

Local Railway Items from Area Papers - Pontiac Pacific Junction Railway

06/08/1874 *Ottawa Citizen* *Pontiac Pacific Junction*

Northern Colonization. A party of about eighty men left today to survey the line between Aylmer and Deep River. They had quite a quantity of luggage which was checked to Pembroke. The whole party is in charge of Mr. D. Starke.

14/09/1877 *Renfrew Mercury* *Pontiac Pacific Junction* *Aylmer*

We are glad to see that the government are going to continue the line of the Montreal, Ottawa and Occidental Railway above this point. On Saturday last, a party of engineers, under Mr. Garden started and are laying out the continuation of the road as far as Quyon. Aylmer Times.

21/09/1877 *Renfrew Mercury* *Pontiac Pacific Junction*

A party of engineers are vigorously at work locating the line of the railway between Aylmer and the Quyon village. It is also reported that another party were also at work between the Quyon village and P.D. Fort. This we understand is not the case the report arising out of the fact of several parties being seen prospecting, simply taking a view of the country, with the object probably of tendering when the contract is advertised. Pontiac Advance.

12/11/1877 *Ottawa Citizen* *Pontiac Pacific Junction* *Quyon*

The engineering staff of the Montreal, Ottawa and Occidental Railway, was disbanded on Saturday for the present. They have located the line as far as the Quio River, and tenders for the construction of the road are now advertised for. The work of location will be continued next spring. A number of the engineers are in town.

14/01/1881 *Almonte Gazette* *Pontiac Pacific Junction*

P. & P. J. RAILWAY. - The Pontiac & Pacific Junction Railway have again been heard from. Recently they held a meeting in Ottawa City and Hon. L.R. Church was elected President and Mr. J.W. Conroy, Secretary. The company say they will run their road through Pontiac county, crossing the Ottawa river at some point not yet chosen, and connecting with the Pacific at Pembroke.

17/06/1881 *Almonte Gazette* *Pontiac Pacific Junction*

Aid to the extent of \$500,000 will be given to the Pontiac Railway, an extension of the Occidental from Aylmer to Pontiac.

16/07/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

A circular has been addressed to each mayor of in the county of Pontiac, notifying him that a special session of the county council will be held on Tuesday the 26th inst., for the purpose of meeting members of the Pontiac Junction Railway Company, to ascertain what bonus the county will give to the company, and take the necessary preliminary steps to bring the matter legally before the electors. Hon. Mr. Church leaves for England on Saturday next to raise the money required to build it. Mr. Peterson, the engineer of the Occidental road, has been instructed to visit the county and examine the crossings at Portage du Fort, La Passe and Black River. Messrs. Hector McLean and Thomas Bryson will accompany Mr. Peterson on his trip. The result of the council meeting will be telegraphed to Mr. Church who will be in England at that time. He says that favorable action on the part of the council will materially help him in getting what he wants. He favors the county giving a bonus in preference to taking stock in the enterprise.

16/07/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

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27/07/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

Bryson. The Pontiac County Council met here today and unanimously passed a by-law granting a bonus of one hundred thousand dollars to the Pontiac and Pacific Junction Railway. The council were addressed by a deputation of the directors, and by a number of gentlemen from Pembroke. The Hon. Geo. Bryson also urged the adoption of the by-law with great ability and effect. The impression is general that it will be adopted by the ratepayers on the 23rd of August by a very large majority. The greatest enthusiasm prevails and the utmost confidence is expressed in the personnel of the railway company.

27/07/1881 *Montreal Gazette* *Pontiac Pacific Junction*

THE PONTIAC AND PACIFIC JUNCTION RAILWAY.
The County Council vote a bonus.

Bryson, July 20. The Pontiac County Council met here to-day and unanimously passed a by-law granting a bonus of one hundred thousand dollars to the Pontiac Pacific Junction Railway. The Council were addressed by a deputation of the Directors and by a number of gentlemen from Pembroke. The Hon. Geo. Bryson also urged the adoption of the by-law with great ability and effect. The impression is general that it will be adopted by the ratepayers on the 23rd of August by a very large majority. The greatest enthusiasm prevails and the utmost confidence is expressed in the personnel of the railway company.

02/09/1881 *Almonte Gazette* *Pontiac Pacific Junction*

THE PONTIAC RAILWAY. - The bylaw granting a bonus to the Pontiac railway has been defeated. The lower townships gave majorities in favor of, and the upper majorities against the bonus.

22/10/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

The voting in Pontiac on the \$100,000 bonus by-law resulted in it being carried by a majority of 551, the votes in favor of the by-law 1,063 over 512 against it.

15/11/1881 *Ottawa Free Press* *Pontiac Pacific Junction*

The Pontiac News says: The Syndicate have only a few weeks ago gained control of the St. Lawrence and Ottawa Railway, and, as they own the Canada Central; the connection of our road with the west is now completely cut off.--

18/11/1881 *Ottawa Citizen* *Pontiac Pacific Junction*

A meeting of the directors of the Pontiac and Pacific Railway was held yesterday at the Grand Union, when the financial arrangements of the construction of the road were discussed, and it is understood it was decided to put the company's debentures on the London market and, if successfully floated, to proceed immediately with the construction of the line.

09/06/1882 Almonte Gazette Pontiac Pacific Junction

A meeting of the directors of the Pontiac and Pacific Junction Railway was held in Ottawa on Wednesday, at which offers were received for the building of the line to Quio this year, and to continue next year to the end. The directors adjourned for a week to make necessary inquiries regarding the standing and capacity of the proposed contractors.

29/06/1882 Ottawa Free Press Pontiac Pacific Junction

The contract for building the road from Aylmer to Pembroke was let yesterday by the Pontiac Railway Company.

17/07/1882 Montreal Gazette Pontiac Pacific Junction

The contractor for the Pontoac and pacific Jinction Railway has commenced. Th expects to have 150 men at work within a day or two

17/07/1882 Ottawa Citizen Pontiac Pacific Junction Aylmer

Work commenced on the Pontiac Pacific Junction Railway last Thursday. One hundred and fifty more men will be engaged next Tuesday The contractor has to complete his contract to the Quio by the fall.

24/07/1882 Ottawa Free Press Pontiac Pacific Junction

Work has commenced on the Pontiac & Pacific Railway. It is expected that the road will be laid to Quio by December 1.

31/07/1882 Ottawa Citizen Pontiac Pacific Junction

Owing to the location posts of the former railway having been removed the engineers of the Pontiac Railway could not make as much progress last week as was expected. It may seem somewhat strange but out of all the surveys that have been made heretofore not a note plan or post can be found. The delay, therefore, cannot be wondered at, considering the disadvantages to be contended with. The survey party has reached Hurdman's farm in Eardley township. It will take about two months to complete the survey - as Mr. Shanly says. The people of the Pontiac are somewhat disappointed at the interruptions which occur, but trust for all that they are going to get their railway.

04/08/1882 Ottawa Free Press Pontiac Pacific Junction

Great progress is being made on the Pontiac and Pacific Junction Railway. About 150 men are now employed and the contractors expect to have 300 employed by the end of the present month. It is expected to have the road completed as far as Quyon by the 1st of December next. The engineers are also making great progress with their work. Aylmer Times.

09/08/1882 Ottawa Citizen Pontiac Pacific Junction

Pontiac Railway. The engineers are busy at work and making rapid progress with the survey on this railway. If everything goes right it is expected they will have the road completed as far as Quio where it will enter Pontiac county by the beginning of December. In the meantime they have 150 men employed in the work of construction and by the end of the present month that number will be doubled.

17/08/1882 Ottawa Free Press Pontiac Pacific Junction

The work of locating and grading this road is now going on and over 200 men are employed. The cutting at Hurdman's is progressing favorably. Before the end of the month, an engine will be put on. The contractors are now preparing the road from the Aylmer station, and will lay the ties next week. Mr. Perreault, the contractor, has sub-let ten miles of the road between Mr. James Brady's farm and the Quyon in two sections of five miles each. Mr. Lapierre has the contract of five miles commencing at Brady's and Mr. Reid, also of Montreal, to commence where Mr. Lapierre ends. Both the above gentlemen are old railroad men and we have no doubt but that their work will compare favorably with the rest of the line. A staff of engineers started at the Quyon on Friday last in charge of Mr. Burnel to work downwards and to meet the party under Mr. Shanly. The location of the line will be completed next week. Mr. Perreault's son starts about two miles this side of Quyon with a large gang of men next week; they will work downwards until such time as the engineers decide as to the exact location of crossing the Quyon River is finally decided. -- Aylmer Times. (also in the Renfrew Mercury August 25)

02/09/1882 Ottawa Citizen Pontiac Pacific Junction

Work on the Pontiac and Pacific Junction Railway still continues to be rapidly pushed forward. Upwards of 300 men are employed. Messrs. Lapierre and Reid subcontractors expect to complete their work in about two months. The wages now given is about \$1.50 per day.

07/09/1882 Pontiac News Pontiac Pacific Junction

The contractors of the Pontiac Railway line are pushing their work on in a manner satisfactory to the Company. About 300 men are now employed. The sub-contractors Messrs. Lapierre and Reid have now large forces on their works and expect to complete their contracts in about two months. The wages now given working men is \$1.40 per day.

15/09/1882 Ottawa Free Press Pontiac Pacific Junction Aylmer

Aylmerites are moving in the matter of persuading the Pontiac and Pacific Junction R.R. to erect their workshops in that village. Pembroke has already made some advances to the company. A meeting of the Aylmer Council will be held shortly to take the matter into consideration.

16/09/1882 Ottawa Citizen Pontiac Pacific Junction

Last Wednesday five carloads of rails arrived for the Pontiac Pacific Junction Railway which will be laid immediately. The recent accident to the railway bridge at Rose caused a considerable delay as they were at Montreal for the past two weeks and could not be forwarded until the wreck was repaired. Tracklaying will be prosecuted as rapidly as possible.

16/09/1882 Ottawa Free Press Pontiac Pacific Junction

Railway building is progressing favorably in Eardley and Onslow. In Eardley six miles are now graded and ready for the ties and rails. In Onslow, the men are working across lots 17, 18, 19, 20, 4th range, cutting the bush down a breadth of 75 feet to get it ready for burning. Everything is cut three feet high from the ground so that when the brush is burnt off the stumps can be pulled out easily with a chain. Common laboring men are getting \$1.40 per day. Almost every man and boy that can be spared, and even some that cannot be spared, are leaving the harvest and going to the railway works. It is difficult getting harvest hands in Onslow owing to the men going off to the works.

28/09/1882 Pontiac News Pontiac Pacific Junction

Laying the first rail.

The first rail of the Pontiac & Pacific Railway between Hull and Pembroke was laid last Friday afternoon, the first spike having been driven by the contractor, Mr. C.N. Armstrong. There was no formal ceremony in connection with the affair. The work is being pushed rapidly ahead, between six and seven miles of the road are already graded and a number of rock cuts are well advanced. There seems to be no doubt that the road will be completed as far as the river Quo before winter. There are between three and four thousand men employed and double that number would have been engaged had it been possible to obtain them, but the contractors are experiencing the greatest difficulty in obtaining labor, although they pay upwards of \$1.40 per day and their fare to the works. Still it is impossible to obtain a sufficient number of men. The line from Hull to Pembroke is claimed to be 25 miles shorter than via the Canadian Pacific Railway.

04/10/1882 Pontiac News Pontiac Pacific Junction

We learn that the Pontiac Railway Company have bought the line from Aylmer to Ottawa from the Canadian Pacific Syndicate for \$12,000 per mile.

19/10/1882 Pontiac News

Pontiac Pacific Junction

Work on the Pontiac Pacific Junction Ry. is progressing favorably. There is now over 300 men employed, and track laying has commenced and over three miles of rails are laid. Five new flat cars, built by the Ontario Car Co. of London, Ont., arrived last week. They are being used for ballasting the road and for ?. The rock cut at Hurdman's is getting on well. More but illegible.

20/10/1882 Ottawa Free Press

Pontiac Pacific Junction

Mr. W. Kenney, Advocate, and Mr. G.L. Dumouchel, notary, are now and have been for some time past on the line of the Pontiac and Pacific Junction Railway Company for the purpose of settling the right of way through which the road passes. Several deeds have been executed but expropriations will have to take place where tenders have been refused. Mr. Kenney has made a thorough search in the Registry offices of Ottawa and Pontiac Counties of the titles to the different lands between Aylmer and the 9th and 10th ranges of Onslow. He finds the titles to some of the lands in Onslow in a very mixed up condition.

28/10/1882 Ottawa Free Press

Pontiac Pacific Junction

The contractors on the P. & P. J. find it very difficult to obtain a sufficient number of laborers to carry on the work of construction of the road as fast as they would like to, although they are paying \$1.50 per day to men and \$5 per man and team. A large force is at present employed and the work is being pushed on very rapidly; but yet there is room for more. The farmers in the lower end of Onslow and the majority of those in Eardley are all busy with their teams on the road.

02/11/1882 Pontiac News

Pontiac Pacific Junction

Upwards of forty men arrived here yesterday to work on the Pontiac Pacific Junction Railway between Aylmer and Quio. They were an able bodied lot of navvies and no doubt will do good work on the track - Aylmer Times.

13/11/1882 Ottawa Citizen

Pontiac Pacific Junction

It is again rumoured that the Pontiac Pacific Railway has sold out to the Canadian Pacific. This statement can hardly be credited in face of the assurances from the president of the former to the effect that his company are determined to build the road. It is also said that the crossing at Lapasse has been condemned and a favorable one found at Split Rock, about two miles above Portage du Fort, the line running through Clarendon about one mile and a half south of Shawville. The people of Pontiac are deeply interested as to the location of the crossing, the truth of which will no doubt be found out at the approaching meeting of the directors.

17/11/1882 Ottawa Citizen

Pontiac Pacific Junction

It was stated in the city yesterday that owing to some disagreement with the contractors the men working on one section of the Pontiac and Pacific Railway left the road en masse. As strong efforts are being made to push the road rapidly towards completion this will be rather annoying if true.

20/11/1882 Ottawa Citizen

Pontiac Pacific Junction

The Pontiac Pacific Junction Railway engineers have finished the location of the line as far as Lapasse in Pontiac county and the line has been completed between the aforesaid point and the town of Pembroke. It is said a party are engaged boring preparatory to erecting the piers for the bridge at Lapasse. Engineers were prospecting last week in the neighbourhood of Split Rock on the Calumet Chenail.

23/11/1882 Ottawa Citizen

Pontiac Pacific Junction

Split Rock

The engineers of the Canada Atlantic Railway sent up to examine the crossing of the Ottawa River at Split Rock were exceedingly reticent in their communications. They found that one pier of the railway bridge would have to be built in forty feet of water. They would not say what they thought of the place as a possible crossing for the railway. They were evidently following instructions to keep their eyes and ears open and their mouths shut.

25/11/1882 Ottawa Citizen

Pontiac Pacific Junction

It appears that much dissatisfaction exists amongst many of the employees of the PPJ. Many are leaving the works and do not by any means give a flattering account of matters. It is also understood that operations will be stopped until spring. Speaking of the circumstances of the case, a contemporary says 'An ancient once said that hope deferred maketh the heart sick'. So may the labourers on the PPJ Railway say today. They have long been waiting for the advent of the ever necessary. But like a marsh light it gleams for a moment before their expectant vision and just before they are about to touch the long sought for object, it disappears into the darkness of distance. They cry out often in their own minds, yet not in the exact moods of the Latin orator "How long, how long, O Cataline, shalt thou abuse our patience?" and the monotonous telegrams reply "How long!"

05/12/1882 Ottawa Citizen

Pontiac Pacific Junction

The difficulty on the PPJ Railway between Aylmer and Quion, whereby most of the men left, was caused by a disagreement between the sub-contractor and the contractor. Although some persons have seen fit to throw discredit on the company for this delay, they have nothing to do with it, the whole difficulty lay between the contractors and those to whom they sub-let the work of construction. Discussion of the relative merits of the crossings at Split Rock and Lapasse. Bryson's Point

06/12/1882 Ottawa Free Press

Pontiac Pacific Junction

The difficulty on the Pontiac Railroad between Aylmer and Quyon whereby most of the men working on it left, was caused by a disagreement between the contractor and the sub-contractor. Some have thought to throw discredit upon the company for this trouble whereas the company has nothing to do with it. Any person can see at a glance that if a man contracts for the building of the whole line of road and sublets the work in sections to other men, and disagreements arise between them on any matter connected with the work, the company cannot be chargeable in any shape or form. Only in the case of a serious and prolonged stoppage of the work owing to such disagreement would the company be justified in interfering. Again if men engage themselves to work for these sub-contractors, they should see to it before they begin work, that their pay would be all right - Pontiac Advance.

08/12/1882 Renfrew Mercury

Pontiac Pacific Junction

There is considerable dissatisfaction among the laborers on the Pontiac and Pacific Junction Railway. Many of them have ceased work, and it is said things are at a standstill. Non payment of wages by the contractors is said to be the cause of the trouble. - Arnprior Chronicle.

PONTIAC PACIFIC JUNCTION RAILWAY

We direct attention to the advertisement in our issue of this morning calling for tenders for the construction of the Pontiac Pacific Junction Railway bridge on the Ottawa River at Lapasse, which is to be completed by the 3rd December' 1883. This bridge is the only important structure on the line between Alymer and Pembroke, and by the time it is finished the remaining portion of the work now under contract can be readily completed. This line, which is the extension of the Quebec Government system of railways; will be of great benefit to the Upper Ottawa country, which has long been attempting to obtain railway communication with Montreal and Ottawa, so as to enable the vast quantities of timber from the Black and Coulongw Rivers to be sawn at their junction with the Ottawa, to be carried by rail over the Canadian Pacific Railway to Montreal and Quebec for shipment to England and by the Canada Atlantic, which, by its connection with the Grand Trunk and Central Vermont railways, will give it an easy outlet to the New England markets, which consume a great quantity of sawn lumber. We are informed that several large mills will be commenced near Lapasse as soon as the sale of the bonds in EngInd renders the immediate construction of the road a certainty. One of our largest lumber merchants has informed us that by the time the road is completed there will be sixty million feet of lumber a year to be transported by it, and that this amount will rapidly increase. It will form a connection between Pembroke and Ottawa, twenty-eight miles shorter than the existing line of the Canadian Pacific, and, with its easier grades it must undoubtedly become the favourite route for the vast quantities of square timber, as well as sawn lumber, seeking markets from the Upper Ottawa regions. especially as the charters of both railways, the Pontiac Pacific Junction and the Canadian Pacific, provide for running arrangements, and an interchange of traffic between them. There are at present terminating at Ottawa, besides the Canadian Pacific Railway, the St. Lawrence and Ottawa, the Canada Atlantic Railway, running in connection with the Grand Trunk Rail way, and the Ottawa and Waddington, which is to be built to connect with the New York Central, all competing for the United States traffic at Ottawa, and to ail of which the Pontiac Pacific Junction makes the most direct line towards the great lumbar districts of the Upper Ottawa. It is well-known that the manufacture of sawn lumber is being removed from Ottawa city, owing to the difficulty of floating logs down the river, and is seeking suitable sites further up, which this railway is intended to provide. Indeed, we know of no line of railway of equal length, which has a fairer prospect of an immediate large traffic than has the Pontiac Pacific Junction Railway,

11/01/1883 *Montreal Gazette**Pontiac Pacific Junction*

The meeting of the shareholders of the Pontiac Pacific Junction Railway took place this p.m. in the Russell House. The old Board of Directors were elected as follows President, Hon. B. Church Vice- President, W.D. McAllister, M.P.P.; Secretary. W. Conroy Chief Engineer, Mr. Patterson. The report of the engineer, which was submitted and adopted, showed that much progress had been made in the work of construction. Fifteen miles of the road have been graded and the rails have been laid for a distance of four miles. The names of Hon. J.G. Chapleau. Secretary of State, and G.C. Butler were added to the Directorate.

11/01/1883 *Ottawa Citizen**Pontiac Pacific Junction*

Meeting of shareholders. During the past year good progress had been made towards completion of the road.

19/01/1883 *Renfrew Mercury**Pontiac Pacific Junction*

The Pontiac Advance says there is no truth in the rumor that the Pontiac Pacific Junction railway has been sold to the C.P.R. Syndicate. There are no negotiations for a sale going on, nor have there been any at any time.

20/04/1883 *Renfrew Mercury**Pontiac Pacific Junction*

Pontiac and Pacific Junction Railway.

The streets of Aylmer again commence to look lively, owing to an influx of railway men, who have once more gathered around and are preparing to commence work. The work of building the bridge at Breakenridge's Creek, commenced some time ago, was abandoned the other day owing to high water; but we are happy to say that the two piers have been completed so that they cannot be injured in any way, and that work can be resumed as soon as the water falls. Ties, pickets and telegraph poles have been taken out this winter and have been placed along the line to complete 30 miles of the road, and it is expected that the snort of the "iron horse" will be heard in the Quyon village by the 1st of July. Arrangements are now being made to place 1,000 men on the work by the 15th of May. Aylmer Times.

07/06/1883 *The Equity, Bryson**Pontiac Pacific Junction*

RAILWAY TIES

For two or three days this week a quantity of timber intended for railway ties came floating down the river past this village, and as there were no marks upon it to indicate that it belonged to anyone in particular, the members of "Bryson Flood wood Association" (not limited) - who always have a sharp eye to business - speedily secured a lot of it to shore. On enquiry, however, it was ascertained that the timber had been set afloat at Lapass for some individual who had made it for the P.P.J. Railway, and was trusting the current for its safe delivery at the Scheneaux boom; from whence he would take it to the required point on the line. When this became known, and not wishing to impede the progress of our railway in any manner, the "Association" at once set the ties adrift, in order that they might reach their destination in time to be used in the "first laying" by the contractors. Yet it is possible, as far as gathering driftwood is concerned, the virtue of honesty may exclusively belong to the Bryson "association" and if this notice should come under the eye of our enterprising, but in an measure too confiding tie manufacturer, we would advise him to watch his interests more closely and have his material marked, otherwise he will awake to the painful reality of its having mysteriously disappeared.

OUR RAILWAY

We people of Pontiac have been hitherto sadly deceived in railway matters, and now we find ourselves in the month of June and no work going on. Only a short time ago we were told that the money was raised and that the work would be pushed vigorously to completion. Now we are told that the contractor failed in floating a loan in England. The latter report, we fear, is only too true. Since writing the above rumors from the lower end of the county, that work on the Pontiac railway is to be resumed immediately, were floating around here. The approaching county council meeting is, perhaps, the cause of these rumors. In the meantime, the council will act wisely in deferring the levying of the railway rate for at least another three months.

28/06/1883 *The Equity, Bryson**Pontiac Pacific Junction**Aylmer*

In Aylmer - on Wednesday evening last, says The Times, a meeting of the Aylmer creditors of Mr. Perrault, the sub-contractor on the P.P.J. Railway, was called together by Mr. Armstrong, the contractor. Mr. Armstrong told them that the difficulty between himself and Mr. Perrault had not been settled and was not likely to be as Mr. Perrault was not willing to settle in any way. His lawyers were urging him to put the matter into the courts. He also said that as soon as the matter could be arranged he would do so; as for the debts contracted by Mr. Perrault he was not responsible but those contacted by his order should be paid immediately. He left the creditors in about the same position as they previously were. Great dissatisfaction is felt among them at the way they are being treated. He did not say when the work could be resumed, but it is expected to commence not later than the 1st of July.

19/07/1883 *The Equity, Bryson**Pontiac Pacific Junction*

Ties for the Pontiac Railway are still being made in Onslow.

30/07/1883 Ottawa Free Press Pontiac Pacific Junction

The Pontiac Railway enterprise is just now at a very low ebb. The Pembroke Observer says "work on the line has long since ceased, and the managers, doing nothing for its resuscitation. Such a state of affairs is most unfortunate for this section. The construction of the road would not fail to prove a great public benefit, and everybody hereabouts deploras the delay. We understand there is just now a deadlock among the management as to the future conduct of the road. It is said that the minority on the Board are willing to risk a little and go on, but they are unable to do anything, because of the timorous opposition of the adverse majority."

23/08/1883 The Equity, Bryson Pontiac Pacific Junction Bissets Creek

Terrible Fatal Accident.

Near Bissets Creek on Wednesday last, while the ballast train was drawing logs for the repair of the road, an accident which may result fatally occurred. It appears that the conductor of the train, Mr. James Mulvahill was seated on the tender, when the side stakes of the car behind him gave way and one of the logs fell to the ground. The forward end of the log struck the ground first, and the rapid motion of the train caused it to upend, and it fell upon Mr. Mulvahill inflicting a terrible wound in the right leg immediately above the knee and also lacerating the fingers of the right hand. The shock, of course, knocked him off the train, where he lay until some few minutes afterwards on the other train hands looking out to see if any more logs were loose or flying. He was conveyed as promptly as possible to town, there the injured limb and fingers were amputated at the Pembroke Hospital by Drs. Dickson and Irwin. Faint hopes are entertained of his recovery, as it is feared he is also injured internally. Mulvahill comes from Prescott where his mother and sister reside. He comes of a most unfortunate family, as it is said his father was killed in a railway smash-up, and his brother, a conductor on the old St. Lawrence & Ottawa Railway, broke his neck by falling off a train. Later: the unfortunate young man died at 9:30 Friday morning last.

06/09/1883 The Equity, Bryson Pontiac Pacific Junction

Our Railway What's the Matter with It? Long editorial.

- By-law \$100,000 bond issue rejected by ratepayers.
- No definition of route or where it would cross the Ottawa river.
- Not one mile of road constructed in the county, the route defined for some five or six miles through the lower end, work at a stand still.
- At a meeting of council in June, Armstrong said work of construction would be resumed three weeks from that date - here we are in September and not a shovelful of earth has been raised by the company.
- Either get on with the work or relinquish the charter.

06/09/1883 The Equity, Bryson Pontiac Pacific Junction

Is it true that the Pontiac Pacific Railway company were offered \$100,000 for their charter and wanted \$200,000, as is currently reported? Is it true that the President of the Pontiac Pacific Junction Railway Company sent a boy to England on a man's errand, and that he stopped at Father Point or New York?

13/09/1883 The Equity, Bryson Pontiac Pacific Junction

Mr. Church and the Railway - long editorial commenting on last weeks editorial. Derogatory comments about Mr. Church.

20/09/1883 The Equity, Bryson Pontiac Pacific Junction

From Citizen 17 Sept 1883. Mr. Bryson is in the city. Looking for a federal subsidy --

11/10/1883 The Equity, Bryson Pontiac Pacific Junction

Pontiac Pacific Junction Railway. The prospect of work being resumed this fall, says the Aylmer Times, on the above road is not at all encouraging at the present time, indeed people are asking the question, "will it ever be built?" and can get no satisfactory answer. Where the fault lies cannot be ascertained by outsiders. The contractor blames the company, the company blames the contractor, the fact appears to be there is no money any where or the P.P.J. road could be built as any other. Just now all the contractor's material, engine, cars etc. are under seizure having been attached by different creditors. Aylmer Times. Also in Renfrew Mercury October 19.

11/10/1883 The Equity, Bryson Pontiac Pacific Junction

The six questions which are published in last week's Advance in reference to the new railway company, for the members to answer, are in substance identical with those asked by Mr. Church in his reply to the resolutions of the County Council. The Advance man seems to be in direct communication with the offices of the P.P.J.R. Co.- in fact he is presumably, by appointment the mouth piece of that company. Perhaps he could tell his readers how it came about that the engine and other machinery of the company were seized the other day.

11/10/1883 Shawville Archives Pontiac Pacific Junction

The Pontiac Railway, according to latest reports, is nigh unto death. People are asking the question, "Will it ever be built?", and can get no satisfactory answer. The fact appears to be there is no money anywhere or the P. & P. J. road could be built as well as any other. Just now all the contractor's materials, engines, cars, etc., are under seizure, having been attached by different creditors.

18/10/1883 The Equity, Bryson Pontiac Pacific Junction

It is said that the Pontiac Pacific Junction Railway are making arrangements with Mr. O'Dell to complete their line providing they can get rid of Mr. Armstrong. We hope to see them do something this fall - Aylmer Times.

26/10/1883 Renfrew Mercury Pontiac Pacific Junction

The Pontiac Advance is informed that the contractor for building the Pontiac and Pacific Junction Railway has returned from England, and that he will either finish the road to the Quio by the 1st of January or let the company take the work in hand.

01/11/1883 The Equity, Bryson Pontiac Pacific Junction

No move has yet been made, as far as we have heard, towards the construction of the P.P.J. Railway. Perhaps the Advance can tell us if the boy Armstrong is going to do anything.

01/11/1883 The Equity, Bryson Pontiac Pacific Junction

Pontiac Pacific Junction Railway - Other seizures, says the Aylmer Times, have been made during the past week of the plant and materials belonging to the contractors for the construction of this unfortunate railway. It is said that quite a number of other writs are out and that it will be a scramble for first place. The betting is in favor of the lawyers at present.

29/11/1883 The Equity, Bryson Pontiac Pacific Junction

The Pontiac and Pacific Railway affairs are in status quo. It is to be hoped that work will be commenced in the spring.

03/01/1884 The Equity, Bryson Pontiac Pacific Junction

We have been informed on good authority that the ties belonging to the P.P. & J. Ry. Co. at Aylmer and Sand Point have been sold. The vice president of the company was attending to the sawing and shipping of the ties from the latter point. This coupled with the seizures which recently took place at Aylmer makes business in connection with the Pontiac's Railway very glum looking.

17/01/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

The closing scene in the Pontiac, Pacific Junction Railway comedy took place on Thursday of last week when all that remained of the plant, tools etc. of Mr. Perrault, the sub-contractor came under the fatal hammer of the bailiff. Notwithstanding the storm there was a good attendance and good prices were obtained, and it is thought that by careful management the creditors may get a fraction of a cent on the dollar. Also reported verbatim in the Ottawa Free Press 11 January and Renfrew Mercury 18 January. Many other comments about the P. & P. J.

31/01/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Much comment about the failure to secure federal funding.

27/03/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

-- a portion of the line has already been graded west of Aylmer, and quite an expenditure incurred, but last summer the work had to be stopped owing to financial difficulties. --

27/06/1884 *Renfrew Mercury* *Pontiac Pacific Junction*

Work is again in progress on the Pontiac and Pacific Junction Railway. It has finally been decided that the Ottawa shall be crossed at Lapasse and the bridge there will cost \$300,000. Contracts are now only given out for short sections - one or two miles at a time.

03/07/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Last week's issue of the Aylmer Times says work has been commenced on the line of the Pontiac P.J. Railway by four or five contractors between here and the Quyon. A large gang of men arrived here Friday and were started to work on the rock cut at Hurdman's and on the bridge over the Breakenridges creek. The same paper also says that another locomotive has also been placed on the line, which is to be used for ballasting.

10/07/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Editorial - The people of this county will be glad to learn that operations have been resumed on the line of the P.P.J. Railway. According to the Aylmer Times of last week over one hundred men are now scattered along the first ten miles, putting in culverts, building small bridges and otherwise preparing the road for laying rails, which part of the work is expected to commence next week. More.

17/07/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

A resident of this neighbourhood who has been at work on the line of the Pontiac Railway, says that work is being pushed ahead at a very slow pace, the difficulty seeming to be that sub contractors and laborers have no confidence in the head contractors. Parties who had executed extensive jobs on the K. & P. railway were thus wishing to undertake portions of the work, but could not make any satisfactory arrangements with the contractors as the latter wished to bind them to complete the work within some stipulated period, without in turn giving security for the payment of the same. Between the dealings of the contractors and those of the company itself there seem to be a striking analogy - all has to be given and nothing received. And this is what we are to look upon as square dealing, good faith, etc. Some people may but we can't consider it as such.

31/07/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

P.P.J. Railway. Great progress is being made with the work on this line by the contractors Messrs. MacDonald & Co. The line for the first ten miles is nearly ready for tracklaying and the only delay will be at Breakenridges creek which will be spanned by a steel superstructure, it is now on the way here and is expected every day by the contractors. Forty-eight miles of steel rails have arrived in Montreal and are now being shipped to the works. There are now over 200 men employed. The farmers along the line are bound to stop the works if possible by asking exorbitant prices for any produce they may have for sale. As an instance \$20 per ton for hay being charged by different parties on the line to sub contractors. Messrs. Armstrong & Co. are bound not to put up with this sort of thing and have had two cars shipped them from Riviere du Loup which will cost them delivered here about what the farmers have asked for theirs. The hay arrived Monday and will be sent up the line today. Aylmer Times.

31/07/1884 *Ottawa Citizen* *Pontiac Pacific Junction*

Eardley Riots.

Much correspondence and comment about problems in obtaining land at a reasonable price for construction of the line.

THE EARDLY RIOTS. The following communication relative to the trouble between certain land owners in Eardley and the men employed on the P. P. J. Railway appeared in the Citizen of the 31st instant :

Sir, As you have seen fit to use my name in the matter of the anticipated riot in Eardley, I may be allowed a few words of explanation. The Consolidated Railway Act of 1869 gives a railway company the right to obtain a warrant of possession of any land on the line of a railway by depositing in a chartered bank a sum at least equal to twice the amount mentioned in the notice for arbitration. This warrant is so obtained on a petition, of which ten days' notice should be given to the land owner. No such petition was ever presented and consequently no warrant ever issued. Another means of obtaining possession is by a warrant based on the award of arbitrators. On the fifth of June last work began on the railway close to the property in dispute. No notice of an intention to arbitrate was given until the 11th of July. On the 12th the land owner named his arbitrator, although the Act gives him ten days delay to do so. The contractor took no steps to have a meeting of these two arbitrators until July 26th, and then it was found they could not agree upon a third arbitrator. On the 26th of July notice was given me that application would be made to the judge for the appointment of a third arbitrator. In order to expedite matters I consented to receive notice for the next judicial day, though by the Act six clear days' notice should have been given me. While I was preparing to meet this application some seventy-five men forcibly took possession of the lot. It was through me the militia were called out not that I feared any damage to the Eardley farmers, but in order to prevent my clients and their neighbors from inflicting too severe a chastisement on the trespassers. I regret the harm done to Mr. Shirley—an estimable man, I believe—but he was not even on the railway line when assaulted, and he should have known the danger of pushing the forcible entry already begun by the contractor beyond the lice which the railway is expected to take. As to the offer of a deposit of \$600, none such was ever made. I was asked to accept of it and referred the party making it to my client. Instead of going to him this party sent a man to say I wished to see him. When he came I told him I did not wish to see him. I was on the spot during the day and I can safely say Captain Jowsey (not Towsey) did his duty, and as to the irregular conduct of his command it most have been concentrated indeed when the fact is considered that it consisted of a lame corporal and one or two privates. I do not believe that your correspondent was within four miles of the scene of action. I do not think he questioned any one but Mr. Armstrong and his employees. He had every opportunity of knowing the facts I have recited as I stood opposite him fully ten minutes without eliciting even one sign of recognition although we are acquaintances. As to the claim Mr. Armstrong makes of having had possession of the right of way two years ago, a few facts may elucidate things. Any dealings then had were had between Mr. Perrault (sub-contractor) and me, Mr. Armstrong cannot pretend to be in the rights of Perrault, seeing the protest served on him by Perrault. Perrault got permission to work (not possession) on condition the land would be paid for before fall. He failed, and my client fenced in both ends of the work done (no side fence had ever been erected), and Armstrong & Co., under a new contract entered into with the company, began operations this year. Armstrong of 1882 is not Armstrong & Co. of 1884. Perrault is at war with Armstrong. The company's name is merely used for legal purposes, as the contractor is bound provide the right of way.

As to the value of the land, I may say they take almost 11 acres leaving a strip of 10 acres inaccessible, and necessitate remodelling the farm through a breadth of one mile. The president of the road sold a neighboring farm of 100 acres of inferior land for \$4,500. As to the arrests, two of the three accused were not within three miles of Mr. Shirley when the affray took place.

In conclusion I quote Art. 407 of our Code : "No one can be compelled to give up his property except for public utility and in consideration of a just indemnity paid." I would also refer you to the English decision Reg. vs. Pearson, 5 L. R. Q. B. 237.

