

#### HULL ELECTRIC CO. MUST ERECT POLES OF THEIR OWN

Not Allowed to String Wires on City Poles In Hull

The Hull city council met last night and passed the estimates for the year and disposed of other Important business.

Ald. Fortin, who had plven notice of reconsideration on a motion adopted to the effect that the Hull Electric Co. were permitted to use the city poles on Boul street for their wires, presented an amendment opposing the privilege. He spoke at length on the privileges that the company had already had from the city only to suit themselves and to their own interest. Aid. Fortin also pointed out that the putting up of electric wires on the city poles would be dangerous to both the citizens and the fire alarm system. Other aldermen favored the privilege to the Hull Electric Electric Co. showing that it! would he only an earning to the city.

After a good deal of discussion on both sides of the question the vote was taken on the amendment and it carried as follows:

Yeas - Ald. Caro, Helmer, Ste. Marie, Fortin, Falardeau, Dupuls 6

Nays - Ald. Richer, Farley, Laurin, Raymond and Rehnardt 5

After the vote had been taken Ald. Richer, who was a strong supporter of the first motion, remarked that a majority of the council was required in order to carry the amendment. -He said that the majority should be seven and there was only six in favor of the amendment.

Mayor Sceptt, however, ruled that the amendment carried and this ended all discussion. By this decision the Hull Electric Co. will have to use their own poles and take their wires away from the city poles.;

07/05/1897 *Daily Mail and Empire* *Hull Electric* *Aylmer*

#### Railway Committee

The Railway Committee this morning passed Mr. Gibson's bill to confirm an agreement between the Canadian pacific railway and the Hull Electric company, by which the former transfers that portion of its road between Aylmer and Hill, to be operated by the latter by eolectricity, for a term of 35 years, the annual rent to be \$5,000.

11/05/1897 *Ottawa Free Press* *Hull Electric* *Aylmer*

The Hull Electric railway will commence running cars to the new park next week. --the double track will be completed from Hull to the park (One Tree Point) by Saturday. The grading and construction is equal to the best, and shows engineering skill and care. The track is as level as a table and is constructed with a view to speed. The overhead crossing at the C.P.R. is completed and is a neat structure. The iron work was supplied by the Dominion Bridge company. More At the old park near the village there is in course of construction a fine hotel --more.

13/05/1897 *The Equity, Shawville* *Hull Electric*

While going to Aylmer last Sunday an Electric car caught fire by the burning of the motor and caused quite a panic among th epassengers. A number of ladies, on seeing the smoke, thought that the whole car was on fire, and made their way to the door. In the excitement three or four of them got hurt, and Mrs. R. Carriere of Hull, who was among the passengers, sustained a bad cut in the hand. None of the passengers were seriously injured.

15/05/1897 *Ottawa Free Press* *Hull Electric*

The last spike was driven in the double track of the Hull Electric company today, and tomorrow the line will be in use for the first time. At the last meeting of the company it was decided to have special monthly tickets.

15/05/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

#### Hull Electric Line

The double track of the Hull electric line is now completed and will be opened tomorrow morning for traffic. Monthly tickets ar very reasonable rates will be put in force in course of next few months

17/05/1897 *Ottawa Free Press* *Hull Electric*

Commencing today, Monday, and until further notice, the Hull Electric company will give a twenty minute service up to twelve (12) noon and thereafter a ten minute service daily between Hull and New Park. In addition to this extra cars will run on Sundays. Special cars will be available any time for excursion parties who desire to picnic at New park and a quick run through given without stops. New park open free to excursionists.

**18/05/1897 Ottawa Journal Hull Electric**

Advertisement. Grand service the company is giving the public over its new line.

**22/05/1897 Ottawa Journal Hull Electric Aylmer, Queens Park**

The new Hull Electric Company's park at Pointe aux Pins, just above Aylmer, will be the rendez-vous for a large crowd of people on Monday the 24th of May. By making this new park an objective point, visitors from Hull and Ottawa may have a most enjoyable time on the Queen's birthday. The restaurants in the park will be in the charge of Tom Sayers - a popular and gentle host, who will make excursionists feel that Aylmer is worth visiting.

**24/05/1897 Ottawa Journal Hull Electric Aylmer**

Ths, Hull Electric Company will have extra cars at Hull to accommodate visitors.

T. D. Sayer, of Aylmer, has been engaged by the Hull Electric Co, to take charge of the restaurant at the new park this summer. The company could not have picked; upon a better man for the position. Mir. Bayer Is very popular, wherever known, being courteous and genial in his dealings with everybody.

**25/05/1897 Ottawa Journal Hull Electric Aylmer, Queens Park**

#### THE PARK AT AYLMER

Many Visitors to the Picturesque Spot Yesterday

The Hull Electric Co.'s new park at Aylmer was also opened yesterday. Not since the line has been constructed has so large a crowd of people gone over it as yesterday. All day long the cars brought large crowds from Ottawa and Hull. The park looked Its prettiest after the preceding day's rain. The pavilion was crowded all day long with lovers of the dance, and the merry-go-round was kept busy. There was also activity about the boat-houses, many people taking a sail on the lake. Barrett's Independent band furnished music, and In the evening were entertained by Mr. H. B. Spencer, superintendent of the Hull Electric Co., at Holt's hotel

**26/05/1897 Ottawa Journal Hull Electric Aylmer**

The park at Aylmer

Many visitors to the Picturesque Spot Yesterday

The Hull Electric Co's new park at Aylmer was also opened yesterday. Not since the line has been constructed has so large a crowd of people gone over it yuesday. All day long the cars brought large crowds from Ottawa and Hull. The park looked its prettiest after the preceeding day;s rain. The pavillion was crowded all day long withlovers of the dance, and the merry-go-round was keypy busy. There was also activity about the boat-houses, many people taking a sail on the lake. Barrett's Independent band furnished music, and in the evening Mr. H.B. Spencer, superintendent of the Hull Electric Co. at Holt's hote.

The Aylmer park is destined to be a very popular resort this summer.

**26/05/1897 Ottawa Journal Hull Electric**

Some unknown persons enjoyed themselves in an unusual way on the Queen's birthday in Hull. They upset two boxcars of the Canadian Pacific Railway which were stationed on the Electric Railway line in close proximity to the wharf on Albert street. The cars fell over a five foot embankment and were badly smashed.

**27/05/1897 Ottawa Journal Hull Electric Aylmer, Queens Park**

Handled the motor.

Lord Aberdeen runs a car over the Aylmer line.

Lord Aberdeen and lady Marjorie Gordon, with a party of friends, numbering about twenty-five, mostly young people, visited Aylmer Park yesterday afternoon. The party spent a very pleasant hour taking in the beauties of the park, which is now looking its best. The afternoon was a delightful one, and a pleasant breeze was blowing off Lake Deschene. This was Lord Aberdeen's first visit to the spot, and he expressed himself as greatly pleased with the picturesque and very attractive location.

Lady Aberdeen brought a camera along and secured several views and Mr. Pittaway photographed the party.

Mr. Spencer entertained the party to a light lunch in a large tent erected on the lawn and they dined later at Mrs. Ritchies, Aylmer.

The managers of the park having decided to call the spot Queen's Park, during the afternoon Lord Aberdeen made the formal announcement that it would hereafter be known by this name.

A return was made to the city about seven o'clock. Lord Aberdeen taking charge of the motor on the trip homeward.

**10/06/1897 Ottawa Citizen Hull Electric Aylmer**

The directors of the Victoria Hotel Co. have completed arrangements for the opening of the hotel at Aylmer before the end of the month. The following appointments of the heads of different departments have been made: Mr. Frank Goodwyn, manager; Mr. Fred Unger, steward; Mrs. E.M. Armstrong, housekeeper.

**23/06/1897 Ottawa Citizen Hull Electric Aylmer**

Arrangements have been about completed for the opening of the new Aylmer hotel on the 29th or 30th. The hotel will be opened with a great ball under the auspices of the Aylmer Boating Club.

**24/06/1897 Ottawa Citizen Hull Electric Hull**

The Hull Electric Railway placed two carloads of sequoia blocks near the park in Hull yesterday. The blocks will be laid on Bridge street by the company in compliance with an agreement entered into between it and the city.

**26/06/1897 Ottawa Free Press Hull Electric Aylmer**

Drawing of Victoria Hotel at Aylmer, with a car in the foreground.

The above cut is taken from a photograph of the new summer hotel just erected at Victoria Park, on Lake Deschene, Aylmer, The building is to be opened on July 7th.

**26/06/1897 Ottawa Journal Hull Electric**

It was said in Aylmer last night, upon good authority, that the Hull Electric Company intends running a line of electric busses between the terminus of the line at Hull over to Ottawa to convey passengers from this line to all points in the city. More.

**29/06/1897 Ottawa Journal Hull Electric**

City Clerk was instructed to write to the Hull Electric Railway Co. requesting them to stop their freight traffic in the streets of Hull. For some time past the company have been pulling freight cars loaded with lumber to and from Gilmour's mills. This is carried in the daytime as well as at night, and the people of the city regard it as an inconvenience. The council wants to know by what right the Electric Railway Co. act in this way.

**07/07/1897 Ottawa Citizen Hull Electric**

The Hull Electric Railway Company have completed their proposed line to Gatineau Point as far as Messrs. Gilmour & Hughson's mill.

**07/07/1897 Ottawa Journal Hull Electric**

A freight train on the Hull Electric Co.'s track drawn by electric motor No. 1 ran into a passenger car filled with picknickers from Bank street Presbyterian church Sunday school bound for Queen's Park, Aylmer this forenoon. The accident took place at the "Y: near Aylmer station. The motor crushed in the end of passenger car No. 15. Mrs. James Dalglish of Slater street was sitting in the centre of the car and received injuries, chiefly about the knees, but not serious. All others escaped unharmed. The motor was derailed. Also in the Shawville Equity, July 17.

**08/07/1897 Ottawa Journal Hull Electric Hull**

The Hull Electric Co. have completed their proposed line to Gatineau Point as far as Gilmour and Hughson's mills.

**08/07/1897 Ottawa Citizen Hull Electric Aylmer**

Hotel opened with a ball. --

**14/07/1897 Ottawa Citizen Hull Electric Hull**

A staff of men are engaged in putting down a pavement at the terminus of the Hull Electric Railway in Hull. The curb stones are nearly all placed. Mr. F. Hibbard, the engineer for the railway company, is superintending the work.

**12/08/1897 Ottawa Journal Hull Electric Deschenes**

J.T. Whelan Jr., of Aylmer, conductor on the Hull-Aylmer Electric Railway was fatally injured at Deschene this morning.

He was sitting on the rear end of a shunting electric car when he lost his balance and fell off. The car passed over one of his legs at the knee, crushing it in a terrible manner. -- had only been at work for a week. More. Funeral the following Tuesday was well attended by OER and HER employees.

Similar account in the Citizen for 13 August 1897. Car was No.8.

Account in Ottawa Free Press, 12 August 1897 -- Conductor Whalen was backing the car into the shops at Deschenes, he was walking backwards behind the car, watching that the trolley pole did not fly off. The car had almost reached the shed when Whalen stumbled over a sleeper and fell. The car went over his leg crushing it to jelly.-- A later report says he fell from the car just as it was backing into the shed.

**23/08/1897 Ottawa Journal Hull Electric**

The Hull Electric Company has got a new freight engine of 320 horse power. It has two trolleys and is driven by four 80 horse power electric motors. It has a pilot at each end and, as well, two passage ways from which the trolleys may be manipulated in perfect safety. Also in Shawville Equity, August 26.

**27/08/1897 Eastern Ontario Review Hull Electric Deschenes**

Mr. J.T. Whelan, a conductor on the Hull & Aylmer Electric Railway, was fatally injured at Deschene.

**31/08/1897 Ottawa Free Press Hull Electric**

The Hull Electric company has just bought an electric engine of 320 horsepower. It has two trolleys and is driven by four 80 horse power motors. It has a pilot at each end as well as two passage ways from which the trolleys may be manipulated with perfect safety.

**22/09/1897 Ottawa Journal Hull Electric Aylmer**

At about 5.40 p.m. yesterday as an empty open electric car was turning off Main street, Aylmer towards the station, it collided with a P.P.J. shunting engine. The end of the electric car was considerably damaged on the tender of the locomotive, but nobody was hurt. Also reported in Ottawa Free Press of 23 September.

**04/10/1897 Ottawa Citizen Hull Electric**

H.B. Spencer resigns from post of Superintendent of the Hull Electric Railway.--

**07/10/1897 The Equity, Shawville Hull Electric Deschenes**

The Hull and Aylmer Electric Company purpose erecting more large car sheds near the present one at Deschene. A new station at Deschene will also be erected.

**13/10/1897 Ottawa Free Press Hull Electric Deschenes**

The Hull Electric Railway will erect a new stone car shed and station at Deschenes, similar to the one used at present, for the housing of additional rolling stock.

**14/10/1897 Ottawa Citizen Hull Electric Deschenes**

The Hull Electric railway will erect a new stone car shed and station at Deschenes, similar to the one used at present, for the housing of additional rolling stock.

**15/10/1897 Renfrew Mercury Hull Electric Deschenes**

The Hull and Aylmer Electric Co. purpose erecting more large car sheds near the present one at Deschene. A new station at Deschene will also be erected.

**04/11/1897 Ottawa Journal Hull Electric**

BOUGHT

C. P. R. Aylmer Line Now Owned by the Hull Electric Ry.

The Road Purchased for About \$100,000

Only the Sanction of Parliament Required to Complete the Deal - Aylmer to be Boomed

The HuU Electric Company has purchased the Aylmer branch of the C.P.R. which is at present under lease, the price being In the neighborhood of \$100,000.

The purchase only requires ratification by Parliament.

Since leasing the road the Hull company has double-tracked it from Hull to Aylmer, improved the road bed and in other ways greatly enhanced the value of the line. The line la certain to increase in favor.

It is understood that the Hull company intend to advertise extensively, and it is quite likely that Aylmer next year will be frequented by hundreds of Americans and others from points In Canada, and the company's hotel there will be boomed as a summer resort

**05/11/1897 Ottawa Free Press Hull Electric**

The intended purchase of the Aylmer branch of the C.P.R. by the Hull Electric company was effected yesterday. The price paid is in the neighbourhood of \$100,000.

**05/11/1897 Renfrew Mercury Hull Electric**

The Hull Electric Company has purchased the Aylmer branch of the C.P.R. which is at present under lease, the price being in the neighbourhood of \$100,000. The purchase only requires ratification by Parliament. Since leasing the road, the Hull company has double-tracked it from Hull to Aylmer, improved the road bed and in other ways greatly enhanced the value of the line. The line is certain to increase in favor. It is understood that the Hull company intend to advertise extensively, and it is quite likely that Aylmer next year will be frequented by hundreds of Americans and others from points in Canada, and the company's hotel there will be boomed as a summer resort. - Ottawa Journal.



**19/11/1897 Eastern Ontario Review Hull Electric**

The Hull Electric Company which for the past few years has leased the Aylmer Branch from the C.P.R, has bought it, the price being about \$100,000

**23/11/1897 Ottawa Citizen Hull Electric Ontario and Quebec Bridge**

Mr. Frank Hibbard, engineer, has completed his survey for the proposed bridge across the Ottawa river at the foot of Bank street to Hull. The Hull Electric Railway and several Ottawa capitalists are interested in the scheme. It is intended to build the bridge as a commercial enterprise. Tolls will be collected from cars and vehicles. It will be a high level cantilever bridge, fifty feet in width, with double tracks for railway purposes, two driveways and two walks for pedestrians. According to present intentions, the bridge will be built next summer.

**03/01/1898 Ottawa Free Press Hull Electric Aylmer**

The toboggan slide built by the Hull Electric Co. near Hotel Victoria, Aylmer, was finished Friday evening and was opened to the public on Saturday morning, New Year's Day. The company has provided a number of very fine toboggans.

**08/02/1898 Ottawa Free Press Hull Electric Ottawa Car**

The Hull Electric company have closed a contract with Mr. F.C. Armstrong, general agent, to equip nine new cars for the summer's trade. The cars will have four motors and are known as the G.E. 1,000 type. Each car will have 140 horse power. These, with four new trailers being built by the Ottawa Car Co., will be used for the pleasure traffic.

**11/02/1898 Ottawa Free Press Hull Electric**

Engineers are now at work on the Ottawa river locating the five piers of the proposed new bridge between Hull and Ottawa which the Hull electric company is to build next year. One will be on the little island opposite Bank st. and the others on each side.

**20/04/1898 Ottawa Journal Hull Electric**

The electric road is being ballasted throughout its entire length with broken stone. The stone is broken by steam crusher that is at work at Tetreauville and turns out about 20 car loads a day.

**22/04/1898 Ottawa Citizen Hull Electric**

The electric cars between Hull and Aylmer will hereafter have four motors on their axles instead of two. The change will double their rate of speed. All the open cars will also be improved. The company will soon receive five new cars from Peterboro'.

