

Local Railway Items from Area Papers - Ottawa and Lake McGregor Railway

09/12/1911 *Ottawa Journal*

Ottawa and Lake McGregor

Electric Railway From City To Buckingham

Proposed McGregor Lake Line May Connect With Buckingham Railway

Charter has been secured for Masson - Buckingham line which is likely to be connected with Ottawa owned road at High Falls, Que.

An electric railway from the city to Buckingham, Quebec., with a strong likelihood of the line being extended in a few years to other Quebec centres further down the river, bids fair to be constructed during next summer.

For some time a local syndicate has plans ready for a railway from the city to McGregor Lake, where an extensive summer resort is planned.

Now it is learned that a Buckingham company has secured a charter for an electric line from Masson, Que. (the nearest railway station to Buckingham) to the town, about five miles distant. This company plans to secure an arrangement with the local syndicate whereby the Ottawa capitalists will extend the McGregor Lake Railway to High Falls and there connect with the Masson - Buckingham line.

The capitalists in the project have before them the experience gained in other centers where suburban electric lines have proven quite successful, especially in Montreal, where the Montreal and Southern Counties Railway serves a wide district, connecting among others the centers of St. Lambert, Montreal South, Cartierville, Bois de Ile and Back River, and now plans to extend the line to include St. John's and several other important towns.

02/04/1912 *Montreal Gazette*

Ottawa and Lake McGregor

An Act to incorporate the Ottawa and Lake McGregor Railway Company.

14/07/1954 *Ottawa Citizen*

Ottawa and Lake McGregor

Thousand Railway Charters Issued But Only Chosen Few Ever Started

By Austin F. Cross Citizen Staff Writer

Ever hear of the Ottawa and Lake McGregor Railway Company?

No, and you never will either. But this is just one of the 1,000 odd railways incorporated in Canada under Dominion charter since Confederation. It is hard to realize that Canada ever started out to build something like a thousand railways but the proof is there.

Dr. Maurice Ollivier, QC, LL.D, FRSC, and erudite law clerk of the House of Commons, is elbows-deep these days compiling what he calls "part of an index to all public and private legislation." He finds himself opening up a brand new file on pipe lines but he has long become reconciled to the endless railways charters, most of which died a-borning.

Patient Dr. Ollivier in his index is going to have the co-operation of that publisher of best sellers, the Queen's Printer.

In his perpetual porings over old papers and musty charters, Dr. Ollivier has pages and pages and pages of railways. They start with Abtibi and Hudson Bay 1907 and they end up with Zenith Mining Railway, Company, 1899.

Giant Spider Web

If all the railways incorporated by federal statute ran today, Canada would look like giant spider's web.

Who recalls for instance the Beersville Coal and Railway Company, 1903?

If you dig away back you get such ventures as the Manitoba Junction Railway, 1872. Or such modern items as "CNR Montreal Terminal" dated 1929.

You find such ancient labels as Bessemer and Barry's Bay.

Whether it ever got to Bessemer is moot, but it certainly never got to Barry's Bay and anyway the Canadian National got both of them. Old B & BB No. 5 lay around Trenton's Canadian Northern bone yards in 1917 for weeks.

Bytown And Prescott

Of interest to local people would be the Bytown and Prescott, 1867, and now metamorphosed into "the Prescott local" Gone is the brave Brockville, Westport and Sault Ste. Marie which actually reached Westport in wood burner days but gave up when it faced a big hill beyond Westport. The old B and W never even started beyond Westport for the Soo.

There is an entry under the CPR's list of "Lease of Shushwap and Okanagan subsidy for Crow's Nest Lease of \$3,630,000, AD 1897."

Under some railways there was the added entry "subsidy" or "term extended." Neither "subsidy" nor "term extended" ever did much, apparently, for the Ottawa and McGregor Lake, for no railway has as yet profane that lake's chaste shores.

But Ottawa is mentioned 23 times in the ancient tomes. Yet, nothing survives today except the Ottawa Electric which somehow made the 1894 entries. It's something about getting money.

Gone With The Wind

Gone with the wind then were the Ottawa and Arnprior Junction, 1882; the Ottawa and Gatineau; and this strange delineation, the Ottawa and Ungava. That was unwrapped in 1912.

Other non-start railways were the Ottawa, Waddington and New York Railway and Bridge company. As yet there is neither such a railway or such a bridge. T

he Montreal, 'Ottawa and Western, 1875 became the Montreal and Western and was subsequently gobbled up by that amiable octopus the CPR.

Thus was created the Montreal-Ottawa line via north shore and the start of a transcontinental line from Montreal to Vancouver. This Montreal and Western was part of the CPR's main line to Vancouver from 1885 to 1900.

"These" said Commons Law Clerk Ollivier, "are only the railways incorporated by the federal government. Heaven only knows how many the provinces have incorporated."