Yours truly, THOS P. FORAN.

Aylmer, 30th June, 1884.

09/08/1884 *Ottawa Citizen**Pontiac Pacific Junction*

The contractors for the construction of the Pontiac Pacific Junction Railway having deposited in the Superior Court at Aylmer twice the value of the price of Mr. Jowet's(?) land, fixed by the arbitrators, Judge McDougall, yesterday, issued an order by which they can legally take possession and proceed with the work. With this end in view Mr. Shirley, Chief Engineer of the road, accompanied by Mr. Armstrong and Bailiff Flanders, proceeded up the line to carry this order into effect.

12/08/1884 *Ottawa Free Press**Pontiac Pacific Junction*

Four carloads of rails passed up the C.P.R. to Aylmer, on Saturday last for the Pontiac and Pacific Junction R.R. Track laying on the first ten miles of the new road will be completed shortly.

21/08/1884 *The Equity, Bryson**Pontiac Pacific Junction*

As the progress of this line is doubtless of the utmost importance to our readers, we shall endeavour, from time to time, to put them in possession of all information in connection of same that can be gathered. According to last week's Aylmer Times, the company were put in possession of the land expropriated on the farm of John Jowsey under an order of the court, and have deposited \$808.50 in the Quebec Bank to await the results of the arbitration. Since the settlement of that difficulty work has progressed rapidly, large quantities of steel rails arriving daily. Tracklaying has commenced and the contractors expect to have the road completed to Quyon in a few weeks. The same authority says:

"There is a prospect of an early completion of the first ten miles of this road, as the company are now in possession and building the road across the properties of Messrs. Foran and Jowsey, the creditors having claims against the road under the old contract will therefore not have much longer to wait for a settlement as their just claims have to be paid out of the subsidy before the company receive a cent. Only for the miserable spirit of opposition displayed by the land owners by keeping back the road, the subsidy would have been earned and creditors paid off several weeks ago." From a gentleman employed on the road we learned that seventeen teams were put to work on a place not previously touched in the vicinity of Mr. H. McLean's about 12 miles above Aylmer. The section in question is about a mile in length, and traverses several gullies which require to be bridged. Our informant also says it is expected work will commence in the course of a week or two about two miles below Quyon village. Owing to the recent difficulty in obtaining right of way through Mr. Foran's property, it appears some 60 French Canadians who were employed on the road refused to work any longer. In consequence of this the work was considerably retarded.

Mr. Shirley, the engineer, accompanied by Mr. Heath were prospecting on Saturday last in the neighbourhood of Mr. Wm. Clarke's, with the object of discovering a more practicable route than that surveyed. It is said the great descent between this point and Mr. Hughes' is an obstacle which will prevent the adoption of this line. People living along what is known as the "back route" have great hope their line will be taken. The line which would be the means of developing our natural resources, and which would pass through as large a portion of the country as possible, is the one we would like to see chosen, because in its construction lies our surest hopes of prosperity.

21/08/1884 *The Equity, Bryson**Pontiac Pacific Junction*

Mr. Hurdman who owns land in the vicinity of the scene of the recent dispute on the line of the Pontiac and Pacific Railway, in giving his evidence said he sold his land to the company for \$35 an acre, and he considered that a fair compensation. His land he considered equally as valuable as that of Mr. Foran. Mr. Simard, the third arbitrator, felt that no one was better judge of the value of property than the owner who disposed of it at what he considered as a fair market value. This fact assisted the arbitrators in fixing the value of the property at \$37 an acre.

28/08/1884 *The Equity, Bryson**Pontiac Pacific Junction*

P.P.J. Railway The Aylmer Times says: Work on the above line is progressing favorably. Rails have been laid as far as Jowsey's and it is expected the engine will reach Breakenridges creek by Saturday. Yesterday, Mr. C.N. Armstrong, contractor, and Mr. W.R. Kenny, solicitor for the contractors, went up the line as far as the town line between Eardley and Onslow townships. Amicable arrangements for right of way and other purposes were made with the following gentlemen: Messrs. A.J. Parker, Wm. Bradley, Samuel McKibbon and James Leach. Mr. Armstrong, to accommodate the public, has kindly consented to put in a siding on the farm of James Leach on the town line, Mr. Leach giving the necessary land for the siding free. Evidently the decision of the arbitrators re. Foran has had a good effect.

Interview with the Vice President of the P.P.J. Railway.

Reporter - Good morning, sir.

Vice President (coldly) - Good morning.

Reporter - Have you any news about the railway?

Vice President - No, none whatever. I have been away from home for the last two weeks and consequently have nothing new.

Reporter - I called in this morning to see if I could get your name as a subscriber to THE EQUITY.

Vice President - Well as soon as you stop blackguarding and misrepresenting me and the rest of the members of the Company, I will take your paper and not till then.

Reporter - In what way have we misrepresented you?

Vice President - In the first place you published a statement that a number of ties lying at Sand Point were sold to the C.P.R., and that I, the vice president, was attending to the shipping of them, which was entirely wrong. The facts are that I had made a contract with the C.P.R. to deliver a number of ties, which unfortunately got stuck, so that I had to turn round and buy ties from a man in Westmeath in order to fill my contract. I floated them down the river as far as Sand Point, drew them up and shipped them there. You will see that had I followed your untruthful report I could have made you pay sweetly for it. All this sort of thing is done in order to damage me personally and to impair the influence of the Company in the county and elsewhere. At first we were all annoyed at the course of misrepresentation you pursued, but finally came to the conclusion to treat your utterances with silent contempt, and this we intend to do.

Reporter - Is it true you said after this by-law was carried that the railway would cross at Portage du Fort?

Vice President - No, I never said anything of the kind, neither before nor after the passing of the by-law, but I did say that the natural and most feasible crossing was at Portage du Fort. That this was the shortest and most direct route to Pembroke, but was of little use to the people and consequently had to be abandoned. The Black River route would make the road as long as the C.P.R. now is from Ottawa to Pembroke, and the asking of a bridge subsidy for Black River was simply an effort to kill the Company on the part of your members.

Reporter - Do you think Mr. Church has any notion of running for Pontiac again?

Vice President - No, I do not think he has the slightest notion.

Reporter - Well, why does he inquire about his chances for election through different prominent men in the county?

Vice President - I do not believe he ever enquired; and I will go further and say, that in my opinion, I believe Mr. Church considers Pontiac beneath him. I believe he would not represent you if you were to elect him by acclamation, as he would consider himself above such an honor as the representation of your county, and you can make the statement public if you choose.

Reporter - You could not elect Mr. Church for a pound keeper in Pontiac.

Vice President - I believe we could elect him, or get anything we want from the people if we applied.

Reporter - Well, Mr. Vice President, the main point at issue just now is whether we can count on you as a subscriber to THE EQUITY.

Vice President - Well you can send it along and if you stop blackguarding the railway company it will be alright. If you continue your misrepresentations I will return it.

04/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Progress of the P.P.J. Railway

Latest reports from Aylmer in connection with the work on this road say that the contractor expects to have the first ten miles of road finished by Saturday of this week. The second ten miles is to be completed within a month, all the work, with the exception of a few culverts and the laying of the iron now being accomplished. The completion of the second ten miles will bring the road nearly to Quyon village. One ballast train is running now as far as Breckenridge's, and a second gravel pit has been opened at James Hurdman's, about five or six miles above Aylmer. Altogether the work is being vigorously pushed forward.

04/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

While work on the lower end of the line is watched with interest by the people of Pontiac, much speculation is rife as to what route will be taken when the work of construction is commenced in the county. -- Having ascertained that the gradients on that part of the surveyed line between the Hill farm and the river could not be overcome without an enormous expenditure, the engineers set about looking at a more feasible track through the rear of Clarendon. Mr. Henry Heath, second engineer, who was prospecting in the locality last week with this view, reports that his investigations have been highly satisfactory. In the section of country travelled by him, he says, the (illegible) easy; the grades will be light and no heavy cuttings or fillings will be encountered. By adopting this new line it is contended that the entire road will be shortened about five miles; but in order to do this the line must be built back well in the interior of the county. For instance, commencing at a point below Quyon village, it would run about a mile and a quarter back of that place, keeping a course as nearly direct as possible until Clarendon is struck, about the 11th concession; thence on through that township crossing the twelfth concession diagonally into Litchfield. From here the road would be made so as to strike the old line, with the view of crossing at Lapasse, or, if more desirable, running up to the Coulonge chute and crossing there and from thence to the mouth of the Black River, across the foot of Allumette Island and from thence to Pembroke.

More - would lose much of its usefulness as a local road.

11/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Great progress is now being made on the line, and today (Wednesday) it is expected that the first ten miles will be completed. The bridge at Breckenridges creek is spanned by an iron superstructure and trains have been running over it for the past two days. The next ten miles of the road is all graded and it is expected that by the end of the present month rails will be laid and the road in running order (Times).

18/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction* *Shawville*

Shawville News - Messrs. Shirley, Harris and Heath, the three engineers of the P.P.J. Railway were in town today. I believe it is undecided as to where the road will go.

18/09/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

There was an excursion on the P.P.J. Railway last week, the train going as far as the rails are laid. Flat cars decorated with evergreens were used on the occasion.

24/09/1884 *Ottawa Free Press* *Pontiac Pacific Junction*

A brakeman named Jordan, on the Pontiac and Pacific Junction Railway had two fingers of his left hand taken off this morning while coupling cars, west of Aylmer.

Progress on the P.P.J. Railway.

The following is clipped from the Aylmer Times of last week:- "On Monday last we were invited by Mr. Shirley, Chief Engineer of the P.P.J. Railway to accompany him and the contractor, Mr. Armstrong, for a trip to the end of the completed portion of the road. These gentlemen were accompanied by their solicitor, Mr. W.R. Kenny, and Mr. Harris the company's engineer, and were on their way to attend a meeting with some of the representatives of the company and other chief residents of Pontiac County to see about adopting the back route and deviating from the original line some three or four miles. The line is said to be a much easier one to build and will be of the same benefit to the County of Pontiac. The amount of heavy work done on the line is really surprising over the portion that is already completed, but it is all done in a first class manner and speaks well for the ability and competency of the contractor, Mr. Armstrong, and his able assistants. The bridge which crosses Breakenridge's creek is a fine structure and solidly put together. This work was performed by contract under the able guidance of Mr. Frechette whom it can easily be seen understands bridge building to perfection. All the other bridges on the line will be built by the same gentleman, and we have no doubt but they will give unwarranted satisfaction. The station ground is now being prepared and got in shape by the contractor; it will be on Mr. Breakenridge's property and is expected to be built shortly. Mr. Farrell has charge of the track layers and is doing the job in capital style. He is noted for doing good work in short order. Mr. Pangburn the mechanical superintendent of the line had charge of the train on which we went up. He is an old railroad man and fills his position admirably.

The ballasting train is busily at work taking out the earth from Hurdman's ballast pit and putting the line in first class condition. We may say for a new road that it runs very smoothly and when finished will be one of the finest roads in the country.

The train returned to Aylmer about 7 o'clock.

Since the return of the above gentlemen, who attended the meeting at Mr. John O'Donnell's in North Onslow they speak highly of the treatment they received at the hands of the residents and beg to extend their kind thanks to Mayor McKinney of North Onslow, and his estimable lady for their graciousness on the occasion of their visit."

02/10/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

The Aylmer Times says, that on Friday 19th ult. An accident occurred on the line of the Pontiac railway by which a young Englishman named Thomas Matthewson lost his life. It appears a construction train was proceeding from Aylmer to the upper end of the line conveying rails and other materials used in the construction of the road. It is customary for the train to be stopped at the different camps along the road to take up the workmen. On the morning in question the train approached a camp near Mr. Hurdman's farm and had nearly stopped, the men all being in waiting, when Matthewson took hold of a flat car which was in front of the engine and endeavoured to get on board. While running alongside he stumbled on some ballast lying along the track and fell and the forward wheels of the engine passed over his body mangling him in a frightful manner and causing an instant death. The body was placed on a flatcar and brought to Aylmer where it was placed in the engine house to await an inquest. Coroner Graham was notified and he arrived about 2 p.m. A jury was summoned of which Mr. James Klock was appointed foreman. Dr. C.M. Church having examined the body testified to the fearful nature of the injuries and was of the opinion that death must have been instantaneous. The engine driver and two other witnesses testified to the fact that the deceased tried to get on board the train before it had stopped although they shouted to him to wait. Albert Hawkes, a companion of the deceased, testified that he and Matthewson were Englishmen natives of London; had been in the country about a year and a half; and had been working on the Pontiac and Pacific Junction Railway about two weeks. Heard a shout as the train was approaching but did not know an accident had occurred. I boarded the train after it stopped; deceased and I came out of the camp together. He was walking behind me. He was a very sober steady man.

A verdict was rendered in accordance with the fact.

09/10/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

P.P.J. Railway. Mr. W.R. Kenney, Solicitor for Messrs. Armstrong & Co., contractors of the P.P.J. Railway was in Eardley yesterday and settled for right of way and executed deeds with the following parties:- Messrs. James Leach, P. Duffy, L. Brennan, J. Brennan, S. McKibbin, Wm. Bradley, A.J. Parker, Joseph Dowd and Jos. Findley. Mr. Kenney leaves for Black Bay on Friday to settle with all other parties who have agreed to accept the offer of company. Twenty car loads of rails arrived since Monday last. The work is progressing favourably and it is expected the Quyon will be reached by the middle of the month. (Aylmer Times)

23/10/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

An accident occurred on the line of the P.P.J. Railway last Thursday evening, which resulted in two men narrowly escaping death. The particular, as far as we have learned, are that twelve men were going down the track on a hand car in the direction of Aylmer when a locomotive unexpectedly came along. The men jumped off, and while some of them were endeavouring to remove the car from the rails the locomotive struck it, shattering it to pieces, and throwing two of the men several yards in the air. One had several ribs broken and the other received a severe gash in the face.

29/10/1884 *Ottawa Free Press* *Pontiac Pacific Junction*

Mr. Henry Johnston, conductor on the Pontiac and Pacific Junction Railway sustained an accident last Saturday while coupling cars which necessitated the amputation of the thumb and first and second fingers.

29/10/1884 *Ottawa Citizen* *Pontiac Pacific Junction*

Mr. Harvey Johnson, conductor on the Pontiac Pacific Junction Railway, on Saturday last sustained a serious injury while coupling cars. His left hand was caught between the buffers and the thumb and first and second fingers were crushed. They had afterwards to be amputated. He was taken to Sorel where his father, Dr. Johnson, lives. He is a brother in law of Mr. Armstrong, the contractor on the road.

11/11/1884 *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

La pose des rails sur le chemin de fer de Jonction du Pacifique se fait aujourd'hui rapidement. On atteindra Quio vers la fin de ce mois. Les dernieres pluies ont beaucoup empeche l'avancement des travaux.

13/11/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

Editorial on the route chosen.

13/11/1884 *The Equity, Bryson* *Pontiac Pacific Junction*

It is reported work will be completed to a point two miles below Quyon village by the end of this week. As it is here where the line will turn off to take either back or front routes, operations will likely cease for a while until the route is definitely settled upon.

14/11/1884 *Ottawa Citizen* *Pontiac Pacific Junction*

The Directors of the Pontiac Pacific Junction Railway have made arrangements with the Canadian Pacific Railway for the use of a certain amount of rolling stock belonging to the latter line which will be used as far as Quio until such time as the Pontiac line obtains its own. This will enable the Pontiac line to run its trains at once.

15/11/1884 *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

La construction de la station de Breakenridge, sur le chemin de Pontiac et Pacifique se poursuit avec rapidite. La station qui devait etre construite sur la terfe de M. Riope at Black Bay, Eardley sera placee a la demande du plus grand nombre, au chemin de Black Bay.

27/11/1884 The Equity, Bryson Pontiac Pacific Junction

P.P.J. Railway. - The line it is expected will be pushed to Quyon by the end of the present week and we understand that the contractors have made an arrangement with the Canadian Pacific Railway for the use of a certain amount of rolling stock belonging to the latter, which will be used as far as the Quyon until such time as the Pontiac line obtains its own. (Times).

27/11/1884 The Equity, Bryson Pontiac Pacific Junction

Further editorial on the route.

29/11/1884 Hull, Vallee d'Ottawa Pontiac Pacific Junction

M. l'ingenieur du gouvernement a l'inspekte le chemin de Jonction de Pontiac et du Pacifique. Le chemin est maintenant construit sur une distance de 22 milles, et les trains de passagers et de fret doivent commencer a circuler le dix decembre prochain depuis Aylmer jusque'a Quio.

04/12/1884 The Equity, Bryson Pontiac Pacific Junction

It is said that passenger trains will commence to run on the Pontiac Railway between Aylmer and Quyon village this week, but as to how often it is not yet known. The people of Quyon are to be congratulated on securing this convenience at last. We hope it will not be long until we have the opportunity of chronicling the arrival of the "iron horse" at points further up the line.

04/12/1884 The Equity, Bryson Pontiac Pacific Junction

NOTES FROM AYLMEER. From our own correspondent.

Though commercial matters have been more than unusually brisk for the past few weeks still I am unable to recall much that is of more than local interest, or that could fairly claim even the cursory attention of your readers Things have been going on in the quiet and accustomed manner, being only occasionally disturbed by the happening of some new accident on the Junction Railway, or some little story of more than ordinary pungency not perhaps intended as complimentary to those immediately concerned. The good natured people of Pontiac are no doubt anxiously awaiting the completion of the railway that has been promised them so long, and they may derive some encouragement from the reasonable inference that the construction of the first thirty miles assures the completion at no very distant date of the entire road. Yet when the road will really be finished is still uncertain; the enterprise is beset with many difficulties, some of which are attributed to the absence of capital. The portion already completed has been inspected by men of much experience in railway matters who, I believe, have spoken very highly of the permanency and general stability of the work and the running efficiency of the road. And it must be confessed that Mr. Armstrong, the contractor, though harassed in many ways has had the work done in a very creditable manner. Arrangements have been made providing for the running of passenger trains between Aylmer and Quyon, which, it is said, are to come into operation during the present week, to the great delight of the inhabitants of Onslow. It is to be hoped that those engaged to secure the right of way will use more caution in the county of Pontiac than they did in the township of Eardly, where much trouble and annoyance could easily have been avoided by the smallest concessions on the part of the company.

05/12/1884 Renfrew Mercury Pontiac Pacific Junction

The directorate of the Pontiac Pacific Junction Railway Company have made arrangements with the C.P.R. for use of a certain amount of rolling stock belonging to the latter line, which will be used as far as Quyon until such time as the Pontiac line obtains its own. This will enable the Pontiac line to run its trains at once.

06/12/1884 Ottawa Free Press Pontiac Pacific Junction wood

A gentleman from the Quio reports operations brisk on the Pontiac and Pacific Junction R.R. Work on the track has been suspended for the winter, but most of the men are now employed getting out ties and chopping wood for the company.

10/12/1884 Hull, Vallee d'Ottawa Pontiac Pacific Junction

L'entrepreneur du chemin de fer de Pontiac a invite hier les directeurs de la compagnie a faire une inspection de cette voie ferree. MM. Church, Wurtele, White et quelques autres eu consequence, pris passage sur un train special et ont visite toute la ligne depuis Aylmer jusqu'a Quio. Ils sont revenus plaisamment satisfait de leur excursion.

OPENING A NEW RAILROAD.

First Train Over the Pontiac Pacific to Quyon.

A FINE AGRICULTURAL COUNTRY.

The Stations and Bridges - The extension to Pembroke.

(From our own correspondent)

Ottawa, Ont December 9. - The first passenger train passed over the Pontiac Pacific Junction railway to-day from Aylmer to the Quyon, formally opening the first twenty miles of the road. The passengers were Hon. L. R. Church, the president; Mr. Peter White, M.P. Mr. Hector McLean, warden of the county of Ottawa; Mr. H. White, Montreal; Mr. W.J. Conroy, Mr. McAllister and Mr. Geo. Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, speaker of the Quebec, legislature; Dr. Collar Church, Mr. N. Armstrong, the contractor, and Mr. Shirley, his chief engineer; Mr. Harris, the company's engineer Mr. W.R. Kenny, the company's solicitor, and Mr. Pangburn, superintendent of construction. The train left Aylmer at 11 o'clock a.m., and ran alongside the Ottawa river as far as Breckenridge. Several creeks are crossed by culverts and bridges, substantially built, and the scenery in every direction is varied and interesting.

THE FIRST STATION

is on Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of compactness. The bridge here is built with steel plate girders. Leaving this point the line passes through the heart of one of the richest farming districts in the Ottawa valley. The land is as level as the prairie, and farmers are all wealthy and have well stocked farms. As many as 80 head of cattle were observed on one farm. The next station is named Eardley, after the township in which it is situated, and is distant from Aylmer about 14 miles. In this vicinity Ferris creek is spanned by a substantial pile bridge, constructed on a new principle by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts and faced with cedar plank. The timber used in this and all the other bridges has been carefully selected, and was furnished for the most part by the Messrs. Conroy and Mr. E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy the name of a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity, a stock farm of 600 acres. Several gullies are then encountered, one the McLean gully - crossed by a trestle bridge 400 feet in length. Two miles beyond this point the road passes from Ottawa county into Pontiac, leaving the level, and gradually reaching a plateau and extending beyond the Quyon station, the present terminus of the line, and distant between twenty and twenty-one miles from Aylmer.

FROM QUYON TO THE CHATS RAPIDS

three routes were open, and the directors it is understood have chosen that known as the front line. This point is at the head of 30 miles of navigation, and is the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract with the company bind the contractor to make the survey, locate the route, design and build all structure and iron the road ready for the rolling stock, subject to the approval of the Dominion and provincial railway inspectors, both of whom have already passed over the completed portion and express themselves satisfied with the result. The contract was signed in June last, and, what the contractor had to contend against, he has done well. Very favourable reports have been made of the work by Mr. Walter Shanley, C.E. and Mr. Petersen, C.E. The roadbed is particularly good, and when the final ballasting is put on will be one of the best built in the Dominion. It is destined to be a fast road, too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature.

THE OTTAWA BRIDGE

The old site of La Passe for a bridge over the Ottawa, where there is a depth of 52 feet water, has been abandoned and a new one adopted with a maximum depth of 26 feet. The contractor has privilege of running passenger and freight train over the road until it is finally completed, and will put on a service next week. This will be hailed with delight by the people of the Quyon and district. The party returned to Aylmer at 2 o'clock, and enjoyed the hospitality of Mr. Armstrong, at Mr. Ritchie's hotel, where a capital lunch was served up. Mr. Church proposed the health of her contractor, referring in warm terms of the manner in which he had so far done his work and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a neat speech, at the conclusion of which he expressed the hope that by this time next year the same party would again gather round the festive board at Pembroke, and celebrate the completion of the line, bridge and all.

Railway Development

Another Twenty Miles Added to the Network.

The Directors of the Pontiac and Pacific Railway take a trip on the Completed Portion of their Line.

This is essentially an age of railways and those who fail to make hay while the sun shines in the way of railway enterprise must of necessity fall behind in the march of progress. It is within the recollection of comparatively young people when the St. Lawrence and Ottawa Railway controlled the trade of the Ottawa district and ran its lightning expresses. Now the "snort of the iron horses" is heard on all sides of the city, over forty passenger trains arriving and an equal number departing daily, in addition to innumerable freights and specials. The Capital is in fact the centre of a system surpassed only by that of the Queen City in the west. The latest addition to the Ottawa valley network is the first twenty miles of

THE PONTIC AND PACIFIC RAILWAY

commencing at Aylmer and running as far as the Quyon. Yesterday the first passenger train ran over the line, having on board, Hon. L.R. Church, the president; Mr. Peter White, M.P.; Mr. Hector McLean, Warden of the County of Ottawa; Mr. R. White, Montreal Gazette; Mr. W.J. Conroy. Mr. W. McAllister and Mr. George Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, Speaker of the Quebec Legislature; Dr. Collar Church; Mr. C.N. Armstrong, the contractor; Mr. Shirley, his Chief Engineer; Mr. Harris, the company's engineer; Mr. W.R. Kenny, the company's solicitor; Mr. Panghorn, the superintendent of construction; and a representative of the Citizen. The train left Aylmer at 11 o'clock a.m. and ran alongside the Ottawa River so far as Breckenridge, the scene of the recent farce where the Riot Act was read in the glare of the noon day sun as the "mob" were quietly engaged in munching their mid-day meal. Several creeks are crossed by culverts and bridges substantially built, and the scenery in every direction is varied and interesting.

THE FIRST STATION

is on the Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of comfort. The bridge here is built with steel plate girders. The station is named after Mr. Breckenridge, who from the first has been friendly disposed towards the contractor, assisting rather than retarding his work. This is in striking contrast with the conduct of others equally as much interested in the completion of the road. Leaving this point the road passes through the heart of one of the richest farming districts in the Ottawa Valley. The land is as level as the prairie and the farmers are all wealthy and have well stocked farms. as many as 80 head of cattle were observed on one farm. The next station is named Eardly after the township in which it is situated and is distant from Aylmer about fourteen miles. In this district Ferris' creek is spanned by a substantial pile bridge.

CONSTRUCTED ON A NEW PRINCIPLE

by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts, and faced with cedar plank. The timber used in this and all the other bridges has been carefully selected, and was furnished for the most part by Messrs. Conroy and Mr. M.E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy of the name a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity - a stock farm of 600 acres. Several gullies are then encountered, one the McLean gully, crossed by a trestle bridge 300 feet in length. Two miles from this point the road passes from Ottawa County into Pontiac, leaving the level and gradually reaching a plateau and extending beyond the Quyon station,

THE PRESENT TERMINUS

of the line, and distant between 20 and 21 miles from Aylmer. The route from this point has not yet been definitely settled, there being three to choose from. Whichever one is selected will run in the direction of the Chats Rapids, the head of thirty miles of navigation and the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract bind the contractor to make the survey, locate the route, design and build all structures, and iron the road ready for rolling stock, subject to the approval of the Dominion and Provincial railway inspectors, both of whom have already passed over the completed portion and expressed themselves satisfied with the result. The contract was signed in June last and considering what the contractor had to contend against he has done well. Very

FAVOURABLE REPORTS

have been made of the work by Mr. Walter Shanly, C.E., and Mr. Peterson, C.E. The road bed is particularly good, and when the final ballasting is put on will be one of the best in the Dominion. It is destined to be a fast road too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature. The old site at La Passe for a bridge over the Ottawa where there is a depth of 52 feet of water has been abandoned and a new one adopted with a maximum depth of 26 feet. The contractor has the privilege of running passenger and freight trains over the road until it is finally completed, and we understand, will put on

A SERVICE NEXT WEEK

This will be hailed with delight by the people of Quyon and the district tapped. The party returned to Aylmer at two o'clock and enjoyed the hospitality of Mr. Armstrong at Mrs. Richie's hotel, where a capital lunch was served up and the wine flowed freely. Hon. Mr. Church proposed the health of the contractor, referring in warm terms the manner in which he had done so far his work, and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a next speech, at the conclusion of which, he expressed the hope that by this time next year the same party would gather round the festive board at Pembroke and celebrate the completion of the line, bridge and all.

The firm of Soper and Ahearn, of this city, constructed the telegraph line in connection with the road, as well as supplied the various stations with the necessary instruments. It is needless to add that the firm carried out the contract creditably, as all work undertaken by that firm is always excellently done.

11/12/1884 *Ottawa Free Press**Pontiac Pacific Junction*

A serious accident occurred yesterday evening on the Pontiac and Pacific Junction Railway. As Chas. McDougall, was coupling cars at Black Bay station, his hand was caught between the connecting trains and fearfully mangled.--

12/12/1884 *Ottawa Citizen**Pontiac Pacific Junction**Quyon, Aylmer*

The construction train of the Pontiac and Pacific railway on Tuesday night brought down to Aylmer from Quyon nearly ninety passengers. This looks as though there will be considerable passenger travel when the road is open.

12/12/1884 *Ottawa Citizen**Pontiac Pacific Junction**Black Bay*

Serious accident - On Wednesday (10/12) as Mr. Charles McDougal, a nephew of ex-Ald McDougal of this city, was coupling cars on the Pontiac and Pacific Railway at Black Bay station. His right hand was caught between two cars and fearfully mangled. He was taken to Aylmer, where he is now under the care of Dr. Church. It is feared that it will be found necessary to amputate the injured hand.

OPENING OF THE PONTIAC RAILWAY

The first passenger train passed over the Pontiac Pacific Junction Railway last Tuesday week from Aylmer to the Quyon, formally opening the first twenty miles of the road. The passengers were Hon. L.R. Church, the president; Mr. Peter White, M.P.; Mr. Hector McLean, warden of the county of Ottawa; Mr. R. White, Montreal, Mr. W.J. Conroy, Mr. McAllister and Mr. Geo. Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, speaker of the Quebec legislature; Dr. Collar Church, Mr. C.N. Armstrong, the contractor, and Mr. Shirley, his chief engineer; Mr. Harris, the company's engineer; Mr. W.R. Kenny, the company's solicitor and Mr. Pangburn, superintendent of construction. The train left Aylmer at 11 o'clock a.m. and ran alongside the Ottawa river as far as Breckenridge. Several creeks are crossed by culverts and bridges substantially built, and the scenery in every direction is varied and interesting. The first station is on Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of compactness. The bridge here is built with steel girders. Leaving this point the line passes through the heart of one of the richest farming districts in the Ottawa valley. The land is as level as the prairie and the farmers are all wealthy and have wells stocked farms. As many as 80 head of cattle were observed on one farm. The next station is named Eardley, after the township in which it is situated, and is distant from Aylmer about 14 miles. In this vicinity Ferris creek is spanned by a substantial pile bridge, constructed on a new principle by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts and faced with cedar plank. The timber used in this and in all the other bridges has been carefully selected, and was furnished for the most part by Messrs. Conroy and N.E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy of the name of a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity, a stock farm of 600 acres. Several gullies are then encountered, one - the McLean gully - crossed by a trestle bridge 400 feet in length. Two miles beyond this point the road passes from Ottawa county into Pontiac, leaving the level and gradually reaching a plateau and extending beyond the Quyon station, the present terminus of the line, and distant between twenty and twenty-one miles from Aylmer. From Quyon to the Chats Rapids three routes were open and the directors, it is understood, have chosen that known as the front line. This point is at the head of 30 miles of navigation, and is the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract with the company bind the contract to make the survey, locate the route, design and build all structures and iron the road ready for the Dominion and provincial railway inspectors, both of whom have already passed over the completed portion and expressed their satisfied with the result. The contract was signed in June last, and, considering what the contractor had to contend against, he has done well. Very favourable reports have been made of the work by Mr. Shanly, C.E. and Mr. Peterson, C.E. The roadbed is particularly good, and when the final ballasting is put on will be one of the best built in the Dominion. It is destined to be a fast road, too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature. The old site at La Passe for a bridge over the Ottawa, where there is a depth of 52 feet of water, has been abandoned and a new one adopted with a maximum depth, of 26 feet. The contractor has the privilege of running passenger and freight trains over the road until it is finally completed, and will put on a service next week. This will be hailed with delight by the people of Quyon and district tapped. The party returned to Aylmer at 2 o'clock, and enjoyed the hospitality of Mr. Armstrong, at Mrs. Ritchie's hotel, where a capital lunch was served up. Hon. Mr. Church proposed the health of the contractor, referring in warm tones to the manner in which he had so far done his work, and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a neat speech, at the conclusion of which he expressed the hope that by this time next year the same party would again gather round the festive board at Pembroke and celebrate the completion of the line, bridge and all.

08/01/1885 *The Equity, Bryson**Pontiac Pacific Junction*

By reference to our advertising columns it will be seen that the P.P.J. Railway time table appears therein. In order to give the greatest possible facilities to the people of Pontiac, Mr. Armstrong has decided to run two trains daily for the present time, and if the traffic is sufficient, will continue so doing, if not only one train will be run per day.

Timetable advertisement. Pontiac Pacific Junction Railway Time Table to take effect Dec. 22, 1884.

Leave Aylmer

No. 3 Mixed 10.00

No. 1 Passenger 6.00 p.m.

Leave Quio

No. 2 Passenger 6.30 a.m.

No. 4 Mixed 1.30 p.m.

Connections are shown to and from Ottawa.

C.N. Armstrong, General Manager

G.W. Pangborn, Superintendent

15/01/1885 *The Equity, Bryson**Pontiac Pacific Junction*

Revised timetable - more elaborate printing with picture of a train.

Service reduced to Mixed trains

On and after January 12 train with passenger car attached.

Leave Quio 9 a.m.

Leave Aylmer 6.00 p.m.

Connections to and from Ottawa.

15/01/1885 *The Equity, Bryson**Pontiac Pacific Junction*

Nothing definite, we understand, has been arrived at yet in connection with the route of the Pontiac Railway. Two weeks ago it was rumored that an agreement had been made between the company and the contractors whereby the centre route was to be taken, and although it was shortly afterwards discovered to be only a canard still, from what is daily transpiring, it seems very probable the route mentioned will be the route taken. It seems that the company are anxious that this route should be selected; and the contractors in view of reducing expenditure prefer taking that through the back portion of the county. To build the road in the locality desired by the company, the contractors ask a compensation of money, which it is said, the former refuse to give, and this the matter rests. Another was current to the effect that the location was settled for the centre route, and that the government had paid over part of the subsidy due according to the mileage completed retaining the balance as a guarantee that twenty-five miles of road should be built and placed in running order in the county by the end of this year. We cannot say anything for the correctness of this rumor. The directors of the company held a meeting in Ottawa last Wednesday, at which it was expected the situation would be considered. It is to be hoped something satisfactory to the people of Pontiac was the result. Why so much secrecy and underhand proceeding in connection with the road we are at a loss to understand.

16/01/1885 *Renfrew Mercury**Pontiac Pacific Junction*

Trains are now running regularly on the Pontiac and Pacific Junction Railway. The trip from Aylmer to Quio is made in a little over an hour and a half.

20/01/1885 Shawville Archives Pontiac Pacific Junction

Off the track. The engine of the P.P.J. railway got off the track on Sunday last about three miles above Aylmer. The track was covered with ice and snow which was the cause of the run off. She was, however, got on again on Monday, and is now making her regular trips between Aylmer and Quyon.
Check date.

22/01/1885 The Equity, Bryson Pontiac Pacific Junction

Mr. Chas. McGee of Ottawa has been appointed by the Department of Railways and Canals to collect the claims against the sub contractor of the Pontiac Pacific Railway so that they may be adjusted before the federal subsidy is paid. The government retains \$28,000 to cover legitimate claims by which is meant work performed on the line, materials and supplies used in construction.

12/02/1885 The Equity, Bryson Pontiac Pacific Junction Bristol

The ore taken from this mine still continues to be very rich. The shaft is now forty feet deep, and from present appearances the mineral appears to be inexhaustible. Teams are drawing the ore to Braeside for which is received 35 cents per ton. A team can draw three tons per load and can make on an average three trips per day. The distance between the mine and Braeside is four miles. Some time ago the principals of the Mining Company waited upon the P.P.J. Railway company to ascertain where the road was going to run and received an answer to the effect that in any case the line would run near the mine. If the railway passes at or near Shawville, it is, we understand, the intention of the Iron Mining Company to build a branch line to that point. If back of Shawville a mile or more they will construct a ferry to carry the ore to the C.P.R. in summer time. If the promises of the P.P.J. Railway directors are all to be taken as bona fide, by the time the line is constructed, it will spread over the greater part of the country lengthwise and crosswise.

14/02/1885 Hull, Vallee d'Ottawa Pontiac Pacific Junction

La compagnie du chemin de fer de Pontiac et pacifique aura une assemblee, mercredi prochain, pour decider finalement sur le choix de la route a suivre depuis Quio jusqu'au point ou le chemin devra traverser la riviere Ottawa.

17/02/1885 Hull, Vallee d'Ottawa Pontiac Pacific Junction

Les trains du chemin de fer du Pontiac et Pacifique ne circulent plus d'Aylmer a Quio depuis les recentes difficultes entre l'entrepreneur du chemin et la compagnie.