**16/05/1898 Ottawa Free Press Hull Electric Aylmer**

In the Hull Superior court this morning judgment was rendered by Judge Lavergne in the famous case of the Bytown and Aylmer Union Turnpike company against the Hull Electric company. The judgment recited that the defendant, against the will of the plaintiff, forcibly took possession of certain sections of the Aylmer road and built an electric railway along and across the highway. The judge ordered defendant to demolish and remove all its tracks, poles, wires and other apparatus from the portions of the road and in default within 15 days from service on the defendant of the present judgment plaintiff is authorized to do so at the expense and risk of the defendant and is enjoined to refrain for the future from using the highway and is condemned to pay plaintiff \$1,056.00 in costs. Mr. N. Belcourt for plaintiff, Mr. H. Aylen and Mr. Lafleur for defendants.

**19/05/1898 Ottawa Free Press Hull Electric**

Mr. Henry Aylen, attorney for the Hull Electric Co. has received instructions to appeal against the judgment rendered Monday by Justice Lavergne.

**07/06/1898 Ottawa Free Press Hull Electric**

Mr. T. Anderson of Queen street, is out at Deschenes, where he has a contract to re-paint the cars for the Hull electric railway.

**07/07/1898 Ottawa Citizen Hull Electric**

A gang of fifteen to twenty men are kept constantly employed on the Hull and Aylmer Electric road-bed ballasting and filling. Considerable filling is yet to be done near the Hull end of the line.

**12/07/1898 Ottawa Free Press Hull Electric**

The ballasting of the Hull electric road is about half way done between Hull and Deschenes.

**02/08/1898 Ottawa Citizen Hull Electric**

It appears that car no 14, running in Hull city, has been condemned as unfit for traffic, its wheels being in a very bad condition. The car is used, notwithstanding, in Hull.

**02/08/1898 Ottawa Free Press Hull Electric**

Yesterday evening at 6.30 a collision occurred on the Hull electric railway, about a mile or two east of Deschenes. As two electric cars were coming in from Aylmer loaded with passengers from Queen's Park, one stopped to let some passengers off. The other car was coming along at a good rate a couple of hundred yards or more. The motorman cut off the current and set the brakes, but the rails being wet from the rain, the car slid along, striking the front one with terrific force, completely demolishing the cabs of both cars. There was no one seriously hurt, although a great number were cut with flying glass and a child who was sitting in the front seat with the motorman was considerably bruised about the body.

**27/10/1898 Ottawa Free Press Hull Electric**

An important question is to come up at the next meeting of the Hull Electric Co'y. A project is on foot to alter the cars now in use so that they can be run at 40 miles an hour. By doing this less cars will be required and therefore less men. It will be decided at the next meeting of the directors.

**07/11/1898 Ottawa Citizen Hull Electric**

The Hull and Aylmer electric cars are now provided with headlights which will make the motorman to see distinctly many hundred yards ahead. Five lamps of 14 candle power are placed together before a very strong reflector.

**10/11/1898 The Equity, Shawville Hull Electric**

The Hull Aylmer electric cars are now provided with powerful headlights, which will enable the motorman to see distinctly "five acres" ahead. Five lamps of 16 candle power are placed together in a very strong reflector. As a motorman said, "Any man who will not see it deserves to be killed."

**06/12/1898 Ottawa Citizen Hull Electric Gilmours Mills**

Some time ago the Hull City Council requested the Hull Electric Co. to run two cars between Gilmours Mills and the railway station. A reply was received yesterday that the company could not do this without building another track.

**13/01/1899    Ottawa Journal                    Hull Electric**

The Hull and Aylmer Electric Railway Company has decided to give a faster service between Hull and Aylmer, and with that object in view the gearing on the cars is now being changed. One car, no. 12, has already been equipped with the new gear and has shown a speed of 40 miles an hour. This, it is said, is accomplished without any greater consumption of power.

The principle in the change of gear is that the pinion on the armature is reduced and the gearing changed to meet this reduction. The advantage to the company is that where three cars now give a 25 minute service, two cars with the new gear give the same service. A saving of 14 minutes on a round trip will easily be made.

**27/01/1899    Eastern Ontario Review            Hull Electric**

The Hull & Aylmer Electric Co have decided to refit their cars so they can run at 40 miles an hour.

**04/02/1899    Ottawa Journal                    Hull Electric**

Application will be made at the next session of the Dominion Parliament for an act giving effect to an agreement dated the 9th January 1899 whereby the Canadian Pacific Company covenants to sell and convey to the Hull Electric Company the branch railway between Aylmer and the main line of the CPR in Hull for one hundred thousand dollars and for other purposes.

**06/07/1899    Ottawa Citizen                    Hull Electric                    Conroy mills**

The two big saw mills owned by Messrs. Robert and J. Conroy, Deschenes were totally destroyed by fire last evening. The Deschenes company's power house and the grist mill were only saved after the hardest sort of work by the residents of Deschenes.

-- The mill had been struck by lightning.--

In addition to the destruction of the mills, two immense water wheels, being erected for supplementary power in the Deschenes power house, were also burned.-- Conroy to rebuild mill.--

While traffic on the line of the Hull Electric company was impeded owing to the collapse of the wires, the company turned out a staff of men who worked all night and this morning at 5.30 a.m. the cars were running.--

**13/07/1899    The Equity, Shawville            Hull Electric                    Deschenes**

The two big sawmills owned by Messrs. Robert and J. Conroy, Deschenes were destroyed by fire on Wednesday of last week. Hit by lightning--

Suddenly the big electric light poles which carried the wires supplyin gth epower to the Hull electric road, Hull stores and the Victoria hotel, were seen to totter, and an instant later they fell to the ground with a crash. As suddenly did the lights go out and every car on the line stopped.-- more

**15/07/1899    Ottawa Free Press                    Hull Electric                    Aylmer**

A good sized row is brewing between the town of Aylmer and the Ottawa and Aylmer Turnpike Road company. It is being tidied over at present by the suggestion of arbitration, but several parties acquainted with the details of the existing differences, state that a big law suit is inevitable with the corporation of the town as plaintiffs and the Turnpike Road company and the Hull Electric Railway company as defendants.

It is said the Hull Electric company have threatened to remove their tracks from Main street, Aylmer, and running directly by the river front to the Park on the ground that the Turnpike Road company are forcing them to do so, having had their right of ownership to the road bed of Main street established by a judgment of the Superior court. The ownership is still disputed by the corporation and some of them are now wanting to appeal the judgment.

A prominent councillor informed the Free Press yesterday that Aylmer had rights and was going to assert them at any cost. "The railway company," he said, "is making a bluff about taking their services from Main street. They say it would be a saving to them of several thousand dollars a year to run direct to the Park instead of going through the town. If they try that they will soon find Aylmer up in arms against them, and there are many ways, that need not be mentioned, by which the town can retaliate in good order."

Another councillor, who is not in favor of litigation, has started a subscription among the inhabitants to purchase the road from the Turnpike company and hand it over to the Hull Electric company. Already a large sum has been promised.

**27/07/1899    The Equity, Shawville            Hull Electric                    Aylmer**

As a result of the lawsuit between the Hull Electric Railway Co. and the Aylmer Macadamized Road Co., in which judgment was rendered in favour of the latter, the Electric Co. are removing their tracks from the main street of Aylmer. Hereafter it is the intention to utilize the old C.P.R. track. The outlook for the business men of Aylmer is a blue one, the enlivening influence of the car traffic having a good effect upon business.

**28/10/1899    Ottawa Free Press                    Hull Electric                    Aylmer**

--Mr. Ritchie (ex-mayor of Aylmer) states that it is now settled that the Hull electric company will continue to give service on Main street, and not remove their tracks as proposed. --

**24/11/1899    Ottawa Citizen                    Hull Electric                    Hull**

Workmen are engaged elevating the tracks of the Hull Electric railway where they are laid alongside the tracks of the Ottawa electric railway at the Hull depot on Bridge street. The change in the level of the tracks was made necessary, as the grade before was such as to prevent the Aylmer cars running into the depot in safety. A serious accident was narrowly averted six weeks ago, since when the Aylmer cars have stopped on the opposite (side) of Bridge street. Now, however, they will be run alongside the depot where the Ottawa cars stop.

**21/03/1900    Ottawa Citizen                    Hull Electric                    Aylmer**

Work is being rushed ahead on the new pier at the hotel Victoria, Aylmer. The pier extends into Lake Deschenes a distance of 300 feet and is being constructed of the strongest crib work.

**07/05/1900    Ottawa Free Press                    Hull Electric                    Hull**

The electric cars are now running down Main street as far as the ferry landing.

**25/05/1900    Ottawa Journal                    Hull Electric                    Aylmer, Queens Park**

Queens Park, Aylmer was visited by several thousand people on the 24th. The cars of the Hull Electric Railway were packed to their utmost capacity. Three and four in quick succession were not sufficient and the electric engines were called into service.

Although there is quite a large gap between the end of the service on the Ottawa line and the Hull company's line, several thousand people walked the distance and made the trip to Queen's Park.

**27/12/1900    Ottawa Citizen                    Hull Electric                    Interprovincial Bridge**

It is understood that the negotiations between the Hull Electric company and the P&PJ railway relative to the entry to the central depot by the Interprovincial bridge of the former company's electric cars are practically completed. There has been an exchange of privileges. The Hull cars will run over the Interprovincial bridge while in connection with the PPJ extension from Aylmer to Hull Mr. Beemer's line will run over the tracks of the Hull Electric company from Tetreauville to the Hull depot. This will obviate the necessity of an expenditure of about \$200,000 for an overhead crossing of the electric railway tracks on the Aylmer road.

The arrangements will go into effect early in the month of January.

The Hull Electric company is also considering the advisability of constructing a loop line around the city of Hull.

Annual meeting of Hull Electric. Has been a good year in spite of the problems caused by the fire in April. The car service between Ottawa and Hull was totally destroyed by the great fire of late April so that during the first month or two after the fire the Brigham Ferry was quite an important connection before it was stopped for some weeks last summer. The car service between Ottawa and Hull was not restored until near the close of the year 1900, although there was a local service between Booth's mill and Hull. People visiting Aylmer and Queen's Park and those forming almost the entire traffic of the Pontiac railway in both directions were obliged to walk a portion of the way between Hull and Ottawa for nearly eight months.

It has been definitely decided that an electric car service will be provided over the Interprovincial bridge from the Central depot to Hull this summer. Ottawans will thus be able to take cars at the Central depot and go, probably without change, direct to Aylmer. One of the head men of the Ottawa, Northern and Western railway said yesterday said that there certainly will be an electric car service on the bridge this year, but the point which appears not to have been settled as yet is as to whether the Hull Electric company or the O., N. & W. railway will run the cars over the bridge. If any difficulty arises in the present negotiations through which the Hull Electric company is seeking entrance to the city, the railway company will provide electric cars of its own to Hull and there connect with the line for Aylmer. Negotiations are now in progress between the two companies and the fact that trolley poles are being put up leads to the conclusion that an agreement will be reached. As to the exact status of the case and the proposed terms the authorities are somewhat reticent. The railway company has to build an extension from Deschenes into Hull in connection with the P. & P. J. branch and it is understood that an agreement is being considered whereby the P. & P. J. will run over the Hull Electric tracks from Tetreauville into Hull and in return the electric road will run over the Interprovincial bridge into the Central depot. The P. & P. J. railway has recently entered into an arrangement to use a part of the C.P.R. tracks in Hull.

The Hull Aylmer Electric Railway may be purchased by the capitalists who own the Pontiac Pacific Junction Railway, ON&W and Interprovincial Bridge. The bridge company has purchased the plant necessary to prepare the bridge to receive the electric cars and the work of stringing the wires is going on. More. Will do away with the necessity of building the Pontiac railway branch from Aylmer to Hull and will do away with several expensive crossings.

The Hull-Aylmer electric cars will shortly be running into Ottawa over the Interprovincial bridge. A significant indication of this was given today in the fact that some of the cars running through Hull had painted on them the words Aylmer, Hull and Ottawa. Preparations are now being made for the cars to run in over the bridge and it is expected that by the first of next month they will be in direct communication with Ottawa.

The Hull Aylmer cars have permission to run over the Interprovincial Bridge and it will only be a matter of a day or two until they are running to the landing between the Sappers and Dufferin bridges. The Hull company and the ON&W are negotiating about the railway interests of the Electric Company with the object in view of the latter turning over to the steam railway all of its electric railway privileges. It is expected that the deal will be consummated, but in the meantime the Hull company is paying a price for the privilege of crossing the bridge. The Pontiac division of the ON&W gets the privilege of using the Hull Electric Company's tracks from Hull to Aylmer and therefore the Pontiac trains, which have had to depend upon the Hull Electric cars for train connections with the Capital will in future run right through to the city. It is not expected that the running of steam cars over the Hull Electric Company's tracks will have any bad effect upon the road bed as it is one of the finest in America and heavy rails are used on it. The Pontiac trains will not interfere with the electric cars between Aylmer and Ottawa. All that remains to be done is to arrange the timetable for the two companies. The agreement between the two companies will be drawn up today,

First Run to Aylmer.  
The New Service Inaugurated Yesterday  
A Merry party Taken from New Ottawa Terminus over Interprovincial Bridge  
A jolly party went out to Aylmer yesterday evening as the guests of Mr. H.J. Beemer and his officials on the first car of the Hull Electric Company to carry a load of passengers over the Interprovincial Bridge. The car left Dufferin Bridge at 8.15 arriving at Queen's Park Aylmer about 9.06, the trip being made in 40 minutes; this time, however, will probably be reduced as there was no attempt at making a record. Those on board the car were: Mayor Morris, Messrs. H.J. Beemer P.W. Resseman, general superintendent, Ottawa Northern and Western and Pontiac and Pacific Junction Railways; Guy C. Dunn, chief engineer; Thos. Heeneey, paymaster; J. Hoolihan, superintendent of construction; Ald. Desjardins; Ald. Hopewell; Ald. Champagne; Ald. Hill; Ald. Hayley; Ald. Storey; Ald. Stroud; Ald. Ellis; Ald. Askwith; Ald. Jas. Davidson; Ald. Enright; W.R. Taylor, secretary-treasurer, Hull Electric Co.; J.M. Lavoie; D.K. Baille; E.A. Olver; Geo. Lizotte; G.F. McDonald; Ald. Grant; ex-Ald. Butler; A.E. Bradbury; E. Miles; Rev. J.F. Gorman; Geo. Duncan; ex-Ald. D'Arcy Scott; Francis Loyer; P. Drapeau; O.A. Boucher, St. John, Que. and representatives of the city press. The car was in charge of Motorman Geo. McConnell and Conductor Wm. Latimer. After reaching the park a visit was made to the new club-house of the Victoria Yacht Club. This handsome structure was greatly admired. Boarding the car again, the party returned as far as Hotel Victoria where they all registered, headed by His Worship Mayor Morris. The return trip was a merry one. Some one called on the mayor for a song, but His Worship could not be induced to sing. Someone in the back of the car shouted, "We'll have a duet by the Mayor and D'Arcy Scott," this seemed to catch the crowd and the uproar was deafening. An attempt was made to produce a song from several of the Aldermen but the efforts were in vain. The Rev. Mr. Gorman was finally induced to sing. He received a vigorous applause. Various choruses were heartily joined in by all, in which the sonorous voice of Ald. Champagne predominated. When the middle of the Interprovincial bridge was reached the car was stopped, and Ald. Davidson announced that it would be a fitting occasion for a speech from Mr. Beemer, whose name had become famous in the erection of this great structure. It took some persuasion to get Mr. Beemer to his feet, but he finally got up and said, "Gentlemen, what do you want me to do; jump off the bridge? (laughter) Well, I'll make a speech. Give us more light on this bridge." The speech as brief, but as the city was so well represented, it seemed to be directly to the point. Mayor Morris then spoke briefly. He said he was delighted to have had the honour to be a guest on this occasion. and extended his thanks to Mr. Beemer and his officials, and also to the Hull Electric Co. He commended them for their enterprise and said that they had done much towards the advancement of the city's interest. Ald. Champagne followed in a similar strain, and said he would heartily support any efforts made by the city council towards having the bridge properly lighted, as it was undoubtedly a great boon to Ottawa and a credit to those who had erected it. After three cheers for Mr. Beemer had been given, the National Anthem was sung, and the car proceeded on its way, arriving in the city about 11.15.

Initial run to Aylmer.  
Much of this is illegible.

Fare to Aylmer.

"When is a streetcar not a streetcar?"

"When it is a railroad car, answered an official of the Pontiac Pacific Railway Company.

Since the Hull-Aylmer cars have been running into the city people have been protesting about paying a 15 cent fare from Ottawa to Aylmer.

A prominent official of the Pontiac railway said today; "Our charter gives us the right to operate steam and electric cars, and that is what we are doing. We are not running street cars. We have leased the Hull Electric Company cars, which come into our control as soon as they arrive upon the Interprovincial Bridge.

"We are responsible for the payment of the men. The Pontiac Company does not run streetcars, it runs electric railroad cars over a bridge and not on any city streets."

"There is a clause in the agreement with the city by which the Pontiac company is bound to allow electric street cars to come in free of charge. These are our electric cars when on the bridge and we are not charging tolls.

"We are dealing with the tickets on these cars just as we deal with the tickets on our other cars. If you go from Ottawa to Gracefield on a return ticket you get a cut rate. If you buy single fare tickets each way it will cost you more. We are selling ten tickets for a dollar, good to go or come between Ottawa and Aylmer. One ticket costs fifteen cents or a return ticket costs twenty-five cents. The fare is five cents to Hull."

"Why do you sell a single ticket for fifteen cents?" asks the reporter.

