

# Local Railway Items from Area Papers - Pontiac Colonization Railway

07/05/1901 *Ottawa Journal*

*Pontiac Colonization*

## RAILWAY FOR PONTIAC

The Pontiac Colonization Railway Company came up at the railway committee today. This is for a road from Ottawa river, in the county of Pontiac, between Onslow and Dumoine, thence by a feasible route to the district drained by the Coulonge, Black and Dumoine rivers and then northerly to the shore of James Bay.

The incorporators of the bill are A. J. Chamberlain, Ottawa; G. F. Benson, Montreal; J. St. George Dylan, New York. A delegation appeared before the committee in support of the bill. The deligation comprised Father Kierney, Quyon; Wm. Meredith, Quyon; Wm. Mooney, North Onslow; Edward Graham, Bristol; A. W. McKechine, J. Grant, Bristol; Wm. LeRoy, Bristol; and John McFarlane, Campbell's Bay; D. F. Sloan, Litchfield, and Dennis Howard, South Onslow.

Mr. Meredith, who is mayor of Quyon, was first speaker. He said the Pontiac and Pacific rod [sic], that was Beemer's railway, ended in a bush, and therefore the northern part of the county had no railway connection. It was that way for 22 years. Beemer promised to carry the road as far as Pembroke, but never did so.

Father Kierney also addressed the committee. Last session he said that there had been a bill before the committee when Mr. Poupore, their member voted against it. This year they had a member who would stand by the county. Well, if he did not they would be heard from afterwards. The county of Pontiac was as large the the [sic] British Isles, yet they had only 45 miles of Railway. In 10 years the town of Quyon had grown ten souls. Last year the Senate threw out the bill but he wanted to give the Senate another chance.

It was only a few minutes to one o'clock when the bill was taken up, so that it was left over until next meeting.

09/05/1901 *Montreal Star*

*Pontiac Colonization*

OTTAWA, Ont., May 9 - The Railway Committee this morning threw out the Pontiac Colonization Railway Bill. This is Mr. Simpson's bill for power to construct a line from Amprior across the Chats Rapids, through Pontiac County northward to James Bay.

09/05/1901 *Ottawa Journal*

*Pontiac Colonization*

## PONTIAC BILL THROWN CUT [sic]

Incorporation is Refused to the Colonization Railway Because it Interferes With Beemer's Line.

The railway committee of the Commons this morning threw out the bill to incorporate the Pontiac Colonization Railway Company. The opposition to it was offered on behalf of the Beemer railways.

Mr. F. H. Chrysler on behalf of the promoters explained the bill. He said it was proposed to start the railway near Portage du Fort on Chat's Lake, then run to Bryson, across the Coulonge north of the High Falls, and along the valley on the west side of the Coulonge, crossing the headwaters of the Ottawa river above Great Victoria Lake and then to James Bay. He said the projected railway would run nearly parallel with the Gatineau railway, the distance varying from 45 to 70 miles. Mr Chrysler pointed out the pulp, lumber and mineral industries of the country which the proposed railway would develop. He said that Mr. Simpson, the originator of the scheme had parted with his interest in the huge water power at the Chats to a wealthy English syndicate, and the railway was intended to bring the raw materials of the north to the falls for manufacture. Mr. Chrysler said he understood Mr. Beemer of the Ottawa and Gatineau and the Pontiac and Pacific Junction Railways was actively opposing the granting of a charter to the proposed railway. He saw no reason for a charter to being refused. If Mr. Beemer wanted to demonstrate that the whole county of Pontiac belonged to his railways exclusively, then he should produce the title deeds.

Mr. Murray, the member for Pontiac, warmly urged the passage of the bill. He held that the construction of the railway would be in the interest of the county of Pontiac and of the Dominion. He pointed out that Pontiac was suffering much from its lack of railways, and by way of illustration said that the recent census showed the population of Quyon had increased by only nine since the last census.

Mr. Henderson asked how this was known. The census man who gave out statement purgered himself, and he (Henderson) did not believe him. Mr. Murray said he knew Mr. Beemer had been canvassing against the bill, but he trusted the committee would support the bill on its merits. He said he understood it was being urged against the bill that Mr. Simpson had been a political partisan, but he declared such a consideration should not have any place.

Mr. H. V. McGivern opposed the bill on behalf of the Gatineau & P. & P.J. railway. He contended the delay heretofore in connection with the progress of the Beemer lines had been the difficulty in getting an entrance into the city of Ottawa but announced that arrangements were being made by which the Pontiac Pacific would get a direct entrance into Ottawa within six weeks. He pointed out that \$5,000,000 had been spent on the Beemer lines. The excuse of those who now sought a charter was that they wanted rights to build 600 miles of railway in order to develop a water power. He said that the Beemer lines were ready to build all necessary lines to help develop the Chats. He also claimed that the proposed line paralleled the Gatineau railway and if built would have to take the same route as the Gatineau northward from Great Victoria Lake to James Bay. He pointed out that's the Gatineau line had already built 60 miles and had 28 miles addition under contract and contended that to give a second charter would seriously interfere with the financing of the Beemer line.