18/02/1885 Ottawa Citizen Pontiac Pacific Junction Aylmer

The Pontiac and Pacific Junction Railroad is now out of the hands of the contractors. The company proper have taken over the road and it is expected will shortly form a construction company to push the work on rapidly in the spring.

19/02/1885 Ottawa Free Press Pontiac Pacific Junction Quyon

The Quyon village, in the province of Quebec, promises to be an enterprising little town in a few years. A large new saw mill is in course of erection now and other past improvements are being made. The residents expect a rapid growth of population then the train will run regularly into their village.

19/02/1885 The Equity, Bryson Pontiac Pacific Junction Bryson

At a meeting of the council of the village recently a committee was appointed to look into and report upon the possible chances of a possible railway route between Shawville and Bryson. The committee finished locating the line Saturday last, and they are said to have discovered a route, equal if not superior, to any yet reported on. A full report will be sent to the P. & P. J. Railway Company, who will, we understand, send an engineer to ascertain whether the route is feasible or not. Since writing the above, Messrs. Passison and Ritchie have drawn out a map of the route, and the former gentleman with Mr. Henry Porteous went to Ottawa on Tuesday to attend a meeting of the Company held in the Russell House yesterday, for the purpose of finally locating the route, and to lay upon the meeting a full report together with the map already spoken of. They consider their claim very strong.

20/02/1885 Ottawa Citizen Pontiac Pacific Junction

The Pontiac and Pacific Railway Company have decided to dispossess their contractor Mr. C. Armstrong of his contract. A difficulty has arisen between the company and its contractor over the selection of a route.

26/02/1885 The Equity, Bryson Pontiac Pacific Junction

We have heard on good authority that another party of practical engineers (?) are about to start out on the back line, taking steps in the same direction as the Bryson committee and that overtures have been made to Armstrong & Co., the late contractors, offering a free right of way.

26/02/1885 The Equity, Bryson Pontiac Pacific Junction

Account of meeting between Bryson committee and P.P.J. Railway will follow up.--
Armstrong has given up the contract - difficulty with the route. Armstrong wanted the back route while company wanted the front route.
Will run the line as close to the Bristol Mine as practicable, Mining Company will give three car loads per day year round, probably within a mile or two.

26/02/1885 The Equity, Bryson Pontiac Pacific Junction

Timetable advertisement ceases to appear in the Equity.

27/02/1885 Ottawa Citizen Pontiac Pacific Junction

Pontiac and Pacific Railway. The company has suspended the running of trains owing to a misunderstanding existing between the company and the late contractor. The company shortly hope to adjust matters and be able to resume the train service.

02/03/1885 Ottawa Free Press Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway Company having withdrawn the building of the road from the contractor's hands purpose organizing a construction company to push the work on in the spring. It is understood that the trouble between the company and the contractor is in regard to the route of the line, the contractors wanting to build what is known as the back route which would thus carry the point of crossing of the Ottawa river much further west than if what is known as the front route, which a majority of the company insist should be taken, was adopted. By pursuing the back route from Quio it is contended that the railway would act as a great colonizer as, by this means, much unsettled lands in Pontiac would be taken up besides affording a more central channel for the requirements of the country whilst on the other hand many of the directors are of the opinion that only by the front route could any local traffic be secured to the enterprise.

05/03/1885 Ottawa Free Press Pontiac Pacific Junction Aylmer

There are quite a crowd of navvies lying around Aylmer, waiting for their pay for work done on the Pontiac and Pacific Junction Railway. It is expected the contractors will come to a settlement shortly.

05/03/1885 Hull, Vallee d'Ottawa Pontiac Pacific Junction

La compagnie du chemin de fer de Pontiac se reorganise pour pousser activement les travaux de construction de ce chemin le printemps prochain.

05/03/1885 The Equity, Bryson Pontiac Pacific Junction

The train service on the P. & P. J. between Aylmer and Quyon has been discontinued, owing to the road being blocked up with snow and other causes.

The Hon. Geo. Bryson has very generously offered the P. & P. J. Ry. Company the free right of way through all his land in the corporation of the village of Bryson, should the road be built on the recently projected line.

The rumor was published last week that Mr. Armstrong had given up the contract for building the Pontiac Railway. This is not true. We learn from the best authority that Mr. Armstrong will proceed with the work of construction as soon as possible.

06/03/1885 Ottawa Citizen Pontiac Pacific Junction Back Bay

A few days ago an accident happened on the Pontiac Pacific Railway at Back Bay, which may cause a young man named O'Boyle, a brakeman, the loss of his left hand. In coupling cars the hand was caught and several bones broken. O'Boyle is 20 years old and belongs to Quio.

06/03/1885 Ottawa Free Press Pontiac Pacific Junction

A gentleman prominent in the affairs of the Pontiac told a Free Press reporter yesterday that the trouble between the Pontiac and Pacific Junction railway company and the contractor did not arise from a conflicting route but was wholly a financial one, and further that the contract has not been taken from the contractor. It seems that the company are behind in their payments to the contractor, and consequently he was pressing for money to meet engagements. A meeting with the contractor will shortly take place in this city, when arrangements will be made so that a vigorous prosecution of the work may be carried on on the arrival of spring weather. In the meantime a number of navvies lately employed on the road are waiting around Aylmer for payment of their wages.

07/03/1885 Ottawa Citizen Pontiac Pacific Junction

Portage du Fort will give a bonus of \$10,000 to the Pontiac and Pacific Junction Railway provided it passes through that community.

The Pontiac and Pacific Railway have reorganized and are making active preparations to resume work on the road this next spring.

The train service on the PPJ between Aylmer and Quyon has been discontinued owing to the road being blocked up with snow and other causes.

09/03/1885 Ottawa Free Press Pontiac Pacific Junction

Messrs. Sims & Slater have taken a large contract on the new Pontiac Pacific railroad.

09/03/1885 Hull, Vallee d'Ottawa Pontiac Pacific Junction

--celui de Jonction du Pacifique et du Pontiac favoriser grandement la cause de colonisation dans la vallee de l'Ottawa et le comte de Pontiac plus particulièrement.

Les travaux de construction sont actuellement suspendues a la suite d'un defaut d'entente entre la compagnie et l'entrepreneur au sujet de la route de suivre depuis le village de Quio jusqu'au point ou le chemin traversera la riviere Ottawa pour se relier au chemin de fer du Pacifique.

D'apres les dernieres rumeurs le trace passerait tout pres du village de Shawville et de la par Bryson jusque a Lapasse. Le passage de la riviere Ottawase fernil alors un endroit en amont de Lapasse ou la construction du pont sera comparativement peu couteuse a cause des petites iles qu'il y a dans la riviere a cet endroit.

Les avocats du Portage du Fort persistait cependent a maintenir que le chemin devra traverser sur la riviere en face de leur village. Leurs raisons sont peut etre bonnes mais celles qui militent en faveur de l'autre route sont encore plus faible parce'que la route le Lapasse, passent plus a l'interieur, favorisera plus la colonisation du comte de Pontiac.

19/03/1885 Shawville Archives Pontiac Pacific Junction Portage du Fort

At a meeting of the property holders, held on Feb. 26 in the town hall, it was resolved that, "We petition the council to frame a by-law voting the sum of \$10,000 as a bonus to the PP&J Railway providing it shall come within the bounds of this corporation or within 1/4 mile of this corporation." When the petition was laid before council on March 2, they were strongly opposed to it, and consequently it was suggested that the council should resign in toto, for the stipulation that the PP&J should declare what would be given in exchange for the bonus.

25/03/1885 Ottawa Free Press Pontiac Pacific Junction

A meeting of the Directors of the Pontiac and Pacific Junction railway company was held in the Russell House yesterday. An effort was made to come to some satisfactory arrangement with the contractor but was unsuccessful. There being a great deal of difference between the estimates of the contractor's and the company's engineers with regard to the work already performed.

25/03/1885 Hull, Vallee d'Ottawa Pontiac Pacific Junction

Les directeurs du chenin de fer de Jonction de Pontiac et Pacifique, ont eu une nouvelle reunion, hier apres-midi, a l'hotel Russell. Il parait y avoir une grande difference entre les comptes de l'entrepreneur et la somme que veulent payer les directeurs de la compagnie.

02/04/1885 The Equity, Bryson Pontiac Pacific Junction

The Pontiac and Pacific Railway Co. met on Tuesday of last week at the Russell, and made another effort to come to a satisfactory arrangement with contractor by which they would be able to complete the work. The matter was fully discussed, but no definite arrangement was reached. There appears to be a wide distance between the estimates of the contractor and the company's engineers as to the value of the work done. Meanwhile, a deputation composed of Messrs. Rooney, Shaw, Beckett, and Miller, Portage du Fort, had a meeting with the directors of the PP&J Co., with the view of inducing them to alter their determination to bridge the Ottawa at La Passe, and, instead, of effecting a crossing at Portage du Fort. They claim that a saving of \$300,000 would be effected by the change, and on behalf of the Municipality of Portage du Fort, offered a bonus of \$10,000 by way of encouragement.

16/04/1885 The Equity, Bryson Pontiac Pacific Junction

It is reported that the P.P.J. Railway Company's engineers are now locating the long talked of railway route. From what we have heard we learn that the old Northern colonization survey will be pretty closely adhered to. This is positively the best route to adopt if the interests of the county are taken into consideration. Mr. Harris, the company's head engineer is in charge of the party.

23/04/1885 The Equity, Bryson Pontiac Pacific Junction

A meeting of the directors of the P. & P. J. Co. was held in the Russell House, Ottawa last Thursday. A new contract will be let or a construction company formed to push the work forward with all possible dispatch. According to the terms of the subsidies, twenty-seven miles must be constructed within the limits of the county this year. The route established by the company is the one known as the centre line, or nearly the same as the old Northern Colonization survey. This line the company's engineers are adjusting finally, between the Quyon village and Lapasse. It is not yet known whether it will run up as far as the Black River or not, but when we take into consideration the vast tract of mining land - 1,200 acres - purchased by two of the directors in that region, the chances are ten to one in favor of Black River.

We hope yet to see the road cross the Allumette Island so that other portions of the county shall be benefited. This is what our worthy representatives have been aiming at all along, and we trust that the road may yet stretch from Quyon across the Allumette Island to Pembroke.

07/05/1885 The Equity, Bryson Pontiac Pacific Junction

The engineers left for home last Saturday. Mr. Harris has discovered a route from Mr. Clarke's to the river at Campbell's with 25 feet less grade than any line yet surveyed. It is said this is the final survey. A meeting was held at Ottawa last week between Mr. Armstrong and some of the directors, at which the latter offered Mr. Armstrong some of the county bonds as past consideration of his claims against the company, with the understanding that he should assume the risk of payment by the county. Mr. Armstrong asked for a guarantee which was refused, whereupon he wisely rejected the proposal. This did not look as if the company felt any too sure of collecting the bonus.

07/05/1885 *Ottawa Citizen*

Pontiac Pacific Junction

A large number of men have engaged to work on the Pontiac and Pacific Junction Railway which is now to be pushed rapidly ahead. Rumour has it that the past week has seen some changes in the control of the P.P.J. Ry. that, if true, would be of interest to the people of Pontiac. It is said that the Upper Ottawa men have released their hold on this road and that new blood has been infused into its veins. We are credibly informed that Mr. Beemer, a contractor of well known ability has interest into arrangements for the immediate completion of the road and that work will be commenced without delay.

(Also reported in *The Equity*, Bryson 14 May)

14/05/1885 *The Equity, Bryson*

Pontiac Pacific Junction

Shawville

We learn on good authority that a survey was made last week by the engineers of the P. & P. J. Ry. Company, into the village of Shawville, the cost of the same being paid by the citizens. By this route the road would be only 150 yards longer than the one already surveyed, and if the company will build it so as to touch the village the corporation will give a bonus of \$1,000.

18/05/1885 *Ottawa Citizen*

Pontiac Pacific Junction

Mohr's Creek

Considerable damage has been done to the Pontiac and Pacific Junction Railway track by washing out between Aylmer and Quyon. The principal damage is at Mohr's Creek, where the abutment on one side of the culvert, together with a portion of the grading, was washed away. Near the crossing of the Quyon road about 300 feet of the grading was carried off.

21/05/1885 *The Equity, Bryson*

Pontiac Pacific Junction

We project that by next week the Pontiac and Pacific Junction Railway charter will be in the hands of new men, Messrs. Church and Chapleau probably remaining on the directorate. The new combination will likely make a change in route, Mr. Beemer the contractor mentioned last week will probably be one of the new directors.

22/05/1885 *Renfrew Mercury*

Pontiac Pacific Junction

Shawville

The village of Shawville will give the P. & P. Railway Co. \$1,000 if they will run the line so that it will touch the village - to do which they will have to run 150 yards greater distance than the other proposed line.

22/05/1885 *Ottawa Free Press*

Pontiac Pacific Junction

A meeting of the shareholders of the Pontiac and Pacific Junction railway was held in Montreal on Tuesday night, at which a reorganization of the road was effected, and it has now passed into the hands of Hon. Mr. Chapleau, Hon. R. Church and Mr. H.J. Beemer, the last named having bought out the interests of Messrs. McLean, ?, White, White, of Montreal, Peterson, chief engineer: W.J. Conroy and G.C. Boulton who retire and whose joint interests in the concern amounts to \$1,800,000. Mr. Beemer has entered into a contract with the company to complete the road to Pembroke by the end of 1888 including the bridging of the Ottawa river at La Paise. The engineers engaged in surveying the route west of the Quyon returned to Aylmer on the seventh inst. and have discovered a cheap and easily constructed road between Quyon village and Campbell's Lake in Litchfield township. The line is adjacent to the Brunel or Trunk line, diverging to the north about a mile east of Quyon village and crossing the Quyon river about half a mile above McKay's grist mill, continued almost in a direct course through the 4th range of Onslow and 5th range of Bristol intersecting the town line of Clarendon at the rear of the 6th range and traversing the remaining portion of that township through the 7th, 8th and 9th ranges, thence through the gore of Litchfield and joining the Brunel line at or near Hughes's store on the Coulonge and Bryson road. This, it is said, will effect a very material saving in the cost of construction and will avoid the deep swamp crossed by the Brunel line. At Clarke's, also where the Brunel line shows a maximum grade for nearly three miles with considerable cuts and falls [sic] the grade has been reduced twenty-five feet. Considerable time has been spent trying to obviate crossing Campbell's Lake but it was found impossible to better the old location. The work will, we understand, be set about without delay.

04/06/1885 *The Equity, Bryson*

Pontiac Pacific Junction

Pontiac and Pacific Junction Railway. It is expected that the work of constructing this line will be resumed next week, preparations for that purpose being actively pushed forward.

Aylmer Notes - Mr. Beemer of the Pontiac R.R. is expected in town this week to make arrangements in connection with the work of construction which will be resumed shortly.

It is said the company intend letting the work of construction in sections from one to ten miles, superintending it themselves, and settling the right of way etc.

11/06/1885 *The Equity, Bryson*

Pontiac Pacific Junction

Messrs. J.T. Pattison of Bryson and James Hodgins of Shawville, it is said have been engaged to secure the right of way for the Pontiac Railway, Mr. William Clarke, to whom the post was offered, having declined to act. From all we have heard more difficulty will be experienced in settling this matter than is at present anticipated.

Also in the *Ottawa Citizen* for 15th.

30/06/1885 *Ottawa Citizen*

Pontiac Pacific Junction

Mr. John McKeene of the firm Brecken & McKeene, contractors for the Pontiac and Pacific Railway arrived in the city on Saturday, and will return to the scene of his contract today. He reports that excellent progress is being made but that he requires more men. An advertisement to the latter effect will be found elsewhere.

16/07/1885 *The Equity, Bryson*

Pontiac Pacific Junction

"Well, when is work on the railway to be resumed?" is the question we are asked day after day, and in consequence of the information we now have not in our possession our answer is, as it has been for some weeks past, the stereotyped, "can't tell". With the people of this county we feel disappointed that something has not been done before now, seeing that so much was expected after the reorganization of the company. It seems that the cause of the delay lies in the fact of a difficulty still existing between the Company and Messrs. Armstrong, Wurtele and Rankin, the latter, it is stated, having still a claim on the road. Nothing will be done until Mr. Church's return from England, from whence he sails on or about the 15th of this month. When he returns there will be ample time to construct the road as far as Shawville this season, provided the company go to work with a will, which we cannot see there is anything to prevent them from doing. In the meantime we shall hope for the best.

23/07/1885 *The Equity, Bryson*

Pontiac Pacific Junction

We are indebted to the Aylmer Times of last week for the following morsel of information with regard to the progress of our railway:- "The engineers are preparing to make the final location survey of the line west from Quyon, and as the consent of land owners through whose property the line passes has been obtained, allowing the Company to proceed with construction until such time as the location and right of way surveys have been performed and the plans deposited, after which the price or value of the land taken, will be agreed upon by mutual consent, or the ordinary course of arbitration, so that any obstacle which might occur to retard the work, pending the above operations has been avoided. We are informed that tenders for sixteen miles only have been asked for, commencing at the west abutment of Quyon bridge, so that we presume the Company purposes building that portion of the line between the end of the iron and said abutment under their own special superintendence.

The latest rumor current was that three hundred men were to resume the work of construction this week. We trust there is some truth in it.

30/07/1885 *The Equity, Bryson* *Pontiac Pacific Junction*

Long piece on the Bristol Mine and its machinery.

The Pontiac Pacific Junction Railway Company have made arrangements with the Iron Mining Company to have the branch line completed by the first of October, prox., and on the strength of this arrangement the Iron Mining Company are preparing to give the railway company the guaranteed number of tons per day as soon as the line is completed. The line will be a little less than four miles long and is estimated to cost \$35,000 --

30/07/1885 *The Equity, Bryson* *Pontiac Pacific Junction*

The locating engineers for the P.P.J. Ry. Compy., arrived at Quio last Thursday evening and commenced locating the line on the following morning. This, we believe, is the final survey. G.W. Pangborn, Esq., the company's superintendent, is now engaged with twenty men ballasting that portion of the road from Eardley to the end of the iron. While in conversation with that gentleman he informed us that he expected a large force of men every day to commence construction. With a force of a 1000 men, he thinks the line from Quio to Fort Coulonge could be completed in three months. The first two miles from the already completed portion is the hardest to build and will cost more and take a longer time to build than any other section in the county.

21/08/1885 *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

La compagnie du chemin de fer Pontiac et Pacifique a donne a MM. Neil & Campbell un contrat pour la construction de sept milles de chemin depuis la riviere Quio. Lorsque ces sept milles seront termines il y aura 27 milles de chemin en operation.

25/09/1885 *Ottawa Citizen* *Pontiac Pacific Junction* *Quyon*

Pontiac Railway.

Work on the Pontiac Railway is being prosecuted with all possible vigour there being now not less than 400 men at work. The head contractor, Mr. H.J. Beemer, has the iron laid up to the Quyon River, and the construction of the bridge across the river commenced. The number of men employed is 85 and after the bridge is built, which will take one month's time, they will begin to lay the iron on this side of the river at the rate of half a mile per day. O'Neil and Campbell's seven miles contract will soon be finished. They have 140 men at work. Simms and Slater are working at both ends of their lower section, and were to commence operations on their two mile section above James Hodgins some day this week. James Hodgins has a little over 100 men employed and will, he thinks, have his section finished in the specified time the first of November. Wages paid is: for men \$1.35 per day, and for teams \$3. The road will not be located further than Campbell's Lake, a point about four miles above Bryson.

25/09/1885 *Hull, Vallee d'Ottawa* *Pontiac Pacific Junction*

L'ouvrage de construction du chemin de fer de Pontiac et Pacifique est pousse avec beaucoup de vigueur par l'entrepreneur M. Beemer. Quatre cents hommes sont en ce moment employes a ces travaux.

La construction du pont sur la riviere a Quyon est commence.

28/09/1885 *Ottawa Free Press* *Pontiac Pacific Junction*

Mr. H.J. Beemer, the contractor for the Pontiac and Pacific Junction Railway, was conveyed over this line from Quio to Aylmer on Friday evening last in thirty eight minutes. The distance between these two points is twenty five miles. The run is considered very fast.

02/10/1885 *Almonte Gazette* *Pontiac Pacific Junction*

Twenty miles of the Pontiac and Pacific Junction railway will be completed by October 1st. In the county of Pontiac through which the road passes farmers are receiving from \$15 to \$30 an acre for the right of way through their farms.

03/10/1885 *Ottawa Citizen* *Pontiac Pacific Junction* *Quyon*

Work on the Pontiac Pacific Junction Railway is being energetically pushed forward, some 400 men being at work. The road will not be located this fall further than Campbell's Lake four miles above Bryson.

08/10/1885 *Ottawa Citizen* *Pontiac Pacific Junction*

Messrs. Sims and Slater, sub-contractors on the Pontiac Pacific Junction Railway, are progressing with their work at the rate of two miles per week. About 20 miles have been constructed since Mr. Beemer took hold of the contract a short while ago.

10/10/1885 *Ottawa Citizen* *Pontiac Pacific Junction* *Quyon*

A mixed train, it is expected, will soon commence running on the Pontiac and Pacific Railway between Aylmer and Quyon village; for that purpose several cars, including a passenger coach, are now being prepared. Three new locomotives are also soon to be placed on the road.

16/10/1885 *Renfrew Mercury* *Pontiac Pacific Junction*

A mixed train, it is expected, will soon commence running on the Pontiac & Pacific Junction Railway between Aylmer and Quyon village: for the purpose several cars, including a passenger coach are now being prepared. Three new locomotives are also soon to be placed on the road.

05/11/1885 *The Equity, Bryson* *Pontiac Pacific Junction*

The temporary trestle bridge over the Quyon river, for construction purposes was found to be unsafe, therefore tracklaying cannot be proceeded with until the permanent iron bridge is finished, which will take some two or three weeks. This is to be regretted very much as the season is now so far advanced that it is feared the snow and inclement weather will preclude the possibility of the iron horse entering Shawville this fall. The work on the bridge, we understand, is progressing rather slowly, there being only one (?) man employed at building the masonry in connection therewith. If this be true, and the abutments only above low water mark at the present time, and are to be built over thirty feet high, in our opinion, one mason will hardly get them finished this fall. The stone, we believe is all on the ground, with the exception of one barge-load; rails and ties are ready in abundance, and as soon as this bridge is completed, if the weather remains propitious, Shawville will have railway communication this fall. Grading on the different sections will be completed, it is thought, in a week's time, or at least before the time specified in the contracts - the 15th of the month. There is considerable difficulty in getting through the swamps, which are found, at this time of year, to be very soft difficult and disagreeable to work. Of course, as a consequence, men will not work on them without a considerable amount of grumbling. So far the work done by the contractors is first class. There remains only the bridging at Kidney's and a few other minor items to complete Mr. Hodgins' contract. The lower sections will be finished simultaneously.

Mr. Thomas Wilson commenced the building of the station at Shawville. Mr. Stephen Smith, who is in company with Mr. Wilson, has also commenced the one at Quyon.

More - location.

12/11/1885 *The Equity, Bryson* *Pontiac Pacific Junction*

Farmers are being paid for the land used by the P. & P. J., for the right of way. Mr. W.R. Kenny is now in the county paying up claims. The bridge at Quyon is being constructed as rapidly as possible, taking into account the bad weather recently. Messrs. Sims and Slater have finished their upper section.

12/11/1885 The Equity, Bryson Pontiac Pacific Junction

Last week Mayor Rimmer and Councilor Porteous of this village drove out to Shawville to interview Chief Engineer Harris in reference to the prospected route via McTiernan's beaver meadow, mention of which has already been made in these columns. Mr. Harris, we understand, was favourably impressed with the representations of the Bryson gentlemen, regarding the route in question, but before he could give any definitive answer as to its feasibility said it would be necessary for the Bryson people to have a survey made of the country lying between the beaver-meadow and Mr. Richardson's in Clarendon - the point at which the divergence would commence. At a special meeting of the council held on Saturday evening last it was resolved that such survey be made at the expense of this corporation, and it is understood Mr. Harris has directed Mr. McMillan, chief of the locating staff, to perform the work, which will probably be undertaken in the course of a week. As Mr. McMillan is acknowledged to be a gentleman of undoubted professional ability, he having located the Canadian Pacific Railway through what is known as the Kicking Horse Pass in the Rocky Mountains - a most remarkable feat of engineering skill, - the people of Bryson feel confident that if there is any possibility of securing a practicable route by the way in which they are interested, he is capable of discovering it.

Mr. J.P. Mullarkey, right of way surveyor, is now working in the vicinity of Mr. Richardson's with headquarters at Mr. W. Clarke's.

Weather permitting it is said Mr. James Hodgins will have his contract completed by the end of this week.

Fort Coulonge - The surveyors engaged in locating the P.P.J.R. arrived here on Saturday evening. I understand they have located the line some distance above Brenard's Creek, and expect to reach out village in ten days or two weeks with the line.

19/11/1885 The Equity, Bryson Pontiac Pacific Junction

Railway notes. Mr. James Hodgins has completed his grading contract.

26/11/1885 The Equity, Bryson Pontiac Pacific Junction

The railway bridge over Quyon river is completed, the first car load of stone having passed over it Thursday last.

The bad weather of late has very much retarded the progress of the work between Quyon and Shawville. It is now thought hardly probable that the rails will be laid to the latter point before the 20th of next month.

The locating engineers have completed the line to Fort Coulonge, and have moved back to Mr. Wm. Clarke's for the purpose of running the line through Mr. McTiernan's beaver meadow, after which they will plant reference posts along the permanent line.

01/12/1885 Hull, Vallee d'Ottawa Pontiac Pacific Junction

Le pont du chemin de fer sur la riviere Quio est termine et les rails vont maintenant etre poses sur la distance entre Quio et Shawville. Les ingenieurs viennent de completer le trace de la ligne jusqu'au Fort Coulonge.

Un train circule tous les jours entre Aylmer et Quio sur la ligne du chemin de fer Pontiac.

03/12/1885 The Equity, Bryson Pontiac Pacific Junction

Grading on our railway is completed to the 41st mile except a little finishing up. The work on the whole is said to be, by competent judges, of a first class character.

The iron for the Quyon bridge was taken up the line on Monday of last week, and is now, we suppose, almost completed.

A contract for laying ties during the night has been let and after the train passes over the bridge no delays are expected.

A passenger train is now running between Aylmer and Quyon and is a great convenience to the public. No regular timetable has been issued yet, but as soon as the new engine, which is now on the road, arrives, all necessary arrangements for the carrying of passengers and freight will be made, and let us hope it will be but a short time before the train is running up as far as the Y at Richardson's in Clarendon. At present the train leaves Aylmer at half past six in the morning and leaves Quyon at six in the evening, making the run in 50 minutes.

On Tuesday and Monday of last week, Mr. McMillan, locating engineer, and his staff ran the trial line over the route diverging from Richardson's via McTiernan's beaver meadow, and from thence through the properties of Messrs. Carmichael, Armstrong, Moorehead and Smith, forming a junction with the surveyed route on the latter mentioned. A first class level route was found between Richardson's and the beaver meadow and in fact the only difficulty found in the entire distance of over four miles was the abrupt elevation between the meadow and Armstrong's barn, of which mention has already been made in these columns. But this difficulty renders it by no means impracticable, as the cutting of some 70,000 yards of earth, including perhaps a little rock, would make the route, it is said, a much superior one to that surveyed, although the distance would be somewhat increased. The engineers are now at work making up the quantities to ascertain the difference in cost of the two lines. When this information is placed in the hands of the company it is likely they will submit some proposition for the consideration of our village fathers. On Tuesday, while the survey was being carried out, our villagers turned out en masse to render what assistance lay in their power in the way of cutting brush &c. The engineers were out again on Monday of this week endeavouring to make some improvements on that portion of the line where the elevation exists. Mr. McMillan has already saved to the company a very large sum by engineering entirely out of existence obstacles which the line presented that was surveyed by Armstrong's engineers. We have no doubt he will make the best possible shewing on this particular part of the route.

The right-of-way survey has been completed as far as Coulonge village.

10/12/1885 The Equity, Bryson Pontiac Pacific Junction

When this issue of the EQUITY reaches its numerous readers about eight miles of rail will be laid on this side of Quyon river. Rail laying was commenced last week, and the iron is now being laid down at the rate of a mile per day. The ties are laid during the night. Shawville will be reached on or before 20th inst. Mr. Beemer, the energetic contractor, has declared that the rails will be laid to Richardson's this fall all surmises and difficulties arising from bad weather &c. to the contrary notwithstanding. Ballasting will be commenced as soon as possible, for which two engines are held in readiness, and these will operate from both ends of the road. The grading is now completed to Richardson's with the exception of a little levelling up on Symms & Slater's section. The latter had to be finished on Monday or Tuesday last.

17/12/1885 The Equity, Bryson Pontiac Pacific Junction

Notwithstanding that there are eighteen inches of snow or thereabouts on the ground the work of rail laying is being vigorously carried on. The engine is now running well up into the township of Bristol and by this time next week, will run into Shawville. It is not yet known whether the McTiernan Beaver Meadow route will be adopted or not, but it is generally thought that it will not. Wells have been sunk in the rock cut 12, 9, 5 and 3 feet deep, in each case striking a very hard rock - Canadian granite. Still, many of our citizens have full confidence in the road coming this way.

18/12/1885 Renfrew Mercury Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway has been located as far as Fort Coulonge. The bridge at Quyon river was finished last week, and by the 20th instant it is expected that the rails will be laid as far as Shawville.

21/12/1885 Ottawa Journal Pontiac Pacific Junction

Mr. A.L. Light, inspector for railways for the Quebec province and Mr. Ridout, Inspector of Railways for the Dominion, are inspecting the newly constructed Pontiac and Pacific Junction Railway from the twenty-first to the thirty-first mile. Ten days more will see the work completed as far as it is intended to carry it this winter. A train will then begin to operate daily between Shawville and Aylmer. Early next spring the work will be resumed and rapidly pressed until Pembroke, the proposed terminus of the line is reached.

CORRECTION - In speaking of the beaver meadow route in our railway notes last week we erringly stated that a very hard rock had been struck in each case where test pits has been dug. One, it seems, has been sunk to a depth of 12 feet without encountering any rock and was only prevented from being lowered to a quarter depth by the intruding of water. The rock, too, is said to be much softer than was represented to us and can be excavated much more cheaply than was at first anticipated.

RAILWAY NOTES

Rails are being rapidly and satisfactorily laid with the assistance of the "Gatling rail and tie distributor" and invention of Mr. Harris, chief engineer, and the arrival of the iron horse is now looked for on or before the New Year sets in.

The bridge across the Quyon river, now completed, is a very substantial structure, consisting of massive stone abutments and piers upon which rest iron pillars supporting heavy girders.

The several stations along the line between Aylmer and Shawville which are rapidly approaching completion, are neat commodious structures. It is rumored a popular resident of Shawville is to have charge of the station at that place.

With few exceptions the right of way is settled to the point at which the present construction portion terminates.

With the completion of the road to Shawville it is the intention of the company to open regular traffic between there and Aylmer, a fact which will be duly appreciated by residents of this section of country, while the company will, no doubt, secure a profitable trade in the transport of grain &c.

PONTIAC RAILWAY. - Notwithstanding that there are eighteen inches of snow on the ground the work of rail laying is being vigorously carried on. The engine is now running into Shawville.

QUYON NOTES - With the improvement in the roads business has received a corresponding impulse, but not such as might have been expected had our local grain buyers felt justified in making a splurge. But the evidences point to the fact that the P.P.J. has not outgrown its constitutional dot-and-go-one style of doing things, and as the risk of being left forbids investment in this direction and consequently our elevators are empty, and grain, as of old, seeks some other outlet.

The P.P.J. is making gigantic effort to meet Shawville with iron before spring. In fact so much of the vitality which the beast possesses seems concentrated in the head that the balance of the corporate body shows feeble signs of life, and the tail, like a newly scotched snake, takes nearly all day to compass a wriggle. As, notwithstanding the superhuman efforts of Conductor Heath & brakeman Maguire, and the efforts at dislocation made by the superannuated old cooking stove, which does duty as a locomotive, our lightning express and train of all work pulsates between Aylmer and Quyon at an average speed of four miles per hour; and even this is only maintained by the precautions of the far-seeing executive, who, I understand, have lately made contract with the habitants adjacent to the line for a continuous supply of live coals and warm water, wherewith to stimulate the wheezy efforts of the antiquated old smoke mill. The principal part of the masher brakeman's duties being to collect and return empty kettles. And notwithstanding Fred's promises to dalliance with the servant gal, there is no recorded instance of his having been left behind, as five minutes of a dog trot enables him to overhaul Leggo's thunderbolt at any time, even on the down grade.

The Swiss cottage, yclept [sic] the Quyon station, is nearly finished and is quite a palatial structure, comprising an extensive suite of living apartments, of an average dimension of seven by three and a half suitable for a station master with a full quiver, - a booking office to match and a freight shed with a storage capacity of a case of matches and a tin of sardines. --

THE PONTIAC AND PACIFIC

An Interesting Sketch of a Railway Enterprise in Pontiac County - How the Road has Been Built.

(From a correspondent.)

Quyon, January 6th. - near the road between Quyon and Shawville a field is pointed out to the traveler by the old residents, where grading operations were begun some twenty-five years ago. Just before an election some political gentleman organized a pic nic, got together some shovels and wheelbarrows, hired some laborers, and in the presence of the assembled agriculturalists and villagers of Pontiac, played at building railway all one summer's day. Whether the several candidates laid off their coats and demonstrated their zeal in the work of providing railway facilities for the county, and whether the contest was decided by the number of barrow loads run out by the respective applicants for popular confidence, your correspondent cannot say. Many other vicissitudes appear to have attended the project. Many lines were run - the Front line and the Back line, the Brand's Line and many combination lines. By some irony of fate, no one was ever able to work in the grade made on the day of the pic-nic. The level land north of the Ottawa, between Aylmer and the Quyon river, is bounded at the distance of one to three miles from the river by the bold unbroken range of the Blue Mountains, and the best that engineering ingenuity could do over this part of the line was to locate it on a tangent. But further west much room for diversity of opinion existed, and all the opinions that there was room for appear to have found entertainers. Actual construction began at Aylmer two or three years ago, but very little progress was made until last year, when a contract was led to Mr. Armstrong by the company which had secured from the Government the right of building the road. This contract was for the construction of the whole line to Pembroke and under its provisions the road was completed to a point near Quyon village, twenty-one miles from Aylmer. Depots were built at Black Bay and Eardley, and an unreliable train service was maintained during the winter. In regard to the further location of the line, the differences of opinion heretofore noted, came into conflict. Mr. Armstrong wished to locate the line on the map with a ruler; local interests clamored for its deflection for their accommodation. The end was that Mr. Armstrong was induced by pecuniary arguments to surrender his contract, and the personnel of the company underwent radical changes.

On the 12th of December, 1884 I find in the report of the Department of Railways and Canals, that an order-in-council was passed authorizing a contract to be made with the Pontiac and Pacific Junction Railway company for the building of a line from Aylmer or Hull to Pembroke, crossing the Ottawa west of Lapasse. The whole to be completed by the first of July, 1887. A subsidy of \$3,200 per mile to be paid to the company by the Dominion Government. The company also being in receipt of a subsidy of twice that sum from the Government of Quebec. Of this company, the Hon. L. Ruggles Church is President; H. J. Beemer Esq., Vice-President and Managing Director, and J. Day McDonald's, Esq., Secretary Treasurer. The position of Chief Engineer is held by W. Dale Harris, Esq. and he has had associated with him in the work of location and in charge of construction, Messrs. Dunn, McMillan, Hibbard, Cunningham, Brunel, Tomlinson, McGregor and others. Active construction recommenced about August 20th of this year. The link of three miles from the end of track to the Quyon river was built by a force in the employ of the company under the general direction of Superintendent of Construction A. H. Legge, assisted by Messrs. Pangburn, Wright and Heath. The bridge over the Quyon, a neat and substantial girder structure, resting upon stone foundations, was built by the Dominion Bridge Company of Lachine. The first seven miles of grading west of the river, including two exceptionally heavy cuts, with fills to match was led to Messrs. O'Neil and Campbell, who covered the ground with a heavy outfit of men, teams and plant, and in spite of the difficulty of working the worst of clay in the worst of weather, succeeded in keeping clear daylight between the end of the track and themselves, and have had for some time past their whole contract finished. The next two miles were graded by Messrs. Sims and Slayter, also a section of four miles further on. They also have folded their tents and departed for fresh fields. An intermediate section of four miles was created by a local man, Mr. James Hodgins, who, although a comparatively new man in the business, has put through his work with great pluck and persistency, and is so well satisfied with the results that he is now reported to be like Oliver twist, asking for more.