"We want to sell tickets in strips," was the answer. "We believe the majority of people will buy them that way, and that therefore the fare to Aylmer will only be ten cents to most people. It is a mistake to say we are charging tolls on the bridge. We are treating these tickets as we do all other tickets and that we have a perfect right to do."

The conductors on the cars will sell tickets singly or in strips, and a ticket office is to be put up at the landing place near Sapper's Bridge.

Last night a great many people took the trip to Aylmer and they protested against paying fifteen cents for single tickets but they had to do so. They were under the impression that the fare was ten cents and that the extra five cents was a toll collected for the bridge company.

More - agreement between city and company.

30/07/1901 *Ottawa Journal**Hull Electric*

A letter was received by Hull city council from Alexander Fraser of the Hull-Aylmer Electric Railway stating that to increase the efficiency of the car services, several sidings each 200 feet long would be built in Hull, one on Laurier Avenue back of the church, one on Main Street near the Court House, one on Main Street opposite the Marston block, and one on Brewery Street, opposite Dr. Graham's residence. The council was not willing that these sidings should be built. Lawyers will study the agreement etc.

The idea of some of the aldermen seems to be to have the company lay double tracks in Hull on the ground that this would be less cumbersome than any other method.

It was decided that a committee should look over Chaudiere Street to see if the proposal is feasible to open it up to the proposed new railway station to be built by the Pontiac and Pacific Junction Railway.

01/08/1901 *The Equity, Shawville**Hull Electric*

A thorough [sic] service is now established over the electric railway between Hull and Central Depot, Ottawa, via the interprovincial bridge so that Pontiacers journeying to the capital will have no changing of cars from Aylmer till they reach the heart of the city. It is stated some difficulty with the Hull council has to be overcome before the steam cars will be allowed to run over the electric company's rails through Hull to the bridge.

04/08/1901 *Ottawa Citizen**Hull Electric*

Car No. 29 derailed.

12/09/1901 *Ottawa Citizen**Hull Electric*

A collision which might have been attended with serious loss of life occurred on the Hull-Aylmer Electric line at 10.05 last night. Car no. 12 leaving Aylmer at 9.35 in charge of Conductor A. Baker and Motorman T. Bouch dashed into car 10 which left Ottawa at 10.00 p.m. on Main Street, Hull near the Post Office. The car from Ottawa was in charge of Conductor H. Moor and Motorman G. Chartier. Both cars were running at about 15 miles per hour and the force caused the coaches, which were closed ones, to be smashed to kindling wood almost ?? Both motormen jumped and thus saved themselves. There were few passengers otherwise ?? would have been recorded.

Car no. 10 left Ottawa on schedule time and was to have crossed car 12 at Graham's corner switch. When car no. 12 got to Graham's corner switch the employee thought that they could get down to the ferry switch in Hull and thereby save time, and the collision was the result.

One woman who was a passenger on the Ottawa car had her arm badly cut by broken glass.

Almost illegible.

12/09/1901 *Ottawa Citizen**Hull Electric*

Collision between cars Nos. 10 and 12.

28/10/1901 *Ottawa Journal**Hull Electric**Aylmer*

A very serious accident was narrowly averted on Saturday morning on the Hull Electric Railway. At the foot of Main Street, a car slipped over the frosty rails. The leaves formed a pasty mass with the frost, and the brakes, although tightened as much as possible, could not hold the car, and it ran into a coal car and derailed it. The passenger car was slightly damaged and one of the employees, in jumping, twisted his ankle. No other injury was sustained by any one.

01/03/1902 *Ottawa Journal**Hull Electric*

Owing to repairs at Deschenes Power House the Aylmer passenger services of the Hull Electric Co. will be operated by steam train on Sunday and possibly Monday, 2nd and 3rd March. Cars will leave Dufferin Bridge terminal at 9:15, 10:45 a.m., 12:15, 1:45, 3:15, 4:45, 6:15, 7:45, 9:15 and 10:45 p.m. Leave Aylmer at 8:30, 10:00, 11:30 a.m., 1:00, 2:30, 4:00, 5:30, 7:00, 8:30 and 10:00 p.m.

Electric lighting services will not be interfered with.

01/03/1902 *Ottawa Citizen**Hull Electric*

Owing to repairs at Deschenes Power House, the Aylmer passenger services of the Hull Electric Co. will be operated by steam train on Sunday and possibly Monday 2nd and 3rd March. Car will leave Dufferin Bridge Terminal at 9.15, 10.45 a.m.; 12.15, 1.45, 3.15, 4.46, 6.15, 7.45, 9.15 and 10.45 p.m. Leave Aylmer at 8.30, 10.00, 11.30 a.m.; 1.00, 2.30, 4.00, 5.30, 7.00, 8.30 and 10.00 p.m.

Electric lighting service will not be interfered with.

Guard Rails are Lacking.

On the Pontiac Railway Embankment.

And Hull Aylmer Cars only use one track between Alexandra and Dufferin Bridges.

The track which runs nearest the edge of the steep embankment between Dufferin Bridge and Alexandra Bridge and which was used for some time by the Hull-Aylmer electric cars has not been used by those cars for some weeks, and the reason is said to be that there are no guard rails or timbers between the outer rail and the edge of the precipice. Should a car jump the outer track, in the direction of the river, there is no guard rail or timbers to keep it from going over to the rocks or river below, and to prevent all danger from such a calamity the motormen have been instructed to use the middle tracks. Practically the electric cars are only using one track between Ottawa and Alexandra Bridge. Should a car jump the inside track it would have to go over two rails before it could reach the edge of the embankment, and it is considered extremely unlikely that any accident could occur.

The matter has been brought to the attention of Mayor Cook and he has asked City Engineer Kerr to report on it at once.

23/05/1902 *Ottawa Journal**Hull Electric*

It was stated around town to day that the CPR had taken over the Hull and Aylmer Electric Railway and that they would operate it in future or else turn it over to the Ottawa Electric Railway, who are, it is understood, anxious to acquire it.

Mr. C.W. Spencer, general superintendent of the CPR, was asked this yesterday about the story and his reply was that it was not correct. He did not however make a positive denial.

The Journal has reason to believe that interesting developments will take place within the next couple of weeks.

17/06/1902 *St. John Daily Sun**Hull Electric**Aylmer*

The Canadian Pacific Railway has acquired the electric road between Ottawa and Aylmer. The purchase price is said to be in the neighbourhood of three-quarters of a million.

21/08/1903 *Ottawa Journal**Hull Electric**Aylmer*

The Aylmer Car Line was unable to Handle Traffic

With a crowd of about 7,000 people to deal with and accommodation for not more than half that number was the proposition the Hull and Aylmer Electric Railway officials were to face last night.

Power was low and erratic.

Twenty five cars and even a steam train of five coaches pressed into service. From 7 o'clock in the evening the landing under Dufferin Bridge was crowded and as quickly as a car came along it was jammed in an instant and scores left behind to try their luck later.

By 8.20 the steam train was pressed into service.

More.

Heavily loaded cars were unable to make the grade at the Hotel Victoria. In one case it took one hour and a half to go from the park to Aylmer.

About 11 o'clock it was decided to again bring the steam train into requisition.

Cars were kept busy until 2 o'clock when the last of the crowd was brought in tired and vowing that they would not get caught in such a fix again.

More

OER had additional cars waiting at Dufferin bridge to take people home.

08/07/1904 *Ottawa Journal**Hull Electric**Rideau Canal locks*

The Guard Rail Question

As regards Aylmer Electric cars inbound

The Journal had recently an article calling attention to the lack of a guard rail along the outer track of the Hull and Aylmer electric railway coming into the city on the embankment from Nepean Bridge.

A prominent officer of the Canadian Pacific Railway which owns the Hull and Aylmer electric line, says that it is a mistake to suppose that there is any danger or that a guard rail is desirable.

"Along the north shore of Lake Superior our main transcontinental line is in a similar position for long stretches," he remarked, "and our express trains run along them at fifty miles an hour. This has been going on for years, with never a shadow of an accident. The condition is general in railway practice. The same thing for instance prevails on the Delaware and Hudson Railway which has long stretches of road on the brink of cliffs.

"Besides," he added, "there is a special safety in the case of electric cars, owing to the great weight beneath the car - not only the wheels and trucks, but the motor. There is a weight of about four tons beneath each of the large electric cars on our Hull and Aylmer line. If one of these cars left the rail, the wheels would not get more than a few inches away from the track. Nor could the car upset. Ottawa people may rest satisfied that the condition on the curve coming in from the Interprovincial bridge is perfectly safe. The curve itself is on the safe side, that is, it is concave - a car's tendency would be to run off towards the inner side, if at all. But most of the stretch is quite straight.

01/08/1904 *Ottawa Journal**Hull Electric**Rideau Canal locks*

For Safety of Passengers

Regulations by the Railway Commission

The Railway Commission has considered the report of Inspector J.E. Duval and has decided that the Hull and Aylmer electric railway must provide an eight inch guard rail, either of wood or iron, along the outside incoming track of the electric line from the Alexandria [sic] Bridge to a point near the station under Dufferin Bridge.

There is a high embankment at the point around Majors Hill Park and this decision is rendered in the interest of public safety.

The speed of electric cars, when going or coming from the bridge must be limited to eight miles an hour according to an order handed out on Saturday.

There must also be an interlocking semaphore where the Hull electric tracks cross the steam railway on the Ottawa side of the bridge.

When the semaphore is against the steam railway the cars of the latter cannot cross and vice versa. This is to prevent possible collisions.

The expense of these precautions is to be borne by the Hull and Aylmer Electric Company.

17/04/1906 *Ottawa Citizen**Hull Electric*

His Royal Highness and party left Ottawa at 11.20 for the links. Car no. 10 was newly decorated and fitted up specially for the trip and was quite attractive with royal blue upholstery and scarlet carpets. A large urn was in the centre of the car while all around were potted plants, cut flowers and foliage. Mr. W.B.

Taylor was personally in charge, the conductor and motorman being Mr. John Lochlan and Mr. N. Séguin. The car had right of way to the links and the trip was made in less than twenty minutes.

The four new cars recently built for the Hull Electric Railway are of a decidedly handsome design and finish and will add considerably to the rolling stock of the road.

The cars are each 50 feet long and contain 28 cross seats with an aisle down the center, and there is seating capacity for 56 people. All the seats are covered with ratan with a view to additional cleanliness. The interior of the cars is finished in mahogany and the headlining is birds eye maple. Instead of moulding and carving for ornamentation purposes, the cars are severely plain. The mahogany is laid out in panels by means of inlaid wood lines, birch, ebony and birch. They are also provided with parcel racks for the convenience of passengers.

This is an innovation in so far as electric cars in this part of the country are concerned. Likewise there are patent ventilators. The air brakes are of the latest design of the Westinghouse company and the electric trucks are of the latest idea, turned out by the J. G. Brill Co. of Philadelphia. The cars have also a Peacock brake as an auxiliary. This is a powerful hand break.

The cars when loaded weigh from 30 to 49 tons each. Each car is equipped with a Syracuse changeable headlight and an oil at the rear, the same as on the passenger trains. The motor equipment also is of the latest make, the motor being the Westinghouse 101B.

Cars too high to be used. New Passenger carriers of Hull Electric Railway may have to be Changed.

A peculiar quandry besets the Hull Electric Railway Company, in connection with their beautiful new cars. Four of them are ordered, one of them is finished and the others nearly so, but they are too high.

The westbound track crossing the Interprovincial Bridge passes under the main line of the C.P.R. track which goes off the bridge on to the high trestle but the span over the roadway is too low to allow the new cars to pass under. One of the new ones, No. 4, was tried recently and it was run into the station between Sappers and Dufferin bridges all right but going back to Hull it was found it could not go under the railroad track. Thus the matter stands, and either the cars must be altered or the roadway lowered.

Four new cars of the Hull Electric - full details.

Motor man's leg crushed  
Pierre Clement Meets with Painful Accident  
He may lose his right foot  
Was entering the car shed of the Hull electric company at the Deschenes

Pierre Clement age 38 an old and experienced motorman of the Hull Electric Railway, had his right foot smashed and was otherwise seriously injured in a collision between his car and a sweeper at the Deschenes powerhouse last night. He was at the controller of one of the new cars, no 26, and at the switch on the east end of the discussion station, an electric sweeper was being taken on to a siding to clear the main line. It appears that the motor man, Clement, did not gauge the distance right, and when he applied the air brakes, his car had too much momentum. The collision resulting, smashed the vestibule of his car, catching him in the debris, and a half dozen passengers were badly frightened, but not at all injured.

Clement was brought to the city and taken to the Protestant hospital at once, and Dr. J. G Scott was called. Under his care the patient was rendered comfortable, but the right foot had to be amputated. Dr. Scott is not too sure of being able to save the left limb, but will spare no pains to do so.

The accident happened about 11 last night as Clement's car was the one that left Ottawa at 10:30 p.m. The damage to the new car was confined to the front vestibule, which being chiefly of softwood, will not be costly. Some woodwork about the sweeper was smashed.

Mr. W.R. Taylor, superintendent of the Hull Electric, speaking to The Journal, said that it is strange to the employees and officials how the accident should have occurred, as the spot is well lighted, and both sweeper and car were equipped with head and rear search lights.

Clement is a married man with a small family, and his home is in Almer.

COLLISION ON AYLMEER LINE  
Motorman Pierre Clement Badly Injured.  
RAN INTO SWEEPER

Passengers Uninjured-Employe Had One Foot Crushed Off

With one foot completely severed and the other so badly crushed and broken that it is doubtful if it can be saved, Motorman Pierre Clement, of Aylmer, lies in the Rideau street hospital as a result of a collision on the Hull Electric railway Deschenes Monday night between one of the new cars and a sweeper. The car, number 26, bound for Ottawa, had just passed the station at Deschenes, about fifteen minutes after eleven and was traveling with speed. The night was dark and when only a short distance from the station a black object loomed up in front of the rapidly moving car. The next instant a crash was heard and the vestibule of the car was completely wrecked, the woodwork in the front end of the sweeper damaged, and the motorman on the car badly injured. Six passengers were on board and at the sound of the crash and the shock of the collision, were badly frightened, but hearing a groan from the motorman, they at once went to his aid. One of his feet was found to be almost completely severed at the ankle and the other was twisted completely around and pierced by a large splinter. Dr. Church of Aylmer was summoned and dressed the injuries and took him to the Rideau street hospital, where he is being attended by Dr. Scott.

The sweeper was going into the car barns for the night and was just pulling onto the switch from the main line. No one seems to know how the accident happened. The sweeper was fitted with signal lights, according to the information learned from the officials. It may have appeared from the vestibule in the car that the sweeper had cleared the main line and the motorman did not discover the difference until too late to stop his car- None of the passengers' was injured

City Clerk Boulton of Hull, when asked about a rumour current that the Canadian Pacific Railway had decided to lay their proposed double track on the company's property, instead of accepting the terms offered by the Hull council, for the privilege of using the city's streets on another proposed route, stated that he placed no credence whatever in the report, owing to the fact that if the C.P.R. did so the project would necessitate the construction of a great many trestles in addition to extensive grading, and when finished would probably cost several times the amount asked for the other route by the city.

When the question was first laid before council, and the proposed route outlined, it was decided that the building of several trestles which would be required would make it necessary, that the waterworks system be lowered on several streets, and that the railway should pay the expenses of the undertaking, which was placed at \$7,500.

In addition to this the council demanded that a yearly bonus of \$3,000 be paid to the city for the privilege of using the city streets. To this the C.P.R. would not agree and since then the matter has been left in abeyance and will likely remain so until after the elections.

At any rate, it does not appear at all likely that the more expensive route over the company's property will be used.

Although apparently no nearer to securing a double track privilege over Main street, Hull, or a loop through the residential portion of that city, the Hull Electric Railway is doing what it can to improve the service and overcome as far as possible the delays now caused at the corner of Albert st., and Laurier ave. The company has spent nearly \$100,000 since last season in putting in a sub station in Hull. There is a guarantee of much better power than has been available heretofore.

Five new semiconvertible cars have been added to the rolling stock of the road. They are each 40 feet long with short longitudinal seats in the ends and cross seats in the bodies of the cars. They are all equipped with Westinghouse air brakes and are of the latest pattern for style and comfort. More.

The proposition of the Hull Electric Railway to the council of that city was accepted at a meeting last night subject to a few changes. More The proposed belt line, as previously reported, will not be constructed along Chamberlin street, but rather by way of Reboul. More. It has been the custom through the need for increased facilities for freight cars consigned to any of the large companies in that city to be conveyed by way of Main street to their destination. This work was generally done at night, when the passenger service was suspended but at times the cars were transported during the day. The objections were not only based on the ground that the operations were the source of considerable noise, during the night, but it was thought by many that the street car service was necessarily delayed at times by these trains. Now, one of the stipulations of the city in the negotiations between it and the Hull Electric railway company, is that should an agreement be reached as to the improvements contemplated, that in future, no more freight cars be hauled over Main street. To this the company has agreed and the removal of a source of annoyance seems assured. In future freight will be conveyed by way of the Belt line on other streets, the construction of which is contained in the terms submitted.

Car No. 24 killed a trespasser between Dufferin and Interprovincial bridges.