Mr. Beemer argued on lines similar to those followed by Mr. McGivern. He said that the chances were the Pontiac line would be running into Ottawa directly by the middle of July. Mr. Beemer also claims that he had proved by the 300 miles of railways he had built that he was a legitimate railway builder and not one who sold out.

Mr. Murray contended Mr. Beemer had made out no case. He contended the cry of parallel lines was not effective. There would be no Parry Sound line if such a claim was good, because it parallels the C. P. R.

Mr. N. A. Belcourt said Ottawa was as much interested in a railway to James Bay as the county of Pontiac was. He spoke with no ill feeling against Pontiac, but Ottawa had a material interest in securing the development of the northern country. He thought and most of his constituents thought that only one road could be built to James Bay. The Gatineau was already partially built. Ottawa had given \$150,000 to the Interprovincial Bridge to secure an entrance from the north to Ottawa. The city as a whole was largely opposed to a charter to a second company, because it was believed one would prejudice, imperil and perhaps prevent the construction of any line to the north.

Mr. Rosamond said Mr. Belcourt was speaking for Ottawa, but he contended the interests of Pontiac should be considered.

After considerable further discussion a vote was taken on the preamble of the bill and it was rejected by a very large majority. The vote was a standing one.

10/05/1901 *Almonte Gazette*

*Pontiac Colonization*

Pontiac had an energetic deputation at Ottawa on Tuesday bombarding the government in the matter of aid to a proposed railway from the capital through Pontiac county and on to James Bay. Rev. Father Kiernan and Editor Meredith of Quyon, made lively speeches in support of the scheme. (Pontiac Colonization Railway)

**PONTIAC BILL DEFEATED  
BY A LARGE MAJORITY ON A STANDING VOTE.**

In the railway committee yesterday the preamble to grant a charter to the Pontiac Colonization line was defeated by a large majority on a standing vote. The discussion on the bill was interesting and at times it grew very warm. The committee room was crowded with supporters and opponents of the bill.

The Pontiac delegation, while disappointed at the turn of events, expressed the intention to return again and press the claims of the proposed road. Mr. F.H. Chrysler, representing the promoters of the bill, said it was proposed to build the road from a point on Chats Lake near Portage du Fort thence to Bryson, crossing the Coulonge north of the High Falls. It was planned to run along the Coulonge valley on the west side, crossing the headwaters of the Ottawa river above Great Victoria Lake. The road would proceed northwards from that point to James Bay. The projected road, Mr. Chrysler said, would run nearly parallel to the Gatineau railway, the distance varying from 45 to 70 miles.

Reference was made to the fact that extensive lumber, pulp and mineral resources would be developed if the new road were built. Mr. Simpson, the originator of the scheme, the speaker stated, had arranged with a wealthy English syndicate to develop the great water power of the Chats. The new road was intended to bring the raw materials of the north to the falls for manufacturing purposes. Mr. Chrysler said he understood that Mr. Beemer of the Ottawa and Gatineau and Pontiac and Pacific Junction railways strongly opposed the granting of a charter to the promoted company. If the latter wanted to demonstrate that the whole county of Pontiac belonged to his railways then he should produce the title deeds. Mr. Murray, member for Pontiac, strongly advocated construction of the road. The lack of railways, he stated, is a heavy handicap on the county's progress. Mr. Murray remarked that the recent census showed only an increase of nine in population. The speaker asked for support for the bill on its merits.

Opposition was given by Mr. H.H. McGivern on behalf of the Gatineau and P. & P. J. railway. The delay so far as the extension of the Beemer lines, Mr. McGivern stated, was due to the difficulty of securing an entrance into Ottawa. Inside six weeks, however, this would be remedied. He referred to the fact that \$5,000,000 had been spent on the Beemer lines.

Mr. McGivern claimed that the proposed line was unnecessary inasmuch as it would run parallel to the Gatineau railway. Already 60 mile of the latter had been built and 25 were under contract. If the charter were granted to the proposed company the financing of the Beemer line would be interfered with.

Mr. Beemer followed with similar arguments. He claimed that the 800 miles of railway he had built through Quebec, has proved that he is a builder and not a trader in charters.

Mr. N.A. Belcourt stated that Ottawa is largely interested in the scheme to develop the James Bay territory by railway connections. While not opposing the interests of Pontiac county, Mr. Belcourt felt it would be unwise to grant the proposed charter. The Gatineau Valley road was already built part of the way and it would be in the best interests of Ottawa and Pontiac county to have this road extended instead of granting a new charter to another road.

Mr. Rosamond, M.P. spoke briefly in favor of the granting of a charter. He thought Pontiac interests should be considered as well as those of Ottawa. Rev. Father Kiernan also advocated the claims of Pontiac county to the new road.

Two members of the Pontiac deputation were J. Stewart, mayor of Clarendon; E. Graham, A.W. McKechnie, A. Grant, E. Morris, E. Mathew, H. Richards, A. McLeod and T. Smiley, Bristol; From Quyon the following were present Rev. Father Kiernan, H. Mulligan, Mayor Meredith and R. Walsh. Others in the deputation were D. Kennedy, South Onslow, J. McFarlane, Campbell's Bay, W.G. LeRoy, County Clerk, Bryson, Chas. Taylor, Bristol.