Tracklaying under the superfiction of Mr. Jos. Leslie has advanced to date about nine miles from the Quyon river, and to within four miles of Shawville. The station buildings at Quyon, Bristol and Shawville are near completion. The fencing, with slight exception, is finished, and telegraphic and telephonic communication well underway; and all indications seem now to point to the conclusion that the communication waited for by a whole generation, who died without the sight, is at last to be reached.

Messrs. Light and Ridout, inspectors on behalf of the Government of Quebec and the Dominion, respectively, were to the end of the track recently, and signaled their approval of the style of construction. The location of the balance of the line, from Shawville to Pembroke, has been pretty definitely fixed, subject to the disturbing influence of future General elections.

When completed the road will be a most valuable local one, and moreover a short line between Pembroke and Ottawa, running nearly straight, whereas the Canadian Pacific follows two sides of a triangle by going to Carleton Junction. That it can maintain a permanent independent existence in the face of the manifest destiny of all other roads to be swallowed by the great ogre of the country seems more than doubtful. But whether or not it's construction will mark an era in Pontiac county; and let us hope that it's future history may fulfill the fondest aspirations of those who engineered the picnic in 1860 or thereabouts.

NAVVIE

07/01/1886 *The Equity, Bryson**Pontiac Pacific Junction*

Mr. A.L. Light, inspector of railways for Quebec province, and Mr. Ridout, inspector of railways for the Dominion, were inspecting the P. & P. J. Ry., last week from the twenty-first to the thirty-first mile.

The weather has been, for the past few days very auspicious for track laying which is being proceeded with at a rapid rate.

14/01/1886 *The Equity, Bryson**Pontiac Pacific Junction*

Mr. Beemer and the executive generally of the P. & P. J. Ry. are using almost super human efforts to reach Shawville with the iron. When the inclemency of the weather is taken into consideration ever since track laying commences the wonder is that they have succeeded in doing as much as they have done. Last week a couple of very serious washouts were occasioned by the downpour of rain on Monday and Tuesday, and at about the same time the construction engine run off the track, which taking the two things together, impede track laying altogether last week. There are eighty men engaged in this work, and with two days of fine weather Shawville would be reached. At the present time the construction party is within two miles of Shawville and is expected to reach there early this week.

In company with Mr. James Hodgins, we inspected the new station house, now nearly completed at Shawville. It is built on the same principle as all the others are on this line - neat, commodious and durable. The station house is situated on a commanding eminence to the North of the village, and when completed will be a valuable commercial addition to Shawville. Contiguous to the station is the grain elevator of Mr. J.H. Shaw in course of erection.

A new engine has been purchased from the C.P.R. and has been placed to run on the line between Aylmer and Quyon for passenger and freight services.

21/01/1886 *Ottawa Citizen**Pontiac Pacific Junction*

Track laying on the Pontiac Pacific Junction Railway has now been pushed as far as Shawville. The station there is completed and is a very commodious structure. A new engine for passenger and freight traffic has been placed on the line between Aylmer and Quyon. At Shawville a grain elevator is in course of erection.

21/01/1886 The Equity, Bryson Pontiac Pacific Junction Shawville

About noon on Wednesday of last week, the large force of men employed at track laying on the line of the Pontiac Railway reached the station house at Shawville with the iron, and before the day ended had a large portion of the track laid beyond it westward. The event was hailed by the Shawville people with much delight, and as the "iron horse" steamed into the station, a large crowd of citizens hastened up to welcome its arrival. By Saturday night last, considerably over two miles of road had been laid above the village and it is expected the entire portion of graded work, which extends to Mr. Thomas Richardson's, will be laid with iron today.

The work of putting up the wire fencing is keeping pace with track laying, the cedar posts for same having been put up some time previous. In spiking down the rails, owing to the severity of the weather, many green hemlock ties are destroyed, which in their frozen condition are very easily split.

It is said to be the intention of the company to open up two gravel pits for the purpose of ballasting such portions of the road as are likely to be damaged by spring freshets. The portions chiefly so in danger are the heavy clay embankments on that section built by Messrs. O'Neil and Campbell.

Of the three locomotives now employed on the road, one does duty between Quyon and Aylmer. The second is engaged in forwarding supplies from Quyon to Smith's station in Bristol, while the third accompanies the construction force, which consists of about eighty men, who have cars for their own accommodation.

Settlers who live several miles from the track say they can distinctly hear the ringing sound of the rails as they are thrown off at intervals by those in charge of the construction train.

Although the railway exists in fact, there are some who do not seem to thoroughly grasp the reality until they have taken "a ride on the cars."

27/01/1886 Ottawa Journal Pontiac Pacific Junction

A force of men employed on the construction of the Pontiac and Pacific Junction Railroad were dismissed on Saturday. The contractors having decided not to lay rails any further than Shawville until spring. The men who were discharged were principally Italians.

28/01/1886 Montreal Star Pontiac Pacific Junction

A force of men employed in the construction of the Pontiac Pacific Junction railway have been dismissed, the contractors having decided not to lay rails any further than Shawville till Spring. The men who were discharged were principally Italians.

06/02/1886 Ottawa Citizen Pontiac Pacific Junction

Mr. Light, Quebec Government Engineer has started on a tour of inspection over the Pontiac Pacific Railway. He will go as far as Shawville.

11/02/1886 The Equity, Bryson Pontiac Pacific Junction

The daily passenger train between Shawville and Aylmer will commence to run some day this week on the P. & P. J. leaving Shawville at 8 or in time to catch the 10 o'clock train leaving Aylmer for Ottawa, and returning again in the evening. Passengers travelling by this route and having business in Ottawa can spend four or five hours there and return home at an early hour the same day. The official timetable has not yet been published. Mr. E.N. Wright, a fine winning, gentlemanly young man has been appointed station master at Shawville. He has all the qualifications of a good man.

The government engineer was up inspecting the line last week and, we understand, was quite satisfied with the work, and will report accordingly.

The profile and preliminary estimates of the 16 miles commencing at Richardson's in Clarendon, were sent down to the head office in Montreal last Monday. Consequently no contract has yet been given for this portion of the road.

Freight will be delivered at Shawville from Aylmer for 15c per hundred.

18/02/1886 The Equity, Bryson Pontiac Pacific Junction

Mr. McMillen P. & P. J. Ry. engineer, and his assistants were measuring the distance from Wm. Clarke's across the bush to Bryson, and from Stillman Smith's to the village, preparatory to locating the station at the nearest point to Bryson.

The Hon. L. Rugles Church, while giving the deputation which waited upon him from Bryson, no encouragement to hope that the railway route would be very materially changed, assured them that the company would put the station at a place that would suit the village of Bryson the best, with the decision put in the hands of the Municipal Council.

Our opinion is that the nearest point of access should be selected. There is such little difference in distance that in this respect not much can be said. Three places are named: Hughe's, Smith's, and Clarke's. With regard to the first it is thought that it would be to the detriment of the village were the station built there as all the trade would be diverted to that point. The selection will consequently be to the latter two points.

The Shawville Banquet

Thursday of last week was a real red letter day in the history of Shawville, and will long be remembered by those who participated in the festivities of the occasion. It is known now pretty generally that Shawville and Ottawa are connected by rail, but that no regular train service has yet been established, consequently the arrival of the Hon. L. Ruggles Church, President, H.J. Beemer, vice-President and Mr. Ridout, Govern't Engineer, was anxiously awaited and the citizens generally determined on giving them a grand reception, and a royal welcome it was. Long before the train, which conveyed the railway officials, reached the station, crowds could be seen wending their way towards the depot. The sturdy pioneer, the aged father, the youth, in short all sorts of men were to be seen going in that direction, --the poor as well as the rich, the fur clad individual and the more homely clad,-- all were there to welcome the railway officials. At about half past one, the joyous toot, toot! of the engine was heard, the brakes tightened, and the car stopped at the station and the gentlemen before named, including our worthy and popular local representative, stepped out on to the platform, when cheer after cheer ascended from the assembled crowd. Then the party proceeded to inspect the station house, after which Mr. Church addressed the people. He said he was always happy to meet the people of Shawville, but much more so on this occasion which marked the opening of a railway enterprise in the county. Some years ago he had promised to not again come amongst them until he came by way of the Pontiac road. He now thought he had fulfilled that promise. Although a great many delays had occurred, and great difficulties had to be overcome, yet his intentions were always good, as his presence here today proved. From his past doings could be judged his future actions. Pontiac was always his supreme thought - her greatest interests were his. He assured those present that the construction of the unfinished portion of the road would be proceeded with at once. The credit of the company was good, and they would push the road on at least as far as Lapasse - probably further - to the mouth of the Black River, or even further up through the country, providing they got the assistance of the people and their representative, of which latter he felt very sure. - Cheers.

At the invitation of Mr. Leggo most of the assemblage proceeded to the end of the iron, which was a short, delightful and enjoyable trip, occupying about two hours' time. After being duly inspected by Mr. Ridout, the party again returned to Shawville.

On arriving at Mr. McGuire's hotel, Messrs. Church and Beemer were met by a delegation from Bryson, composed of the municipal council and a few of the ratepayers. The delegation was introduced by the mayor, Walter Rimmer, Esq. The object was briefly explained, viz: - to ascertain if there was any possibility of having the road built via McTiernan's Beaver meadow. The reply was in the negative there being about \$40,000 difference in the two routes, the balance appearing against the meadow route.

Towards 8 p.m., those who were fortunate to have tickets for the banquet proceeded to Hyne's hall. Here they were confronted by numerous tables abundantly laden with all the delicacies of the season. The hall was well lighted and beautifully decorated and appropriate mottoes hung in profusion on the walls. On the western wall was hung the motto, "Success to our railway and its officials," and immediately opposite, "God save the Queen." To the left of the chairman was another, "Shawville and Ottawa" with a pair of hands clasping between. Everything bore witness of the untiring efforts of the committee and the caterer to make the banquet a grand success in every particular. The bill of fare consisted of oysters, en masse, hot and cold, followed by fowl of various description, ham of sweetest taste, and the dessert was all that could be desired. One gentleman (a mayor) was heard to say that it was worth coming a long distance to see the tables alone. After justice had been done to the edibles, Dr. Lyon, the chairman rose and proposed the first toast "The Queen," which was responded to by the Shawville band playing the National Anthem in excellent style.

After a few minutes intermission the vice-president arose and proposed the toast "The Dominion Parliament," and with it the name of John Bryson, Esq., M.P. The glasses were filled, Mr. Bryson rose to his feet, amidst deafening cheers and responded in a neat and well applied speech. The next toast was the Local Legislature and was replied to by W.J. Poupore, Esq., M.P.P., followed by the toast of "our guests" which was replied to by the Hon. L.R. Church and Mr. H.J. Beemer. "The Dominion Government Inspector" was next proposed and responded to by Mr. Ridout followed by "The engineering staff" to which Messrs. Harris, C.E. and Leggo replied. At this stage of the proceedings the Hon. L.R. Church arose and said that he wished to propose a toast which he felt sure they would all heartily respond to viz., "The health of the chairman, A. Lyon M.D. to which the worthy doctor replied in a few well chosen remarks. Then followed "The Press" which was replied to by Mr. J.T. Pattison, who said he could not help feeling inspired before such a magnificent spread and upon such an auspicious occasion. The last toast, but not by any means the least, was proposed by Mr. Poupore, "The Ladies," and to which Mr. T.E. Hodgins, R.H. Klock, M.D., very ably responded. Dr. Klock, in concluding his remarks stated, "he knew nothing about the ladies" which called the Hon. Church to his feet. After some preliminary remarks he said that if Dr. Klock knew nothing about the ladies he had sadly neglected his anatomy. Mr. Poupore then insisted upon a speech from Mr. T.E. Hodgins, the Revising Barrister's clerk, who after a few complimentary remarks said that he coincided with the sentiments expressed by the last speaker and concluded that he also knew nothing about the ladies.

Mr. Poupore then called upon the Hon. L.R. Church to respond to the toast to the ladies which he did in his usual eloquent and humorous style. The proceedings were brought to a close at about eleven o'clock by the singing of God Save the Queen, and thus concluded one of the most successful and enjoyable banquets ever held in this county.

19/02/1886

Renfrew Mercury

Pontiac Pacific Junction

From a representative source comes the information that the Quebec Government will not give any subsidy for the construction of that part of the road which will be built in Ontario, unless the road crosses at Allumette Island, where there will be only half a mile to subsidize. Nothing definite has yet been arranged as to where the crossing of the Ottawa River will take place, as it is proposed to carry the road up to Deep River, fourteen miles above Pembroke, before crossing the Ottawa.

25/02/1886

The Equity, Bryson

Pontiac Pacific Junction

wood

A trip over the P. & P. J. Ry.

Two gentlemen, bent on a pleasure trip to the capital, left this village at 5.40 and arrived in Shawville, (the present western terminus) at 6:45. At 7:00 sharp the signal was given to start. The road from Shawville to Quyon is not yet ballasted, consequently the progress between these two points was rather slow, and a considerable amount of time was also lost in shunting cars, but with all this the Quyon was reached at about 9:00 a.m. The road from Quyon to Aylmer is ballasted and in good condition, and the progress from this point was much more rapid, the run being made in one hour and 15 minutes, including three stoppages. Nothing of any importance occurred, with the exception that, at a point where the road turns in close proximity to Deschene Lake, some of the cordwood on a truck between the engine and passenger car commenced to fall off on the track, but owing to the care and watchfulness exercised by the officials, prompt measures were taken to remedy what might have resulted in a serious accident. The party reached Ottawa at about 11:30, and after pleasantly spending the time at their disposal, took train again for home at about 5:00 p.m. reaching Aylmer 35 minutes afterwards, At 6.00 p.m. the signal was given, "All aboard!" and the P. & P. J. train started for Shawville. The run from Aylmer to Quyon was made very rapidly, in fact, one of our county residents, whether it was that he had never been on a train before in his life or not, I cannot say, but he asked the question seriously. "Is the Bullgine running away." The time actually taken between Aylmer and Shawville was two hours and thirty minutes, deducting from this thirty minutes for stoppages to wood, leaving two hours the actual time between Aylmer and Shawville, a distance of about 40 miles, arriving at Shawville at 8.30. The party reached Bryson at 10.00 well pleased with their trip, not so much on account of the convenience or the accommodation, but from a monetary point of view, it is way ahead of the C.P.R. the fare from Shawville to Aylmer being only one dollar and from Aylmer to Ottawa only twenty-five cents asking for the trip \$1.25, whereas by the C.P.R. the charge from Halesy to Ottawa is \$2.65.

25/02/1886 The Equity, Bryson Pontiac Pacific Junction

We were very much pleased to receive a call last week from Mr. Leggo, the popular superintendent of the P. & P. J. Ry. Mr. Leggo informs us that the company is going to give the best satisfaction within its power to serve the people with regular train service until spring. Of course, it will be remembered that the road is not ballasted on this side of the Quyon, and that difficulty in running trains will be experienced until this is done. With the opening of spring, ballasting will immediately be commenced. Mr. Leggo is an affable, friendly gentleman, and we are sure that under his supervision the Pontiac road will be run as well as any man could do under the circumstances. Telephone communication will at once be established between Shawville and Ottawa. The train leaves Shawville at 7 o'clock in the morning and returns at 9 in the evening. By taking this train in preference to the C.P.R. a stay of five hours can be had in Ottawa, and return in good time the same day. It will not only be to their advantage but it will be a saving of money to the Pontiac people to have their freight brought up by the P. & P. J. R. With reference to the site for the station for this village, Mr. Leggo said that was a matter for the people of the village to decide for themselves. He was not going to interfere in the matter at all. However, he thought that Hughes' was just as good a place as Smith's, with the advantage in favor of the former, of a good straight road. If a road can be built across by McTiernan's for \$400 or \$500 to Mr. Clarke's it is certainly the best place for a station. By accurate measurement it is only 200 yards further to Mr. Clarke's than to Smith's. Mr. Clarke offers ground free for the station and free right of way for a road leading to this village, and a subscription in addition to help build the new road. This being the case, the company will justly expect the village to pay for station grounds at another point if selected, and this will, in all probability, cost as much and perhaps more than the proposed road. Then again if the fear of loss of tradewould be the result of having the station at Hughes' the very same thing can with equal force be argued against Smith's, for it will make much difference to have the station say half a mile from Hughes? Not one bit. We believe that all things considered, the municipal council will act wisely in selecting Mr. Clarke's.

26/02/1886 Renfrew Mercury Pontiac Pacific Junction Shawville

The P. & P. Railway as at last entered Shawville. The event was celebrated by a complimentary supper to the Railway Officials by the citizens of the village on the 11th instant.

27/02/1886 Ottawa Citizen Pontiac Pacific Junction

Work on the Pontiac Pacific Railway progresses well, the several contractors pushing their sections as fast as possible. A further contract of six miles is expected to be given out shortly. At Shawville, Mr. Shaw's grain elevator is now ready for the storage of grain.

04/03/1886 Shawville Archives Pontiac Pacific Junction

Work is progressing favourably on the railroad. About 150 men are at present employed between Campbell's Bay and Litchfield and Richardson's in Clarendon at the different heavy cuts between those two points. According to Mr. Harris, no promise was made this corporation by Mr. Church regarding the location of the station. If put at Smiths, the company will very probably expect a bonus from Bryson, as it will cost a good deal to lower the grade, even supposing station grounds could be got free.

11/03/1886 The Equity, Bryson Pontiac Pacific Junction

Our Railway. Grading under the circumstances is being pushed forward at a rapid pace between the end of the iron and Campbell's Lake. Mr. Harris paid a flying visit of inspection to the crossing at Black River last week. We understand he was favorably impressed with the appearance of the country generally. From present indications we predict that the P. & P. J. Ry. will cross the Ottawa River at or near Black River, and if at all feasible, further up. The locating engineers will commence work at once, we believe above Fort Coulonge. A resolution was passed at a meeting of the municipal council at Bryson last Tuesday evening, which is to be forwarded to Mr. Harris C.E., asking that the station be located at Stillman Smith's. There are now, we understand, petitions in the hands of Mr. Harris for three different points: the Calumet Island has petitioned for Hugo's; Thorne and North Clarendon for Kemp's; Bryson for Smith's.

18/03/1886 The Equity, Bryson Pontiac Pacific Junction

Mr. Joe Farrell of Shawville, we understand, has a contract for clearing one mile of road west of the cutting at Campbell's Lake. He commences operations in a week. A petition is in circulation and will in due time be sent to the railway by the people of Bristol, with sums of money ranging from \$1 to \$40 opposite each name, for the purpose of having a station erected for the better accommodation of the people of that township at McKee's. Messrs Thomas Craig, George Morrison, James Caldwell have each subscribed \$40. Under these circumstances it is fair to assume that the company will grant the prayers of the petitioners. Mr. George Kemp of Clarendon has requested us to announce that the report current in some quarters that he refused to give the station grounds free to the P. & P. J. Co. is untrue. He is prepared to give two acres of land free if the station is built on his farm.

18/03/1886 The Equity, Bryson Pontiac Pacific Junction

That station. When the Advance says this journal threw all the cold water it could upon the scheme of bringing the line of railway via McTiernan's beaver meadow it simply states, to use a mild way of putting it, that which is not true, as anyone can judge by referring to our articles on the subject. The Advance knows this well, too, but it has become so enslaved of late to the nefarious practice of falsification, that it cannot content itself without endeavoring to manufacture an article from whole cloth, which will surpass in texture and design all previous productions in the line of baseless fabrication. What we wrote in connection with the McTiernan route was nothing more or less than the facts warranted. - facts grounded upon the information of engineers, - men whose opinions were certainly worth more than those of any non-professional, and of whose honesty in representing the matter fairly and squarely we had not the slightest doubt. Has we attempted to lessen the magnitude the difficulties which these gentlemen proved to exist, would it, we appeal to any rational mind, have had one particle of weight in inducing the company to adopt the beaver meadow route? Would the company be more likely to act upon public suggestion than the mathematical calculation of their engineers? It cannot surely be pretended that they would. Hence, we saw no advantage in giving other than the naked facts which the case presented, and because we acted on this wise, the Advance gives to our attitude a coloring by asserting that we condemned the McTiernan route (gross untruth) in view of having the line by Mr. Clarke's adopted in order that the station might be located on his property. Now that the latter route has been decided upon; we among others fell in with the idea of having the station at Mr. Clarke's because (1) in offering to put it there the company showed their willingness to forego their original intention of locating stations at intervals of every seven miles in order to meet in a measure the requirements of this village. (2) the company were justly bound to consider the petition of settlers living in North Clarendon and Thorne who urged that it be put on Mrs. Kemp's, while on the other hand there was a strong voice from Calumet Island asking that Hughes' be the point chosen. To obviate the difficulty here presented, and no doubt to avoid material interference with their calculations, the company favored Mr. Clarke's as being the point which would give the most general satisfaction. (3) The location at Mr. Clarke's would not effect the company's prearrangement to have a station at a point in Franktown to suit the Leslie traffic as also that of a portion of Calumet Island, a feature which seems to be lost sight of by some of those interested. (4) We believe that a very good road can be made across the country to Mr. Clarke's which would have the advantage of being level, thus offsetting the difference in length, and at a cost which would not be greatly in excess of that required to make the present Litchfield road suitable to the fall or spring's traffic. Apart from the above reasons, we feel assured that the company have some time ago decided upon the point at which the station is to be, as that little will be accomplished by the Advance or anyone else protesting. If the aspect does not exactly suit them; and notwithstanding our cotem's assertion that 95 per cent of the inhabitants of this village are against Mr. Clarke's we are positive that at least a third of the prominent business men are in favor of having it there, and they are certainly the most interested. We regret that our cotem should take such a gloomy view of what seems inevitable.

The Pontiac and Pacific Junction Railway so far as it is built is becoming a very popular means of locomotion. Gentlemen who arrived in the city last evening being passengers by that line say they were surprised that a road such a short time in operation could make such uniform good time. The run between Quio and Aylmer, a distance of something over twenty miles was made in an hour. Active construction operations are going on on the Western section and within a short time a locomotive will be running into Bryson, the county town. The point at which the railway will cross the Ottawa river has not yet been decided on, and many contend that the line should be carried as far through the county as practicable, that is to the mouth of Deep River, before crossing to the Ontario side.

25/03/1886 *The Equity, Bryson**Pontiac Pacific Junction*

We learn from the best authority that the grade across the Allumette Island is very good, over which the engineers are now surveying. It was feared at one time that the grade would be very difficult, but the line now being run dispels this fear. The crossing at or near Black River is being located. The locating engineers stopped at a point last year near the Coulonge River, where they could either turn to the right or to the left on resuming operations. By turning to the right it would throw the road one mile behind the village, and to the left it would run right through the village. The latter course, we understand, the officials have decided to adopt, which, in addition to other advantages, will give a better crossing over the Coulonge River, which in itself is quite a consideration.

The Quyon bridge, which is one built of iron and stone, cost \$5,000, and the bridge across the Coulonge will cost at least double that amount. The eastern end of the road will be much more expensive than the western end, on account of the bridges, which will number, by crossing at Black River, seven. This line, when completed, will make the distance between Ottawa and Pembroke twenty miles less than by the Canadian Pacific Railway.

Grading continues with unabated vigor. Large excavations have been made at the Kemp's, Wallace's and Campbell's. Above Campbell's no grading has yet been commenced. Between these points is the heaviest work on the whole line, some of the cuts and fillings being thirty feet.

The first car load of grain from Shawville was shipped on Saturday, March 13, by Mr. J.M. Shaw over the P. & P. J. Ry.

Telephone communication has been established between Shawville and Quyon by the P. & P. J. Ry. Compy.

Mr. Harris, chief engineer of the Pontiac railway, returned the Shawville from up river, whither he had gone, in company with Mr. Wm. Clarke, to look after the crossing at Black River, and to attend to other matters relative to the railway.

26/03/1886 *Almonte Gazette**Pontiac Pacific Junction*

SHAWVILLE TO OTTAWA. - The Pontiac R.R. trains make two trips each day from Shawville to Ottawa, distance 50 miles. Workmen are rushing the construction along. The line will be finished to Pembroke in the summer. The bridge at Bryson will cost \$20,000.

06/04/1886 *Ottawa Journal**Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway is built four miles beyond Shawville. Ten miles further are contracted for and will be opened for traffic on August 1st. A car is run daily between Shawville and Aylmer.

08/04/1886 *The Equity, Bryson**Pontiac Pacific Junction*

Mr. William Hodgins, son of Mr. James Hodgins, has disposed of his contract of the heavy earth cutting situated on Mr. Robt. Wallace's to Mr. R. Brownlee. Mr. Hodgins had displaced about 3000 yards of earth when he made the transfer. The cutting at Wallace's creek and several other sublet portions comprising earth cuttings, and right of way clearing are progressing favorably. Mr. William Clarke of this village has sublet a job from Mr. Thomas Wilson, immediately above the the cutting or Campbell's Lake. He intends starting work next week. A contract for three miles of construction has been awarded to one Mr. Leahey of Montreal, and it is rumored Mr. John G. Poupore has a five mile section to construct. Mr. R.D. Finnigan has the job of building cattle guards at the creeks running through Mr. Clarke's farm.

It seems now definitely settled that the stations are to be located at Messrs. Clarke's and Campbell's, the latter point being the first at which the road will tap the Ottawa river, attaches to it no little importance in the company's opinion. Another station will be located somewhere near Vinton.

The crossing place has not yet been decided, and it is likely a thorough survey of each place will be made before any one particular will be adopted. The chief engineer, we have heard, is rather favourably impressed with the Deep River crossing. This is certainly the route which the upper end people would be served to the greater advantage, and consequently one worth of that deep consideration, and consequently one the company are likely to accord it.

15/04/1886 *The Equity, Bryson**Pontiac Pacific Junction*

The contract for ballasting something over fifty miles of the Pontiac Railway has been given to Mr. Doran, late contractor on the Canadian Atlantic Railway.

Mr. Leahey, with a force of men commenced work on that part of our line running through Mr. William Connelly's farm.

Mr. McAdam, of Montreal, has taken a five mile contract on the P. & P. J. Ry. extending from Campbell's Lake upwards.

It is definitely settled, we believe, that a station will be built at Campbell's, to tap the Ottawa river at that point.

17/04/1886 *Ottawa Citizen**Pontiac Pacific Junction*

The contract for ballasting something over fifty miles of the Pontiac Railway has been given to Mr. Doran, late contractor on the Canadian [sic] Atlantic Railway. Mr. McAdam of Montreal has taken a five mile contract on the P.P.J. Ry. extending from Campbell's Lake upwards. It is said to be definitely settled that a station will be built at Campbell's to tap the Ottawa River at that point.

With the recent fine weather the sub-contractors on the P. & P. J. Ry. have made good progress with grading. According to contract, the train must be running to Smith's by the first day of June, and in order to accomplish this it is found necessary to put on a night gang on the heavy cuts. This week, we understand, a night gang will be put to work on the cut at Mr. Robt. Wallace's. Altogether the progress made at this point is very fair for the amount of labor employed, yet there is much to be done, and the sub-contractor will be taxed to his uttermost capacity to have it completed in the specified time.

The timber for the station, which is being built especially for the convenience of the people of Thorne, North Clarendon and Bryson, at Mr. Wm Clarke's is being gotten out, some of which is now ready for the builder's hands. The train will be running up as far as Campbell's on 1st July. It is now said there will be a station some where between Campbell's and Coulonge, very likely at or near the RC church in Franktown. Since the abandonment of the beaver meadow route, some of the citizens of this village have been considering the necessity of having a branch railway built from the main line to tap the village. In pursuance of this objective, Dr. Gaboury while in Montreal last week, made it his business to interview the Hon. Dr. Church of the Ry. Co., after which he went to Quebec and laid the scheme before our representatives in both branches of the legislature. The doctor's return on Friday was succeeded by a meeting of the ratepayers on Saturday evening, at which he explained the result of his mission to the following effect:- Having asked Mr. Church if he thought the company would raise any objection to the granting of a charter for the construction of said branch line, the latter said some of the company might object on the grounds that the branch might fall into the hands of the C.P.R. and thus militate to the detriment of the Pontiac railway. Mr. Church rather favored the idea of obtaining a subsidy equivalent to that already received for the main line, for which the company would undertake to build the road, although they might not agree to run it any longer than three years. In reply Dr. Gaboury said three years was too short a time and thought they should at least agree to run it for ten years. Obtaining from Mr. Church a written statement of the terms upon which his company would undertake to build the road, he then proceeded to Quebec, where he met the Hon. George Bryson and Mr. Poupore, M.P.P. These gentlemen informed him that it was now too late to secure a charter this session, it being necessary to have notice of application for same inserted for several weeks in Official Gazette. They, however, promised to do their utmost to procure the subsidy required.

On his way home the doctor called on Mr. John Bryson, M.P. at Ottawa, who promised to render the scheme what assistance he could. When the doctor concluded his remarks it seemed to be the general impression of those who heard him, that the council should memorialize the company and the governments, and also that petitions of the ratepayers be sent to each. Notices have been issued for the opening of a ferry, by J. Archie Mohr of Onslow, between MacLaren's Landing, Torbolton, and Mohr's Landing, Onslow. Only passengers and light baggage will be carried. The ferry will connect with the P. & P. J. Ry. at Mohr's station.

29/04/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

A temporary road is being made at Campbell's for the accommodation of the travelling public, by the Ry. Co., as the cut there runs through the public highway. A rumor has gained some currency to the effect that the excavation at this point has been run so close to the road that the travelling is unsafe, and that an accident of a serious nature has already occurred. On examination of the cut and inquiry regarding the accident we find the rumor to be untrue. There is no possibility of an accident unless it is courted.

Grading is progressing so rapidly that the services of three engineers are required to lay out the work for the contractors.

Ballasting has been begun and will continue uninterrupted until the entire line between the points above mentioned is completed.

The locating engineers have examined the crossing at Fort William, with what results we have not heard.

Mr. Mullarky has been filling Mr. W.R. Kenny's place, in settling up for right of way claims, the latter gentleman having been confined to the house through an accident, for the past six weeks.

A large gang of Swedes, with 12 large draft horses and carts, arrived in Portage du Fort on Monday from Renfrew, on their way to work on the Pontiac railway.

06/05/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Although there has been a good deal of grading done, still we understand, it is not advancing as rapidly as is desired, and in all likelihood subcontractors will be forced to put on night gangs, and very large night and day gangs indeed will be required to even have the road graded to Ashel Smith's by the first of June next.

It is whispered that there will likely be a strike, unless the wages of the navvies are raised, about the 15th -- pay day.

The wood cut on the right of way across Mr. Ashel Smith's, was consumed by fire last Sunday, together with a portion of that gentleman's fence. The wood destroyed amounts to several cords. The fire was set for the purpose of burning out stumps, roots, &c.

13/05/1886 *Shawville Archives* *Pontiac Pacific Junction*

Ballasting was commenced on Tuesday of last week between Shawville and Quyon. It is expected before the end of this week that at least two engines will be employed at this work. It is said the work under the charge of Mr. Leahy in Upper Litchfield is being done better and progressing with greater rapidity than any other portion along the line.

14/05/1886 *Ottawa Free Press* *Pontiac Pacific Junction*

Mr. H.J. Beemer of the Pontiac & Pacific railway, was resting in the rotunda of the Russell this afternoon, when a Free Press reporter stepped up and asked for a few particulars concerning the construction of the line. Mr. Beemer put on his most cordial smile and said, "certainly." Some forty-one miles have already been laid down and the contract is let for fifteen and a half miles more. When these are finished the track will reach as far as La Passe which is the first crossing over the Ottawa river. The contract for ballasting the whole line is let and there are between 300 and 400 men employed about the various sections. The line, when completed, will reach to Pembroke, a distance of 85 miles, and it is confidently expected that the company's trains will do some of the fastest times in the Dominion, it being intended to place 40 miles an hour as the minimum speed. The line will be finished towards the end of October.

03/06/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

Messrs. Doran & O'Toole are getting along well with their contract of ballasting the lines. An extensive gravel pit has been opened by them near the Shawville station for this purpose, in which about 100 men are employed.

The accommodation train at present run by the company has developed a considerable volume of traffic since the road entered Shawville.

Consignments of freight for all parts of the country arrive there daily.

An incipient strike among the navvies was reported from sections of the line last week. The too free indulgence of stimulants following pay day was doubtless the cause.

It is asserted the cutting at Campbell's Lake has changed contractors, the work going into the hands of Messrs. Harris and Stevenson, who have just completed the job near Samuel Horner's in Clarendon.

05/06/1886 *Ottawa Citizen* *Pontiac Pacific Junction* *Shawville*

Yesterday a young man employed on the CPR gravel train met with a sad mishap at Shawville falling off the car there in which he was employed at the time owing to a sudden jerk. His whole left arm was crushed to a jelly and amputation was found to be necessary. The victim was a native of South Indian.

NB - Shawville was on the PPJ at the time yet the reference is to a CPR train - CPR didn't take over the PPJ until 1902.

05/06/1886 Ottawa Journal Pontiac Pacific Junction

Messrs. Doran and O'Toole are getting along well with their contract of ballasting the Pontiac and Pacific. An extensive gravel pit has been opened by them near the Shawville station for this purpose, in which about 100 men are employed. An incipient strike among the navvies was reported from some sections of the line last week. The too free indulgence of stimulants following pay day was doubtless the cause.

10/06/1886 The Equity, Bryson Pontiac Pacific Junction

A large staff of engineers are at present on the line, most of whom are laying out on the construction. A strike among the labbers was reported last week. For the truthfulness of the rumor we cannot vouch.

Considerable work yet remains to be done at Campbell's Lake. At the beginning of this week about 100 yards in length were required to complete the long filling which skirts the eastern side of the lake. The large cutting from which the material for this has been taken is being operated from both sides, the displacement from the south section being put between Campbell's House and the river, where the necessary filling is considerable. A distance of nearly fifty yards yet divides the extremities of these cuttings, which involves work of a pretty heavy character, although he encountering of rock does not seem probable.

Mr. Leahey has made good progress with his work, which with the exception of a few links at road crossings, is completed. It is said he has procured another contract further north.

It might not be out of place here to say that the new piece of wagon road which it was necessary to make at Campbell's is decidedly too narrow. Located as it is on the hillside, renders the passing of teams without capsizing a matter of almost impossibility. In the public interest we think the road should have been made at least a yard wider.

28/06/1886 Montreal Star Pontiac Pacific Junction

A force of men employed in the construction of the Pontiac Pacific Junction railway have been dismissed, the contractors having decided not to lay rails any further than Shawville till Spring. The men who were discharged were principally Italians.

01/07/1886 The Equity, Bryson Pontiac Pacific Junction

The extensive cutting in the rear of Robert Wallace's farm will be down to grade level this week. The road as far as Stevenson's Creek will then be ready for ties. A branch line has been surveyed between the proposed station on Mr. Clarke's and this village. The line terminals on Mr. McVeigh's property on the hill to the east of the village, and will be comparatively easy of construction. As soon as the cutting at Campbell's is finished there will be a further stretch of several miles ready for the ties. Considerable pile driving will have to be done where the road crosses Stevenson's Creek. The bridge at this place will be low.