It is doubtful if the double tracking of Hull streets by the Hull Electric company will be completed before winter. Every effort is being put forward to do so but unless weather conditions are very favorable it is hardly likely that success will attend the efforts of those interested. The mains being laid on the streets however will all be completed this week, while the removal of poles from the streets, which is going on will be finished during the next week. Then there will only remain the paving of the streets to do. More than ordinary difficulty is experienced in this as the street is a very busy one and has to be kept open to traffic, there being no parallel thoroughfare.

The work of double tracking Main street, Hull, by the Hull Electric railway company will be completed on Monday next. The temporary track will then be taken away but the north pavement will not be improved again before the winter is over.

The Hull Electric Company are distributing rails for the new belt line.

The double tracking of the Hull Electric approach to the Interprovincial Bridge is nearing completion. About 200 men are working steadily at it, and the scene in this part of the city just now is a lively one.

The Hull Electric crossover on Laurier Avenue, near Youville street, is gone and the cars are now using the double tracked approach to the Interprovincial bridge. This was the last link in completing a through double track system from Ottawa to Queens Park.

Waiting Room Demolished.

Undoubtedly the worst incident that has yet occurred in connection with the excessive and dangerous dynamiting on the new hotel site on Major's Hill Park happened about 6 o'clock last evening when the north side of the Hull Electric Company's waiting room, below the Dufferin Bridge was partially demolished as a result of a blast. A Hull Electric car, waiting to go out, narrowly missed a wrecking, while the passengers inside, among whom were several ladies, received a bad scare and a severe shaking. Had the car been standing nearer the outer end of the platform it almost certainly would have been smashed with perhaps fatal results to those on board.--

SERIOUS FIRE AT DESCHENES

Power House Building Destroyed This Morning.

Damage Will Amount to Over \$2,000.

Car Service Disabled Almost Three Hours.

Fire, the origin of which is not known, broke out at the Hull Electric Company power buildings at Deschenes at nine o'clock this morning and burned for over an hour and a half, during which time all the cars on the line remained stationary. The damage amounted to between two and three thousand dollars.

The fire broke out in one of the tool houses, which is situated near the machinery building, adjacent to the main building. The tool house a small building, was destroyed, after which the fire worked into the machinery building, almost razing it to the ground. The employees about the works were formed into a fire brigade. Three streams of water were turned on the flames and twenty five men with buckets were . to wostarted to work. It was only the result of the fine work of the employees that the whole works were not completely consumed.

The buildings and contents were all insured. Much damage was done the machinery in the buildings.

The fire was first discovered when one of the operators noticed smoke issuing from the tool house. He went into the building and discovered a small blaze. He hurried out for a pail of water, but when he returned the building which contained oils and other inflammable materials, was all ablaze.

The car service was resumed shortly before twelve o'clock.

NEW CARS FOR HULL ELECTRIC

Line Will be Extended to Chelsea Roal Toll Gate

The Hull Electric Railway Company has placed an order with the Ottawa Car Company for three electric cars of the type used in Ottawa, and for two large cars with an outside firm. These will ba ready by the summer. Work will be begun at once on a new line a mile in length from Hull to the toll-gates on Chelsea Road. This will be a compromise with the Hull City Council, who have for some time been urging the company to run a line to the cement works outside the city, at which quite a number of Hull men arer employed. At present there are no facilities to enable the men to get to and from their work.

Hull Electric Railway Advertisement. Commencing Saturday April 23rd and until further notice cars will run regularly to Queen's Park.

**18/05/1910**     *Ottawa Journal*                     *Hull Electric*

City Engineer Farley of Hull has received a communication from the Hull Electric Railway Company stating that they will commence operations on the construction of the electric railway extension out the Chelsea road immediately. The new track will run about a mile through Wrightville and will be much appreciated by those residents of that vicinity.

**17/09/1910**     *Ottawa Journal*                     *Hull Electric*

Car No. 48 derailed near Eddy's warehouse on the Aylmer line.

**23/09/1910**     *Ottawa Journal*                     *Hull Electric*

The Hull Electric Company have a steam roller at work on Main street, putting the road-bed in repair. The street will look well when finished.

**07/10/1910**     *Ottawa Journal*                     *Hull Electric*

#### HULL ELECTRIC CAR DERAILED

Car No. 22 of the Hull Electric line was delayed some time this morning by leaving the track in front of the City Hall in Hull. The switch which is situated at this corner had spread somewhat on account of the recent rains and when the car went to make the turn it left the rails. Although there were quite a few passengers on board, they were not put to any inconvenience by the delay.

**13/12/1910**     *Ottawa Journal*                     *Hull Electric*

The patrons of the Hull Electric Railway would be much comforted by hearing that the outside window are soon to be placed on the cars running to and from Aylmer.

**31/01/1911**     *Ottawa Journal*                     *Hull Electric*                     *Dufferin Bridge, Aylmer, Qu*

The Hull Electric Railway proposes introducing a number of improvements on its line this year including a loop under Dufferin bridge. The loop under the bridge will offset the delay the company sometimes experiences now in loading and unloading the public. When the space between the Sappers and Dufferin bridges is closed over, the steps leading down to the present car terminal will be done away with and under the loop system the cars will come out near the front of the Chateau Laurier.

A subway will also be constructed at Queens Park, Aylmer, which will do away with the public crossing in order to get on the cars. A great number of cars are being remodeled.

**31/01/1911**     *Ottawa Journal*                     *Hull Electric*

#### IMPROVEMENTS ON HULL ELECTRIC RY

Cars Will Loop and Terminus Will be in Front of Chateau Laurier

The Hull Electric Railway proposes introducing a number of improvements on its line this year including a loop under Dufferin Bridge. The loop under the bridge will offset the delay the company sometimes experiences in loading and unloading the public. When the space between Dufferin and Sappers' bridges is closed over, the steps leading down to the present car terminal will be done away with and under the loop system the cars will come out near the front of the Chateau Laurier.

A subway will also be constructed at Queen's Park, Aylmer, which will do away with the public crossing the track in order to get on the cars. A great number of the cars are being remodelled.

**16/03/1911**     *Ottawa Journal*                     *Hull Electric*

#### GOLF CLUB HOUSE NEARS COMPLETION

"Rivermead" building is a most attractive and commodious one.

The Rivermead Golf Clubhouse is rapidly nearing completion, and is a most attractive and commodious building. Everything is most up to date. A fine view of the Ottawa river and parliament building is had from the verandahs. A station will be built by the Hull Electric Railway close to the clubhouse. Work on sodding the fourteen greens, which were graded last fall, will be commenced as soon as the snow disappears, four more greens also will be built.

**12/04/1911**     *Ottawa Journal*                     *Hull Electric*                     *Aylmer, Queens Park*

In an interview with one of the officials of the Hull Electric Railway, The Journal was, yesterday informed that an item in another paper of this city on Monday last, to the effect that the company is about to extend to Chelsea and that such plans have been completed and options on the greater portions of the proposed line, is quite incorrect. As yet no plans have been approved, or even made for such an extension.

#### To Build Tunnel

In other regards the company will make considerable improvements. At the Aylmer, among some of the more striking changes will be the construction of a tunnel which is now under way, to extend under the car tracks at a point between the roller rink and the refreshment booth. In future no one will be permitted to cross the tracks but shall go under them by way of the new tunnel.

New platforms are also being built for the station and a fence surrounding them. Turnstiles will be installed through which the passengers will pass when going to or coming from the cars, making the station a most modern and up-to-date one in every respect.

#### Move to Hull

Two storeys will be added to the present office of the Company in Main street, Hull, as soon as weather conditions permit. The headquarters of the company will be removed from Deschenes to the Hull office upon the completion of the enlargement.

The company will also erect car sheds shortly, at Maniwaki, (sic this should be Maniwaki Junction) which will cost at least \$25,000.

**01/06/1911**     *Ottawa Journal*                     *Hull Electric*

#### NEW CAR SHEDS FOR THE HULL ELECTRIC

The Hull Electric Railway, has taken out a building permit for car sheds to be erected at Manawaki [sic] Junction. It is understood that these sheds when completed will cost in the neighborhood of \$40,000, but that this amount will not be expended, at present

**03/07/1911**     *Ottawa Journal*                     *Hull Electric*

#### Lightning on Hull electric

The only accident which occurred on the Hull Electric line Saturday night (1/7) during the big storm was when one of the cars of the belt line was struck by lightning on its way out to the car sheds.

The occurrence took place at Red Gate, a point between the Country Club and River Mead golf club stations. The lightning caused the lights in the cars to go out, and a large Aylmer car coming behind ran into it, as the motorman did not see the car which was in darkness.

The conductor of the smaller belt line car, Mr. A. Lauzon of Hull, was standing inside of it at the time of the collision. He was violently thrown from his feet, and in falling struck the side of a seat. Although rather badly bruised, and shaken up, he was not seriously injured. He had not returned to work up till this morning, and may have to lay off for a few days, as a result of his injuries. The accident occurred about 10:30 p.m.



Hull Ry. Co. Quite Tired

Cannot get Permission for a Track.

And hence the big promised car sheds may be erected at Deschenes in connection with the ones already there.

It is just possible that the Hull Electric Railway may not erect the proposed \$25,000 car sheds in the city of Hull at Maniwaki Junction, but instead add to the present sheds at Deschenes. The Hull Electric Company applied some time ago to the corporation of Hull for permission to lay their tracks along one of the streets from the present tracks to the new sheds when built, but the Hull city council has been so slow in granting this permission that the company is getting tired of waiting.

"The whole city council doesn't seem to appreciate the value of having a \$25,000 building erected in the city," said Mr. Gordon Gale, superintendent of the electric road, in discussing the matter this morning. He also made statements as expressed above, about the intentions of the company if the Hull council did not soon give a favorable reply to their request.

Asked if there was any truth in a report that the Hull office on Main Street would be disposed off, and all offices stationed at Deschenes, Mr. Gale denied this, stating that the company still contemplated putting an addition to the Hull office, which was reported in this paper some months ago.

01/08/1911 *Ottawa Journal**Hull Electric*

It is just possible that the Hull Electric Railway may not erect the proposed \$35,000 car sheds in the city of Hull at Maniwaki [sic] Junction, but instead add to the present car sheds at Deschenes. The Hull Electric Company applied some time ago to the corporation of Hull for permission to lay their tracks along one of their streets from their present tracks to the new sheds when built, but the Hull city council has been so slow in granting permission that the company is getting tired waiting.

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30/09/1911 *Ottawa Journal**Hull Electric*

On and after Monday October 2nd., cars to Aylmer will run to Aylmer station only in accordance with the winter schedule. For the convenience of those residing at Queens Park, a transfer car will be run in the early morning and late afternoon during the week ending October 7th.

21/11/1911 *Ottawa Citizen**Hull Electric*

SIR THOMAS WAS WISE.

That sudden fluctuation yesterday in the stock of the Canadian Pacific Railway Company was due to the announcement that the Ottawa Jockey Club had been organized. Sir Thomas Shaunessy probably new when he consented to the construction of a spur line to the entrance what it would mean to the Hull Electric Railway Company.

28/11/1911 *Ottawa Journal**Hull Electric**Chateau Laurier*

The new tunnel underneath the structure where the Aylmer cars will turn, is nearly completed, and will, when in operation, do away with a large amount of confusion. The car coming in will stop to allow its passengers to alight and will then proceed through the tunnel to come out on the outgoing track. Steps will connect the platform below with the top of the Plaza thus passengers on arrival will be afforded practically a perfect connection between the two electric roads.

31/01/1912 *Ottawa Journal**Hull Electric**Hull*

Wagon Ties Up cars

The Aylmer service of the Hull Electric Company was completely tied up for an hour yesterday afternoon, between three and four o'clock.

According to an irritated passenger the last car left Ottawa about three o'clock, and the next Aylmer is positively known not to have left Ottawa for Aylmer till after four. Meanwhile some thirty odd passengers were forced to wait in the waiting room and along the station platform and listen to the sweet music of the blasting operations at the new Plaza.

The cause of all this annoyance, was the breaking of a tongue in one of the sleighs loaded with wet pulp, belonging to the E.B. Eddy Company, on Main street, Hull.

A new tongue had to be secured before the load of pulp could be moved off of the car track

29/02/1912 *The Equity, Shawville**Hull Electric**Victoria Park*

Another action for damages arising out of the collapse of the Hull Electric Company's wharf at Aylmer last summer was recently taken in the Hull Superior Court by Mr. Geo. C. Wright acting for Mr. D.B. MacLaren, of Dirlerton, Torbolton township. The action arises through the death of Mrs. MacLaren through an illness alleged to have been caused by being thrown into the water by the collapse of the wharf. The amount of damages claimed are \$25,000.

17/05/1912 *Ottawa Journal**Hull Electric*

The Hull Electric Railway Company expect to receive their five new pay-as-you-enter cars in the course of a week or ten days time. The new cars will not be operated for about six or eight weeks yet, owing to the non-completion of the tunnel under the plaza at Ottawa, where the cars will turn.

13/07/1912 *Ottawa Journal**Hull Electric**Ottawa*

FRACTURED LEG MOUNTING STEPS

Miss Dorothy Gavrette of Hull Met With Accident at Ottawa Station of Hull Electric Railway.

While coming up the steps from the Hull electric line terminus at the bridge this morning. Miss Dorothy Gavrette. of Hull, slipped and fell back, fracturing her leg. Miss Gavrette is about nineteen year of age. Sh was on the steps and was about to turn back to meet a friend when she men [sic] with the accident. She suffered considerably and was immediately taken to her home, where her injury wss attended to.

16/07/1912 *Ottawa Journal**Hull Electric**Aylmer*

Storm Caused Much damage

Several Poles on New Aylmer Car Line Were Blown Down

A new line in course of construction by the Hull Electric Railway from Deschene to Aylmer suffered considerably by the storm yesterday evening, and several of the poles were torn down and literally reduced to matchwood.

One of the generators on the Aylmer lighting circuit was also slightly damaged by the storm.

16/07/1912 *Ottawa Journal**Hull Electric*

The Hull Electric Railway is building a new, storage, inspection and minor repairs shed on the corner of Chaudiere and Adelaide streets, Hull. The building, which will be absolutely fireproof, will cost about \$25,000, and will be 300 feet long and 40 feet wide, and will have a holding capacity of twenty-seven cars. The construction is of brick and steel with concrete floors and inspection pits and the doors are of rolling steel.

Cannot use cars under the Plaza.

The Hull Electric Railway is experiencing considerable loss and inconvenience on account of the delay in the construction of the new Plaza bridge in Ottawa. Until this work is completed they are unable to proceed with their new loop line under Sappers Bridge.

The company has six new semi-convertible single end pay-as-you-enter cars and also three of the old ones remodelled to that system, but these nine cars are lying idle in the sheds on account of the delay complained of.

12/08/1912 *Ottawa Journal**Hull Electric**Hull*

Service Delayed by Car Off the Track.

The service on the Hull Electric Railway was delayed for quite an hour about five o'clock yesterday owing to one of the main line cars displacing the switch and becoming derailed at the corner of Youville street and Laurier avenue, Hull. The freight engine was soon on the scene and with some quick work the car was replaced on the track and proceeded on its journey.

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24/09/1912 *Ottawa Citizen**Hull Electric*

Placed Ties on car track

Dastardly attempt to Wreck Hull electric car.

A dastardly attempt was made by some person or persons unknown to wreck one of the Hull electric cars on the Aylmer line about 7 o'clock Sunday evening, and a bad accident was only averted through the alertness of Motorman C. Legros, in charge of the car in question.

Two large railroad ties had been placed across the rails, at a point near the trestle bridge adjacent to the scene of the disastrous wreck on the C. P. R. in March last, with the evident intention of causing a wreck.

The 6.45 p.m. car from Aylmer, of which Mr. Legros was motorman, was filled with passengers returning from Aylmer. On approaching the trestle bridge the motorman noticed an obstruction on the line and brought his car to a standstill.

Upon investigating he found two railroad ties placed directly across the tracks so wedged that if the car had struck them it would undoubtedly have been derailed.

Legros remove the obstruction and proceeded with his car to Hull where he reported the affair to the officials of the company. Mr. Gordon Gale, manager of the Hull electric, at once notified Sheriff Wright, who dispatched bailiff Treau to the scene of the attempted wreck. Treau hit himself in the bush alongside the track in the hope that the miscreant would return to make another attempt but although he remained in hiding for upwards of two hours his vigil was unrewarded.

Although extensive enquiries have been made by the officials of the company and the police department no clue has so far been obtained as to the identity of the person responsible for the attempt to wreck the car.

14/11/1912 *Ottawa Journal**Hull Electric*

Their Royal Highnesses the Duke and Duchess of Connaught traveled over the Hull electric in a special car, accompanied by Mr. W.R/ Baker, the president of the road, to the Ottawa Golf links.

23/11/1912 *Ottawa Citizen**Hull Electric*

Hull Electric Asks Power to Come in by New Route.

The Hull Electric Railway Company has given notice in the Canada Gazette of its Intention to apply to parliament this session for Dominion incorporation, empowering the company to extend its line into Ottawa by an independent line or over the tracks of any other company, and authorizing it to enter into an agreement with the C. P. R. or the Ottawa Northern and Western Railway Company to lease its railway to either of these companies and to increase its bonding powers.