03/07/1886 Ottawa Journal Pontiac Pacific Junction

Next week early, track laying will be re-commenced on the Pontiac and Pacific Junction Railway from the point 4 miles west of Shawville, where it was last stopped. By August 15th, trains will run as far as Campbell's Lake and by October 1st to the Coulonge. There are now two locomotives and sixty cars engaged in the construction work, such as ballasting, etc. The train already runs two trains a day between Aylmer and Shawville, one leaving Shawville at 7.30 a.m. and returning leaving Aylmer at 6 p.m.

08/07/1886 The Equity, Bryson Pontiac Pacific Junction

The celebration at Shawville was probably one of if not the most successful ever held in that village. The prospect of witnessing the novel sight of a Masonic procession and the arrival of an excursion train from Aylmer --

At ten o'clock the brethren of the Pontiac Lodge A.F. & A.M. together with several visiting members assembled in the Masonic hall, preparatory to their marching up to the station to receive King Solomon's Lodge of Aylmer. After about an hour's delay, in which the regular opening and closing ceremonies were performed, the brethren formed in procession and walked to the station. The platform and in fact all the available vantage ground was by this time in possession of the large crowd of people whose curiosity had drawn them together to witness the arrival of the excursion train. An hour afterwards an engine, tender foremost, and gaily decked with miniature flags, steamed up drawing four box cars filled almost to suffocation with passengers. --

At five o'clock, amid uproarious cheers, the waving of hats and handkerchiefs, the train rolled away on its homeward journey, and the crowd returned to the village.

12/07/1886 Montreal Gazette Pontiac Pacific Junction

There are 1,600 men at work on the line of the Pontiac Pacific Junction railway. This week track laying was to be recommenced at a point four miles west of Shawville, where it was last stopped. By August 15th trains will run as far as Campbell's lake, and by October 1st to the Coulonge. There are now two locomotives and sixty cars engaged in the construction work, such as ballasting, etc.

15/07/1886 The Equity, Bryson Pontiac Pacific Junction

It is stated that track laying is to commence this week for which the road as far as McLennan's Creek is now almost ready.

A large quantity of earth yet remains to be removed at Campbell's cutting.

Mr. McAdam's contract for five miles is nearing completion.

A rumor was current a few days ago that some further contracts had been given out, which upon inquiry proved to be incorrect. It is unlikely any more will be given out until the crossing place is definitely settled.

16/07/1886 Ottawa Journal Pontiac Pacific Junction

The work of constructing the Pontiac and Pacific R.R. is being rapidly pushed forward. The rails have been laid about twenty miles above Shawville.

29/07/1886 The Equity, Bryson Pontiac Pacific Junction

On Thursday night last while the night gang were at work in the railway cutting at Campbell's Lake a Finlander named ? Met with his death by the caving in of a large portion of the embankment on the side of the cutting. Rest illegible.

30/07/1886 Almonte Gazette Pontiac Pacific Junction

A NAVVY'S DEATH. - on Friday last a sad accident occurred on the line of the Pontiac road, which resulted in the death of a Finlander engaged on the works, and whose name could not be ascertained. He was working in the heavy cut now being made at Campbell's Bay, near Shawville, at the time he met his death. He was working on the excavation and a mass of earth fell on him, knocking him senseless to the ground, and in a few seconds more a large portion of the bank gave way and buried his senseless form. Steps were at once taken to extricate him but by the time his body was dug out the unfortunate man was dead. He had been about two years in the country, and was known as one of hard-working and sober and frugal habits. He and his brother-in-law lived in a shanty constructed by themselves alongside the road, and both were noted as peaceable parties. The deceased man was married and had a wife and family in his native country. Dr. Gaboury, of Bryson, was sent for, and satisfied himself as to the nature of the case. The remains were buried the same day in the Presbyterian graveyard at upper Litchfield.

05/08/1886 The Equity, Bryson Pontiac Pacific Junction

It is expected the iron will be laid as far as the road crossing near Mr. William Connally's by the end of this week. The station house at Campbell's will be completed by the time the rails are laid to that point. Nothing has been done yet towards the work of bridging McClellan's Creek. This is likely being deferred until the track is laid up to the point in order to facilitate the bringing up of the necessary materials and plant required in construction. It is proposed to put a temporary bridge across so as not to interfere with track laying. The same will be done at Bernard's Creek. Day and night gangs are still working at the cutting at Campbell's Lake, which will yet take some time before completed. Mr. McAdams's five mile contract north of Campbell's is finished. As the remaining section between the end of this contract and Fort Coulonge will be very easy to construct, there is every possibility of the rail reaching Fort Coulonge this fall.

19/08/1886 The Equity, Bryson Pontiac Pacific Junction

Owing to some delay in the arrival of the material, the iron was not laid to the proposed site of the station at Clarke's till the end of last week. The construction engine is now busily engaged forwarding ties and rails. A night gang is employed to distribute ties preceeding the track laying. A siding has been put in at Clarke's and material for the building of the station there is expected to arrive shortly. The temporary trestle bridge at Stevenson's Creek has been completed. The work was done by Mr. R. Finnegan, who has commenced the construction of the coffer dams required in laying the foundation of the abutments and pier for the permanent structure.

26/08/1886 The Equity, Bryson Pontiac Pacific Junction

More Iron Bridges. Mr. Hughes? Has received information from head quarters that as soon as he has finished the bridge here he will receive the job of putting up those at Stevenson's and Bernard's creeks,oin the line of the P. & P. J. The material for construction will be carried by the railway.

28/08/1886 Ottawa Free Press Pontiac Pacific Junction

The work of ballasting the line on the Pontiac and Pacific railway was begun yesterday. There are immense numbers of men employed in the work.

02/09/1886 The Equity, Bryson Pontiac Pacific Junction water

The company are commencing the erection of water tanks along the line. One is now under construction at Smith's station, Bristol, others are to be located at Ferris' Creek, Eardley and Clarke's stations, Clarendon. Messrs. R.H. Buchanan & Co., of Montreal are the builders. The lumber for Clarke's station arrived by rail this week. This station is to be of the same dimensions as those already built. Ballasting is being actively pursued at various points along the line. The track was laid as far as Mr. Stillman Smith's on Saturday last. The station at Campbell's is nearing completion. More but illegible.

A gang of men was employed at Stevenson's creek driving piles preparatory to building the stone abutments for the permanent bridge. Owing to the ??? this work of driving is somewhat slow.

23/09/1886 The Equity, Bryson Pontiac Pacific Junction locomotive

Two new locomotives have been placed on the road. They are named Hon. L.R. Church and Hon. George Bryson, respectively. Pile driving is concluded at Stevenson's Creek. Mr. Finnigan, who has charge of this work, expects to move his apparatus to Bernard's Creek this week, where there is also considerable driving to be done. The iron work for the bridge at Stevenson's is on the ground. A large gang of Italians is engaged in raising the road bed and ballasting between Clarke's station and Campbell's. Gravel for the same is being taken from Wallace's cutting. The track is now laid beyond the heavy filling at Campbell's Lake. The frame of Clarke's station is erected. Coulonge. A party of surveyors are busily engaged locating the road as far sa this point. It is the prevailing opinion that the road will pass between the village and Coulonge River, which will be quite near enough - in fact the village survey extends to the Coulonge River, so that it is likely to pass through our village.

07/10/1886 The Equity, Bryson Pontiac Pacific Junction

The remaining portion of the line between Bernard Creek and River Coulonge has been put under contract. The contract was given to Mr. McAdams who was to commence this week with a force of 1,000 men. With this number of men the work should reach Coulonge in a very short time. Considerable commotion has been occasioned by the disappearing of one of the ballasting contractors who, it is said, left with more money htan his own. The company is now obliged to take up and finish the work between Shawville and Campbell's

12/10/1886 Ottawa Journal Pontiac Pacific Junction

Two hundred laborers will be sent to the end of the track of the Pontiac & Pacific Railway in a few days.

15/10/1886 Renfrew Mercury Pontiac Pacific Junction Fort Coulonge

The Pontiac and Pacific Junction Railway is rapidly approaching Fort Coulonge. Almost sixty miles of the road are now completed.

21/10/1886 The Equity, Bryson Pontiac Pacific Junction

Coulonge. Our village resembles - on a large scale - mornings and evenings, with such swarms of railroad laborers as are constantly coming and going. On Saturday and Sunday last something over seventy arrived, and they have been coming in nearly at that rate since the work commenced here. The work is progressing rapidly, there being heavy gangs on all along from the township line up to the Coulonge crossing. Mr. McAdams is pushing things with a vengeance and no mistake. More.

04/11/1886 The Equity, Bryson Pontiac Pacific Junction

The station at Mr. Clark's is rapidly approaching completion. It is a very neat commodious structure built of clean, well selectred lumber, well finished both inside and out, and on the whole presents a better appearance than the other stations along the line, although differing from them only in one particular, viz. having a door at the back. A new road has been built by the company from the station to the main road, which is indeed a credit to the builders. Telephone communication has been established at the office of the company at Mr. Clarke's. Tracklaying has been discontinued for a short time so as to allow the grading contractors to get a little ahead. The iron is now laid and track laying almost completed to a point some distance beyond Bernard Creek. The whistle of the construction engine can plainly be heard in Coulonge village. It is hoped a regular daily passenger train may be running to the latter point about the time the frost sets in, as it is conceded the road will be ready for traffic from Aylmer to Fort Coulonge at the end of the present month, and at the rate the work is now being pushed, there is no room to doubt this statement. This would be a great boon to the people of the back and upper part of Pontiac, as far at least as Waltham. The masonry work for the bridge at McLellan's creek was finished on Saturday last and the workmen removed to Bernard's Creek. The iron will not be raised until the abutments at the latter are completed when both iron superstructures will be raised simultaneously. Fence posts have been sunk up as far as Campbell's. The ground here about the station is being levelled off and otherwise prepared for the opening of traffic. On the whole the work is progressing vigorously almost at Pacific Railway speed. The construction of the Coulonge bridge will be begun this winter and completed in the spring.

Track laying on the Pontiac & Pacific J. railway has been discontinued to allow the grading contractors to get a little ahead. The iron is now laid and track laying almost completed to a point some distance beyond Bernard Creek. The whistle of the construction engine can plainly be heard in Coulonge village. It is hoped regular daily passenger trains may be running to the latter point about the time the frost sets in, as it is conceded the road will be ready for traffic from Aylmer to Fort Coulonge, at the end of the present month, and at the rate the work is now being pushed, there is no room to doubt this statement. This would be a great boon to the people of the back and upper Pontiac as far at least as Waltham. The masonry work for the bridge at McLennan's Creek was finished on Saturday last and the workmen removed to Bernard Creek. The iron will not be raised until the abutments at the latter are completed, when both iron superstructures will be raised simultaneously. On the whole the work is progressing vigorously almost at Pacific Railway speed. The construction of the Coulonge bridge will be begun this winter and completed in the spring.

11/11/1886 *The Equity, Bryson**Pontiac Pacific Junction*

A special train, containing several railway officials, among them the Hon. L.R. Church, president accompanied by some of the citizens of Shawville and Aylmer, ran up to the end of the iron the fore part of this week.

It is expected the rails will be laid into Fort Coulonge in about 3 weeks time.

Mr. Light, Prov. Government railway inspector, in his report on the Pontiac Pacific Railway says the road compares favorably with any road in the Dominion, and is capable of carrying trains at the rate of forty miles an hour with perfect safety. It is an established fact that the Pontiac road is capable of carrying 30 per cent more freight than the C.P.R. In the course of a week or two we hope to publish the full text of Mr. Light's report, having been promised, through the kindness of the president, the Hon. L.R. Church, a copy of the same.

15/11/1886 *Ottawa Journal**Pontiac Pacific Junction*

A special train from Shawville on the Pontiac Pacific Junction Railway, on board of which were: Superintendent A.H. Legge, Mr. J. Woodrow of Ottawa, Mr. W. Picken of Montreal and Detective McPherson, covered the distance between the above named place and Aylmer, a distance of 40 miles in 50 minutes. This is splendid time considering the rough condition of the road.

Repeated verbatim in the Almonte Gazette of 19 November 1886

17/11/1886 *Ottawa Journal**Pontiac Pacific Junction*

Mr. W.D. Harris, Engineer of the Pontiac & Pacific Junction Railway, yesterday deposited with the Government plans of the line, from the 56th mile to the village of Coulonge, and from the latter place to Pembroke, in case the company decides to make that point their north-western terminus.

17/11/1886 *Ottawa Journal**Pontiac Pacific Junction*

It is reported that while trains are passing over the Pontiac and Pacific Railway near Quyon, stones are frequently thrown at the windows. A few days ago while the train was coming from Shawville, the engineer saw two men step out and throw two stones which went through the window of one of the passenger cars, in very close proximity to one of the passengers.

Also reported in the Ottawa Free Press, same date.

25/11/1886 *The Equity, Bryson**Pontiac Pacific Junction**Coulonge*

On Tuesday evening of last week a car load of freight was delivered to this village. Illegible

Paddy O'Grady has completed his second contract, and now he is anxious that the road should be pushed across the Coulonge at once, as he thinks seriously of taking a ten mile contract next time. Paddy thinks that he and his boy would be equal to the emergency, as he has a plan of a new fangled steam shovel and scraper combined all ready to be patented.

30/11/1886 *Ottawa Citizen**Pontiac Pacific Junction**Fort Coulonge*

Through the courtesy of Mr. Legge, managing superintendent of the Pontiac and Pacific Railway, a first class passenger car was placed on the line yesterday morning at Fort Coulonge, a distance of sixty-one miles from Aylmer, the first passenger car to pass over the road, which is now ballasted to that point. Among the passengers were the Hon. John Bryson, Mr. John Bryson M.P., George Bryson jr., James G. Bryson, James W. Bryson, Miss McGaw, Philadelphia and Miss. Clarke, Aylmer. The party thoroughly enjoyed the trip and were landed at the Capital at 11.30 a.m. having left Fort Coulonge at 6 a.m. It is expected that the road will be opened about the 10th of December. It promises to supply the long felt want of that section of the country; it will provide a valuable leader to the Canadian Pacific; and will be of great benefit to Ottawa.

Similar report in the Ottawa Free Press, same date.

02/12/1886 *The Equity, Bryson**Pontiac Pacific Junction**Coulonge*

Grading up to the edge of the Coulonge River was completed this week. No more grading will be done, we understand, until the opening of spring. It is contemplated, however, to proceed with the preliminary work of the Coulonge River iron bridge this winter. The abutments will be built and everything made ready for the iron, which will be put up early in the spring.

It is expected daily passenger trains will be running from Coulonge by the end of this month.

The plans and specifications for the station and freight shed at Coulonge have been completed and the contract for building the same has been let to Stephen Smith.

In view of Coulonge being a very important point on the line, the station will be a large and consequently a more expensive building than those already erected.

09/12/1886 *The Equity, Bryson**Pontiac Pacific Junction*

Coulonge. Quite a strong force of men are working away at the station here, and it promises to be quite a grand affair. A considerable amount of freight is arriving here already.

09/12/1886 *Ottawa Journal**Pontiac Pacific Junction*

Mr. H.J. Beemer, vice-president and general manager of the Pontiac and Pacific Junction Railway, recently inspected the road in company with Mr. J.L. Prince, the general freight agent in the United States of the Quebec Central railroad. It is understood that Mr. Prince will shortly take charge of the passenger and traffic business of the P.& P.J. R. Mr. Beemer is endeavoring to acquire the Aylmer branch of the C.P.R., and failing this, will construct an independent line to Hull.

16/12/1886 *The Equity, Bryson**Pontiac Pacific Junction*

The first load of stone for the Coulonge bridge arrived there last week. The railway, it is hoped by the inhabitants of the upper end, will be pushed up as far as Ferguson's Point before crossing the river.

Daily train service between Coulonge and Aylmer will be commenced some day this week. It is then expected that all mail contracts will be cancelled and new contracts entered into, as it is a wise and necessary policy to have our mail matter carried by the P. & P. J. railway.

On Monday last a staff of engineers went up country to measure a projected line from Black River to the head of the Allumette Island.

The first load of stone for the Coulonge bridge arrived there last week. The railway, it is hoped by the residents of the upper end, will be pushed up as far as Ferguson's Point before crossing the Ottawa.

Daily train service between Coulonge and Aylmer will be commenced some day this week. It is expected that all mail contracts will be cancelled and new contracts entered into, as it is a wise and necessary policy to have all our mail matter carried by the P.P.J. railway.

On Monday last a staff of engineers went up the country to measure a projected line from Black River to the head of Allumette Island. - Bryson Equity.

23/12/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

The iron superstructures of the bridges at Stevenson's and Bernard's creeks are to be put up at once. Mr. William Hasler, foreman of the Dominion Bridge Company, has come to execute the work. He is accompanied by Mr. A. McKenzie, of this village, who has been employed by the company at Lachine for the past few months.

Mr. Ridout, Government engineer, inspected the line as far as Coulonge last Tuesday. He was highly pleased with the character of the road and will, we have no doubt, report very favorably. The trip from Shawville to Coulonge and return was made in three hours.

Coulonge. The station building and freight sheds are progressing rapidly, the main building being already roofed in and the inside work progressing finely.

30/12/1886 *The Equity, Bryson* *Pontiac Pacific Junction*

In consequence of the regular railway traffic having been opened with Fort Coulonge. Messrs. Hobbs have discontinued their stage line between Shawville and this village.

Coulonge. The P. & P. J. railway is now running regular daily trains between Coulonge and Aylmer, leaving here at six o'clock every morning.

They have not arrived here very regularly yet, on account of snow drifts, etc., but I think it is the intention to arrive here about nine p.m.

13/01/1887 *Ottawa Journal* *Pontiac Pacific Junction*

The annual meeting of the Pontiac and Pacific Junction Railway was held in Montreal yesterday and resulted in the election of the old board of directors as follows: Hon. J.A. Chapleau, Hon. L.R. Church and Messrs. H.J. Beemer, E.A. Hoare and S.H. Leggo. At a subsequent meeting of the board Hon. L.R. Church was re-elected president and Mr. H.J. Beemer vice-president and managing director. The statement of earnings during the past year was presented and proved of a very satisfactory nature. Mr. J.T. Prince of Boston, who came to Canada well recommended, has just been appointed superintendent of the road and will be entrusted with the task of working up freight and passenger traffic. The track has now been built to a point beyond Coulonge, sixty-one miles from Aylmer, and, under the direction of Mr. Leggo, superintendent of construction, will be further extended in the spring.

20/01/1887 *Ottawa Journal* *Pontiac Pacific Junction*

County of Pontiac Bonds

The delegation appointed at the last meeting of the County Council of Pontiac to wait upon the officials of the Pontiac and Pacific Junction Railway company, arrived in the city this morning and were to meet this afternoon the president of the company, the Hon. Mr. Church. That gentleman was, however, unavoidably absent. Mr. W.H. [sic] Beemer, the vice-president was on hand but nothing of importance was done. The object of the delegation was to make arrangements with the company if possible to have the county relieved from the \$100,000 bonus voted to aid in building the Road. Two lawsuits are now in progress in regard to this bonus, one by the County Council of Pontiac challenging their legality owing to illegal signatures and the other by Mr. Ross of Quebec.

The delegation, which consisted of fifteen mayors from their respective communities leave for home this evening.

22/01/1887 *Ottawa Journal* *Pontiac Pacific Junction*

The Pontiac & Pacific Junction railway is now graded two miles west of Coulonge village and the road to Coburg [sic] is in running order. Traffic is not very brisk just now on the new road but a brisk trade is expected with the opening of spring weather.

25/01/1887 *Ottawa Journal* *Pontiac Pacific Junction*

A passenger train on the Pontiac and Pacific Railway, going up the line this morning, got stuck in the snow above Aylmer. It will be dug out this afternoon. Superintendent Leggo was on board.

27/01/1887 *The Equity, Bryson* *Pontiac Pacific Junction*

One of the officials of the P. & P. J. performed the task of snow-shoeing from Aylmer to Quyon on Wednesday afternoon and Thursday morning, while the train was stuck at Breckinridge's. Some of the wags on the road affirm that he got down to such a rapid gait, that he failed to observe the cars as he almost flew over where they were embedded in the snow drifts, and that it was with great difficulty that the agent succeeded in shunting him off on the Quyon siding.

Telephone connection between the station and the village is talked of, as is the establishment of a line between the latter place and the Pontiac, Such an extension of the system would certainly be appreciated, inasmuch as it would do away with much travel during seasons of bad road such as we are now experiencing.

Some parties were souped up here all week owing to the storm, and on Friday night a number was detained here on account of the blockade on the P. & P. J. They managed to continue their journey on Saturday afternoon.

Owing to the continued stormy weather there has been no traffic on the P. & P. J. so far this week. It is said that the line will have to be flanged out for nearly its entire length before trains can run successfully.

04/02/1887 *Ottawa Journal* *Pontiac Pacific Junction*

A Coulonge correspondent of the Equity says: The P.P.J. trains make their regular weekly trips, that is, when it is not too stormy, but now that they have a turn table here, it is to be hoped they will be able to do better work.

11/02/1887 *Renfrew Mercury* *Pontiac Pacific Junction*

It is said that the Directorate of the Pontiac and Pacific Junction Railway have under consideration a scheme to change the route of that line. The proposition necessitates the extension of the line to Sault Ste. Marie, there forming a connection with the Northern Pacific. With the co-operation of the Canada Atlantic and the Vermont Central Railways, it is claimed this would be the shortest available route between the West and Boston and New York. This will involve the building of an independent line from Aylmer to Hull and as well the construction of a bridge over the Ottawa connecting Hull with Ottawa. The company have been negotiating for some time past with the Canadian Pacific authorities for the purchase of their Aylmer branch but it is understood without success. The new line would prove of immense advantage to Ottawa, says the Citizen.

Also reported in The Equity, Bryson of 10 February.

27/02/1887 *The Equity, Bryson* *Pontiac Pacific Junction*

The P. & P. J. trains make their regular weekly trips, that is, when it is not too stormy, but now that they have a turntable here it is to be hoped they will be able to do better work.

03/03/1887 The Equity, Bryson Pontiac Pacific Junction

In spite of all endeavors to keep the track open for traffic, the Pontiac Railway Company has been squarely knocked out of time by the terrible storms of the past month. It is not expected that traffic can possibly resume until the spring thaw fairly sets in. There is said to be a large quantity of freight lying at Aylmer in consequence of the blockade, and the respective consignees are exhibiting symptoms of increasing impatience for which they can scarcely be blamed.

04/03/1887 Almonte Gazette Pontiac Pacific Junction

The Pontiac and Pacific Junction railway had a hard time of it this winter. The Company neglected to provide themselves with a snow plow, and the road has been completely blocked.

17/03/1887 The Equity, Bryson Pontiac Pacific Junction

Elsewhere in these columns will be found a notice of application to parliament for amendments to the charter of the Pontiac Pacific Junction Railway. The amendments sought for embody an extension of time for the completion of the road; the acquiring of timber limits for the Ottawa District; the working of saw mills; provision for the execution of a trust mortgage deed; issuance of bonds; giving power giving power to the trust for the sale thereof in case of default being made in the condition of the d??s; constructing? the railway through the Province of Quebec to Sault Ste. Marie, crossing the Ottawa in the County of Pontiac, west of the town of Pembroke if necessary, and extending the line to the Mattawan: to validate and confirm the agreement between the Canadian Pacific Railway for the purchase of the Aylmer Branch, and to relieve that branch from all mortgages and charges.

31/03/1887 The Equity, Bryson Pontiac Pacific Junction locomotive

In the course of an extended report of the improvements etc.. That are being made by and the prospects of the Pontiac Railway, the Aylmer Times of last week says: Last November the work was commenced and today we behold a machine shop, one hundred and ten feet by forty feet, containing all species of necessary apparatus and lodging room for six or eight engines. Besides the building of the shop, Mr. Punghorn and his fourteen employees have also built a snow plough that is capable of cutting through a seven foot drift and clearing a track eight feet wide. He has also built a flanger that clears the centre of the track as well as the sides. On the 17th of this month, to give an example of its strength, that scraper cut out six inches of solid ice from the centre of the track. This piece of workmanship does great credit to Mr. Pangborn, and it proves abundantly that Mr. Prince 'meant business' when he undertook the management of the road.

But not only if the snow plough there as evidence of the work turned out from that new shop, but also two "turntables" have been built at the same establishment, one of them is at Aylmer and the other at Fort Coulonge. Both were built in the Aulmer workshop and under the supervision of Mr. Pangborn. These added to the snow plough and taking into consideration the severity of the weather and the necessary time used to erecting the sheds and shops, would abundantly be fruits enough of the labor to prove how well it was carried out; but there is yet another piece of work, of another character that must not be without a comment. Mr. Pangborn built the paymaster's car, which is a real model. In fact, so compact and perfect is it, that Mr. Prince makes use of it as an office. This piece of work, although not in the same line as that of the snow plough and ??building still is of a most delicate, if we might ? style in nature. Illegible.

Besides the men are busy rebuilding an old engine, one that for forty years puffed along the Vermont Central, and it will be No. 1 when completely renovated. It is expected that it is to be sent to the Ottawa and Gatineau Valley Railway. It will serve as an engine for the construction train. While in one portion of the shop this refittign business is going ahead, in another part we are ?? Work on Engine No. 10. This one is to be called the "W. Poupore". It is expected that it will be ready by the first of April when a new train will leave Aylmer for the upper end of the road. There will be the Engine No. 1? "J. Bryson" and a baggage car. rest illegible.

31/03/1887 The Equity, Bryson Pontiac Pacific Junction

The Aylmer Times says:- Mr. A.B. Leggo, superintendent of construction on the P. & P. J. Railway returned yesterday from the Peche where he has been purchasing Railway Ties for the Gatineau Valley Railway. It is expected work will be started on the above line by the 1st of May. A large engineering party will start locating the line next week under Mr. Harris the engineer of the P. & P. J. Railway. Mr. Harris is bound to push the road ahead.

14/04/1887 The Equity, Bryson Pontiac Pacific Junction

The Pontiac Railway in many places is submerged by the spring freshets. It is feared that very serious washouts will occur between Franktown and Coulonge if the snow continues melting at the rapid rate of the past few days. Already some two or three washouts have occurred, but they are not of a very serious character, only delaying the train an hour or so.

30/04/1887 Ottawa Free Press Pontiac Pacific Junction Vinton

Mr. Bryson, M.P. for Pontiac, and Mr. A. Wright, M.P. for Ottawa, will insist on the Pontiac & Pacific Junction company building a station at Vinton, which village is surrounded by a fine farming country. The company will have the new station in course of erection before the autumn season.

05/05/1887 The Equity, Bryson Pontiac Pacific Junction

The Pontiac Railway placed three splendid new cars on the road last week, a first and second class coach, and baggage car with express compartment. The cars are well equipped and elegantly painted. They will be an important acquisition of the road, Locomotive No. 10 has been thoroughly overhauled, and is now considered one of the best on the road.

21/05/1887 Ottawa Journal Pontiac Pacific Junction

A prominent official of the Pontiac and Pacific Junction Railway said in conversation with a Journal reporter today: "The work of constructing the line is going on with unabated energy and a direct line is now finished from Aylmer to Coulonge. The intention of the company is to complete the line and have trains running to Pembroke this fall. The company have just received a new train of cars, including a first class coach, second class and smoking car and a baggage and express car. The cars were all made by Messrs. James Crossen & Co. of Coburg, and are a credit to Canadian manufacture, being all beautifully finished inside in cherry and plush. This passenger train will be running regularly between Aylmer and Coulonge.

The bill at present before the house of Commons provides for the transfer of the Aylmer branch from the C.P.R. to the Pontiac and Pacific Junction Railroad."

23/05/1887 Ottawa Citizen Pontiac Pacific Junction

A new train outfit has been received by the Pontiac Pacific Junction Company for the section of road between Aylmer and the Coulonge. It consists of a first class car, a combined smoking and baggage car, and express car. The coaches contain lavatories and closets. They were manufactured in Coburg by Mr. J. Crossen. They will come into use this week.

27/05/1887 Ottawa Journal Pontiac Pacific Junction

Bryson - Mr. E. Haydock of Ottawa, proprietor of the great iron mine in Hull, came up by P.P.J. train on Saturday night and got off at Campbell's. His object in visiting the Pontiac is in prospecting.

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A special meeting of the Pontiac County Council was held here last week and a resolution passed calling upon Messrs. Bryson, M.P. and Poupore, M.P.P. to obtain a bonus of \$200,000 for extending the Pontiac and Pacific Railway provided the company will relieve the Pontiac from any alleged obligation to give a bonus and will run the line as far as Allumette Island before crossing the Ottawa river.

31/05/1887 Ottawa Citizen Pontiac Pacific Junction Vinton

A new station will shortly be put up at Vinton, on the line of the Pontiac and Pacific Junction Railway. This action of the Company has been brought about by the exertions of Messrs. Alonzo Wright, M.P., George Bryson M.P. and Mr. Cormier M.P.P. who have great faith in Vinton's future, as it is in the centre of a fine farming district.

02/06/1887 The Equity, Bryson Pontiac Pacific Junction

The engineers are now engaged in grading the line between Coulonge and Black River. Grading, we believe, will be commenced next week, between these two points and the whole work pushed vigorously forward until Black River is reached. Mr. Osler and Mr. Dunn have charge of the locating party.

06/06/1887 Ottawa Journal Pontiac Pacific Junction

Bryson - Rev. Father Ferreri was in Bryson Saturday. He is under the impression that the Pontiac railway authorities will not build a regular station at Vinton inasmuch as it is too close to Campbell's. This rev. gentleman says there is more need for a large station at Vinton than at Campbell's as the volume of trade is much larger.

The engineers are now engaged in locating the line between Coulonge and Black River. Grading will be commenced next week, between the two points, and the whole work pushed vigorously forward until Black River is reached. Mr. Osler and Mr. Dunn have charge of the locating party.

06/06/1887 Ottawa Free Press Pontiac Pacific Junction

Two trains now run regularly between Aylmer and the Coulonge--

13/06/1887 Ottawa Journal Pontiac Pacific Junction

Mr. H.J. Beemer is hiring men to work on the Pontiac & Pacific Junction Railroad above Coulonge, to which point the line is completed.

07/07/1887 Ottawa Journal Pontiac Pacific Junction Parkers

Eardley - a little excitement was noticed lately on account of the removal of a station on the P.P.J. R'y. from Black Bay to Parkers, being more central between "Quyon" and "Breckenridge". The men in the vicinity of Parkers turned out to help with the work and got it removed to position and the flag floating on Queen's jubilee 30th ult.

14/07/1887 The Equity, Bryson Pontiac Pacific Junction

We would like very much to know why the extension of the P. & P. J. is not being commenced. Hve all the resources of the company been transferred to the Gatineau Valley road?

21/07/1887 Ottawa Journal Pontiac Pacific Junction

The Pontiac and Pacific Railroad Company have called for tenders for the construction of ten miles of road from the Coulonge river, west.

26/07/1887 Montreal Gazette Pontiac Pacific Junction

Pontiac Pacific Junction Railway Co.

TO RAILROAD CONTRACTORS.

TENDERS will be received by the undersigned up to the 30th day of July, for the construction to sub-grade of a further portion of about 10 miles of the Pontiac Pacific Junction Raipway, extending from a point just west of the Coulonge River to the end of the 71st mile. Plans and specifications can be seen, and other information obtained, at the Engineer's office, on the works at Coulonge, at the office, No. 14 Metcalfe street, Ottawa, and of the undersigned at Montreal. The contractors will be required to enter upon the work at once and to complete it by the 1st of November next, and to furnish satisfactory security for the performance of the same. Contractors may tender for 2½, 5 or 10 miles.

At the same time Tenders will also be received for the erection of the pier and abutments for the bridge across the Conlonge River. The stone for this bridge is lying alongside the track near Quyon Station. Intending contractors may tender for the work as a whole, taking the stone at a valuation, or for the construction alone, the company delivering the stone at the edge of the river. The company dees not bind itself to accept the lowest or any tender

H. J. BEEEMER, Vice-Pres., P.P.J.R

174 162 St. James st., Montral.

James Montreal.

30/07/1887 Ottawa Journal Pontiac Pacific Junction

Tenders for the construction of ten miles of the Pontiac and Pacific Junction Railway close today.

16/08/1887 Ottawa Citizen Pontiac Pacific Junction

It is understood that the contract for the construction of a ten mile section of the Pontiac and Pacific Railway has been awarded to Mr. Johnson of the Eastern Townships. At present the work is graded to the Coulonge River, about two miles above Coulonge village, and the present contract takes in that section of territory north west of this point. The contract for the masonry of the bridge across the river has been awarded to Mr. James Morrison of this city.

26/08/1887 Almonte Gazette Pontiac Pacific Junction

Two Trains Collide.

Two freight trains collided a short distance east of Aylmer on Friday morning last, completely destroying the engine and several cars on the east bound train, while the west bound, which had come to a standstill, had its engine damaged considerably. The train men jumped and escaped injury, except the brakemen on the eastbound, who were thrown violently but not hurt fatally. The engineer on the eastbound train was the culpable party.

02/09/1887 Kingston Daily News Pontiac Pacific Junction

The farmers of Upper Leitchfield, on the Pontiac and Pacific Junction Railwau, threaten to tear up the track and wreck the trains unless prompt settlement is made by the company for right of way, wood contracts and other transactions in which they consider themselves unjustly treated.

02/09/1887 The Equity, Bryson Pontiac Pacific Junction

Account of an excursion from Atlmer to Coulonge the previous Saturday - illegible.

08/09/1887 The Equity, Bryson Pontiac Pacific Junction

The P. & P. J. Railway commenced running through trains to Ottawa on Monday last. The Co. having arranged with the C.P.R. to run over the Aylmer branch. This will be a great convenience to the travelling public of the Pontiac.

26/09/1887 Ottawa Journal Pontiac Pacific Junction

The work of construction on the line of the Pontiac and Pacific Railroad is progressing favorably. Over two miles of track are graded beyond Coulonge river and four stone piers have been built for the bridge across the river. The line will be completed to Pembroke next spring.

08/10/1887 Ottawa Journal Pontiac Pacific Junction

The work of construction on the Pontiac and Pacific Railway is progressing rapidly. A gentleman who has just returned from Fort Coulonge says that four of the stone piers for the bridge across the Coulonge River have been constructed and the work of constructing the traverses will be started in about two weeks. The bridge will be of wood and stone. The work of construction on this line north of the Coulonge river is now about eight miles from Fort Coulonge.

15/10/1887 Ottawa Journal Pontiac Pacific Junction Eardley

Some miscreant threw a stone at the car window while the P.P.J. train was passing thorough Eardley on Wednesday evening. Happily, no damage was done beyond the shattering of a pane of glass, the speed of the train preventing the stone from penetrating to the inside of the car. This is the third time during the season that the same offence has been committed.

19/10/1887 Ottawa Citizen Pontiac Pacific Junction

Rumors of the take over of PPJ by GTR are false. Importance of PPJ to Ottawa. An amalgamation with the CAR would provide an even shorter route when the PPJ is completed through to Sault Ste. Marie.

28/10/1887 Ottawa Journal Pontiac Pacific Junction

The agent of the Pontiac and Pacific Railway states that the work of construction of the line of the Pontiac and Pacific is now being carried on about eight miles north of Coulonge [sic]. Work will be stopped about the 10th of December.

04/11/1887 Ottawa Journal Pontiac Pacific Junction

The Bryson Equity publishes a rumor that the Pontiac & Pacific Junction Railway is likely to pass into the hands of the Grand Trunk Railway. Railway authorities here state that there is nothing in the matter but state that such a deal has been largely talked of by the people in the Pontiac district who would be glad to see the Grand Trunk in possession.

04/11/1887 Renfrew Mercury Pontiac Pacific Junction

The agent of the Pontiac and Pacific Junction Railroad at Aylmer states that the work of construction on the line of the Pontiac and Pacific is now being carried out about eight miles north of Coulonge. Work will be stopped about the 10th of December.

19/11/1887 Ottawa Journal Pontiac Pacific Junction

Mr. J.T. Prince, general traffic manager of the Pontiac and Pacific Railway, left today for Calumet [sic] to examine the construction on the line of railway. Building operations will be pushed on this winter and the line completed to Pembroke.