At the local C. P. R. offices it was stated that the application did not imply the seeking of any other entrance into the city than that which the railway at present has under Dufferin bridge. The Ottawa Northern and Western Railway is that part of the C. P. R. tracks on Alexandra bridge, over which the electric railway now runs. It is understood the application is more for purposes of ratification than anything else, The Hull Electric Company is at present rearranging its system under Dufferin bridge.

27/11/1912 *Ottawa Journal**Hull Electric*

The Hull Electric Railway Company will likely double track their C.P.R. local line, running through Brewery street to the Chelsea road. This will mean that the electric company will be responsible for the paving of eighteen feet of the street, leaving only nine feet each side of the road, the cost of paving of which will have to be borne by the corporation and proprietors in shares of one-third and two-thirds respectively

02/12/1912 *Ottawa Journal**Hull Electric*

HULLELECTRIC RAILWAY.

The Hull Electric Railway will commence operation of pay-as-you-enter cars on the line to Aylmer. Passengers are requested to leave the car by the rear entrance at these stopping places that have at present short platforms. Passengers will not be required to pay their fare on entering the car at Ottawa at the present time.

17/03/1913 *Ottawa Journal**Hull Electric*

Mr. J.R. Biggs, engineer of the Hull Electric Company, has just completed a survey for messrs. R. & T. Ritchie, of Aylmer, at the lower end of their farm opposite Fraser's. Messrs. Ritchie will store their lumber in a yard here so as to comply with a by-law made by the Aylmer council two years ago that all lumber be removed from Aylmer within the next two years. The Hull Electric are constructing a track from the mill to the yard and operations commence today. It is expected that the cars will start running on May 1, and they will, of course, run continuously conveying lumber from the mill to the yard.

11/04/1913 *Ottawa Journal**Hull Electric**Aylmer*

Mr. R.J. Biggs, the Hull Electric Railway engineer, is making a survey for a siding into the Ritchie Mills. It is expected that this siding will be used to remove the new lumber as it is turned out of the mills, to the Ritchie farm opposite the Fraser Mills, thus complying with the new by-law which states that no lumber can be piled within a certain distance of the town. The lumber at present piled within the town limits must be removed in two years.

19/05/1913 *Ottawa Journal**Hull Electric**Connaught*

The Hull Electric Railway Company has fifty men at work laying a track up to the new race track and the work will be done by the first of June, in good time for the race meet.

**12/06/1913 Ottawa Journal**

**Hull Electric**

**Connaught Park**

Very heavy traffic will be occasioned by the Jockey Club races at Connaught Park during the week of June 14th to 21st. As usual every effort will be made to handle the crowds but it is recommended that passengers to Aylmer and other points avoid the rush between the hours of 12.30 p.m. and 2.30 p.m. each day. "Race Track Specials" will leave Ottawa every 3 minutes making stops at the Company's Office and Bridge street, Hull. The special cars will make no other stop. The fare on the race track specials will be 10 cents straight, and will be collected "Pay as you Enter" at Ottawa and other points. A car running between Rivermead and the race track will connect with all main line cars. The fare from Rivermead to the race track will be 5 cents.

**24/06/1913 Ottawa Journal**

**Hull Electric**

**Connaught Park**

The electric railway carried 24,000 passengers to Connaught Park during the jockey meet last week. Twenty four cars were kept running steadily between Ottawa station and the park. On Saturday, 4,100 passengers were carried.

**27/06/1913 Ottawa Journal**

**Hull Electric**

**Chateau Laurier**

Cars cannot collide - new device for Hull Electric

Electric switch installed at station under Chateau Laurier, throws off power in cars.

One of the first electric automatic switches in eastern Canada has been installed by the Hull Electric Railway at the Ottawa station. The switch is worked by electricity and entirely does away with the possibility of a collision between the cars and an out bound or incoming train. The system has been installed by the Hull Electric Company of New Jersey at a cost of \$2,000. The new system has now been in use only a few days but has proven satisfactory in every way. When a train is approaching the cars are warned by signals. If the signals are not seen, however, and the cars still approach the electric power is shut off automatically. The Hull Electric Railway, in the past, have kept two signal men at this station. It is a question, however, whether the Railway Commission will allow it to dispense with their services in lieu of the new system.

**20/08/1913 Ottawa Journal**

**Hull Electric**

**Aylmer**

Forced to Jump

Alonzo LaBelle, Aylmer, Injured When freight Car Broke Loose

After attempting in vain to apply the brakes to a Hull Electric freight car which had broken loose when nearing Aylmer, Alonzo Labelle, of Aylmer jumped to the side and sustained a badly sprained ankle, along with other minor injuries. He was taken to his home in Aylmer where his injuries were attended to by Dr. Church.

**15/09/1913 Ottawa Journal**

**Hull Electric**

**Hull**

The officials of the Hull Electric Railway feel that the Hull city council are blocking their efforts to improve their lines and thus prove a greater convenience to the people of Hull. Therefore they have decided not to install a "Y" on Outremont Street as they had proposed doing. For some time they have been desirous of having permission to install this "Y" claiming that it would facilitate traffic in the locality. The council last night were willing to grant permission, but on the understanding that a belt line service would be laid on the Mountain road, Chelsea road and Montclair ave.

In reply to this demand which the company considers unjust, Mr. Gordon Gale, superintendent of the road, states that the company is willing to extend its lines just as soon as conditions warrant it. As to completing the belt line in two years he states that the company would not bind itself down to a specified time. Until the council meets the company on a fairer basis the installing of the "Y" will be left in abeyance.

**13/10/1913 Ottawa Journal**

**Hull Electric**

**Aylmer**

The Hull Electric Railway is at present laying five miles of track on the Aylmer line and also ballasting for eight miles. The work is well under way, and they hope to complete the work before the snow falls.

**13/04/1914 Ottawa Journal**

**Hull Electric**

**Deschenes**

The cyclone of yesterday did considerable damage in Hull and vicinity; the worst happened at Deschenes when the roof of the car barns belonging to the Hull Electric Railway Company was badly wrecked causing damage of about \$2,000. A portion of the building commenced to crack when the wind was at the height and not able to stand the strain the roof collapsed. Fragments of the roof were carried some 60 feet.

**04/11/1914 Ottawa Journal**

**Hull Electric**

**Aylmer**

Interviewed this morning on what action the Hull Electric Railway Co. would take regarding Derwin street, Aylmer, Mr. Gordon Gale said that the company was willing to put the street back as it was originally, but the company had only removed three inches of sod with a view of improving the street, and he could not see how that would affect the water works main, some five feet under ground. He said he believed the whole thing was due to a misunderstanding.

**23/03/1915 Ottawa Journal**

**Hull Electric**

Hull city council to meet with Mr. W.R. Baker, General Manager of Hull Electric regarding:

- the extension of the Chelsea road tracks from their present stopping place at the toll gate to the Mountain Road.

- A ten minute service daily on all lines operated by the company in Hull.

- The inauguration of a schedule providing workmen's tickets at the rate of 8 for 25 cents between the hours of 5.30 to 8 o'clock in the orning and 5 to 6 o'clock in the evening.

- The last car to Aylmer to leave the Ottawa subway at 1 a.m. instead of midnight, as at present.

- The company to agree to bear some portion of the cost of the construction of a new bridge over the Gatineau River at Gatineau Point, upon the consideration that the bridge be constructed to allow of the passage of street cars over it.

**18/03/1920 Ottawa Citizen**

**Hull Electric**

**Hull**

UNKNOWN MAN KILLED ON HULL ELECTRIC RLY.

Run Over by Freight Car Going to E. B. Eddy Plant,

Early This Morning. An unvknown man met death in Hull at 5.20 this morning, havhig been run over by a freight car and engine on the Hull electric railway on Hotel de Ville street.

The only witness of the accident was a painter, Mr. A. Lalond, 127 Dolard street. Hull. Mr. Lalond told The Citisen that he was on night work at the Princess theater. Hotel de Ville street, and went outside to get some fresh air. "I saw an elderly man, aged about 60, coming west on the car track, and also noticed a Hull electric box car and engine coming east," said Mr. Lalond. "The man was walking with his head down and I was just going to call him to look out when the car and engine went over him."

Asked if a brakeman was in front of the box car. he said, "No, he was behind with the rest of the car gang."

Mr. Meech, inspector of the Hull Electric Railway, said that the crew on the engine and box car reported that the first intimation it had of the accident was after running over the man. Mr. Meech further stated that the engine was behind the box car which was loaded with pulp wood and was going to tne E. B. Eddy sulphide plant.

The train crew were N. Seguin, engineer; J. Davis, conductor; E. Quesnel, brakeman, and A. Baird, trolley man.

Dr. Davies, the Hull coroner, was away, and Dr. McKay, Paplneauville, will conduct an inquest at Beauchamp's undertaking parlors at two o'clock tomorrow afternoon.

Sheriff Wright and the Hull police, despite all their efforts, were unable to obtain any identification.

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Conductor blamed for Corners by CornersJury

Inquiry into death of James Reynolds, who was killed by H.E.R. Train.

Blame for the accident which resulted in the death of James Reynolds, and aged resident of Ottawa, who was killed by a boxcar and engine on the line of the Hull Electric Railway on Thursday morning was practically placed on the shoulders of Conductor J. Davis, by a jury under coroner Dr. E. McKay, which inquired into the circumstances yesterday. The jury, after an hour's deliberation, brought in a verdict which stated that had conductor David exercised proper care in the execution of his duties the fatality would probably not have occurred.

The verdict follows: "We find that to James Reynold came to his death being run over by a box car and engine operated by the Hull Electric company, at or about 5.30 on the morning of March 13th, opposite the Princess theater, Hotel de Ville street, Hull. We are of the opinion that if conducted Davis had exercised proper care in the execution of his duties, that the fatality would probably not have occurred."

more but clipping cutoff by edge of paper

Fire destroys the Hull Electric Railway waiting room under the Chateau Laurier causing \$1,500 in damage. Firemen had an awful time getting their hoses down to the shelter.

URGED IMPORTANCE PROPER LIGHTS AS PUBLIC SAFEGUARD

Judge Mulligan Awards Damages Against the Hull Electric Railway for Ayl-mer Road Collision.

Holding that the Hull Electric Railway Company did not carry proper running lights on the rear of its train, which was propelled by an electric engine and was backing across an Aylmer road crossing on the evening of January 27th, Judge Mulligan, late last night, gave substantial damages and costs to Mrs. Mina Campbell. Mrs. Campbell was given \$383 damages and her husband \$50, making the award \$433. of her \$500 claim.

The Major Hill Taxi Company, in whose car Mrs. Campbell, her husband, and a party of friends were travelling along the Aylmer road, was absolved from blame or negligence in connection with the smash. Owing to July and August being "long vacation", the judge allowed a stay of proceedings in entering final judgment until September 15th. up to which date the Hull Electric Company, if it cares to, has the right to appeal.

Evidence in the case, which began about ten days ago, and was adjourned until seven o'clock last night for the attendance of two witnesses who were unavoidably absent at the first sitting, showed the train crew had waved a lantern of light from the top of a freight car which formed the "front" of the backing train.

Stress was laid by Mr. A. E. Fripp, K.C., counsel for Mrs. Campbell, on the importance of railway regulations calling for the displaying of a light on either side of the end of a backing railway train.

To Protect Public.

The displaying of a light on the side instead of somewhere on the top of the last car, Mr. Fripp urged, was of great importance for the protection of the public when a train was crossing a public highway. Judge Mulligan, in his finding, took a similar view of the case, holding that the improper exhibition of lights constituted the negligence and want of care complained of.

The Major Hill Taxi Company car was running west on the Aylmer road, and the freight train was backing up from tracks crossing the road and coming from a southerly direction. The chauffeur and passengers in the car testified they had had no warning of the approach of the backing train until the smash took place. Time for Appeal. Mrs Campbell, in her evidence, said she had been placed in a highly nervous condition as a result of the accident, and further said that she could now enter a motor car only with considerable apprehension.

The action which was brought by Mrs. Campbell and her husband against the Hull Electric Railway Company and the Major Hill Taxi Company as co-defendants, was later followed by another action brought by the Taxi company against the Hull Electric Company for damages to the motor car. This action is in the Supreme Court of Ontario and has not yet come to trial.

Following the decision of Judge Mulligan last evening, Mr. W. L. Scott, counsel for the Hull Electric Company, was unable to state definitely whether or not an appeal would be taken, as he said he had not had time to make a complete survey of the entire evidence. Mr. W . C. McCarthy represented the Major Hill Taxi Company.

## 16 YEAR OLD BOY FATALLY INJURED IN CAR COLLISION

James Brown, Golf Caddie Here For Championship Tournament, Dies Soon After Accident.

James Brown, aged 16 years, who was seriously injured in a Hull Electric street car collision on the Aylmer line on Sunday night, succumbed to his injuries early yesterday morning at the Ottawa General hospital, Water street, only a few hours after he was admitted. Dominic Presseau, motorman, 30 Roux street, Hull, is in a serious condition with a compound fracture of the left leg. Robert McPherson and Reginald Cooper are in hospital with minor injuries.

The accident happened when double track [sic] car No. 44, driven by Motorman Presseau, ran into car No. 6, which was in charge of Motorman A. Tremblay. This car had stopped due to the trolley having come off the power wire. While putting the trolley back on he saw the other car racing up to him, and shouted, but apparently Presseau did not see the car ahead until so close that a collision was inevitable.

Mr. G. Gordon Gale, vice-president and general manager of the H.E.R., stated that the collision was due to the lights being out in car No. 6. on account of its trolley being off the powers wire.

The boys who were passengers on the car which ran into the rear of the stationary one belonged to a party of ten who made their way from Montreal here to caddie in the Canadian amateur golf championship, which has been under way at the Rivermead Golf Club. Brown left his home on Tuesday last, while the ten boys arrived in Ottawa in two parties, one on Wednesday and the other on Thursday. Their arrival at the Rivermead Club created a problem for the directors to secure sleeping accommodation for them. The first night they were given a room in the club house and afterwards a tent was provided for them to sleep in. On Sunday night, when the accident happened, eight of the boys were passengers on one of the cars. They had been to Luna Park for the evening and were returning to the club for the night when the smash occurred. These boys, who were on the car are Jack Muirhead, 140 College avenue, St. Henri., Que.; Thomas Gerald, Lachine; Reginald Cooper, Lachine; Arthur Wilson; Irwin Ellis, 41 Thirty Fourth street, Lachine; Andrew McPherson, and Robert McPherson, both of 211A Ninth avenue, Lachine.

Robert McPherson and Reginald Cooper are the only two of the boys who are still in the hospital. Mc Pherson has one of the toes of his left foot crushed, while Cooper has a deep cut on the side of his head which required two stitches. Andrew McPherson, who was taken to the hospital following the accident, was back yesterday at the Golf Club. He received a cut over the left eye. The other boys all received minor cuts and bruises, but were able to caddie yesterday.

It was reported last night at the hospital that Motorman Presseau, who received a compound fracture of the left leg, was suffering considerable pain. Brown died at an early hour Monday.

The body of young Brown was removed to the Gauthier and Company undertaking parlor, where it was viewed by Coroner T. J. Scoble, who opened an inquest last evening. At the session the remains were identified by E. Coughlin and R. Cole, of Montreal, both friends of the deceased boy's family. Coroner Scoble then adjourned the taking of evidence until the evening of Tuesday, September 15, when the inquest will be resumed at the Ottawa, police station.

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## LONG ADJOURNMENT INQUEST NECESSARY

Inquiry into Aylmer Line Deaths Waits Recovery of Motorman.

After hearing over half a dozen witnesses, several of whom were participants in the fatal motor car smash which occurred on the Hull Electric Railway line, near the Rivermead Golf Club, on the night of September 6, the coroner's jury inquiring into the death of James Brown, aged 16 years, of Stony Point, Que., last night adjourned the inquiry until November 18.

The long adjournment was necessitated through injuries sustained by Domonic Presseau, motorman 30, Roux street, Hull, who was in charge of car No. 44, the front end of which telescoped the rear of car No. 6, in charge of Ernest Raymond, which had come to a standstill on the line from Hull to Deschenes after the trolley had come off the wire.

Both cars were of the one-man type. Presseau is still confined to the hospital suffering from a compound fracture of his left leg.

Dr. P. B. Belanger, 41 Spruce street, who attended Brown, told of his death in a local hospital a short time after he had been admitted to the institution. The doctor said Brown had died from shock and loss of blood occasioned by his right leg being torn off a short distance below the knee. He had been a passenger on car No. 44, on which other caddies from Lachine were returning to the Rivermead Golf Club.

Reginald Cooper, aged 17 years, of 446 Notre Dame street, Quebec, testified Brown was seated about the middle of the car when the smash came, and had been thrown toward the front end of it.

Bid Not Hear Brakes.

Andrew McPherson, 221A Ninth avenue, Lachine, had been sitting at the back of the car. He testified he had not noticed any light on the car ahead, which was the one telescoped by the car on which he was riding. He had not known there was a car stopped on the track ahead and bid not heard the emergency brakes being applied on car No. 44 prior to the accident. Presseau, he said, had been crushed by the controller, and Brown was found lying near the front of the car.

Robert McPherson, also of Lachine, gave similar evidence. Jack Muirhead, 140 College, avenue, St. Henri, Montreal and Aldege Bellehumeur, 14 Helena street, Hull, also told of their experiences as passengers.

Trolley Came Off.