22/11/1887 Ottawa Citizen Pontiac Pacific Junction

Mr. Harris C.E. Chief Engineer of the Pontiac Pacific Junction Railway, left last night on a trip over the line. During the past season the Coulonge River has been bridged by a substantial four span structure, the contractor for the masonry being Mr. Morrison of this city, and for the iron work the Dominion Bridge Company. Ten miles of the road beyond the Coulonge to the site for a bridge across the Ottawa River have been graded and in the course of a few days the work of track laying will be commenced and completed this fall. This will leave the bridge over the Ottawa and about thirteen miles of road to construct to reach Pembroke, the present northwestern terminus of the road. Mr. Harris thinks that the through line will be opened next summer. When rails have been laid on the present ten mile section, the company will have a total length of road, starting from Aylmer, of seventy-one miles under operation. At present regular trains are operating between Aylmer and Coulonge and a contract has been entered into for carrying the mail with the Post Office Department. Mr. Ridout, the Government Inspector of Railways has passed over the line and reports that the work has been satisfactorily done.

24/11/1887 Ottawa Journal Pontiac Pacific Junction

The Pontiac Railway is getting on very rapidly. There are 315 men and 100 teams now at work at Floods. This is about ten miles, as the crow flies, from Pembroke. There is now in course of erection there an immense trestle work, the dump on which is 21 feet high and on this there will be a further wooden elevation of 11 feet - Eganville Enterprise.

24/11/1887 The Equity, Bryson Pontiac Pacific Junction

Tracklaying is to commence shortly on the Pontiac railway westward from Coulonge river. The stonework for the bridge across the latter is well advanced toward completion.

22/12/1887 Ottawa Journal Pontiac Pacific Junction

The work of construction on the line of the Pontiac and Pacific Railway has been suspended for the season. The road is now advanced to a point about eight miles north from Calumet Island.

04/01/1888 The Equity, Bryson Pontiac Pacific Junction

Piece on Coulonge Railway bridge - illegible. Built by Dominion Bridge.

06/01/1888 Ottawa Free Press Pontiac Pacific Junction

On the road of the P. & P. Junction railway at a point about three miles above Aylmer, a snow plow lies down the embankment. It was accidentally precipitated there while going over the track a few days since and has not been raised yet. The locomotive was also thrown half off the rails, and before they could be cleared passengers had to be transferred over the route in sleighs.

10/01/1888 Ottawa Free Press Pontiac Pacific Junction

The morning trains on the C.P.R. were all on time this morning. The Pontiac train, due at eleven was a few minutes late. The conductors said the storm didn't cause any delays.

THE PONTIAC JUNCTION.

Notes of a Trip Along the Line of this New Railway.

Progress of Settlement - A Sketch of the Village - Some Magnificent Scenery - The Home of the Brysons - An Old Hudson Bay Company Fort.

The thought had occurred to me that during my idle spell I would write up the route of the Pontine & Pacific Junction Railway company. My original purpose was to give your readers a description of the present terminus, Coulonge, but I think it best to take a survey of the whole line. To begin with it might be in order to say something of the equipment of the road, which, I have no hesitation in saying, is one of the finest of the kind in the Dominion. It was made as per order of Mr. H.J. Beemer, by the Cobourg Car Works, who must have thought of every little modern convenience that the travelling public require. It consists of a first class, second class and smoking car combined, and baggage, express and mail car combined, is fitted out with air brakes, etc. The engine is a flood from Rhode Island Engine company, with all the latest improvements. The traffic is efficiently and courteously looked after by Mr. J.T. Prince, superintendent. The balance of the rolling stock as yet, which is of A 1 quality, is under the direction of Mr. A. H. Leggo, the able superintendent of construction.

THE FIRST STATION REACHED

after leaving Aylmer is Breckenridge, about seven miles from Aylmer; there is a good level farming country from this point to the Quyon. Mr. E.H. Breckenridge has started a brick yard, and turns out brick of very good quality, I believe. The next station is Eardly, a flag station, more for the convenience of a few travellers than for any business done. Then comes Parkers, where the business of Eardly is handled. Several new houses have gone up recently. Quio is next reached; the village is about two miles from the station, and is about the most stirring on the line. Mr. McLean's large roller mills are there, some four stores, three hotels, billiard room, telegraph and post offices, and three churches. Wyman's, which was till recently a flag station, has now developed into quite a business point. The Bristol iron mines bring all their ore for shipment to this place, and the railway company has erected large bins for its reception. Two stores have been built also, and seem to be doing a good business, which shows what development a railway brings about. This was only a farming country, where two concessions intersected last year, and now it looks as though it was going to become quite a village. Shawville appears to our view after leaving McKee's. The town is situated in a slight valley from the track, which sets it off to considerable advantage. It is

A STIRRING LITTLE PLACE, BUILDING UP

a great deal since the road came to it. There is a grain elevator on a siding at this point, with capacity of 25,000 bushels, four stores, two hotels, telegraph and post offices and two churches. This is quite a freight distributing point for Leslie, Otter Lake and other points where lumbering is carried on. The next station is Clark's, about four miles from Bryson, a thriving little town, where there are some of the best business places in the county, one store especially, recently built by Mr. C. Turpain, and I doubt if there is anything west of Montreal in the province to equal it. This is the chief county town at present. Bryson has three hotels, three churches and two newspapers, the Equity and the Advance. It promises to be quite a mining locality, and the project of running a branch in from the Pontiac & Pacific Junction railway is being talked of. Campbell's Bay is next reached, and when the road first came in here what is now quite a flourishing village was a wilderness. As soon as the station was built last year, houses, stores and hotels seemed to go up like magic, and now there is a good sized village. The station also is a distributing point for the small village of Calumet Island and lumbermen's shanties.

THE SCENERY AROUND THIS POINT.

in the summer is something magnificent. The Ottawa diverges here into a bay on one side of the Calumet inland and flows on; on the other side is a furrow river, and as far as the eye carries of the cars lovely hills green with trees, and a beautiful bay and river are seen. This scenery lasts for some two miles, when we lose sight of the Ottawa again, till we get to the Grande Marois, where the scenery is again beautiful. Then we arrive at the present terminus, Fort Coulonge. The workshops and principal local office is at Aylmer, but this is the headquarters of construction. There was a large round house built here last fall for the accommodation of the passenger engine and construction engine. The station is a little inconvenient to the village, owing to some misunderstanding. The village is pleasantly situated between the Coulonge and the Ottawa rivers, each of these flowing along the shores of the village on either side. There are seven stores, all doing good business apparently, four hotels, two churches, a Catholic and Presbyterian, Post office and telegraph office. Since the railway came in here there have been some ten or twelve new houses built. This is the residence of Hon. Geo. Bryson, jr., and Jno. Bryson, M.P., they being engaged in lumbering.

THE LATE MR. THOMAS BRYSON

was held in high esteem by his fellow countrymen, they, a short time previous to his death, some six years ago, having elected him to the Dominion house; he was the leading man of this town, and everywhere about it are evidences of his devotion to the home of his adoption. Since his death, Mr. Jno. Bryson has been member for the county and has held the position with great credit to himself and the people, and evidences are many of his following in the footsteps of his uncle in trying to advance its interests. About two miles from the village is the residence of the Hon. Geo. Bryson, sr. The business of lumber merchant and the general store of the late Thos. Bryson have been carried on by his son, Mr. Jas. Bryson, who is one of the most respected villagers. At the point where the railway crosses the Coulonge river, going west from Coulonge to Black river, ten miles of road have just been completed and handed over to the company, but I understand will not be opened for traffic this winter. The Dominion Bridge company are erecting a splendid iron bridge at Coulonge which, when completed, will have two span girders and two tress spans, 320 feet long in all. The scenery around

THE MOUTH OF THE COULONGE RIVER

up as far as the old Hudson fort, is very beautiful. It is surprising to me that some one has not already located a summer hotel here as there really is not a prettier place or better beach within a good many miles of it. There is one of the best sites for a saw mill on Bryson's Point that could be found on the Ottawa, a great place to boom logs and ample piling grounds. Just at the mouth of the Coulonge is the original residence of Mr. Thomas Bryson, the prettiest little spot on the river; the ruins of the old house are still there, and it is considered the walk for Sunday afternoons in the summer. The old fort still holds its own against the progress of time, and is, I am informed, one of the oldest Hudson Bay company's forts in existence. From here to Black River are good farming lands, pretty thickly settled by well-to-do farmers.

LOCKE.

Coulonge notes. The ten miles of railway recently completed between here and Black River were inspected last week, and the work pronounced satisfactorily executed. It is not intended to open this portion of the road for traffic before next spring

Quebec 27th. A case of considerable public interest was argued before Judge Caron in the Superior Court here yesterday. In September, 1881, the County Council of Pontiac voted \$100,000 to assist the building of the Pontiac and Pacific Junction Railway. The \$100,000 was represented by bonds, one half of which were negotiated or cashed by the Hon. J.G. Ross of Quebec, who now sues the provincial government to recover the \$50,000 as advanced by him. The government is the principal defendant, but the Pontiac county council has also been mis a cause. The plaintiff was represented by the Hon. G. Irvine and the government by the Hon. F. Langelier, and the Pontiac interest by Mr. McDougall of Aylmer. The construction work on the road, it appears, was stopped during two years owing to the fact that the contractors had to suspend payments. Since then the work has been resumed and the company now claim the amount of \$50,000. The defence pretend had pleaded that the bonds on which Senator Ross' action is based are worthless, as they were signed by a Mr. McNally instead of Mr. W.P. Poupore M.P.P. and warden of Pontiac county. It is alleged that Mr. McNally had no power to sign as warden of the county, as he had not been regularly elected to that office, but had obtained it by fraud, and that his partisans only made use of him for the purpose of signing the bonds, which, legally speaking, should have borne the signature of Mr. Poupore, the properly elected warden. This is the first time, it seems, that a similar question has been raised in Canada, and it is said that no matter what may be the nature of the judgment of the Superior court, there will be an appeal to the Privy Council.

28/01/1888 *Ottawa Journal* *Pontiac Pacific Junction*

\$50,000 wanted from Pontiac

Quebec - Judge Caron has reserved judgment on a case of considerable public interest here, namely a suit by the Hon. J.G. Ross, of Quebec, to recover \$50,000 from the Provincial Government and the County of Pontiac.

In September 1881 the County Council of Pontiac voted \$100,000 to assist the building of the Pontiac and Pacific Junction Railway. The \$100,000 was represented by bonds. Hon. Mr. Ross took half of these, paying \$50,000 to the company which was building the railway. He now wants to return the bonds to either the Government or the County Council and get his money back.

The defense pretends that the bonds on which Senator Ross' action is based are worthless as they were signed by a Mr. McNally, instead of by Mr. W.J. Poupore, M.P.P. and warden of Pontiac county. It is alleged that Mr. McNally had no power to sign as warden of the county as he had not been regularly elected to that office, but had obtained it by fraud, and that his partisans only made use of him for the purpose of signing the bonds, which legally speaking should have borne the signature of Mr. Poupore, the properly elected warden.

Senator Ross is represented by Hon. G. Irvine and the defendants by Hon. F. Langelier M.P., and Mr. McDougal of Aylmer, the former for the provincial government and the latter for the county.

30/01/1888 *Ottawa Journal* *Pontiac Pacific Junction*

The Pontiac County Debentures now in dispute before the courts of Quebec have a history of their own. When the Pontiac and Pacific Junction Railway was first projected through the county the railway company, of which the Hon. L.R. Church was president, asked the people to assist the undertaking by granting a bonus. The president had represented Pontiac in Parliament, and exercised a good deal of influence, and the idea of having a railway caught the people's fancy at once. A vote was taken early in 1881 but the upper end of the county were not satisfied with the conditions and they voted solidly against the grant and defeated it.

In September 1881, another vote was taken to grant \$100,000 to the company, and this time it was successful. The present M.P.P. for Pontiac, Mr. W.J. Poupore, was then warden of the county. When the bonds were presented to him for signature he refused to sign them, claiming that the private guarantees promised as to when the road would run had not been given and he refused to sign away the people's money unless these guarantees were given. The guarantees, as understood at that time were that the road would be built within a fixed period of time, and should not cross the Ottawa river at any point east of Black river. In 1882 a new County council assembled in Bryson, the county seat, and Mr. Simon McNally was elected warden - illegally, it is claimed by some, and signed the debentures. They were deposited with the provincial treasurer and were only to be given out to the company as the road was built. Although the company failed and the construction was dropped for two years, the bonds were given over to the promoters of the road. Since then efforts in different directions have been made to relieve the county from redeeming these debentures which are for twenty years at six per cent interest. At one time negotiations were opened with the federal government with a view to assuming the bonds and relieving the people from paying them but the negotiations from one reason or another fell through. The Quebec Government, which Senator Ross is suing, is brought in because the people of the county claim that the debentures are invalid as the company did not construct the road within the specified time, and the provincial treasurer had no right to let the company have the bonds.

02/02/1888 *Ottawa Journal* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway has just completed arrangements with the Canadian Pacific railway to run two trains a day into Ottawa from Calumet island, the terminus of passenger traffic on the new line.

09/02/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Aylmer*

Aylmer notes. The P. & P. J. has made arrangements with the C.P.R. to run two trains daily into Ottawa from Aylmer, the present terminus of the passenger traffic. This will be a great convenience to the people of Aylmer and vicinity.

25/02/1888 *Ottawa Journal* *Pontiac Pacific Junction* *Aylmer*

For some time past the residents of Aylmer have been bothered by a shunting engine on the Pontiac and Pacific junction Railway which has been kept running up and down the street upon which the track terminates frightening the horses &c. At the last meeting of the council a resolution was passed requesting the Railway company to stop the nuisance by keeping the engine in their yard. The company complied with the request.

01/03/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Aylmer*

For some time past the residents of Aylmer have been bothered by a shunting engine of the Pontiac and Pacific Junction Railway which has been kept running up and down the street upon which the track terminates frightening horses &c. At the last meeting of the council a resolution was passed requesting the Railway company to stop the nuisance by keeping the engine in their yard. The company complied with the request.

09/03/1888 *Almonte Gazette* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway took up from Aylmer on Friday last sixteen carloads of supplies and provisions for the work of construction on their line near Pembroke.

17/03/1888 *Ottawa Journal* *Pontiac Pacific Junction* *Aylmer*

The Pontiac and Pacific Junction Railway Company have a number of (men) constructing car sheds near their station house at Aylmer. The sheds will be capable of accommodating twenty passenger cars.

23/03/1888 *Renfrew Mercury* *Pontiac Pacific Junction*

The bridge across the Coulonge river west of Coulonge is now completed and the Dominion Bridge company's employees have now returned to Lachine. The road has been cleared to the end of the iron and a special with the directors passed up on Monday last for the final inspection to Black River. Advance.

05/04/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

A gentleman related to us the other day that after dark sets in there is not enough light on the passenger train of the P. & P. J. to read a newspaper, and on inquiry he learned that the management would not allow the lights to be turned up higher as it was too expensive buying coal oil and if the lights were turned beyond a certain mark the lamps would smoke for which the man having the superintendence of this particular part of the train's paraphernalia, was subject to a fine. The economy practised by the officials - the high up fellows we mean - is reduced to a science.

10/04/1888 *Ottawa Citizen* *Pontiac Pacific Junction* *Ottawa River*

Chief Engineer Dale Harris of the Pontiac Pacific Junction Railway has gone up the line to finally locate the work from the Ontario approach of the bridge across the Ottawa River at the Allumette Island to Pembroke, a distance of about three miles. The bridge will cost over \$200,000 and will take over a year to construct.

13/04/1888 *Almonte Gazette* *Pontiac Pacific Junction*

An Economical Railway.

A gentleman who was a passenger on the Pontiac and Pacific Junction Railway a few days ago says that after dark sets in there is not light enough on the train to read a newspaper, and on inquiry he learned that the management would not allow the lights to be turned up higher, as it was too expensive buying coal oil, and if the lights were turned beyond a certain mark the lamps would smoke, for which the men having the superintendence of this particular part of the train's paraphernalia was subject to a fine.

26/04/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

The Pontiac train suffered an accident last Friday. The driving shaft broke when near Coulonge. The engineer, however, succeeded in getting the train into the station.

On Friday night as the passenger train entered the yard at Coulonge one of the valves on the locomotive broke rendering it incapable of proceeding further. The passengers had to walk the short distance to the station. The services of another engine were secured to take the train down the next morning. The disabled engine was repaired and followed the morning train down a few hours afterwards.

Campbell's Bay. It is said that the P. & P. J. will soon begin to draw ballast from the gravel pit at this place.

26/04/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Aylmer*

Aylmer. The Times says:- Down by our depot there is a considerable bustle and noise of late. Anyone standing there on Monday morning as the overcrowded Pontiac train came in, and two acres of cars from Ottawa rolled into the station would not say that Aylmer was going behind. Fifteen years ago the one who would tell us that such a sight could ever be seen at our Union Depot would be taken for a fool. And yet there it is today, in all its iron reality and strength of steam. Aylmer is keeping pace with the time and is yet destined to be the Bath or the Rockaway of the Canadian Capital.

03/05/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

Several washouts are reported on the P. & P. J. Railway above the Coulonge village. There is one opposite Creighton's Lake said to be about 60 feet wide.

04/05/1888 *Renfrew Mercury* *Pontiac Pacific Junction*

The Aylmer Times says that Chief Engineer Dale Harris of the Pontiac Pacific Junction Railway has gone up the line to finally locate the work from the Ontario approach to the bridge across the Ottawa river at Allumette Island to Pembroke, a distance of about three miles. The bridge will cost over \$2,000,000 and it will probably take a year to construct it.

10/05/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

On Tuesday last the P. & P. J. pay car went up the line.

11/05/1888 *Almonte Gazette* *Pontiac Pacific Junction*

Several washouts are reported on the P.P. J. Ry. Above the Coulonge village last week. One opposite Creighton's lake is said to be about 80 feet wide.

31/05/1888 *The Equity, Bryson* *Pontiac Pacific Junction*

Construction will be resumed on the P. & P. J. R'y. during June, when the road will be rapidly pushed to Pembroke.

21/06/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Klock's Mills*

Four horses were killed at Klock's Mills on Wednesday last by a locomotive. They were the property of Messrs. Klock.

21/06/1888 *The Equity, Bryson* *Pontiac Pacific Junction* *Pembroke*

On Tuesday night of last week the town council of Pembroke met to consider a letter from Mr. L. Ruggles Church, President of the Pontiac and Pacific Junction Railway Company, which asked the town to furnish the right of way for the railway from the point at which it would strike the Ontario shore right into Pembroke, along with terminal grounds in Pembroke and also to grant right of way along McKay street to the mills on the muskrat river.

Accompanying the letter was a plan of the route intended to be taken by the Company. On this plan the line strikes from the Ontario shore opposite Morrison's Island to Mr. White's land in front of Mr. Henry Mitchell's farm, and runs in a south westerly direction around the high piece of land and enters the corporation below the A. & P. White farm, and runs from thence to the corner of Herbert and McKay streets where the terminus will be. In the report which accompanied the plan it was stated that the plan was only an approximate one.

Various members of the council discussed the matter in a conversable manner, and a committee was appointed to inquire into the matter and report to the Council.

17/07/1888 *Ottawa Journal* *Pontiac Pacific Junction* *Aylmer*

The Pontiac and Pacific Railway company are increasing the size of their station at Aylmer by building an addition for freight. The quantity of freight going over the line is materially increasing.

The work of construction on the line of the Pontiac & Pacific Junction railway is being vigorously prosecuted and it is expected that before next fall the company will be running their trains into Pembroke. Ottawa and Pembroke will then be connected by a line via the north shore of the Ottawa. An official of the road, speaking to a Journal reporter said:

:The line is now open for traffic from Coulonge to Aylmer and thence into Ottawa via the Aylmer branch of the C.P.R., a distance of about eighty miles. Trains are run regularly every day over this portion of the line.

ON THE OTHER SIDE OF COULONGE

"on the other side of Coulonge, the distance to the point on the north shore of the Ottawa river where the line crosses to Allumette Island on its way to Pembroke, is eleven miles. This portion of the line is grades and the rails laid. Construction trains are now working making up the fill for an approach to the bridge across the north channel of the Ottawa river. At this point a bridge about 100 yards in length has been built across the channel between the main land and Allumette Island. The length of the line across that island will be about seven miles, at the other end of which a bridge about fifty yards in length will have to be constructed between Allumette island and a small island known as Morrison's Island, then another short bridge about 25 yards in length across what is known as the Blind Channel, and the line reaches the main land on the south shore, five miles from Pembroke.

"The construction of the five miles from the bridge to Pembroke will be the easiest part of the construction yet attempted from Aylmer, as the country is perfectly level and the line will run almost parallel to the line of the C.,P.R."

THE REMAINING CONSTRUCTION

There is now actually built some 91 miles of the line from Aylmer to Allumette Island and 80 miles under operation from Aylmer to Coulonge. The work that remains to be done is the construction of the bridges across the Ottawa and the portion across Allumette Island, and from the opposite shore to Pembroke. The main part is the iron bridge from the north shore of the Ottawa to Allumette Island. The distance is only about 100 yards but the water in the channel is very deep and rapid and it will be the most difficult piece of bridging on the whole line. After this bridge and the seven miles across Allumette Island are constructed the bridge across the Morrison's Island, a span of about 50 yards will follow, but the water is shallow and the bridging easy. The last bridge, about 25 yards long brings the line to the main land on the south shore of the river.

THE P.P.J AND THE AYLMEYER BRANCH

From an official source the reporter learned that the Pontiac and Pacific Company are running their passenger and freight trains into Ottawa on the seven mile Aylmer branch of the C.P.R. using their own cars and equipment for which privilege they hand over to the C.P.R. every cent of the receipts on that portion of the line. Some time ago the C.P.R. offered to sell this branch line from Aylmer to Hull to the P.& P.J. Co. for \$12,000 per mile about what it cost to construct it but refused to give them any running powers over the C.P.R. bridge into Ottawa. The P.& P.J. Co. offered to pay \$10,000 per mile for the line with running rights over the bridge, or \$8,000 per mile without these powers, but eh C.P.R. refused to sell the line for less than \$12,000 per mile.

AIMING FOR THE SAULT

It has long been known that the ultimate terminus of the P.& P.J. line is Sault Ste. Marie. The line has been constructed from Aylmer to Allumette Island over very difficult country for little more than the government subsidy of \$12,000 per mile so that very little money has been expended in construction so far and it is estimated that the most difficult portion of the line is now built and that the remainder of the line from Pembroke to the Sault will be completed by the end of next summer.

The president of the road, Mr. H.J. Beemer sailed from France last week and will arrive here in the course of two weeks when negotiations for the purchase of the Aylmer branch will be re-opened.

It is rumored that next summer the P.& P.J. company and the Canada Atlantic will jointly build a bridge across the Ottawa river near the Suspension bridge thus connecting the two lines giving the P. & P.J. road the shortest line to the Atlantic sea board.

02/08/1888 The Equity, Bryson Pontiac Pacific Junction

Long article but much of it is illegible.

--the company are running their passenger and freight trains into Ottawa over the Aylmer branch of the C.P.R. using their new cars for which privilege they hand over every cent of their receipts on that portion of the line. --

09/08/1888 The Equity, Bryson Pontiac Pacific Junction Campbell's Bay

About three weeks ago a car load of product of the Lawn mine was shipped from Campbell's Bay Ry. station for Wales, England, where it is said, the best establishment in the world exists for assaying purposes. If it is found practicable to work that mine the ore will be shipped at Campbell's Bay it being the nearest station to the mine. (silver)

06/09/1888 The Equity, Bryson Pontiac Pacific Junction

What's the matter with the work which was to be so vigorously pushed on the P. & P. J.? The season is about ended and there is no work done since last fall.

13/09/1888 Ottawa Citizen Pontiac Pacific Junction

It is reported that Mr. H.J. Beemer, of the Pontiac Pacific Junction Railway, has succeeded in floating in Paris bonds to an amount sufficient to extend the road through to Sault Ste. Marie. The road is now finished to within a few miles of Pembroke, with which town connection will be made this fall.

13/09/1888 New York Times Pontiac Pacific Junction

THE PONTIAC AND PACIFIC.

TORONTO, Ontario, Sept. 12.--It is understood that Mr. H.J. Beemer, Manager of the Pontiac and Pacific Junction Railway, at present in Paris, has succeeded in organizing a company of capitalists there with a capital of over \$860,000 to complete the Pontiac and Pacific line from Pembroke to Sault Ste. Marie, to lease or purchase from the Canadian Pacific Railway the North Shore Railway from Ottawa to Quebec, and to obtain from the Government running powers over the Intercolonial Railway to St. John. The Canadian Pacific Railway, for some time past has found the North Shore Road especially that portion from Ottawa to Montreal a burden, and it is learned on the best authority that the company is willing to get rid of the whole line from Ottawa to Quebec.

The scheme is a large one, and the new company includes the Hon. J.A. Chapleau, secretary of State, and prominent men in Canada. The object of this system of lines is to move Western grain from Minneapolis and the Canadian Northwest to the Canadian Winter ports for shipment. The argument used with the Government by the company in securing running powers over the Intercolonial Railway is that the new system of roads would be of great benefit to the country in case the American Government carries out its course of retaliation, as the amalgamated lines would make a direct line to St. John and Halifax. The Pontiac and Pacific Junction Road is now completed to within three miles of Pembroke, and will be completed to that place before winter sets in.

13/09/1888 Ottawa Citizen Pontiac Pacific Junction

Strangers travelling on the Pontiac Railway are sometimes surprised and a little annoyed at the many delays and stoppages of the train which occur while running between Aylmer and Fort Coulonge. The other evening there was a strange gentleman and lady on board, each also a stranger to each other. Between Billerica and Smith's Station the train, after a great deal of tooting from the whistle, slowed up and the gentleman found, by putting his head out through the window of the coach, that the cause of all the delay was a cow on the track. The animal was turned off and the train proceeded only a short distance when, after much whistling, it was brought to a stand still again. The lady filled, no doubt, with curiosity and displeasure at what appeared to her mind unnecessary delay, turned to the gentleman and asked, "Why has the train stopped now?" "Oh.", replied the gentleman, "I guess they have overtaken the cow again." - Bryson Equity. Also in the Renfrew Mercury 14 September 1888.

15/09/1888 Ottawa Citizen Pontiac Pacific Junction

Strangers travelling on the Pontiac Railway are sometimes surprised and a little annoyed at the many delays and stoppages of the train which occur while running between Aylmer and Fort Coulonge. The other evening there was a strange gentleman and lady on board, each also a stranger to the other. Between Billerica and Smith's Station the train, after a great deal of tooting from the whistle, slowed up and the gentleman bowed by putting his head out through the window of the coach that the cause of all the delay was a cow on the track. The animal was turned off and the train proceeded only a short distance when, after much whistling, it was brought to a stand still again. The lady filled, no doubt, with curiosity and displeasure at what appeared to her mind unnecessary delay, turned to the gentleman and asked: "Why has the train stopped now?" "Oh," replied he "I guess they have overtaken the cow again." - Bryson Equity.

28/09/1888 Ottawa Free Press Pontiac Pacific Junction

Several of the Pontiac county fathers who are in the city attending the exhibition say there is great indignation among the ratepayers over the lawsuit between the P. & P. J. R. Co. and Pontiac county. The suit, which was won by the county, involves an expense of over \$100,000 on the county.

28/09/1888 Ottawa Citizen Pontiac Pacific Junction

The appeal entered by the Pontiac Pacific Railway Company against the decision of Judge Wurtele for the plaintiff in the case of Brady vs. the P.P.J.C. has been disallowed by the Court of Queens Bench at Montreal and the judgment of Judge Wurtele confirmed. The action is brought by the plaintiff against the defendant for non-construction of a cattle guard. The plaintiff's horses strayed upon the track and were killed.

16/10/1888 Ottawa Journal Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway company have made arrangements with the Crossen Car Company of Coburg for the purchase of seven new passenger cars which will be added to their service between Ottawa and Coulonge.

30/10/1888 Ottawa Citizen Pontiac Pacific Junction

A serious accident occurred on the Pontiac Pacific Junction Railway on Saturday afternoon. It seems that a farmer living on the line allowed one of his gates to remain open and a number of horses strayed upon the track. An up train coming quickly around a curve ran down five of the animals, the locomotive and tender being thrown from the track. Fireman Edward Langborn was badly scalded but is doing well. The other hands escaped by jumping.

31/10/1888 Ottawa Journal Pontiac Pacific Junction

P.P.J. bonds - long article on the court case.

01/11/1888 The Equity, Shawville Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway Company have made arrangements with the Crossen Car company of Coburg for the purchase of seven new passenger cars, which will be added to the service between Ottawa and Coulonge. Bad accident on the P. & P. J. R. Illegible.

23/11/1888 Almonte Gazette Pontiac Pacific Junction Parker's

A Pontiac and Pacific Railway train ran into and killed five horses two miles west of Parker's station a short time ago. The train went off the track, and the damage to rolling stock amounted to \$7,000. The accident had its sequel at Aylmer on Saturday, when magistrate St. Julian fined a farmer named Corneau \$20 for carelessly leaving his farm gates open, enabling the horses, not his property, to get on the track. The company will also sue him for \$7,000, to recover the lost sustained by the accident. Notice of appeal from Magistrate St. Julian's decision has been given.

03/12/1888 Ottawa Journal Pontiac Pacific Junction

A new post office called Maryland has been opened in the township of Bristol on the line of the P. & P.J.R. Jno. R. Bell, Postmaster.

12/12/1888 The Equity, Shawville Pontiac Pacific Junction

A second class car was destroyed by fire Wednesday evening while the train was standing on the track at Fort Coulonge. Fortunately it was not the car belonging to the new train put on last season.

19/12/1888 Ottawa Journal Pontiac Pacific Junction

Mr. Prince, general manager of the Pontiac and Pacific Junction railway, speaking to a Journal reporter this morning, said that the work of construction has been completed and the track laid to Black River near the point where it was proposed to cross the Ottawa. He was not sure that trains would run to Pembroke. It is possible the line may be run on the Quebec side of the Ottawa to the Sault, which of course is the ultimate terminus of the line. Mr. Beemer is still in France.

At a meeting of the County Council of the County of Pontiac yesterday, Messrs. John Bryson M.P. and W.J. Poupore M.P.P. stated that Messrs. Church, Chapleau and Beemer had refused to release the county from the railway bonds of \$100,000. The bonds are still in possession of the Provincial Secretary of the Province of Quebec. Messrs. Bryson and Poupore offered to get subsidies from the government of \$200,000 for the company if the company would release the county. The bonds are for twenty years bearing interest at 6 per cent.

31/01/1889 The Equity, Shawville Pontiac Pacific Junction

The P. & P. J. has recourse to its little snow plough on Monday morning.

06/02/1889 Ottawa Free Press Pontiac Pacific Junction

An employee of the Pontiac and Pacific Junction RR., whose name could not be ascertained, was severely injured the day before yesterday. He was working on a shearing? Train which was accidentally thrown off the track between Quio and Aylmer. The injured man was brought to Aylmer where he is at present lying in a very low state.

20/02/1889 Ottawa Free Press Pontiac Pacific Junction

Along the line of the Pontiac and Pacific Junction Railway the snow was drifted for some days past as high as five feet. The trains on the road, however, succeeded in making good time throughout.

12/04/1889 Renfrew Mercury Pontiac Pacific Junction

Another attempt - the third or fourth of the kind - was made to derail a train on the Pontiac and Pacific Junction Railway last week. It is supposed drunken men were the perpetrators. Heavy planks were thrown across the track.

02/05/1889 The Equity, Shawville Pontiac Pacific Junction

The employees of the P. & P. J. are going to make a big kick some day soon unless the company pays them the four months wages due.

23/05/1889 The Equity, Shawville Pontiac Pacific Junction McKey's Corners

McKey's Corners is fast becoming quite a little business centre, mainly through the business and industry displayed by Mr. George Morrison, who keeps the post office, a general store and attends to the shipping that is done on the P. & P. J. from that point. A good deal of machinery, flour and other goods is shipped to this station, in fact the great bulk of the trade of Bristol is transacted here, it being much more convenient, so that Mr. M. is up to his eyes in business all the time.

06/06/1889 The Equity, Shawville Pontiac Pacific Junction

The strike on the P. & P. J. Railway has been postponed until the 10th inst., when it is hoped the company may be able to meet the demands of the employees and avert the trouble.

11/06/1889 Ottawa Free Press Pontiac Pacific Junction

The steel rails for the Pontiac and Pacific Junction Railway arrived from Liverpool by the "Ontario" last week. They are being shipped to the Quyon to be laid immediately.

14/06/1889 Renfrew Mercury Pontiac Pacific Junction

The Equity says the proposed strike on the Pontiac and Pacific Junction Railway has been postponed until the 10th inst., when it is hoped the company may be able to meet the demands of the employees and avert their trouble.

24/07/1889 Ottawa Citizen Pontiac Pacific Junction Fort Coulonge

The King Solomon Lodge A.F. and A.M. No. 69 G.R.Q. will have an excursion to Fort Coulonge on Thursday morning 25th inst. Leaving Union station at 7 o'clock and Hull at 7.15. Tickets for the round trip \$1.25 to be had at the C.P.R. Ticket Office and at the Union and Hull stations.

Children between 5 and 12 years old half price. A box car will be provided for those wishing to bring baskets.

The Masonic Band of Ottawa will be in attendance and a good time may be expected.

13/09/1889 Renfrew Mercury Pontiac Pacific Junction

It is said an express train is to be put on the Pontiac and Pacific Junction Railway. An American company has given the Bristol Iron Mining Company an order for 10,000 tons of ore, and this will keep a freight train running steadily over the road, the mixed freight and express will be withdrawn, and the passenger and freight services separated and improved.

Full account in Shawville Equity August 29.

20/09/1889 Almonte Gazette Pontiac Pacific Junction

To accommodate the increased business on the Pontiac and Pacific Junction railway, an express train is to be put on. An American company has given the Bristol Iron Mine Company an order for 10,000 tons of ore, and, as this will keep a freight train running steadily over the road, the mixed freight and express will be withdrawn, and the passenger and freight business separated.

15/11/1889 Almonte Gazette Pontiac Pacific Junction

The Equity says that the Bristol and Renfrew Railway Company has placed a locomotive on their road running from Billerica to the Bristol Iron Mines. The company expects soon to commence the shipment of ore.

19/12/1889 The Equity, Shawville Pontiac Pacific Junction wood

Mr. Joseph Murphy of the Pontiac Pacific Junction Railway staff, who has been here with a steam sawing machine and a gang of men for several weeks past, cutting wood for the road, finished his job on Thursday last, and left for Aylmer on Tuesday.

The shareholders of the Pontiac Pacific Junction Railway hold their annual meeting in the city of Montreal on the 8th of January next.

27/12/1889 Renfrew Mercury Pontiac Pacific Junction

It is stated the Pontiac Railway Company purpose hauling the stone for the bridge over the Ottawa at Black River during the present winter.

09/01/1890 The Equity, Shawville Pontiac Pacific Junction

Miss. Rivieres, a young girl of Onslow, about 12 years of age, met with an accident on the Pontiac Pacific Junction railway, Saturday, while on her way to Eardley. After leaving Moor's station she jumped from the train while it was moving, being under the impression she was carried beyond her destination. The train was backed up and it was found she had broken her leg above the ankle. She was very pluckily trying to crawl to a neighboring house. The passengers lifted her on the train and she was carried to Aylmer, where Dr. Church set the broken limb. The patient is now doing very well.

10/01/1890 Renfrew Mercury Pontiac Pacific Junction

Notice of an application for powers to extend by bridging the Ottawa river and continuing the line to Pembroke, is given by the Pontiac Pacific Junction Railway. Their notice also includes power to make a special issue of bonds for the construction of the bridge, and also power to make the bridge for general as well as railway traffic.