Ernest Raymond, motorman on car No. 6, said he had left Ottawa at 10.38 p.m. to proceed to Deschenes barns to put his car away for the night. When near the Rivermead Golf Club he said his trolley had come off and he had gone back through his car, which was carrying no passengers, to try and put the trolley on the wire. He testified this could be effected through a window at the rear of the car.

While attempting to get the trolley on the wire he said he had seen car No. 44 about 900 or 1,000 feet away. He said he was afraid he would be caught if a collision occurred and left his car and ran back about 30 feet in an attempt to warn the motorman on car No. 44 that his car was ahead on the track. In this he was not successful and the two cars crashed.

He testified positively that he had had his red lamp lighted and in its proper place at the right hand corner of the back of his car when the smash occurred. Car No. 44, he said, was running between 10 and 15 miles per hour when it had hit his car. He did not hear any emergency brakes being applied. He had escaped from his car by a window as the other car came down on him.

The inquest was watched by Mr. B. Claxton on behalf of the Brown family, while Messrs. A. S. Bourinot and Mr. H. H. Hough represented the Hull Electric Railway Co. Mr. J. A. Ritchie, K.C., conducted the examination of witnesses, Dr. T. J. Scoble presided.

Open warfare exists between the Hull Electric Company and the Green Bus Line. Immediately following upon the Hull Electric Company's announcement of a reduction of 10 cents in the fare from Aylmer to Ottawa, the Green Bus Line, its greatest competitor, announced a reduction in its rates.

Commencing Thursday a single fare from Ottawa to Aylmer will be 15 cents; seven tickets for \$1, and 42 tickets for \$5, with a 10 cent fare from Ottawa to the Royal Ottawa Country Club, Chaudiere and Highlea Clubs.

The Hull Electric cut will not go into effect till Friday.

I.P.C. buying Hull Electric to clean up huge power plans.

Gigantic project crowned by deal for Hull Electric.

Exclusive announcement in the Journal this morning of the sale by the C.P.R. of the Hull Electric Railway, together with its power holdings on the Gatineau River, has served to renew interest in the vast enterprise planned for this district by the purchaser, the Canadian International Paper Company. More.

International Paper purchases electric railway and power

Important transaction completed in Montreal yesterday by which Canadian Pacific Railway disposes of its rights in Hull and gatineau with the exception of the Gatineau Valley Railway, for \$4,750,000. Papers being drawn up in Montreal today to complete deal.

Yesterday afternoon at Montreal, in the offices of the Canadian Pacific Railway Company was concluded one of the biggest and most important transactions in its application to Ottawa, Hull and disctric, in recent years, whereby the International Pulp and Paper Company of New York becomes the owner of the Hull Electric Railway Company, the Hull Electric Company, and a water power development at Paugan Falls in Low township up the Gatineau for \$4,750,000. Negotiations for the purchase of the Hull Electric Company, and its ramifications, which is a subsidiary company of the C.P.R., had been in progress in Montreal for the past ten days. The C.P.R., in ist offer of sale, asked for \$5,000,000, while the International Paper Company was only prepared to give \$4,250,000, but a compromise was reached yesterday afternoon at \$4,750,000, at which the deal went through, and the necessary papers are being drwan up today. An official announcement is expected to be forthcoming in Montreal this afternoon.

More.

The International Pulp and Paper Company, by the purchase of the Hull Electric Company, which is a subsidiary company of the C.P.R., will coe into control not only of the power plant at deschenes, and the rolling stock of the street railway, but will also acquire valuable power development owned by the C.P.R. at paugan Falls, acquired in 1919, where over 65,000 horsepower can be developed by plans which the hlding company had prepared two years ago, but which were not proceeded with.

Sale of Electric line to OER would speed traffic conditions between two cities.

Would give continuous service to Golf and other Clubs.

Speculating on future of H.E.R.

Two matters of importance are now engrossing the attention of Canadian International Paper Co. officials. The first is the formal taking over of the Hull Electric Railway Co. and the Hull Electric Co. with the power rights of the latter at Paugan Falls; the second it so find a purchaser for the street and suburban railway end of the business. More.

Grand Opening of Luna Park 15 May, easily accessible by the Hull Electric Railway.

Aylmer must decide on bus line service.

Question before meeting of town council tonight,

The question as to whether the Gatineau Bus Lines Limites of the Hull Electric Railway Company will be accorded a franchise to carry passengers in motor busses within the limits f the town of Aylmer, Que, will be decided this evening at the meeting of the town council.

The gatineau Bus Lines Company has been awarded the franchise by the Quebec Pulic Utilities Commission to maintain motor bus service from Hull as far as Aylmer, but the town council is divided in opinin as to permitting that company the franchise for the town.

The company has offered a fare of twenty cents straight r by tickets 20 for \$3, from Ottawa to Aylmer.

The Hull Electric Company through Mr. Gale has offered a fare of twenty cents straight, with no tickets, and some of the councillors are of the opinion that the company awarded the franchise should agree to lower its domestic lighting rates. There will be no verbal agreements this time, but a contract will have to be entered into in writing by either company.

An eastbound Hull Electric streetcar was struck by a light C.P.R. engine at the corner of Notre Dame and Front streets, Aylmer, this morning at 8 o'clock. Fortunately the streetcar and engine were both travelling at a slow rate and passengers escaped with only a shaking up.

A direct sequel to the storm was the derailment of a Hull Electric street car at Aylmer at 5.45 o'clock last night. The car was proceeding west to Queen's Park with a number of passengers when, at the corner of Elgin and Dentin streets, Aylmer, the front truck ran off the track, and a wrecking crew was engaged for an hour replacing it.

The derailment was traced to sand aad gravel which had been washed onto the track by the heavy rain during the storm, and which came from embankments near track. The street car was in charge of Motorman Pete Lewis, of Hull, and Charles Bencher, Aylmer, conductor. The Hull Electric employes arranged a stub-service to Queen's Park from the scene of the derailment, and passengers to that point suffered only from exposure to the rain while transferring to the special car while the wrecked tram was being replaced on the rails.

Heavy work car turned loose on Hull belt line.

Started by mischievous boys who boarded it unseen by its crew, a heavy work car on the Hull Electric Railway Company's belt line careered a block and a half out of control along St. Redempteur street, Hull at noon today and stopped when it crashed into and overturned a city steam roller at work near the track. No one was injured.

Alfred Meach, superintendent for the Hull Electric, said the work car was stored away on tracks off the Hull Belt line. Boys were seen to board the car while workmen were not looking. They broke open a locker where control levers were kept and untied the trolley pole and fitted it to the overhead wired. They then turned the control switch on one notch and the car cruised without anyone in charge, down the side tracks and out onto Levis street.

Workmen jumped

On the street, a steam roller, in charge of a Hull civic employe, was working so close to the tracks that the front of the work car came in contact with it and turned it over. The man in charge of the steam roller, seeing the car close upon him, jumped and escaped death or injury.

The shock slowed down the work car, and other workmen near raced to it and pulled the trolley off the wires. The car was thus brought to a standstill before any real damage was done.

Superintendent Meach said it was lucky the young blackguards who started the car had turned the control lever only one notch. Had the car travelled at a high rate of speed serious consequences might have followed on the passenger lines of the Hull belt.

Hull Tram Car hits Quyon bus at Eddy yards.  
 Bus driver and one passenger have minor injuries from broken glass  
 Both vehicles damaged by force of collision

50 persons, of whom five were occupants of a Quyon bus of the Gatineau Bus Lines, and the others passengers on a Hull electric car bound from Aylmer to Ottawa, received a shaking up this morning at 8.30 when the streetcar hit the bus broadside on the east side of the junction of the Aylmer Road and the street railway tracks at the end of the Eddy Yards.

No one suffered serious injuries. Hector Fortin, 25 Hyacinthe Street, Hull, bus chauffeur, received a few minor scratches from flying glass, as did also a woman occupant of the bus who would not give her name.

Bus damaged.

Two front vestibule posts and three panes of glass were broken in the street car while the bus chassis was bent, the engine bracket broken on the left side smashed. Damage to the bus will amount to more than \$2,000.

This slippery condition of the road contributed largely to the accident as Hector Fortin, bus driver, reported he had started to apply his brakes 180 feet before the crossing as a precautionary measure. Skid marks show the bus of nearly four tons had gone about 60 feet on the slippery road when the brakes have been applied sharply as the street car was sighted.

George Guertin, Albert Street, Aylmer, was the motor man in the street car, and despite the fact that the three panes of glass in front of him were smashed he did not suffer any cuts or injuries.

Hull Electric Report. The report of the accident as given by A. Meech, superintendent of the Hull electric, was to the effect that the Aylmer car had approached the crossing slowly and the Moto man had sounded both his gong and whistle.

According to Mr. Meach, the motorman saw the bus as it started to skid on the slippery roadway and had immediately put the motor into reverse, fearing the bus could not stop. The bus had skidded to the east side of the track and been hit broadside by the front of the streetcar.

Fortin's report.

Mr. Fortin's report varies somewhat in details. He stated according to the Gatineau Bus Companies report, that he had been traveling towards Aylmer with three men and one woman as passengers. As he approached the crossing, where a high fence prevents a clear view of the street car tracks for any great distance, he started to apply the brakes 180 feet away as a precautionary measure.

Mr. Fortin reported that the motorman of the street car, when he saw him, was looking in the opposite direction to see what traffic was approaching from Aylmer. When the motor man saw the bus, Mr. Fortin stated he quickly reversed his motor. Neither could stop, however, in time to prevent the accident.

Thrown 48 Feet.

The bus was in the center of the track when it was struck by the streetcar. The force of the impact threw the bus a distance of 48 feet against the railing to the east of the car tracks over the Brewery Creek.

The bus was struck broadside by the car at the center between the seats occupied by the chauffeur and the woman at the front and back on the left side. The woman was hurled across the bus into an opposite seat but she suffered no injuries except a few scratches from flying glass.

06/10/1928 *Ottawa Citizen**Hull Electric**Ottawa*

Flag Train When Hull Car Off At Crossing

Hull Electric Railway service as disorganized for a short time last evening by the derailment of a Wrightville car in charge of Operator Thomas Hayes. As the car was rounding the loop at the Ottawa terminus it left the rails. On account of the derailment it was found necessary to flag the Montreal-Ottawa north shore train. The train was held up for about five minutes until the derailed street car was got clear of the railway line.

17/05/1929 *Ottawa Citizen**Hull Electric**Aylmer*

Damage on Lake Shore as Waves Batter Railway

Some C.P.R. Trains Re- Routed Owing to Trouble At Britannia. "Jigger" Service Above Aylmer.

The high water on the Ottawa river and wind of yesterday and Thursday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of Lake Deschenes. There is a washout on the eastbound track of the Hull Electric Railway between the Cedars and Queen's park, while on Thursday C.P.R. officials found it necessary to route some of the trains via Smiths Falls as the roadbed along the lake at Britannia was battered all day by the high waves and it was feared that the trains would be in danger. Traffic was resumed over the line yesterday.

Beyond the damage to the ballasting along the Hull Electric Railway, little inconvenience is being suffered by the railway from the wind and water. As yet the summer service beyond Aylmer to Queen's park has not been commenced. There is a jigger service which is run on one track.

Yesterday the pier at Queen's park was badly battered by the waves and suffered considerable damage. Men were at work during the day securing the plank floor of the pier. The pier at Aylmer also suffered from the wind and waves. Cottages along the lake shore between Wychwood and Queen's park, right up to which the water has risen, were also battered and some suffered damage.

09/07/1929 *Ottawa Journal**Hull Electric**Interprovincial Bridge*

Two Women Hurt In Derailment On Alexandra Bridge

Mrs. C. Lahaie and Mrs. J. B. Massle In Hospital - Hull Car Crashes Into Iron Railing.

Two women. Mrs. Clement Lahaie, of Massop, [sic] P Q. and Mrs. J. B. Massie, 34 Dollard street, Hull, passengers in a Hull Electric "Belt Line South" street car that jumped the track on the Hull side of the Interprovincial Bridge yesterday were removed to Water Street Hospital immediately after the accident suffering from minor abrasions.

Though no serious injuries could be discovered at the time, both were X-rayed and are being kept in the hospital until the plates have been developed. The motorman, Edward Boucher, of Aylmer, and three other passengers of the car were uninjured aside from a severe "shaking up."

Crashes Into Railing

According to an eye witness, the street car, which left Ottawa at 2.52 p.m. was going down the slight slope on the Hull side of the bridge when it jumped the tracks, the front of the car veering across the roadway on the right hand side and crashing into the iron railing. The car was going between six and eight miles an hour when it left the tracks.

The slow rate at which the car was travelling undoubtedly averted a serious accident for it would have dropped about 45 feet had the railing failed to check it in its course. Other contributory causes for the lightness of the injuries sustained were Motorman Boucher's prompt jamming on of the brakes and the fact that only six people were in the car at the time.

Traffic Holdup

According to the Hull Electric Company officials, the one man car, which had only single trucks, that is to say, four wheels in all, was more liable to jump the tracks than the common double-truck type would have been. It took about 20 minutes to get it back on the tracks again, all street car traffic across the bridge being suspended during that time, and when this was accomplished it was found that the front step, door and bumper had been so damaged by the impact that it would have to be taken to the shops for repairs.

The three passengers on the car who escaped uninjured were: Mrs. Joseph Desloges, 92 Levis street, Hull; Miss Jean St. Laurent, 35 Archambault street, Wrightville, and Omer Cousineau, 156 Nelson street, Ottawa.

Officials of the Hull Electric Company said last night they had been unable to determine the cause of the derailment.

Find death accidental

W.H. Radant met his death accidentally, on the evening of February 3rd was the finding of the jury at the inquest which was conducted last night at the police station by the Coroner J.E. Craig, M.D. The late Mr. Radant was struck by a Hull Electric Street car on the Aylmer line at the trestle over the C.P.R. tracks from the Prince of Wales bridge. Motorman Edward Boucher and Conductor Hubert Bergeron, who were the crew of the street car on the night of the accident, testified that Radant was waling on the railway tracks, and owing to the steam and smoke thrown up by a train passing under the trestle could not be seen.

25/05/1932 *Ottawa Citizen**Hull Electric**Deschenes*

Fire damages old H.E. Power House

Hull firemen headed by Deputy Chief Emile Bond and residents of Deschenes village fought for more than four hours last evening a fire which occurred in the old power house owned by the Hull Electric Company. The building was situated on the shore of Deschenes Lake and only last Sunday part of the dam was destroyed by fire. Fireman Ovila Raymond received a bad cut on the right hand. Damage will amount to about \$3,000.

The power house had not been in operation for the past four years. It was formerly used to supply power for the Hull Electric street railway system and the old nickel plant at Deschenes, and other plants in the district. The Hull firemen journeyed to the scene of the fire last evening at the request of Mayor Israel Gravelle. A fire pump, under the charge of Deputy Chief Bond, and four firemen were sent. Hull firemen returned at ten o'clock. The cause of the fire is unknown.

08/01/1934 *Ottawa Citizen**Hull Electric**Deschenes*

Aylmer motorman is badly injured

Thomas Birtch Escapes Electrocutation But Doctor is Forced to Amputate Hand

Thomas Birtch, Aylmer resident lost one hand and is suffering from shock and exposure as the result of burns sustained on Saturday morning when he was attempting to fix the motor on the Hull Electric Railway Company's street car of which he is operator.

He was discovered near the Deschenes car barn lying in a snow bank by fellow employes who were going to work on another car when Mr. Birtch failed to arrive for them.

It is thought that soon after he had taken the car out of the barn something went wrong with the motor and Mr. Birtch had climbed out to repair the trouble. The electric shock he sustained evidently hurled him into a nearby snowbank unconscious and terribly burned.

When his fellow employes discovered him they administered first aid and called an ambulance and had him taken to the Civic Hospital where he was attended to by Dr. C.H. Brown, who found it necessary to amputate one hand.

An investigation is being conducted by the Hull Electric Railway Company.

25/05/1934 *Ottawa Citizen**Hull Electric**Ottawa*

During the night the refreshment stand at the Ottawa terminal of the Hull Electric Company line was entered by someone who removed a window screen and forced open the window. Cigarettes and tobacco valued at \$50 were stolen. The theft was reported to the police by S.R. Gibson who operates the stand.

29/07/1938 *Ottawa Citizen**Hull Electric*

Three persons injured in traffic accident.

Three persons were injured, none critically, when an automobile travelling west on Sacred Heart Boulevard crashed into a stationary British American Oil Company tank-car on a siding. The driver of the car was Eugene Giroux of 89, Gigués street.

The injured who were taken in Gauthier's ambulance to the Sacred Heart hospital were Mrs. Rhea Pelletier, 120 Murray street and Mr. and Mrs. John Gascon, Gatineau Point. The accident happened at 1.50 a.m.

R. Mohr, Aylmer road and A. Foley, Val Tetreau were in charge of the tank-car which was pulled by an electric car on the Hull Electric Railway tracks on Boulevard Sacred Heart. The front of the tank car carries a big headlight and at the rear is a lantern with one of the men in charge swinging a second lantern. Constables G. Lafleur and A. Leonard of the Hull police investigated the accident.

12/08/1944 *Ottawa Citizen**Hull Electric**Aylmer*

Some 150 Aylmer ratepayers protested against a request by the Hull Electric Company to dismantle westbound tracks through the town.

04/11/1944 *Ottawa Journal**Hull Electric**Interprovincial Bridge*

Derailed Hull Tram Ties Up Traffic

When a Hull Electric street car jumped the tracks near the Hull end of the Interprovincial Bridge, at 12.40 this morning, street car service from Hull was tied up for some time. Two passengers on the car, S. Lusignan, of Ferland street and Rene Pilot 6 Duquesne street Hull, were slightly shaken up. For a time the street car was at right angles to the street.

The derailment occurred in front of Baillot's garage on Youville street, the rear of the tram swinging over in the direction of the garage, breaking the power pole and coming to a stop near the gasoline pumps. Operator of the car was Dominic Souliere, 30 Centre street, Aylmer.

Constable Simoneau of Hull police Investigated.

14/12/1944 *Ottawa Citizen**Hull Electric*

To replace the Hull Railway Co.

"The day the war is over if I am still the mayor of the city of Hull I will see that the Hull Electric Street Railway Company moves away from the city and is replaced by another firm," said Mayor Raymond Brunet last evening at an election meeting held in Romanuk's hall. the mayor said he would either call on the Ottawa Electric Company to service the city or request Quebec Provincial Transport Commission to establish a bus service throughout the city.

29/12/1944 *Ottawa Journal**Hull Electric**Aylmer*

Derailed Snowsweeper Blocks Aylmer Line

Hull Electric cars from Aylmer were delayed 45 minutes last evening when a snowsweeper left the track on the outskirts of Aylmer about 8.30. The derailment resulted from the car missing an automatic switch. Cars were re-routed from Deschenes to pick up passengers at the Hull Electric terminal in Ottawa who were bound for their homes in Aylmer. The traffic schedule was resumed at 6.13 p.m.

29/12/1944 *Ottawa Journal**Hull Electric**Aylmer*

Derailed Snowsweeper Blocks Aylmer Line

Hull Electric cars from Aylmer were delayed 45 minutes last evening when a snowsweeper left the track on the outskirts of Aylmer about 5.30. The derailment resulted from the car missing an automatic switch. Cars were re-routed from Deschenes to pick up passengers at the Hull Electric terminal in Ottawa who were bound for their homes in Aylmer. The traffic schedule was resumed at 6.15 p.m.



**Washout Slows Up Trams From Hull**

A washout on the CPR right of way between the Chateau Laurier and the Interprovincial Bridge, caused by frost and a heavy rain over the week-end slowed up Hull Electric street car and tram traffic this morning.

The washout was discovered at 6 a.m. when the first Hull Electric tram crossed the bridge and the operator noticed that the roadbed had fallen away beneath the in-going tracks on the canal side. He backed his car back across the bridge and reported the condition.

The Hull Electric Company leases the track from the C.P.R. and the railway immediately sent a crew of workmen to restore the roadbed. A. V. Gale, general manager of the Hull Electric, said he hoped the job would be completed today.

Street car service was restored shortly after 6 a.m. by the use of a single track. Two trams were backed into the Ottawa terminal on the out-going track, transfers being made on the Hull side at the corner of Youville and Laurier avenues. An official of the C.P.R. reported the washout which extended under one C.P.R. train track did not interrupt service but trains and engines were instructed to move slowly over that section of the track.

03/04/1945 *Ottawa Citizen**Hull Electric*

article

A fast moving Hull Electric Railway tram car carried 50 charwomen and its motorman safely over 35-foot section of unsupported track 100 feet above the swollen waters of the Ottawa river at 5.30 this morning after a wash-out during the night carried away a portion of a 40-foot-high retaining wall and sent it rolling into the river below.

First local car over the line, the tram was a special used for transporting members of the government char service to their work in offices in Ottawa. About an hour and a half earlier, a heavy CPR train, eastbound from Vancouver, passed over the section and railwaymen believe its tremendous weight may have caused the wall, weakened by water seepage and frost, to give way.

Motorman H. Holt of the Hull line said that midway across the weakened track his car tilted to a dangerous degree over the edge of the cliff, which drops 40 feet to a slope which angles about 60 feet to the water's edge.

Thought car derailed.

Fortunately for the motorman and his passengers the unsupported steel rails held firmly and the car passed safely to solid ground. There have been two derailments in the area in recent weeks and at first the motorman believed that this was what caused his car to lurch dangerously. It was not until he had brought the tram to a stop and walked back to investigate that he saw the yawning gap over which the car had passed and the proximity of the cliff's edge over which the tram might have rolled had it tilted any further.

The washout did not affect the CPR transcontinental main line tracks which adjoin the Hull Electric's road. The network of rails are embedded in a rocky ledge skirting the base of Major's Hill Park. Freight and passenger locomotives of the CPR were able to proceed on regular scheduled runs at slow speed over the weakened section of track.

The break occurred about half way between the Hull electric terminal at the Chateau Laurier and the Alexandria bridge.

Motorman Holt brought his passengers safely into the terminal and then notified his company and the CPR, owners of the right of way.

**Start Temporary Wall**

Section Foreman Joseph Belisle, 208 Redempteur street, Hull, responded with a crew of CPR workmen who began the work of clearing away the tons of rocky debris and the construction of a temporary wooden retaining wall. A crane was sent from Smiths Falls this afternoon to assist in the work.

The Hull Electric Company put a shuttle service into operation on its east track during the morning to maintain a makeshift service until the west track can be put into operation again.

Normal service over the area is not expected to be resumed until tomorrow, however, when the temporary retaining wall should be in place and the gap filled with crushed stone.

The retaining wall bordering the right of way was erected some 45 years ago of heavy cut stone, some as large as two feet square. Some of these lurched and thundered down the cliffside to the edge of the river far below, tearing trees from their path and leaving deep gouges in the soft soil of the 60 foot slope.

A detailed inspection of the scene revealed that a small underground stream flowing from the high ground of Major's Hill Park some 40 feet above the level of the tracks, had over a period of years undermined the retaining wall. This, together with the almost constant vibration of Hull Electric trams and the heavier CPR trains passing over the right of way, weakened the structure sufficiently to cause it to give way.

The wall is about one-half mile long and will be thoroughly inspected for further signs of stress, officials said.

08/10/1945 *Ottawa Citizen**Hull Electric**Interprovincial Bridge***Indian Walking On Trestle Is Hit By Tram**

A 65-year-old Indian, Tom D. Lefebvre, of the Oka Reserve, Lake of Two Mountains, Que., is in serious condition at the Ottawa General Hospital, as a result of injuries he received shortly after midnight Saturday, when he was struck by a Hull Electric streetcar on the trestle just south of the Interprovincial Bridge. Numerous stitches were required to close the wounds about his head, face and neck. Lefebvre's left leg was badly injured. His condition was reported as "very poor."

Reginald Beauregard, of 64 Paplneau street, operator of the Hull streetcar stated that he did not see Lefebvre on the trestle until he was about five feet away. Mr. Beauregard said he rang the bell, and immediately put the car into reverse, but was unable to avoid hitting the man.

Mr. Lefebvre was caught between the front right frame of the streetcar and the wheel. Mr. Beauregard immediately called the police and medical attention.

Dr. L. Michaud attended the injured man, who was taken to the Ottawa General Hospital in Gauthier's ambulance, and was admitted about 1.30 a.m.

It is believed that Mr. Lefebvre instead of walking along the sidewalk under the streetcar and railway bridge over the roadway was taking a shortcut over the trestle when he was hit.

13/02/1946 *Ottawa Citizen**Hull Electric**Ottawa*

Emmett Milloy, 32, of Connaught Gardens, Aylmer, an employe of The Citizen's stereotype department, for the past several years, was fatally injured, shortly after nine o'clock last evening, when he was crushed beneath the wheels of a street car at the Ottawa terminal of the Hull Electric Railway beneath the Plaza. His death occurred at the General hospital three hours after he had been admitted.

Despite a detailed investigation of the scene of the accident by Constable D.J. Moynahan of the Ottawa police department and street railway officials, it couldn't be learned how the man could have been struck by the car without being seen by the operator. It was thought, however, that he had slipped from the platform after alighting from the car, struck his head on a projection and had fallen unconscious across the tracks.

A. Richer, 73 Berry street, Wrightville, told Constable Moynahan and Inspector William Lamonthe of the Hull Electric Railway, that he had stopped his street car at the Ottawa terminal and had waited until all his passengers were off before continuing around the loop to return to Hull. He said that shortly after he started up his car he felt a "heavy bump" which caused him to stop once again. He reported that he searched the tracks at the front and rear ends of the car and on both sides but saw nothing.

A second street car, operated by J. Chef of Hull, which pulled into the terminal a few minutes after the first car, came to a stop a few feet past the spot where Ottawa-bound passengers usually alight when the operator saw the man lying between the rails. Inspector Lamonthe was immediately notified and Gauthier's ambulance was called.

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Citizen Employe, Emmett Milloy, Dies of Injuries

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07/03/1946 *Ottawa Citizen**Hull Electric**Ottawa terminal*

Being Hit By Tram Caused Death Of Emmett Milloy

Emmett Milloy, 32, of Connaught Gardens, Aylmer, for many years a member of the staff of The Citizen's stereotype department, died on Feb. 13, "as the result of being struck by a street car in the Ottawa terminal of the Hull Electric Railway," a coroner's jury decided last night.

Numerous persons gave evidence to the inquest jury, but none was an eye-witness to the tragedy.

A. Richer 73 Berry street, Hull, operator of the street car, which allegedly struck Milloy down, told the coroner, Dr. A. L. Richard, and the Jury, that he had stopped at the regular place in the terminal about eight feet from the bottom of the stairs leading to the street above-to let out his passengers.

Mr. Richer said that after his passengers "10 or 12" had alighted, he started his car around the loop to return to Hull. 200 feet from the stop, Mr. Richer said he felt something hit his car and he stopped immediately.

He said he got out and searched along both sides of his car and at the back and front, but could find nothing. He continued on his way and "placed his street car on the siding."

A. Chef operating the street car following that of Richer, stated that he had seen something lying between the rails as he was starting around the loop and stopped. "Upon investigating I found it was a man laying there."

Philippe Cote, told of bringing Emmett Milloy to Ottawa in his street car, which reached the terminal "about 8.36 p. m."

Crown Attorney Raoul Mercier, KC, interrogated the witnesses.

11/03/1946 *Ottawa Citizen**Hull Electric**Ottawa Union*

Hull Electric Tram Goes off Tracks Blocking Traffic.

Some Hull Electric Railway street cars travelled backwards for more than two hours this morning after one was derailed and blocked the loop of the Ottawa terminal under the Plaza. No one was injured.

The accident occurred when the tram, empty save for the motorman, was negotiating the loop which brings the car to the east platform where Hull-bound passengers enter.

Passengers walk.

Besides interrupting tram services to Hull, Wrightville and Aylmer, the derailment prevented the Gatineau and Pontiac trains from entering the Union Station. They drew up outside the terminal to allow passengers to alight. Mail was picked up by post office employes and carried along the tracks and through the station to the postal terminal.

While the employes of the Hull company, assisted by Canadian Pacific Railway repairmen, worked to get the front truck of the street car back on the rails, an auxiliary service was instituted to carry passengers to Hull. Two street cars were used. Since they could not use the loop, they travelled in reverse across the Interprovincial bridge to the corner of Youville street and Laurier avenue. There, passengers transferred to other cars which, travelling in the usual direction carried them to their destinations.

Occurring about ten minutes past nine, the derailed car was back on the tracks shortly after eleven o'clock when service was resumed as usual.

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02/04/1946 *Ottawa Citizen**Hull Electric*

Aylmer Trams Have Motormen at Rear

Because of the fire that rendered the inter-provincial bridge impassable, Aylmer cars operating between Ottawa and Aylmer had to run backwards on the return journey Sunday. All cars on the Aylmer run are single end cars, the inspector of the Hull Electric Co. said yesterday.

"We were unable to get through to the turning point on the Ottawa side because of the fire," he said. "In addition a number of our cars, of the double end variety, were marooned' at the Ottawa terminal and we had to carry on as best we could. To safeguard the public each car had two men, one at the controls and one at the other end, on the backward run, to warn of any condition necessitating the halting of the cars."

**03/04/1946 Ottawa Citizen**

**Hull Electric**

**Hull Tram Runs Wild, Woman Severely Injured**

Running wild on Bridge street, Hull, while the motorman strived to either halt, or direct its progress, a Hull Electric Railway street car careened down the southbound slope of tracks and after barely navigating a left hand turn, crashed into the side of an automobile parked too close to the eastbound tracks, severely injuring a woman passenger. Four other persons in the automobile escaped with minor cuts and bruises. A number of passengers in the street car, though shaken up, were uninjured.

According to the report of Constable A. Dalpe of the Hull police department, who conveyed Mrs. Ben Stephenson, 53, of Wakefield, to hospital in an ambulance, the street car was operated by G. Lablanc, a new Hull Electric operator, under the supervision of Reginald Beauregard, 64 Papineau street, Hull. As the car was approaching the intersection of Bridge street and Main, the apprentice operator informed his supervisor that the tram's brakes would not operate. Mr. Beauregard took immediate control of the careening vehicle, and after opening the front door, instructed Leblanc to shout to the constable on duty at the intersection to halt traffic.

Although he tried to halt the progress of the uncontrolled vehicle in every way, the car gained speed and rounded the corner of Main street, after almost overtopping. A few hundred feet from the intersection it struck a car driven by Earl Stevenson of Wakefield which had parked on the right side of Main street. The shock of the impact caused severe internal injuries to Mrs. Ben Stephenson, which necessitated her immediate removal to Sacred Heart hospital, and caused Lola Benson, 15; Russel McLinton, 35, and Norman McLinton, 33, also passengers in the automobile, to suffer slight cuts and abrasions.

Constables E. Charron and F. Marcil, took over traffic duty while Constable Dalpe took the injured woman to hospital. Police Chief J. A. Robert of Hull and Inspector J. M. Lavigne conducted an investigation into the mishap.

**01/08/1946 Ottawa Citizen**

**Hull Electric**

**Plaza**

**'Cross Town with Cross**

Wonder what's going to happen to the three Hull Electric street cars, gathering dust under the Plaza? Cut off since last March from their home base across the river, travellers travelling on the CPR can see these ghostly outlines as they steam through the Stygian gloom.

**16/08/1946 Ottawa Citizen**

**Hull Electric**

**Interprovincial Bridge**

**Hull Railway Will Run Trams Over Alexandra Bridge**

With repairs to the Interprovincial (Alexandra) bridge rapidly nearing completion insofar as the steel work is concerned, normal traffic over the structure will be restored sometime in mid-autumn it is expected. Since the disastrous fire which swept through the the E. B. Eddy Company's plant and badly damaged the bridge on the night of last March 29, traffic between Ottawa and Hull has been re-routed over the Chaudiere causing tremendous inconvenience, especially during the rush hours

As regards the operation of Hull Electric Railway trams over the bridge, a spokesman for the company told the Evening Citizen today. "As far as we are concerned our street cars will definitely be back in operation again. We are only awaiting completion of the bridge repairs to re-establish our service between Hull and Ottawa.

**"Ghostly Cars"**

At the time of the fire an even half-dozen Hull Electric cars were caught on the Ottawa side of the river and since then have been lying in the railroad tunnel below the plaza. Travellers on trains passing through the tunnel can plainly see the darkened, silent cars lined up like some abandoned "ghost train".

Trains have been passing over the bridge since the first part of May as work on the railway portion of the bridge was given priority because of the heavy railway traffic across the Ottawa at this point.

**06/12/1946 Ottawa Journal**

**Hull Electric**

**Hull Trams Use Railway Tracks**

Freight cars and oil tankers have often used tracks of the Hull Electric Railway to deliver cargoes in Hull, but the tables were turned today when three Hull Electric street cars roared across the Interprovincial Bridge on the CPR tracks.

The three street cars were marooned on the Ottawa side by the fire which partly destroyed the Interprovincial Bridge. Until today they were parked at the Hull Electric terminal beneath the Plaza.

The cars were required for service in Hull and because the street car track had not been relaid across the bridge the cars were hauled back on the railroad track.

**09/12/1946 Ottawa Journal**

**Hull Electric**

**Hull Electric Trams Stop on Two Lines Early Saturday Night**

Without noise or fanfare Hull Electric Company removed all its trams from its Wrightville and Belt Line circuits, shortly before six o'clock Saturday night. Tram operators working on the last shift six p.m. to 12 p.m. had been already notified not to report to the main office, and, as darkness settled over the city, trams were seen "headin' for the last round-up" the barns at Deschenes.

This, was in accordance with the decision of the Board of Transport Commissioners, handed down Friday night granting authority for the removal of Hull Electric trams from Hujl streets. The Aylmer line only was ordered to remain in operation, until April 1, 1947.

Officials of Hull Electric Company dispensed with taking a last ride on one of their trams as is the custom when a major transportation, system goes out of existence.

"There was no reason for hilarity", a company spokesman told The Journal. "Just mark this as the end of the trail, or the beginning of the end.

Meanwhile, buses of the Hull City Transport were operating full swing on Hull streets except of course the odd Aylmer line tram which used Main street every 40, minutes.

"Our service showed a vast improvement on Sunday", said Walter F. Thorn, associate director of the bus firm "With trams off the streets, traffic tie-ups were eliminated and our schedules were maintained."