06/02/1890 The Equity, Shawville Pontiac Pacific Junction Vinton

The P. & P. J. Ry. Co. is putting in a siding at Vinton for W. Holden and P.B. Cuddihy, for the purpose of loading timber at that point. They will also be loading timber at Shawville and Quyon stations. This will prove a great benefit to our farmers in this vicinity, as they will be at home with their families, and also be able to look after their stock, instead of being in the shanty all winter.

27/02/1890 The Equity, Shawville Pontiac Pacific Junction

The P. & P. J. snow plough was kept pretty busy on Thursday last keeping the track clear. It did its work effectually, however, thus preventing any delay to the regular trains.

There was no mail by train on Thursday night, in consequence of the snow blockade preventing the Ottawa train arriving in time to connect with the P. & P. J. coming up. It is said a delay of a few moments would have obviated the inconvenience.

28/03/1890 Almonte Gazette Pontiac Pacific Junction

The amount which Pontiac county has to pay the P.& P.J.Railway, including costs, is about \$200,000.

11/04/1890 Ottawa Journal Pontiac Pacific Junction

Carleton Place Herald. The latest rumour in regard to the P. & P.J. Ry. is that not having succeeded in their negotiations to purchase the C.P.R. branch from Aylmer to Ottawa, the P.P.J.R.R. propose constructing at once a new line from Aylmer to Hull where they will come over to Ottawa by way of the new bridge which will also be used by the Gatineau Valley R.R.

18/04/1890 Ottawa Journal Pontiac Pacific Junction

The Pontiac Pacific Junction Railway company and the Canadian Pacific Railway petitioned the House of Commons yesterday as follows: The P.P.J. is concluding the purchase from the C.P.R. of a portion of the line of the latter lying between Hull and Aylmer being a branch line about nine miles in length.

In concluding the negotiation within the last few days doubts have arisen in consequence of the passing of the bill known as the Canadian Pacific Act 1889 as to the power of the C.P.R. to sell said portion of the line and to give clear title thereto.

The petitioners pray that the House pass an act to enable the C.P.R. to sell said portion of said railway freed from any lien created by the Canadian Pacific Act 1889.

The standing orders committee of the Commons met to-day and reported favourably on the petition of the Pontiac & Pacific Junction Railway company and the C.P.R.

24/04/1890 The Equity, Shawville Pontiac Pacific Junction

The Pontiac Pacific Junction Railway have purchased the Aylmer branch of the C.P.R. A petition was presented to parliament by both companies last week praying that an act be passed to enable the C.P.R. to dispose of the branch freed from the lien which the government holds over the railway system of that company. The standing orders committee reported favorably on the petition.

01/05/1890 *The Equity, Shawville* *Pontiac Pacific Junction*

The engine and several cars of the down train on Saturday broke away from the remainder of the train a short distance from here, and had to back up a considerable distance to make connection.

22/05/1890 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

The railway company have made some improvements to the station here, principally the erection of a platform between the siding and the main track. Signal lamps have also been erected.

28/05/1890 *Ottawa Free Press* *Pontiac Pacific Junction*

Meeting of the Railway Committee of the Privy Council.

The next application was that of the township of Litchfield against the Pontiac and Pacific Junction Railway. At a previous meeting of the Committee application was made to confirm a decision of the road at Campbell's bay in the parish of Litchfield, but it was opposed by the municipality, who claimed that by so doing the public highway would be left in a dangerous condition.

Mr. W.S. Dale Harris now appeared for the Pontiac and Pacific Junction Railway and announced that the company had come to an agreement with the municipality under which the latter withdrew its opposition.

The necessary confirmation was granted by the committee.

12/06/1890 *The Equity, Shawville* *Pontiac Pacific Junction*

An exchange states that the Pontiac Railway Company has disposed of the bonds in London through (Illegible) Montreal, and that the road will be immediately extending to Pembroke.

13/06/1890 *Almonte Gazette* *Pontiac Pacific Junction*

It is announced that the Pacific Junction R.R. have sold their bonds in London and that the road will shortly be completed as far as Pembroke.

04/07/1890 *Renfrew Mercury* *Pontiac Pacific Junction*

The Pontiac County Council has decided to carry to the Privy Council the case in which they wish to avoid payments of a large amount of railway bonus money. They have borrowed \$1,000 with which to defray possible expenses.

31/07/1890 *Ottawa Citizen* *Pontiac Pacific Junction*

Mr. Frank Brennan, paymaster of the P.P.J. and Gatineau Valley Railway, returned yesterday from a trip over the former line. He says the road is being ballasted and put in excellent shape.

07/08/1890 *The Equity, Shawville* *Pontiac Pacific Junction*

Mr. Frank Brennan, paymaster of the P. & P. J. was up the line on Wednesday per special train.

20/11/1890 *The Equity, Shawville* *Pontiac Pacific Junction*

Meredith is buying railway ties - tamarack and hemlock - delivered anywhere on the line of the P. & P. J.

16/12/1890 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

At last a siding has been put into the J.H. Shaw's elevator at the railway station here.

02/01/1891 *Almonte Gazette* *Pontiac Pacific Junction*

In the suit between the Pontiac and Pacific R.R. and the county of Pontiac, the Privy Council of England has decided in favor of the railway and the county will have to pay the bonus.

15/01/1891 *The Equity, Shawville* *Pontiac Pacific Junction* *McFall*

A special train in charge of conductor Leslie and engine driver McFall, passed through this village on Friday evening last with twelve cars of pulp wood for Mr. E.B. Eddy. It consisted chiefly of spruce and tamarack.

29/01/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

The P. & P. J. railway company have placed a new snow plough on the track this winter. The weather of the past few weeks has afforded ample opportunity to test its merits.

26/03/1891 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

No less than 13 cars of freight were shipped from the Shawville freight yards of the P. & P. J. Ry. last week. Messrs. Jas. Hodgins & Sons shipping 8 cas of pulp wood for E.B. Eddy, four cars contained lumber which is being shipped from here by the Rathbun lumber company and one car of oats by Mr. J.H. Shaw. Shawville is evidently the business centre of the county.

07/05/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

Mr. W.B. Crawford, agent for the P. & P. J. R. is trying the experiment of shipping a consignment of eggs for the English market. Mr. C. sees no reason why a brisk trade in the product of the great Canadian Hen cannot be worked up with the mother country, provided due regard is paid to the selection of eggs and care is exercised in the method of shipment. Mr. Crawford's opinion seems to be about the right thing, and we hope the outcome of his venture may substantially reward his enterprise.

Also in the Renfrew Mercury 15 May.

04/06/1891 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

On Saturday last Mr. W.B. Crawford, railway agent here, received a cablegram from London, stating that the consignment of eggs shipped by him on May 4th, for the London market and had been sold at a figure something in excess of the price which he placed on the eggs, and which the consignees were informed would be considered a fair profit. This is certainly very gratifying intelligence, and shows that the eggs must have arrived in good condition, notwithstanding that the consignment was delayed 8 days in Montreal through the failure of the Canadian Pacific Railway to forward in time to catch the right steamer. It also shows the practicality of establishing a profitable market for our eggs in the motherland despite all that has been written or said to the contrary. Mr. Crawford made another shipment of 20 cases on Monday. These will be carried by one of the Allan steamers,.. More.

06/08/1891 *The Equity, Shawville* *Pontiac Pacific Junction* *wood*

A wood train was employed on the P. & P. J. last week, hauling wood up the line to this place and to other points further up.

13/08/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

We hear the Pontiac R.R. has placed some new cars on the road, among them a first class and combined baggage, smoking and mail car.

31/10/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

The pay car of the P. & P. J. railway came up the line this week to square up several month's indebtedness to the employees of the road.

14/11/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

E. Meredith will buy tamarack and hemlock railway ties anywhere on the line of the P. & P. J. railway during the winter of 1891 92.

21/11/1891 The Equity, Shawville Pontiac Pacific Junction

The P. & P. J. Railway is unable to supply a sufficient number of cars this fall to accommodate the grain dealers of this village alone and it is reasonable to assume the exportation boom extends to other places on the line.

19/12/1891 The Equity, Shawville Pontiac Pacific Junction Shawville

About 45 car loads of grain have been shipped from the Shawville station thus far this season.

22/01/1892 Almonte Gazette Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway Company will apply for an extension of time in which to bridge the Ottawa river and to complete the line to Pembroke.

07/04/1892 The Equity, Shawville Pontiac Pacific Junction Hull

Account of the accident of the Soo express at Hull:

--Owing to the accident the P. & P. J. regular was delayed about two hours --

14/04/1892 The Equity, Shawville Pontiac Pacific Junction

Rumor that the P. & P. J. would be purchased by the C.A.R.

26/05/1892 The Equity, Shawville Pontiac Pacific Junction

The P. & P. J. have a gang of men at work at present lowering the grade between Shawville and Clarke's station.

08/07/1892 Ottawa Citizen Pontiac Pacific Junction

Letter regarding Pontiac railway subsidy.

29/09/1892 The Equity, Shawville Pontiac Pacific Junction Clarke's

On Thursday last, Messrs. R. McRiche, William Clarke and Colon Campbell, superintendent of the Russell galena mine Calumet Island, loaded a car load of galena ore at Clarke's Station, which is destined for Swansea, England.

07/11/1892 Ottawa Free Press Pontiac Pacific Junction

It is learned that the number of lambs shipped from the vicinity of Shawville on the P. & P. J. Railway this fall will be much larger than on previous years. The largest shipments will be made to the States.

22/11/1892 Ottawa Citizen Pontiac Pacific Junction

It is learned that the number of lambs shipped from the vicinity of Shawville on the P. & P. J. railway this fall will be much larger than on previous years. The largest shipments will be made to the States.

26/11/1892 Ottawa Citizen Pontiac Pacific Junction

It is expected that large quantities of pulp wood will come down by the Pontiac & Pacific Junction railway this winter.

29/11/1892 Ottawa Free Press Pontiac Pacific Junction

Several carloads of lamb have been shipped during the past week from McKer's [sic] station on the Pontiac and Pacific Junction railway to the States. Considerable grain is also shipped from that vicinity this fall.

08/12/1892 The Equity, Shawville Pontiac Pacific Junction Shawville

The P. & P. J. are preparing to erect a freight shed at the station here.

29/12/1892 The Equity, Shawville Pontiac Pacific Junction Shawville

The P. & P. J. freight shed, commenced a couple of weeks ago, will soon be ready for use. The job is in charge of Mr. T. Dale.

06/01/1893 Almonte Gazette Pontiac Pacific Junction

The books and property of the county of Pontiac have been seized by the sheriff for non-payment of the bonus voted some years ago to the P. & P. J. R.R.. Mr. John Bryson, M.P., has resigned his position as county councillor.

19/01/1893 The Equity, Shawville Pontiac Pacific Junction Hull

It is probable that a slight change will soon take place in the timetable of the P. & P. J. railway, to enable the train going east to more conveniently connect with the C.P.R. from Aylmer.

02/02/1893 The Equity, Shawville Pontiac Pacific Junction wood

The P. & P. J. regular train is now being hauled by a coal engine, a change which is likely to be followed in the near future by a lessening of the present scheduled time between Aylmer and Fort Coulonge.

02/03/1893 The Equity, Shawville Pontiac Pacific Junction

A change in running regulations has been made by the Pontiac Railway Company by which the regular daily train is run on considerably shorter time between Fort Coulonge and Ottawa. The changes took effect on Monday of this week. The saving in time amounts to 35 minutes on the train going east and 25 minutes on the up train going west, thus the tedious delays at stations will be almost altogether done away with. According to the new regulations, the arrival and departure of the trains at the Shawville station will be as follows:

Morning train going east - arr. 8.36 de 8.40

Evening train going west - arr 7.22 de 7.30

Here we are reminded that the Railway Company are rather too economical with their disbursements for printers ink, otherwise they would place this information before the public by having their timetables published in the local press as all other railway companies do.

25/03/1893 Ottawa Citizen Pontiac Pacific Junction

Business on the Pontiac and Pacific Junction Railway is very brisk at present. Large quantities of spruce and poplar are being shipped from various points on the road to the United States and to the E.B. Eddy Manufacturing Company for the manufacture of pulp. Railway ties are also being shipped in large quantities and during the past couple of weeks, poles utilized in the growing of hops were shipped in abundance to the eastern provinces.

27/03/1893 Ottawa Free Press Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway company purpose expending a considerable amount of money on their line this spring, it being the intention to re-ballast a great portion of the road between Aylmer and Shawville.

19/05/1893 Renfrew Mercury Pontiac Pacific Junction

The Pontiac and Pacific Junction and the Gatineau Valley railways are about to amalgamate and will bridge the Ottawa from Hull to Nepean point in order to reach the proposed new central depot in the canal basin. The Pontiac and Pacific Junction Railway company will either purchase the C.P.R. branch between Hull and Aylmer, or else build an independent line of its own to Hull.

28/06/1893 *Ottawa Citizen* **Pontiac Pacific Junction**

"That a bridge is likely to be erected across the Ottawa shortly for the entrance of the Pontiac and Pacific Junction Railway Pacific Railway into Ottawa is cheerful news to people of Fort Coulonge: said a gentleman from that village yesterday. "The people are all enthusiastic over it and are awaiting its early construction. Their interest in the matter has been caused by the fact that it will generally lessen the freight rates from that village to Ottawa. At present it costs about as much to ship from Aylmer to Ottawa as it does from Fort Coulonge to Aylmer.

13/07/1893 *The Equity, Shawville* **Pontiac Pacific Junction**

The P. & P. J. Railway sent up a gang of men and engineers to commence track lifting and otherwise repairing the unused portion of the line from Fort Coulonge to Black River. This accomplished, it is stated that the work of constructing a further section of the road westward through Waltham and Chichester will be taken up.

18/07/1893 *Ottawa Free Press* **Pontiac Pacific Junction**

Engineer Staunton with a full staff left Pembroke on Friday evening for Alumette island to begin the preliminary work for the proposed extension of the Pontiac and Pacific Junction Railway from Quyon to Pembroke.

24/07/1893 *Ottawa Journal* **Pontiac Pacific Junction**

The portion of the Pontiac and Pacific Junction railway between Fort Coulonge and Black River is now being ballasted. There is a demand for men to carry on the construction of that part of the road.

01/08/1893 *Ottawa Free Press* **Pontiac Pacific Junction**

Owing to the smash up on the P. & P. Junction railway this train between Ottawa and Aylmer did not run yesterday but will leave as usual this evening.

01/08/1893 *Ottawa Citizen* **Pontiac Pacific Junction** **Parker**

Eleven horses and a cow were run over and killed on Saturday night by a locomotive on the Pontiac & Pacific Junction Railway. The engine was being run down to Aylmer between ten and eleven o'clock and on turning a curve with shade trees on either side near Parker's station, about twelve miles above Aylmer, plunged into the herd of cattle that had strayed on to the track. There were some fifteen horses and a few cows altogether so only a few of them escaped. The engineer and driver had a very narrow escape from being killed or seriously injured. Upon seeing the animals they applied the brakes and reversed the engine as soon as possible, but it was too late. Several of the horses had barely time to move before they were run into, but a few ran along the track a short distance before they were over taken. When the men saw there was a possibility of the engine being derailed they jumped, and it so happened that they had done so just in time to save themselves. The engine was thrown from the rails and landed on its side in a ditch a few feet deep. It is understood that it was damaged to a considerable extent. After the accident both engine and track for quite a distance presented a ghastly sight. The animals were so badly smashed that flesh and bones were strewn around in every direction and the track was fairly soaked with blood.

The animals had been pasturing on Mr. Archie McLean's farm, and it is supposed got out on the track through a gate that had been thoughtlessly left open. Mr. J.B. Abbot of this city had a couple of valuable horses pasturing on the farm and it is thought that one of them, Alonzo B, which Mr. Abbott valued at \$1,000, was among the killed.

A large staff of men were engaged yesterday lifting the engine. The accident prevented the running of the regular train from Coulonge yesterday morning. The upward train left the city last evening and got past the scene of the accident all right.

04/08/1893 *Almonte Gazette* **Pontiac Pacific Junction** **Black Bay**

Twelve Horses Killed on the track.

At Black Bay, on the line of the Pontiac & Pacific railroad not far above Aylmer, a locomotive coming at full speed killed no less than twelve horses and one cow on the track Saturday evening. The property from which the animals escaped is used as a pasture, and is owned by Mr. H. McLean. Mr. J. B. Abbott, carriage-maker, of Ottawa, lost a fine horse by the accident. It was on pasture for the summer. Mr. James Findlay also lost several fine animals. The locomotive was coming straight down from the Coulonge without any cars, and suddenly on turning a curve shaded by trees ran into several fine horses. The rest galloped ahead for a short distance and were finally run over. It was about 11 o'clock on Saturday night when the accident happened. The horses which were not killed outright died before daylight. A large gang of men from Aylmer went to remove the carcasses, and an informer describes the sight as ghastly in the extreme. Fortunately the engineer and fireman jumped from the caboose when they saw the engine leaving the track and escaped without injury. It is estimated the loss will be considerably over a thousand dollars, as some of the horses were above the average value.

07/09/1893 *Ottawa Citizen* **Pontiac Pacific Junction** **Shawville**

A special train will leave Ottawa, calling at all intermediate points --

07/11/1893 *Ottawa Citizen* **Pontiac Pacific Junction**

Mr. Norman Lett, who has just returned from the Fort Coulonge district, says the Pontiac & Pacific Junction Railway Company are ballasting their line between Coulonge and Black Rover, a distance of about fifteen miles. He says it is the general belief in the locality that the company will proceed with the construction of the line to Pembroke.

08/12/1893 *Renfrew Mercury* **Pontiac Pacific Junction**

Surveyors have been at Westmeath and talking railroad. It seems the P. & P. J. is likely to cross over, there, just above the head of the rapids near Mr. A. Fraser's residence. The line to Westmeath would pass through a very level tract of country, having very low grades and few bridges,

02/03/1894 *Ottawa Journal* **Pontiac Pacific Junction** **Interprovincial Bridge**

Have Got the Right of Way Now

The P. & P.J. railway have completed the purchase of the right of way through the property of the Grey Nuns on the Hull side of the river, directly opposite Nepean Point, for the approach to the Interprovincial bridge. Several other properties are being negotiated for.

31/03/1894 *Ottawa Journal* **Pontiac Pacific Junction**

Mr. H.J. Beemer, president of the O. & G.V. and P.P.J. Rys. is at the Russell.

In conversation with the Journal last evening he stated that:

(piece on Maniwaki line)

The proposed extension of the P.P.J. Ry. to Pembroke would this season be built to as far as the seventh mile from here, where the line strikes the Ottawa river several miles beyond Coulonge.

16/05/1894 *Ottawa Journal* **Pontiac Pacific Junction**

A considerable quantity of galena has been mined at the Russell Galena mine on Calumet Island and will be shipped over the P.P.J. Ry. to the states this summer.

17/05/1894 *The Equity, Shawville* **Pontiac Pacific Junction**

Mr. W.D. Harris, C.B. Dunn and others of the engineering staff of the P. & P. J. Co., were up the line inspecting that portion of the road not in operation west of Coulonge, with a view to commence the work of repairing at once, in order that it may be utilized for traffic as speedily as possible. Once taken up, we hope to see the work of construction continued without intercession until the road is compelled to the terminus.

18/05/1894 Ottawa Journal Pontiac Pacific Junction

The ballasting of the further end of the P.P.J beyond Fort Coulonge has begun with a large force of men. The construction of the next ten mile section toward Pembroke will be begun as soon as this work is completed.

18/05/1894 Renfrew Mercury Pontiac Pacific Junction

The Advance announces that work in the Pontiac Railway is to be resumed immediately by fixing up the part between Coulonge and Black River, to have the trains running on that section with the least possible delay.

31/05/1894 The Equity, Shawville Pontiac Pacific Junction

It is said there are over 300 men at present engaged re-ballasting the unused part of the P. & P. J. above Coulonge.

08/06/1894 Renfrew Mercury Pontiac Pacific Junction

Another carload of Italian navvies is sent from Ottawa to work on the Pontiac and Pacific Junction Railway.

06/07/1894 Ottawa Journal Pontiac Pacific Junction

Pontiac and Ottawa

Separate Railway Entrance to the Capital Wanted

Pontiac county's railway question received an airing in the House last evening. Mr. Bryson brought the matter up and made a strong appeal for better treatment of his constituency. He showed that Pontiac county had by a small majority voted a \$100,000 bonus to the Pontiac and Pacific Junction railway but the road had not been completed and five western townships were compelled to yearly pay large contributions to this subsidy without receiving the smallest benefit in return.

TOUGH ON ALLUMETTE ISLAND AND AYLMER

He instanced Allumette Island, 12 miles away from the nearest point on the P. & P.J. which, this year, had to pay over \$1,100 towards the subsidy. His constituents, to get to Ottawa, had two roads to deal with, the P. & P.J. to Aylmer and the C.P.R. from Aylmer to Ottawa. He was satisfied, and had proof, on ordinary freight as much was charged for transport over the C.P.R. from Ottawa to Aylmer, seven miles, as over all the rest of the road, 61 miles.

AN ENTRANCE INTO OTTAWA WANTED

Something should be done to give the P. & P.J. an entrance into Ottawa. Judging from the newspaper reports he feared no aid was to be extended the proposed interprovincial bridge at Ottawa, and declared it an exceeding hardship on Pontiac that it should be barred out of a continuous line to the Ottawa market.

Nearly every other similar railway had received much larger bonuses than the P. & P.J. and he asked that sufficient aid be given to enable the company to complete its line both westward and to Ottawa.

If the P. & P.J. did not show any disposition to go on with the extension the subsidies should be transferred to other companies which would go on with the work.

The Dominion government ought to relieve Pontiac county, of the \$100,000 bonus it had voted the railway, just as it had relieved Pembroke of an \$85,000 subsidy because the terminus of the railway, to which it was voted on the condition that Pembroke was to be the terminus, had been changed.

MR. HAGGART'S PROMISE

Mr. Haggart said the only way the government could exceed aid was by increasing the bonus for the unfinished portion of the road and he promised to lay the county's claims before his colleagues. He considered it would be extremely bad policy to relieve Pontiac of the subsidy it had voted. It would be creating a bad precedent.

Also reported in the Ottawa Free Press same date.

12/07/1894 The Equity, Shawville Pontiac Pacific Junction

Pontiac Railway Matters - laid before parliament in an admirable speech by Mr. John Bryson, M.P.

19/07/1894 Ottawa Journal Pontiac Pacific Junction

Must Come to Ottawa.

Another step towards bringing the P. & P.J. Railway.

The subsidy to the Pontiac & Pacific Junction railway for a line from Aylmer to Hull was so changed in the House yesterday that in the event of the company either constructing a new line or acquiring the present one from the C.P.R. the company will have earned the bonus. The ultimate object is to promote the independent entrance of the road into Ottawa, which the management consider a matter of the greatest importance to the welfare of the road and the district.

When Mr. Haggart proposed the change Mr. McMullen jumped up at once to protest against it. He declared it was a new principle to subsidize a road and then subsidize another road to purchase it.

OPPOSED BY LAURIER

Mr. Laurier censured the proposal, claiming, like Mr. McMullen, that the present line had been subsidized by the Dominion government and it was ridiculous to subsidize another to purchase it.

Mr. Bryson pointed out that a part of the road constructed from Quebec by the province of Quebec did not receive any Dominion subsidy. The line to Aylmer had never received a cent's assistance.

Mr. Mills said the passage of this matter would be just like making one railway a big present to help it buy another.

SPEAKER WHITE EXPLAINS

Speaker White favored the incorporation of the proposed change. The Federal government had agreed to bonus the P. & P.J. from Hull to Pembroke and it made no difference whether the money was used for construction or purchase.

Mr. Charlton, who has been over the P. & P.J. line, mentioned the difficulties suffered by the people of that section on account of the road terminating at Aylmer. He sympathized with the people in their desire to get an outlet to Ottawa and expressed the opinion that it was proper a bonus should be given to duplicate the line from Aylmer to Hull.

SHOULD HELP NEPEAN BRIDGE

Mr. Devlin said the object of the P. & P.J. was more to get to Ottawa than to reach Hull and that even though the line was extended from Aylmer to Hull the company would still be as much at the mercy of the C.P.R. as it was now. If the government was anxious to take the P. & P.J. out of the grip of the C.P.R. it should extend aid to the Nepean bridge.

It should not be forgotten that the company did not seem to be able to go on unaided with the work. Those who had claims against the company should be protected as well as the company itself.

EMPLOYEES UNPAID FOR FIVE MONTHS.

If his information was correct not one of the employees had received one dollar for five months. He said it was the desire of the people along the route that the P. & P.J. should acquire the C.P.R. line from Aylmer.

The resolution was eventually carried as proposed, extending the subsidy for purchase as well as for construction.

PONTIAC'S CLAIM TO USE THE C.P.R. BRIDGE

MR. BRYSON NOW AFTER INDEPENDENT RUNNING POWERS

He Will Bring th Whole Matter up Again at the Next Session of Parliament.

Mr. Bryson in the house this morning notified the government that at an early date next session he would introduce the question of running powers being granted to the P. & P. J. Over the C. P. R. bridge from Hull to Ottawa, which right was due to the people of Pontiac on account of certain monies intended for railway purposes in the county of Pontiac, having been, it is said, diverted for the construction of the C.P.R. bridge.

26/07/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

The following reduced railway fares have been secured for the excursion by P. & P. J. Railway to the Ottawa Experimental Farm on Tuesday July 31st. Return

Fort Coulonge \$1.90

Vinton \$1.75

C. Bay \$1.70

Clarke's \$1.60

Shawville \$1.45

McKees \$1.40

Bristol \$1.30

Wyman's \$1.25

Quyong \$1.20

Mohrs \$1.10

Parker's \$1.05

Eardly \$1.00

Breckenridge \$0.75

The above will include lunch at the Experimental Farm. The excursionists will be addressed by Prof. Robertson, dairy commissioner, and the officers in charge of the several branches of the institution.

07/08/1894 *Ottawa Journal* *Pontiac Pacific Junction*

About eighty of the men employed on the construction of the P&PJ Ry have been discharged, the work having been completed. About forty have been retained.

08/08/1894 *Ottawa Journal* *Pontiac Pacific Junction*

The government inspection of the P.& P.J. Ry from Fort Coulonge to Black River will take place on Thursday of this week.

10/08/1894 *Renfrew Mercury* *Pontiac Pacific Junction*

The ballasting of the P. & P. J. R. has been completed to Black River, a point seventy miles from Ottawa. As this is as far as the line will be built at present the men employed on the work will be discharged for a few days. The Government inspection of the line will take place shortly. It is expected passenger traffic will be opened to Black River by the middle of the month.

16/08/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

About noon on Friday last week a special train having on board Messrs. Thomas Ridout, C.E., Dominion Government inspector of Railways and his assistant; J.T. Prince superintendent of the road; and others went over the line for the purpose of inspecting that portion of the road between Fort Coulonge and Black River, which was built about eight years ago, but never opened for traffic. This section was allowed to take care of itself until the present season, when the work of reconstruction and repairing was taken up, and prosecuted to completion. This section will be immediately opened for traffic, and no doubt will be found of great convenience to the people of Chapeau and vicinity. For present requirements a small station has been built at Black River, which will be in charge of Mr. J. Ward, who, for some time, has been agent at Coulonge. It is expected that the opening of the new section will be the means of adding about 20% to the traffic of the road.

The special returned same evening, accomplishing the distance between Fort Coulonge and Aylmer - 60 miles - in one hour and a half. At this flying rate, the engineer would have some difficulty, we imagine, in taking stock of the ties he was passing over. His report on this particular will be interesting.

19/08/1894 *Ottawa Free Press* *Pontiac Pacific Junction*

Considerable progress has been made during the last three or four months on the extension of the Pontiac and Pacific Junction railroad westward from Fort Coulonge. The line now reaches from Aylmer to Black River, exactly opposite Pembroke. The problem of a bridge across the Allumette island and thence to Pembroke on the Ottawa shore is now being worked out in the minds of the directors.

Waltham station has been established at the mouth of the Black River where the line now ends and an intermediate shipping place is being erected opposite the Upper Ottawa Improvement Company's Chenial booms. This will be Mellon's station. The government inspection of the new system is being made today by Mr. Thomas Ridout, C.E., Mr. W. Dale Harris and J.T. Prince, superintendent.

22/08/1894 *Ottawa Journal* *Pontiac Pacific Junction* *Black River*

On Monday next the extension of the Pontiac & Pacific Junction railway from Fort Coulonge to Black River will be opened. The distance is 12 miles.

31/08/1894 *Almonte Gazette* *Pontiac Pacific Junction*

The pening of the Pontiac and pacific Junction Railway to Black River, ten miles above Fort Coulonge, is expected to take place next Monday. This will extend passenger traffic on the line to within twenty miles of Pembroke.

13/09/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

Chief Engineer, W.D. Harris was here last week inspecting some repairs that were made to some culverts along the line.

They Spiked a Switch

And Held Freight Cars on the P. & P.J.

TROUBLE IN THE COMPANY'S YARD AT AYLMEER

After an Investigation in Which the Section Foreman was Dismissed the Company Settled by Paying Complained of Arrears of Wages

There was serious trouble in the yards of the Pontiac and Pacific Junction railway at Aylmer on Friday last.

The men it seems, for some reason or other, according to their own statements, have been out of their pay for the past six months.

In order to bring the matter before the company and force a settlement, employes of the road on Friday took two loaded freight cars, ran them on a siding and then spiked the switch so that the cars could not be taken out.

This summary action, peculiar though it may be, had the desired effect of bringing the alleged grievance to the attention of the company. Mr. Prince and some of the directors got the men together and talked matters over, but they refused to go to work without a settlement.

AN AGREEMENT

The company held an investigation into the whole matter and as a result Section Fireman [sic] St. Jean was dismissed on account of the switch spiking, he being held responsible, and at the same time it was arranged to give the men five months of the six months pay due and agreed to have the balance forthcoming in forty days. The men then returned to work.

27/09/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

The pay car of the P. & P. J. came up the line on Thursday, and gladdened the hearts of the section men, who have been existing on expectancy for the past 6 or 7 months.

28/09/1894 *Renfrew Mercury* *Pontiac Pacific Junction*

Quite an excitement prevailed along the line of the Pontiac railway when the train came up the line in Tuesday night without any freight, in consequence of the employees having refused to do any more work until they were paid for several months' arrears wages. The matter was satisfactorily settled on Wednesday by the coming of paymaster Brennan with the needful. The train on Thursday night was a long one, and freight will now be handled as of old.

04/10/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

Mr. G.W. Pangborn, foreman of the car shops at Aylmer, his son, Edward, driver, and several other employees of the road have been discharged in connection with the recent strike for back wages on Pontiac P.J. Railway. By this course the Company has simply demonstrated its indisputable title to being the smallest souled institution "on wheels" for if ever under the sun a strike was justifiable, that on the P. & P. J. bore that distinction. It was practically a case of desperation on the men's part - they were forced to act as they did, or (some of them at least) see their families in want. The company, on the "eye for an eye, and tooth for a tooth" principle, took its revenge by discharging the elders in the movement. Such an exhibition of meanness is rarely witnessed.

09/11/1894 *The Equity, Shawville* *Pontiac Pacific Junction* *Campbell's Bay water*

The P. & P. J. Ry. had a staff of machinists engaged last week placing a steam apparatus in position at Campbell's Bay, which is to be used for pumping water into their tank at that place, the windmill having been displaced.

28/11/1894 *Ottawa Journal* *Pontiac Pacific Junction*

Mr. J.T. Prince, superintendent of the P. & P.J. railway, returned last night from Montreal where at a meeting of the company it was decided to make Black River the terminus of the line for some time to come. To run to Pembroke as proposed would require two bridges over the Ottawa at Allumette Island. These would cost \$200,000 a sum the company is not at present prepared to expend.

05/12/1894 *The Equity, Shawville* *Pontiac Pacific Junction* *Black River*

Black River

The passenger train is running regular trips to the new station here now.

15/01/1895 *Ottawa Citizen* *Pontiac Pacific Junction*

The proposal in regard to the Pontiac and Pacific Junction was that if the company would renounce its subsidy balance of \$172,920 the Government would allow it \$110,000, to be expended as follows: To purchase the C.P.R. branch from Aylmer to Hull, \$60,000, to extend the line to Hull East, where a station is to be built for the Ottawa and Gatineau Valley, \$30,000. To complete the ten mile section of the P. & P.J.R. from Waltham to Black River, in Pontiac County, making the road 70 miles in all, \$20,000.

17/01/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

Mr. W.D. Harris, C. Engineer of the P. & P. J. and G.V. Railways has, we learn, been appointed Managing Director of the Pontiac Road, and as the gentleman is said to be in favor of an express service on the line, would it not be well for the many businessmen interested to take some action in bringing the matter before his notice.

14/02/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

The sectionmen on the P. & P. J. are growing weary in listening for the whistle of the pay car special which was to be along about the first of the month. The poky old concern is said to have got snowed up somewhere near the office of the Minister of Railways.

21/02/1895 *The Equity, Shawville* *Pontiac Pacific Junction* *Bristol*

Bristol Jottings. Our energetic Sec. Treas. was out in the vicinity of No. 10 school today "whipping the cripples", as they require as much of the bonus as possible to be collected, to pay for the eight miles of road recently purchased by the P. & P. J. R.

14/03/1895 *Ottawa Journal* *Pontiac Pacific Junction*

Mr. W. Dale Harris, general manager of the Pontiac and Pacific Junction Railway informed the Journal this morning that the company is arranging to pay in full all their employees and that the company expects to be able to do so by next week.

The employees have for some time been kept between six and seven months in arrears and the information that they are to be paid up within a few days will be joyful news to them.

18/04/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

Last week a government engineer made an inspection of the Pontiac Railway, to ascertain as far as we can learn, if the reports regarding the unsafe condition of the road were well grounded. Nothing authentic has reached us as to the nature of the engineer's report, but one rumor states that the road was found to be as good as the C.P.R., whilst another avers that it barely escaped condemnation. The latter agrees pretty closely with the opinion of the line men, who state that the great majority of the ties need replacing. It is to be hoped that for the safety of the travelling community, the company will undertake the necessary repairs at once.

25/04/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

Last Friday the P. & P. J. Co. put a construction train and a force of "tallymen" to work putting in new ties along the line where they are most needed. As to the expediency of this move opinion is unanimous, and if the work of repairing is prosecuted as it should be, till the road is thoroughly overhauled, it will go a considerable length towards restoring the confidence of the public in the company and - in their own necks.

25/04/1895 *Ottawa Journal* *Pontiac Pacific Junction*

Pay on the P.P.J.R.R. - arrears of wages brought up in the house. Line heavily subsidized by the Dominion government and action should be taken to ensure that employes properly treated.

16/05/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

A change of time will be inaugurated in the running time of the P. & P. J. trains on Monday next, the 20th. The train going east will leave Shawville at 6.25 in the morning, arriving at Hull in time to connect with the Winnipeg express for Montreal. Returning the train will arrive at Shawville at 7.10 o'clock in the evening. Shortly following the change an express service will be established on the road, and thus will be supplied a want which has long been felt, and such an improvement in our railway service which the public will much appreciate.

23/05/1895 *Ottawa Journal* *Pontiac Pacific Junction* *Aylmer*

Aylmer - the change of time in the P.P.& J.R. service came into effect on Monday. The train from Pontiac now arrives at 8 o'clock thus connecting with the first train for Ottawa and enables passengers from north of Aylmer to reach Ottawa two hours earlier than heretofore.

06/06/1895 *The Equity, Shawville* *Pontiac Pacific Junction* *Quyong*

Merchants and businessmen appreciate the advantages obtained by the establishment of the express agency at the P. & P. J. station.

25/06/1895 *Ottawa Journal* *Pontiac Pacific Junction*

A return respecting the Pontiac and Pacific Junction Railway was laid before the House yesterday. It contains the following letter to the Minister of Railways from G.W. Pangborn, mechanical engineer, dated Aylmer Jan 23, 1895.