**29/01/1947 Ottawa Citizen**

**Hull Electric**

**Milloy Damage Action Dismissed With Costs**

An action for damages arising out of the death of Emmett C. Milloy, former member of the mechanical staff of The Citizen who was killed by a Hull Electric tram in the tunnel near the Chateau Laurier on February 12, 1946. has been dismissed with costs of the action. The case was heard before Chief Justice of the High Court McRuer and a jury at the assizes here.

Representing the plaintiffs in the action, Lucy M. Milloy and Ronald William (infant), were Gauvreau, Burrows and Devine. The defendants, the Hull Electric Railway Company and the Canadian Pacific Railway, were represented by Gowling, MacTavish, Watt, Henderson and Osborne, and by Ewart, Scott, Kelley, Scott, and Howard.

## Ask Extension Of Tram Service On Aylmer Line

The Board of Transport Commissioners will be requested to refuse the Hull Electric Railway permission to cease operation of its cars on the Aylmer line until Aylmer, Deschenes and South Hull have a satisfactory bus service, as the result of a meeting of representatives of the three municipalities held in the Aylmer town hall last night.

The meeting was called to discuss plans submitted by the three municipalities which will be given to the Gatineau Bus Company. Through these plans, it is hoped that an adequate bus service may be obtained for the three districts.

The Hull Electric Railway is scheduled to stop its operations on March 31 unless the request for continuation of service is granted.

## To Meet Company

Aldermen J. MacLean and O. Guertin, Aylmer, Mayor Fred Farris and secretary Ellwood Eddy of South Hull and Mayor J. E. Cote and Councillor M. Gagnon of Deschenes will meet officials of the bus company on Feb. 19. They will discuss the plans submitted to the company for study and report on the progress made to another joint meeting of the municipalities to be held in Aylmer on Feb. 24.

Among the speakers at Wednesday evening's meeting were Aldermen MacLean, Mr. Guertin, M. Perrier, It. Beaudry and S. Gravelle, Aylmer, Mayor Farris, Councillors Arthur Grimes and William Allen and Mr. Eddy, South Hull, and Mayor Cote and Councillors Gagnon, V. Houle and J. R. Renaud of Deschenes. J. H. Gordon and C. Chatterton, representing the South Hull Veterans Project. A. W. Quesnel of the Aylmer Citizen's League, and Joseph Ste. Marie, barrister, representing Aylmer, South Hull and the Rivermead Golf Club, were also present.

## Board Declines To Extend Aylmer Tramway Service

Hull Electric trams will cease operations on the Aylmer-Hull route after March 31, it was learned last night at a meeting of representatives of the municipalities of Aylmer, South Hull and Deschenes.

Aylmer had previously requested the Board of Transport Commissioners to extend operation of the trams until Sept. 30. After consideration, the board declined to consent to the petition.

A resolution passed by Aylmer town council last week was endorsed by representatives of the municipalities.

The resolution stated: "that the three joint councils request the Quebec Transport and Communication Board to hold a hearing in the city of Hull as soon as possible to render a decision on the proposals of the three municipalities with the Gatineau Bus Company, Limited, for an adequate bus service between Aylmer and Ottawa." The resolution further asked that should the proposal be upheld by the board and be not in favor of the bus company, that the latter's permit be cancelled.

## Legal Firm Engaged

Members of Aylmer council announced that the legal firm of St. Marie and St. Marie of Hull has been engaged to prepare a brief, for Aylmer and South Hull municipalities and to represent them at the hearing at a sum not exceeding \$300. Representatives of the villages of Deschenes, unaware of the legal action which was planned by the two other municipalities, decided to let Aylmer authorities know later in the week if they desired to have the same firm represent them at the hearing.

Present at last night's meeting were Mayor Pilgrim, and Councillors J. McLean, J. Roney, L. Guertin, Martin, Perrier, and R. Beaudry, representing Aylmer; Mayor Cote and Councillors V. Houle and J. Renaud for Deschenes; and Councillor Elliott Lusk and secretary treasurer Ellwood Eddy, from South Hull.

## Hull Electric Tram Makes Wind-Up Run

## Company Concludes 50 Years' Service.

Hull Electric street cars which have been in operation in the Transpontine City as well as between adjacent points, for almost half a century have now disappeared from the streets.

The last street car left the Hull terminus on Aylmer road, opposite the E. B. Eddy Company mill at 12:15 o'clock this morning. Motorman Albert Kidder was in charge of the last car from Aylmer to Hull. On the car was also Andrew Foley, who has been inspector for the company for many years.

Besides Mr. Kidder, the operator who was completing 35 years of service with the Hull Electric, passengers making the final trip included Tom Ritchie, town clerk of Aylmer, Mrs. Alfred Meach and Joseph Rock, also of Aylmer, Lucien Renaud of Val Tetreau, and C. Godin of Hull.

## One Of First Passengers

Mr. Rock, who is 72 years of age, told *The Citizen* that he especially wanted to make the last trip, inasmuch as he had been one of its first passengers when the company made its debut with only three trams at the end of the last century.

Mr. Rock is also a former employe of the Hull Electric Railway.

The last tram was watched with mixed emotions by a number of Hull residents and Eddy paper mill employes, as it began its final run at 12:15 a.m.

At 12:55, in charge of Mr. Kidder, it turned into the Deschenes barn.

Under the supervision of Bruno Prud'homme, company foreman, No. 38 was housed in the barn, where there are 21 other street cars in perfect running order, the disposal of which has yet to be determined.

Residents of Aylmer, The Gardens, Deschenes and other places along the Aylmer car line will now have to use the buses operated by the Gatineau Bus Company. It was on Dec. 6 last that street cars ceased to operate on Hull streets and the Hull Electric was permitted to operate its Hull-Aylmer line as far as the entrance of the city, near Main street.

Aged Hull Trams Going To Pasture Life Of Ease For Ancient Cars Now To Be Used As Collages And Diners By Thomas II. Turner Evening Citizen Staff Writer  
In the Hull Electric's street car graveyard at Deschenes, strange things are happening to the once proud street railway trams which, at the turn of the century, were tops in their class.

The Hull Electric Railway has sold all its former rolling stock to a Montreal firm for an undisclosed figure. The Montreal firm in turn has resold the old street cars, snowplows and work cars to individuals who are remaking them into all-year round homes, summer cottages and diners.

The street cars in the very near future will all have been relocated far from the rusting track on which they once ran from Ottawa in their hey-day to Queen's Park, Aylmer. Carted Away

Small towns in the district are being surprised these days as the streets cars, minus wheels, are carted through the streets on huge, heavy, trailer-transport on their way to summer resorts and elsewhere.

Of the 28 pieces of rolling stock, four pieces have already been relocated. One is to become an all-year round home for a Billings Bridge resident, who was hit by the housing shortage. This is No. 205, a double window job, which was sold at \$250, the highest price for the cars which have fallen into disuse.

Old No. 10, the oldest but most respected piece of rolling stock, is being reconverted into a summer cottage at Phillip's Lake, near Quyon. This revered piece of equipment at the turn of the century carried the then Prince George and Princess Mary from Ottawa to the Royal Ottawa Golf Club on the Aylmer road.

Old 250 Goes

Thursday No. 250 saw its last of the shining rails as it was Jacked up onto a huge trailer-transport and whisked over the highways to a spot on the Madawaska river near Calabogie. This is to be the start of a summer home for W. K. McCurdy, woodwork teacher at Kent street school, who plans to have a modernized cottage with running water and all conveniences.

A former car on the Belt Line North schedule, No. 250 was jacked and hoisted onto the two-sectioned trailer-transport by an expert crew. The crew heard many curious remarks as they transported their odd cargo through the various towns enroute to the tram's new location.

"That's the nearest our town will come to getting streetcars." quipped one old-timer as he lounged outside a favorite hangout.

Several Diners

One buyer has purchased several street cars, which he plans to dot around the countryside as diners.

None, of the buyers names could be secured, except that of Mr. McCurdy, who was on the spot supervising the shifting of his "summer home" when The Evening Citizen visited the Deschenes barn.

Although the sweepers, work cars and snowplows have all been sold to individuals it could not be learned definitely to what use they would be put. One however, it was reported, was going to be made into a hen-house.

The Montreal firm, which purchased all the rolling stock of the former street railway, did not buy the "barn" nor the new, unused equipment still in the storerooms. The Deschenes. barns are still being used to house some of the equipment of the Gatineau Power company.

From \$100 To \$250

The sale price of the trams ranges from \$10 to \$250. It was not disclosed for what amount the other rolling stock was disposed of by the Montreal firm.

H. Kilpatrick is the only member of the Hull Electric Railway Company still about the barns. He is looking after the company's interests there while the changeover is being made.

New Parkways, Highway Here

Would run between bridge and Aylmer

Two definite possibilities in the development of the area between the Champlain Bridge and Aylmer are in the minds of the Federal District Commission these days.

91) Consideration is being given to converting the right of way of the former electric railway line between the bridge and Aylmer as a supplementary road developed along parkway lines.

<http://news.google.ca/newspapers?id=PP8uAAAIBAJ&sjid=MNwFAAAAIBAJ&pg=3031,4037464&dq=railway+|+railroad+|+train+|+cnr+|+cpr+|+bride&hl=en>

Railroad Ties for Sale for use as Contractors' Blocking Material, Firewood, etc.

Offers are invited for the purchase and removal of approximately 30,000 railroad ties now located on the roadbed of The Hull Electric Company between Hull and Aylmer and in certain sidings in Hull.

Those submitting bids may do so on the entire lot (certain ties reserved by us excepted), or on various quantities, but satisfactory bids on the purchase and removal of the entire quantity will naturally be most favoured.

All bids must be received by one week from to-day, Monday October 13th, and the award will be made on that date.

A.A. Merrilees & Co.

Box 235 terminal "A", Toronto

A Trip to Queens Park on the Open Streetcar.

A Flashback By Claire Mitchell

"Taking the street car" in Ottawa in the year 1910 was not a daily habit with us. It was only on special occasions that we could enjoy this luxury and the trip to Queen's Park was such an occasion.

Queen's Park, or Victoria Park as it was sometimes called, was situated on the Ottawa River a few miles west of Aylmer, Que., and was, for many years, an exciting place to go for a day's outing with the family.

Besides the zoo — which consisted of a huge black bear, a deer and fawn, a fox, raccoons and ducks and geese — there was a picnic area in a picturesque grove, a "shoot-the-chute" ride at the pier, where in a wooden boat one was catapulted down the slide out onto the Ottawa River and by means of pulleys was drawn back to the starting point; a laughing house of distorting mirrors; a merry-go-round and a roller skating rink. Music for the merry-go-round and rink was supplied by a steam driven calliope.

There was a bathing house with about 20 cubicles for those who wanted to go swimming. Though the shoreline was stoney, many hardy ones took advantage of the cool water. Bathing costumes in those days, especially for women, were not conducive to vigorous swimming, nor to sunbathing, since the body was covered from neck to toes, with stockings meeting the voluminous bloomers just below the knee.

In the late twenties, Queen's Park was forced to close due to the popularity of the automobile which gave people greater mobility for-travelling to more distant places.

But as a child in the early 1900's, the street car was the only means of transportation for most people, and the only way to get to Queen's Park.

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It was on a beautiful midsummer morning in 1910 with the sun a burnished orange in the sky giving promise of a hot day, that we waited impatiently for the streetcar. Finally it thundered toward us and stopped with a clamor of screeching and hissing brakes.

We were hurried out into the road and clambered up to the wooden seats running across the width of the car facing the front, and we had begun our two great adventures — a trip on the open electric street car and a visit to the zoo.

The conductor, who walked along a narrow running-board platform the length of the car, waited until everyone was seated, then pulled a cord above him which made a tinkling sound at the front where the motorman stood doing strange things with a large handle in front of him and with a "clang, clanging" noise we were on our way. He turned the handle round and round, back and forth, to regulate the speed of the car.

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We watched fascinated as the conductor walked along his narrow platform, swaying to the movement of the car, holding on to poles at the end of each row of seats. He held out a metal box to each passenger and a nickle was pushed into a slot at the top, falling with a little clink to the bottom.

Arriving at Major's Hill Park, where the Chateau Laurier was under construction, opening two years later in April, 1912, we descended a long flight of wooden stairs, which led down to the Hull Electric Railway terminus on the same level of the railway tracks.

We then proceeded via the Royal Alexandra (Inter-provincial) Bridge, through Hull and westward beside the CPR tracks to Queen's Park.

Though the day was hot, there was a lovely breeze through the open car as we clipped and swayed along at the fantastic rate of 15 to 20 miles an hour.

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At last we arrived at the Park, with its gay sounds of music and shouts of children. Our first stop was in front of the cages where strange animals' paced back and forth. The great black bear, as he paced up and down behind the bars of his special cage, held most of our attention. But even the smaller animals, to a city bred child, were exciting and fascinating.

The older Children were allowed on the thrilling shoot-the-chute ride but we smaller siblings were content with the merry-go-round.

Then we were rounded up for our lunch of sandwiches, cookies and oranges in the picnic grove. We washed at the old pump that spewed out ice cold water, which we drank with relish- from a metal cup chained to the pump. Later in the afternoon we had ice cream from a concession at the Park.

Then all too soon, the thrilling day was ended and we headed for the terminal. As the streetcar approached we could see the motorman as he turned the handle back and forth until this great monster once again stopped beside us.

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As we jogged along the metal tracks, rumblings of thunder could be heard in the distance and clumps of black clouds tore across the sky. Then the thunder became louder and the breeze had turned into a strong wind. The lightning was great gashes of white flame in the sky followed by crackling thunder.

The conductor was trying to pull down the side-curtains, but gusts of wind ripped them out of his hands.

Then with the help of some of the passengers, curtains on both sides were securely fastened which gave the feeling of being trapped in a dim floating, windowless room, which soon became hot and close.

Slashing sheets of rain beat against the curtains and a hubbub of voices and cries of frightened children was heard over the crashing of thunder and howling of the wind as it tried to tear loose the flapping side curtains.

Then suddenly, there was silence. The curtains stopped flapping, the thunder stopped roaring and even the gloom in the car seemed to be lessened. The conductor rolled up the curtains and once again we could look out. The sky was miraculously clear with the sun shining brightly.

When we reached home, our tears and fears of the storm were forgotten, as we recounted the experiences of our day at Queen's Park.

07/04/1973 *Ottawa Citizen*

*Hull Electric*

Old train tunnel to hold boutiques

Plans are being developed for a shopping concourse under Wellington Street between the Chateau Laurier and the east bank of the Rideau Canal.

The department of Indian affairs and northern development announced Friday that two firms are preparing final proposals for the concourse, which was once a CPR railway tunnel leading to the old Union Station.

A gallery of boutiques and restaurants will line the concourse, which is 745 feet long and 60 feet wide.

Macval Corporation- and Olympian and York Development, the two firms actively seeking the project, will compete for the 82 million development.

No public tender will be called for the development, which will be under a lease arrangement with the department.

Planning for the project has been under way in co operation with the National Capital Commission for three years.

Picture this: Ottawa's old railway tunnel to house new museum of photography

The long, skinny, former railway tunnel may not be a conventional venue for a museum. But it happens to offer just what the curators of the Canadian Museum of Contemporary Photography need.

Right now, it's a cavernous, crumbling edifice with caged windows, rusted support beams and disintegrating walls six-feet thick.

But when construction beside the west wall of the Chateau Laurier Hotel is complete, the new museum's offices facing the Rideau canal will be ablaze with natural light from enormous arched windows.

And rooms full of sensitive photographic paper will be tucked against a wall of the hotel, away from the sun's damaging rays.

Sometime this month, the National Capital Commission, which owns the tunnel, will issue a permit for demolition and by late fall construction should be under way.

Until the area was closed off in May, the tunnel's roof was used to access the parking garage of the Chateau Laurier. Part of the project includes plans to build a two-level terrace in its place to ease access to Major's Hill Park.

If the current target date of December 1990 is met, the \$11.3-million museum will open in the winter or spring of 1991.

"It's a very exciting time for us," said Martha Langford, chief curator of the photography museum. "We've been working on this move in one form or another since 1981."

The photography museum's works are currently displayed between 65 and 100 times a year. But those exhibitions are always on the road because the museum's location at Tunney's Pasture doesn't provide gallery space.

Langford says when the new home has been settled, fresh exhibitions will reach the museum monthly.

The railway tunnel was built in 1912 by Canadian architects Ross and MacFarlane so that train passengers could disembark and walk into the Chateau Laurier without going outside.

But the structure fell out of use when the old train station across from the hotel now the federal Conference Centre was closed, says project manager Michael Calvert.

He says the NCC acquired the property in the early 1980s.

"It's the perfect location for a museum. And the NCC didn't want the area to be used for commercial purposes, so we're delighted with the tenants." So far, he said, the photography museum has leased the property for 49 years.

The project will be paid for primarily by the NCC, with the National Gallery of Canada, the photography museum's parent organization, and the Canadian Parks Service also helping out.

Calvert describes the museum as having several main zones including a state-of-the-art gallery with movable partitions.

But Calvert says the entry pavilion, a bright, inviting glass area on Wellington Street, will entice tourists more than anything else.

While most of the structure will be modelled after the old railway tunnel, he said, the pavilion will stand in stark contrast.