"I beg to lay before you certain facts of which I know you are unacquainted. They refer to the unsafe and dilapidated condition of the P.P.J. Ry., between Aylmer and Waltham station. The greater proportion of cross ties are rotten, and consequently unsafe for passenger trains, in fact they are so bad that a large percentage of them are broken in two or three pieces. Culverts, cattle guards and cattle passes are actually falling to pieces, and at this date some have been blocked up to keep them in position. The large culverts, ten to fifteen feet openings are also unsafe. The stringers or lower timbers that lay or are embedded in the ground are rotten and no doubt will crumble as soon as disturbed by accidents or heavy flows of water. The large bridge near Breckenridge station some 7 3-4 miles from Aylmer, is in a disgraceful and unsafe condition, the piers being constructed of round and square timbers during the year 1884, and since date little or no repairs have been done. All the wooden bridges on the line are in the same wretched and unsafe condition. The trestle work at Parker's station, also the trestle 1 1-2 miles west of Quyong station, built during the years 1884 and 1885, have had some slight repairs, which could not have been of much service or improvement judging from the sample of cull and rotten timber that passed this stations [sic], to be distributed at these trestles of bridges on the line. All floor timbers or cross timbers on iron bridges at Quyong, Campbell's Bay, Bernard's Creek are also in a very unsafe condition, and should be removed as soon as possible. In the interest of the people of Ottawa and Pontiac counties, also for the safety of the traveling public, some measures should be taken to compel the railway company to sufficiently repair the road and bridges at the earliest date possible to prevent serious loss of life."

The letter concludes by asking the Minister of Railways to order an inspection.

Other letters showed that F.J. Lynch, under instruction from the department of railways and canals, inspected the road on April 10 and 11. The effect of his report was that the road was in a safe condition for traffic but the company might be called upon to give attention to repairs this coming season. Mr. Lynch denied the sweeping charges made by Mr. Pangborn.

W. Dale Harris, managing director and chief engineer of the road also wrote several letters denying the charges, and informing the department of the repairs he himself had arranged for previous to the inspection. These were on a larger scale than these suggested by Mr. Lynch. A later letter states that the ties etc. for these renewals were distributed along the line.

This was also covered by the Free Press, same date.

26/06/1895 *Ottawa Journal* *Pontiac Pacific Junction*

Letter to the Journal from W. Dale Harris.

The item which appeared in your issue of yesterday evening entitles "Pontiac Pacific Junction Railroad Track", gives publicity to certain documents laid on the table of the House on 24th inst. in which the safety of the railway is impeached, and as the refutation of the charges are given a very subordinate place in the item in question, permit me to add a few words of explanation.

A man named Pangborn, who, together with his son, had been summarily dismissed from the company's employ, addressed a letter in January last to the Minister of railways stating that the road was in a dilapidated, rotten and unsafe condition, and demanded an examination by the government. Accordingly the department of railways had a minute and critical examination made of the road from one end to the other. The report to the government of this inspection emphatically contradicted every charge made by Pangborn, and stated that the railway was in a perfectly safe and sound condition.

The repairs mentioned as being necessary were merely the ordinary renewals, which all the railways make from season to season, and had already been provided for in prior to the date of the man Pangborn's letter.

The company at the time regarded the action of Pangborn simply as an effort of a disappointed employee to give annoyance, and the matter would probably never been heard of again had not some relic hunter called for the correspondence in the House.

Yours etc.

27/07/1895 *Ottawa Citizen* *Pontiac Pacific Junction*

The people of Pembroke may look forward to the early completion of the Pontiac and Pacific Junction Railway Pacific Railway to their town. Messrs. W. Dale Harris, general manager and Resseman, superintendent, left the city last evening for Pembroke. The object of their visit is to consult with the authorities at Pembroke with regard to the most suitable approach and entrance for the railway to the town. They will also make a survey of a proposed route eastwards to Waltham, the present terminus of the railway, and at the same time procure an idea of the possibilities of the freight and passenger lines. From Waltham they will proceed to Shawville and thence across country to Pickanock returning by the Gatineau Valley railway next week.

Business has been gradually increasing on both the Gatineau Valley and Pontiac and Pacific railways, thus encouraging the directorate to hasten the completion of the lines. On the Gatineau Railway the construction is being pushed rapidly.

01/08/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

The Ottawa Citizen of Saturday last publishes the following:

The people of Pembroke may now look forward to the early completion of the Pontiac and Pacific railway to their town. Messrs. D.W. Harris, general manager, and Resseman, superintendent, left the city last evening for Pembroke. The object of their visit is to consult with the authorities at Pembroke with regard to the most suitable approach and entrance for the railway into the town. They will also make a passing survey of a proposed route eastwards to Waltham, the present terminus of the railway, and at the same time procure an idea of the possibilities in the freight and passenger lines. From Waltham they will proceed to Shawville and thence across the country to the Pickanock, returning by the Gatineau Valley Railway next week.

21/08/1895 *Ottawa Journal* *Pontiac Pacific Junction*

Accident on the P.P.J.

A couple of cars derailed by stray cattle.

Owing to the negligence of farmers leaving gates open and permitting cattle to run on the track, the engine and two boxcars of the regular train going west were derailed about four miles east of Coulonge. No one was injured except the cattle, and the train will leave the Union depot as usual this evening at 5 p.m. The guilty parties are not yet caught.

29/08/1895 The Equity, Shawville Pontiac Pacific Junction

The P. & P. J. train was ditched on Tuesday evening last, a short distance from Bernard's Creek bridge, by running into a herd of cattle that were lying on the track. Engine No. 3 with tender and a couple of cars left the rails. Beyond the injury to the rolling stock, no damage was done. A relief train came up from Aylmer same evening, and performed the regular service the following day, except that no mails or freight were handled.

19/09/1895 The Equity, Shawville Pontiac Pacific Junction

Another smash-up occurred on the P. & P. J. on Friday night about six miles above Fort Coulonge. The accident was due to a drove of horses getting on the track through two gates being left open. Four of the animals were killed and others were injured. Fortunately none of the train hands were hurt. The locomotive and part of the train were ditched. As soon as possible thereafter word was despatched to Aylmer and a relief train was sent up to the scene of the accident. The mishap caused a delay of a couple of hours to the train going east in the morning.

23/09/1895 Ottawa Citizen Pontiac Pacific Junction

The accident on the P.P.J. last week was caused, it is thought, by two horses. Both were killed near Coulonge. The cars were thrown off the track, but the passengers were uninjured. The engineer was badly hurt about the face and his back was injured. He is improving.

05/11/1895 Ottawa Free Press Pontiac Pacific Junction

The Pontiac Pacific Junction Ry., has the promise of the Quebec authorities that at the present session of the legislature their bonus of \$20,000 for the completion of their line will be revoked. It was intended that the road should have the funds to complete their work this year but through a flaw in the bill which passed the two houses last session the bonus could not be touched and as a result construction work on the P. & P. J. was at a standstill. As soon as the subsidy is assured the company will set about preparations for finishing up their line.

07/12/1895 Ottawa Free Press Pontiac Pacific Junction

At the coming session of parliament the Pontiac and Pacific Junction Railway Company will apply for an act to revive its power to extend to Pembroke and to build over the Ottawa the bridges necessary therefore: also to extend the time for the construction by the company of a bridge over said river at the city of Ottawa.

13/12/1895 Almonte Gazette Pontiac Pacific Junction

The RR. Co. Won.

An important judgment was rendered in the superior court at Hull by Judge Malhiot on Saturday. It was in the case of J. B. Abbott, of Ottawa, against the P. & P.J. Railway for \$500 damages for the killing of a thoroughbred colt some three years ago on the company's line. Some twelve horses were killed by the same accident, and as a result a good many cases hinged upon that instituted by Mr. Abbott, which was considered a test one. One of the contentions of the plaintiff was that the fence along the railway was broken, but His Honor dismissed the action on the ground that the field from which the colt broke into the railway property was not its legitimate pasture, and before getting into it the animal jumped another fence at the rear, from a field owned by a Mr. McLean, on which it had been placed for pasture.

16/01/1896 The Equity, Shawville Pontiac Pacific Junction

Mr. H.J. Beemer was elected president, W.D. Harris, managing director and T.W. Resseman, general superintendent of the O.G. and P. & P. J. Ry. at the annual meeting of both lines in Montreal last week.

17/01/1896 Ottawa Citizen Pontiac Pacific Junction Aylmer

Four Canada Atlantic teams were drawing sugar to the P.P.J station at Aylmer on Tuesday. There are no roads whatever and these loads of twenty barrels each could not be moved by the immense horses attached to them. They were obliged to take four horses and travel a certain distance with one sleigh and then go back for the other.

23/01/1896 Ottawa Free Press Pontiac Pacific Junction

A petition is being circulated in the county of Pontiac for the purpose of opposing the granting by the Dominion government of an extension of time to the Pontiac and Pacific Junction Railway Co., for the completion of the western portion of its line to Pembroke. The proposed extension is sought at the present session of Parliament.

Mr. W. Dale Harris, general manager of the railway, was seen by the Free Press this morning, and gave a clear statement of the case. He explained that a letter had been addressed to each of the mayors in the county of Pontiac by Mr. J.A. Cowan, editor of the Shawville Equity, requesting them to circulate the petition to their several municipalities, and also induce the councils to pass it in the form of a resolution. It is understood that the Equity has all along been unfriendly to the Pontiac Pacific Railway, and the company was disposed to look upon the entire question as a purely personal matter, originating with the gentleman mentioned above and a few of his friends. The officials in this city have received assurances from the majority of mayors in the Pontiac that they did not intend to take any action against the road and Mr. Harris stated that for all who desired the extension of the western end of the line it would be directly contrary to their best interests to obtain the refusal from the Government, as at the present time there existed a better prospect of carrying out the necessary construction work than ever before.

24/01/1896 Montreal Gazette Pontiac Pacific Junction

A petition is being circulated in three County of Pontiac, for the purpose of opposing the granting by the Dominion Government of an extension of time to the Pontiac & Pacific Junction Railway Company, for the completion of the western portion of its line to Pembroke. The proposed extension is sought at the present session of parliament.

07/02/1896 Renfrew Mercury Pontiac Pacific Junction Pembroke

From the Pembroke Standard.

The manager of the Pontiac and Pacific Junction Railway says that "The application for extension of time and other powers is made for the specific reason that there is now a fair prospect of the company being able to finance its resources so as to build the railway to Pembroke and to the western part of the county. I may add that this is the first time that this prospect has existed as it does today.

14/02/1896 Ottawa Free Press Pontiac Pacific Junction Ottawa

The Pontiac and Pacific Railway ran a special train to Shawville to the Conservative convention held today. The train left Ottawa at nine o'clock with 25 people on board.

20/02/1896 Ottawa Citizen Pontiac Pacific Junction

It was learned yesterday that the proposed transfer of the C.P.R. Aylmer branch to the Hull Electric Company, if carried into effect, would be the cause of the Pontiac and Pacific Junction Railway Pacific Junction Railway Company constructing a line of its own from Aylmer to this city. It is known that negotiations were in progress between the P.P.J. and the C.P.R. companies for some time past for the purchase of the road and it is said that it would have taken place some two or three months ago but for the desire on the part of the C.P.R. to delay action.

Mr. Beemer's statement

Mr. H.J. Beemer, president of the P.P.J. Railway Company, was seen yesterday by a Citizen reporter, and in the course of the conversation, said, "I do not know whether matters of this kind should be given publicity, but I will say that my company have just arrived at a definite decision in regard to this Aylmer branch, and I suppose, it will be known sooner or later anyway. It is this: If the C.P.R. Company do not carry out certain understood arrangements for the disposal of the branch to the P. & P.J. Railway Company, and instead lease it to the Hull Electric Company, the P. and P. J. Company will immediately construct a line of its own from Aylmer to Ottawa. We must have an independent line between these two points. An electric road would not interfere in the least with its construction, and, I may say, that if the P. and P.J. Company is compelled to construct a new line, it will be the very best that can be acquired for both passengers and freight.

Also in the Shawville Equity of 27 Feb.

20/02/1896 Ottawa Free Press Pontiac Pacific Junction

Mr. H.J. Brennan of the Pontiac and Pacific Junction Railway, has stated that if the C.P.R. company sells or leases the line from Ottawa to Aylmer to the Electric Railway company, the P. & P. J. company will build an independent line into this city. The latter company have been waiting for the C.P.R. to carry out the proposals to transfer the branch to the P. & P. J., but, as this has been delayed so long, other arrangements will probably be made.

05/03/1896 The Equity, Shawville Pontiac Pacific Junction

It is learned, says the Ottawa Journal, that if the sale of the C.P.R. Aylmer branch to the Hull Electric Railway takes place, the P. & P. J. R., in building a line into Ottawa, will run it around the northern boundary of Aylmer village and on the north side of the Aylmer road through Little Farm and connect with the O. & G. line at Ironsides. Trains will then run into the city over the O. & G. Ry. and C.P.R. until such time as the Interprovincial bridge is built.

06/03/1896 Ottawa Free Press Pontiac Pacific Junction

Owing to the floods which covered the tracks of the P. & P. J. railway trains were delayed yesterday. During the night the water froze and the ice had to be cut away before the trains could get through.

26/03/1896 The Equity, Shawville Pontiac Pacific Junction

The storm of Thursday night and Friday was the means of completely deadlocking the P. & P. J. R. on the last named day. The train coming east in the morning got as far as "Clarke's Cut" about seven miles west of here and there met with such terrible drifts that further progress was out of the question. The snow plough came up from Aylmer during the afternoon and succeeded in releasing the drift bound train, which returned to Campbell's Bay, and subsequently to Black River, to be ready for the morning's service. No mail matter was received in the greater portion of the county in Friday night in consequence of the blockade.

06/04/1896 Ottawa Journal Pontiac Pacific Junction Aylmer

INJURED WHILE COUPLING CARS

Jno. Coughlin, a brakeman on the P. & P.J. Ry., while coupling cars at Aylmer on Friday got jammed between two cars. He received rather serious internal injuries, but is gradually improving to-day

01/08/1896 Ottawa Journal Pontiac Pacific Junction

"Will the P.P.& J. Railway build a line from Aylmer to Hull?" was the question put to Mr. Resseman, superintendent of that road, this morning by a Journal reporter.

"Yes, sir. Right away." was superintendent Resseman's prompt answer. "We are now arranging the preliminaries preparatory to building the line, and the work of construction is liable to go on early this month," he added.

It is expected the line will be finished within three months, or in November, if the work begins at once. Eight miles of track are to be built. The survey was laid out some years ago at the time Mr. Beemer procured the charter. The route is along the river shore between the old C.P.R. branch now utilized by the Hull Electric Co. and the water's edge.

It is proposed to run the track behind Hull city to a point where the O. and G. Railway joins the C.P.R. where it will remain until the Interprovincial Bridge is built, allowing entrance into Ottawa. The P.P. & J. will build a station of its own in Hull.

01/08/1896 Ottawa Citizen Pontiac Pacific Junction

It was learned yesterday on good authority that the Pontiac & Pacific Junction Railway Company will shortly commence the work of construction of an independent line from Hull to connect with their line at Aylmer. The Company's chartered route is along the river parallel to the Hull Electric Company's line.

01/08/1896 Ottawa Free Press Pontiac Pacific Junction

The officials of the Pontiac and Pacific Junction Railway are preparing to build a line from the present terminus at Aylmer into Hull, the route of which is already provided for along the bank of the Ottawa in close proximity to the present electric line.

05/08/1896 The Equity, Shawville Pontiac Pacific Junction

Mr. P.W. Resseman, superintendent of the P. & P. J. Railway, is authority for the statement that the company intend building a line from Aylmer to Hull this summer. Work will commence this month.

07/08/1896 Ottawa Journal Pontiac Pacific Junction

H.J. Beemer, president of the P. & P.J. Ry. is at the Russell. He is here on business in connection with the new branch of the line from Aylmer to Hull which, it is understood, will be started by the 15th of August.

07/08/1896 Almonte Gazette Pontiac Pacific Junction Aylmer

The officials of the Pontiac and Pacific Junction Railway are preparing to build a line from the present terminus at Aylmer into Hull, the route of which is already provided for along the bank of the Ottawa in close proximity to the present electric line.

17/08/1896 Ottawa Free Press Pontiac Pacific Junction Aylmer

On Saturday afternoon, shortly after one o'clock, an accident occurred in the Pontiac and Pacific sheds at Aylmer by which an employee, William Poithier, lost an arm. Poithier was standing near an emery wheel which turns at terrific speed, when the wheel burst, flying into dozens of pieces. Poithier, who was standing sideways, received a blow on the arm from several pieces, sustaining a compound fracture, and lacerating the chords and flesh in horrible shape. -- placed on an electric car and brought to Hull --

20/08/1896 The Equity, Shawville Pontiac Pacific Junction Aylmer

On Saturday afternoon an emery wheel at the P. & P. J. Railway workshops at Aylmer, revolving at 150 revolutions a minute, broke and flew into a score of pieces. One of the pieces struck William Poithier, who was standing in the door of the shop, fearfully lacerating his arm below the elbow. The limb will require amputation.

28/08/1896 Renfrew Mercury Pontiac Pacific Junction Quyon

The Pontiac Telephone Company has connected the Quyon railway station with the Quyon village. The merchants of the village "chipped in" for the price of the phone. It will be of great utility to them. The company was at the expense of the poles, the wire and the construction. Pontiac Advance.

24/09/1896 The Equity, Shawville Pontiac Pacific Junction McKees

The first car load of grain for the season was shipped from McKee's station on Wednesday of last week.

16/10/1896 Ottawa Citizen Pontiac Pacific Junction Waltham

A shunting engine on the P.P.J. Railway fell into the space adjoining the company's round table at Waltham yesterday. The engine was about to be run on to the table but the tracks, not having been brought even to each other, the engine went down. The engine was raised again in about five hours. It was not damaged much and fortunately no one was injured by the accident.

16/10/1896 Ottawa Journal Pontiac Pacific Junction Waltham

A P.P. & J. shunting engine ran off the turntable at Waltham yesterday. It took five hours to raise the locomotive.

16/10/1896 Ottawa Free Press Pontiac Pacific Junction Waltham

While an engine on the Pontiac line was being shunted on the turn table, it slipped the rail owing to the table not being rightly set and the locomotive went down the space adjoining with a crash. Not much damage resulted but it took five hours to replace it.

A P. and P.J. shunting engine ran off the turntable at Waltham yesterday. It took five hours to raise the locomotive.

18/11/1896 Ottawa Citizen Pontiac Pacific Junction

Mr. P. Resseman, Mr. Dunn and Mr. Brennan of the Gatineau railway left the city last evening to inspect the roadbed of the railway and also that of the Pontiac and Pacific Junction Railway Pacific Junction railway. They will return in the course of four or five days.

19/11/1896 The Equity, Shawville Pontiac Pacific Junction

It may now be regarded as a certainty, says the Citizen, that the Pontiac and Pacific Junction Railway will be extended from Aylmer to Hull.

On Saturday morning notices of expropriation were issued by the company. The notices will be served immediately. The property to be expropriated lies between the track of the Hull Electric Company and the Ottawa river shore.

A gentleman connected with the railway informed the Citizen that the present arrangement of having their freight handled by the electric railway was anything but satisfactory, in view of the extra cost necessitated by the transfer of the freight, and also the fact that it is not brought directly into Ottawa. The freight was now unloaded at Hull instead of coming straight through to Ottawa as previously.

From reliable authority we learn that all the preliminaries for the construction of the extension will be made during the winter and the work will be proceeded with early next spring.

24/11/1896 Ottawa Citizen Pontiac Pacific Junction

Mr. H.J. Beemer, president of the P. & P.J. railway was in the city yesterday on business connected with the expropriation of lands for the building of the railway from Aylmer to Ottawa at an early date.

02/12/1896 Ottawa Free Press Pontiac Pacific Junction

To the Editor Free Press.

References to statements made by me before the city finance committee recently in connection with a request by the president of the Ottawa and Gatineau and the Pontiac and Pacific Junction Railway, Mr. H.J. Beemer, for an extension of time on the grant from the city in aid of building the interprovincial bridge. In this statement, which was unfortunately hastily prepared, simply form data that was then on hand, without going into details, causing a few misstatements, etc. That the earnings were \$70,000, should have read upwards of \$60,000; and the statement that nearly one third was paid another line for terminal charges to get into Ottawa over another line to another connection, should have read one fifth of earnings, for all charges, terminal and other charges. Other charges consisted of supplies, help, repairs, etc., having no bearing whatever on straight terminal charges, and I had no idea of intimating that these charges were terminal charges alone. Actual terminal charges for trackage privileges, as given by Mr. Shaughnessy are correct; that while we consider terminal charges are full from our standpoint, we believe they are reasonable from that of the Canadian Pacific Railway. It was not my intention to convey any such impression as seems to have been formed.

In the absence of Mr. Beemer, the president of these two companies, I was called upon at a late hour to make a statement before the finance committee, with no time to prepare one accurately, and get together data that was in our Montreal office, consequently I did the best I could under the circumstances. There is a considerable difference between terminal charges and "terminal and other charges." What I attempted to show to the committee was, how these companies were handicapped by heavy and prohibitive transfer charges that was exacted whenever these companies wished to deliver a car to a railway other than the Canadian Pacific in this city, and many shipments have been lost to us on this account, the freight being hauled by teams to other railways and to this city, which show up in loss to this company a very large sum of money. Also in connection with the heavy tariff exacted from all freight from the Pontiac and Pacific Junction Railway over their lines between Aylmer and Ottawa. A large number of shipments that have been withdrawn from our line on this account is taken from our stations and points nearby, across the Ottawa river and shipped over the Canadian Pacific railway line.

As to the asbestos shipments; it should have read that a verbal agreement was made with a mining company that they would ship two cars per week. This has not been done this year, on account of poor demand, although I have had advice from them recently that the prospects are bright and possibly might bear out my statement ere the fiscal year is ended.

The policy of our two companies is simply a free and independent entrance into the city of Ottawa and a connection with all railways entering therein.

The main question for the citizens of Ottawa to consider is that they get a bridge that would cost them to build at least \$400,000; by giving to the railways \$150,000. City of Ottawa thereby saving \$250,000.

Again it will cost the railway \$250,000 to build the highway part of the bridge \$250,000; consequently, instead the city contributing to the railway part of the bridge \$150,000, the railway contribute to the city part of the bridge \$100,000.

Yours truly P.W. Resseman

General Superintendent O. & G. and P. & P. J. railways December 1, 1896

Mr. H.J. Beemer, president of the two lines, in speaking to the Free Press today, stated that there was no desire on the part of his company to enter into discussion upon the matter with the C.P.R. When the statements were made to the council they were made as lightly as possible in order that no discussion with the C.P.R. might result. The fact was that the statements did not go far enough and misunderstandings and disputes had resulted. The facts as stated in the above communication were indisputable and if only the public would consider them carefully they would be convinced of the soundness of them. The Ottawa and Gatineau Railway had not been treated fairly at all times. He believed that from a C.P.R. standpoint the statements made by Mr. Shaughnessy might appear entirely different but from the position of the Ottawa and Gatineau railway it was quite the reverse. His company could not afford to pay the exorbitant prices demanded by the C.P.R.

RESSEMAN EXPLAINS

MR. SHAUGHNESSY'S FIGURES FOR TERMINAL CHARGES CORRECT

The General Superintendent of the G.V.R.T. Made a Hastily Prepared Statement. The C.P.R. Get One third of \$60,000.

Editor Citizen- With reference to the statement made by me before the City Finance Committee recently in connection with a request made by the president of the Ottawa and Gatineau and Pontiac Pacific Junction Railway Companies, Mr. H. J. Beemer, for an extension of time on the grant from the city in Aid of building the inter-provincial bridge. In this statement, which was unfortunately, hastily prepared, simply from what data was then on hand, and without going into details, a few misstatements were made, i.e., that the earnings of the company were \$70,000, should have read upwards of \$60,000, and that nearly one-third was paid another line for terminal charges to get into Ottawa over another line to another connection, should have read one-fifth of earnings for all charges, terminal and other charges. Other charges consisted of supplies, help, repairs, etc.; no bearing whatever on straight terminal charges, and I had no idea of intimating that these charges were terminal charges alone. Actual terminal charges for trackage privileges, as given by Mr. Shaughnessy, are correct. That while we consider terminal charges are full, from our standpoint, we believe are reasonable from that of the Canadian Pacific Railway.

It was not my intention to convey any such impression as seems to have been formed. In the absence of Mr. Beemer, the president of these two companies, I was called upon at a late hour to make a statement before the finance committee, with no time to prepare one accurately and get together data that was in the Montreal office, consequently I did the best I could under the circumstances. There is a considerable difference between terminal charges and "terminal and other charges." What I attempted to show to the committee was how these companies were handicapped by the heavy and prohibitive transfer charge that was exacted whenever these companies wished to deliver a car to a railway other than the Canadian Pacific Railway in this city, and many shipments have been lost to us entirely on this account, the freight being hauled by teams to other railways and to this city, which show up in loss to this company a very large sum of money. Also in connection with the heavy tariff exacted from all freight from the Pontiac Pacific Junction Railway over their line between Aylmer and Ottawa. A large number of shipments that have been withdrawn from our line on this account are taken from our stations and points nearby, across the Ottawa river and shipped over the Canadian Pacific railway line.

As to the asbestos shipments: it should have read that a verbal agreement was made with a mining company that they would ship two cars per week. This has not been done this year, on account of poor demand, although I have advice from them recently that the prospects are bright, and possibly may bear out my statement ere the fiscal year is ended.

The policy of our companies is simply a free and independent entrance into the city of Ottawa, and a connection with all the railways entering therein.

The main question for the citizens of Ottawa to consider is that they get a bridge that will cost them to build, at least \$400,000, by giving to the railways \$150,000, city of Ottawa thereby saving dollars \$250,000. Again, it would cost the railway to build the highway part of the bridge \$250,000, consequently, instead of the city contributing to the railway part of the bridge \$150,000, the railway contributes to the city part of the bridge \$100,000.

Yours truly,

P.W. RESSEMAN

General Superintendent,

Ottawa & Gatineau Railway and Pontiac Pacific Junction railway.

Ottawa, Dec. 2.

29/12/1896 *Ottawa Journal**Pontiac Pacific Junction*

MR. BEEMER TESTIFIES.

SUIT BETWEEN THE P. & P. J. AND THE HULL ELEC. CO. CONTINUED

The President of the P. & P.J. Explains Why There is a Delay in Building the Line Into Ottawa - Bonuses That Are Not Forthcoming - An Interesting Suit

The land expropriation case of the P.P.J. Ry. Co. - against: Mrs. John Scott and the Hull Electric Railway Co. intervenant, occupied the attention of Judge Malhiot in Chambers at Hull yesterday and to-day. a number of witnesses were examined on behalf of the Electric Railway Co. to establish priority of location and the necessity of the ground on which their line has been run for the purposes of their road. Several witnesses, among them Mr. Beemer, president of the P.P.J. Ry. Co. were examined on behalf of the expropriating party to establish the fact that the company had always intended to run its line on the land in question if, for any reason, it should be unable to purchase the Aylmer branch of the C.P.R. That road having been acquired by the Hull Electric Railway the P.P.J. Ry. Co. is obliged to fall back on the alternative route. The delay in proceeding with the extension of the line from Aylmer to Hull and through to Ottawa, Mr. Beemer explained, is due to the fact that the bonus granted by the Quebec legislature was voted for the purchase of the Aylmer branch of the C.P.R. and could not be used for the construction of a new line.

The local government has, however, passed an order-in-council granting the bonus for the latter purpose and has promised to put it in the form of an act of the legislature this session.

The Company's Debts

Another clause of the bill is to grant \$30,000 to pay off the debts incurred in the construction of the last ten mile section at the west end of the P.P.J. Railway and to aid in building the line through the city of Hull! to connect with the G. V. Railway. When these subsidies are obtained, Mr. Beemer says, the company will be prepared to complete its line into Hull.

In cross-examination Mr. Beemer admitted that several judgments were held against his company, but, he persisted in asserting that the extension to Aylmer can be completed with the aid already secured from the local government'.

This morning Dr. Scott was examined as to the value of the land to be expropriated. Acting for his mother, he had sold an acre and a half of land near the C.P.R. station to the Matthews Packing Co. for \$3,000, and he considered the land, demanded by the P.P.J. Co. more valuable. The amount offered by the company is \$3,500, about one-fourth of the amount claimed by Mrs. Scott.

The case is exciting, a good deal of interest in Hull. Naturally a desire is expressed that both lines should have every facility to enter the city, and that the P.P.J. should not be forced, by excessive cost of construction or other causes to cross the Ottawa at the Little Chaudlere or Deschenes to connect with the railway system of Ontario.

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21/01/1897 *Ottawa Journal**Pontiac Pacific Junction*

Mr. P.W. Resseman, general superintendent of the Pontiac Pacific Junction Railway informed the Journal today that in company with the paymaster of the company he went over the road yesterday and paid every employee their arrears in wages. The men knew nothing of the intention of the company until they received their pay. Many of the men were paid up until January the first and all others were paid up until the 15th of December.

Mr. Resseman states that the company is not so bankrupt as some would make out. He could not state definitely the amount paid out to the men as arrears of wages.

The company have about fifty men employed on their line. Many of the men were four and five months behind in their wages.

21/01/1897 *Ottawa Free Press**Pontiac Pacific Junction*

The employes of the Pontiac and Pacific railway were made happy yesterday by the appearance of the long looked for pay car. Many of the men have been from three to eighteen months behind in their pay, but yesterday the car loaded with money went up the line with the paymaster and general superintendent and every man was paid up to date.

28/01/1897 *The Equity, Shawville**Pontiac Pacific Junction*

The pay car of the P. & P. J. R. went over the line on Wednesday afternoon last. In speaking to an Ottawa Journal reporter, Superintendent Resseman stated that all employees had been paid up in full to Dec. 15th last, and many had been paid to January 1st.

05/02/1897 *Eastern Ontario Review**Pontiac Pacific Junction*

Mr. P.W. Resseman, general superintendent of the Pontiac and Pacific Junction railway, went over the road on Wednesday, and paid all the employes their arrears in wages.

The Story of a Trunk

An incident considerably out of the line of the common place occurred in this village on Thursday night, it being the discovery of an infant in a trunk which was left at the station by a young woman, who said she would call for it the following evening. After the train departed this trunk with another was taken into the waiting room, instead of the baggage room, as is frequently done. After things had quieted down around the building, the agent, Mr. W.B. Crawford, chanced to come out of his office into the waiting room, and while there detected a peculiar gurgling noise in the region of the trunks. At first he could not tell from which trunk the noise proceeded, but a more minute examination satisfied him on this point. His idea was that the noise was produced by a bottle of liquid, which had become broken or uncorked, and he at once began turning the suspicious article over from one side to another in order to get the supposed bottle right side up. The noise however continued, and as he listened attentively, he was impressed that something more lively must be in the trunk. Mr. Lovell, the section foreman, was in the office at the time, and to him Mr. Crawford communicated his suspicions. Mr. Lovell agreed with Mr. Crawford, as did also Mr. Wm. Barber, who happened to come along just at the time. They all decided that an investigation should be made, but the agent did not care to assume the responsibility of breaking open the trunk. He therefore related the circumstances to Dr. Lyon by telephone. The doctor, mayor Hobbs and a few others were sitting in the waiting room of the Russell House when the message came. The doctor advised Mr. Crawford to summon a magistrate and have the trunk opened. The singular intelligence thus unexpectedly received, of course, put everyone on the qui vive. Mayor Hobbs immediately left for the station, and on the way up called for Mr. H. Lang, J.P. A few minutes later the trunk was forced open, and there, sure enough, immediately under the tray, lay the form of an infant apparently two or three weeks old. The little thing's tongue was protruding from its mouth, indicating that it was breathing with difficulty. The next step was to find the owner, and a move to this end was instituted. Meanwhile Dr. Lyon was summoned to the station, to render medical aid if such were necessary. After a short search the mother of the child was located at the house of Mr. Thos. Argue, and placed under arrest by Mr. W.W. Ireland, whom she accompanied to the station, where she got possession of the infant. Mother and child were then conveyed to the Pontiac House where lodging had been procured by the mayor. Subsequently Dr. Klock was called in and pronounced the child to be suffering from bronchitis. During the night the child had several indications of expiring, but each time revived. In the morning, about eight o'clock, however, its suffering came to a peaceful end.

Mayor Hobbs then telephoned the particulars to Coroner Hurdman, and the latter decided to come to Shawville and hold an inquest. For this purpose a jury was summoned to meet at the Pontiac House at one o'clock. Pursuant to this arrangement an inquest was opened at the hour appointed with the following jurymen present: Robt. McCredie, foreman; Francis Wilson, J.J. Caldwell, John Brownlee, Robt. Hobbs, W. Coulter, O. Caldwell, R.G. Elliott, John Findlay, David Clarke, W.J. Eades and Arthur Smiley.

The first to be examined was the mother of the deceased infant. She gave her name as Eliza Wall, 29 years old. The body on view was that of her child. It was born in Pembroke seven weeks ago. When the infant was seven days old, she was sent with it to the Salvation Army home in Ottawa. The child was healthy until she took it to Ottawa: then it took ill and had been so ever since. She left Ottawa on Wednesday for Shawville, but owing to the child taking very sick while moving up on the electric car she decided to stay off in Aylmer, which she did. Next evening (Thursday) she came on to Shawville, carrying the child in her arms. After getting off the train she waited at the station for some minutes, and believing the child was dead, decided to put it in the trunk, as she was ashamed to take it down to the village. Had no thought of destroying or making away with the infant. She then related the circumstances in connection with her arrest, which agreed substantially with the evidence of other witnesses who followed.

Dr. R.H. Klock swore that he had examined the child on the night previous; found it suffering from bronchitis; believing it had been suffering for some time. Did not think the lesions on the lungs were produced by the length of time the infant had been confined in the trunk. Was of opinion the child would have died in any case.

Victor McGuire testified to seeing a woman get off the train with parcel in her arms, which he took to be an infant. Could not be sure that the woman he saw and the prisoner were the same.

W.B. Crawford, sworn, related the circumstances under which he had discovered the child. Thomas Lovell and Archie Crawford gave corroborative evidence, both testifying also that they had seen a woman doing something with one of the trunks as it lay on the platform.

H. Hobbs and H. Lang gave evidence agreeing in substance with what has already been related regarding the opening of the trunk, the discovery and condition of the child and the subsequent arrest of the woman.

This closed the evidence, nothing therein being adduced to show who was the father of the deceased.

After a few moments' deliberation, the jury brought in a verdict to the following effect: That the child came to its death from natural causes, due to bronchitis, and that the peculiar actions of its mother were not prompted by motives if evil, but rather of simplicity.

The coroner then thanked and discharged the jury. The body of the infant was interred in St. Paul's church cemetery the same evening.

02/04/1897 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

A quantity of coal at Aylmer, belonging to the P. & P.J. railway was sold on Wednesday under execution at the instance of Patrick Condon, who sued the company for wages,

29/04/1897 *The Equity, Shawville* *Pontiac Pacific Junction* *Hull, Beemer*

The P. & P. J. and Gatineau Valley Ry. Companies are looking for the privilege of extending their lines through the city of Hull, in order to form a junction of the roads at a point on the Ottawa River bank, where it is proposed to erect a Union station and large workshop for the use of both roads. The companies want exemption from taxation and free right of way for their main lines and sidings and sufficient ground for their yards and workshops. It is said the city council of Hull are favourably disposed toward the scheme.

10/07/1897 *Ottawa Citizen* *Pontiac Pacific Junction* *Hull, Aylmer*

The first steps towards the construction of the Pontiac and Pacific Junction Railway from Hull to Aylmer was taken yesterday morning, when a staff of civil engineers started out to survey the proposed route.

In the party were Mr. Mahon, Mr. H.J. Beemer's personal engineer, Mr. Dunn, and an assistant.

Their labors at the outset will consist in surveying a route through the city of Hull through to the approach of the proposed interprovincial bridge across from Nepean Point. This finished, they will survey the line on to Aylmer, the present southern terminus of the railway. The management of the company think that with direct connection with the city instead of having to depend upon the service of the Hull Electric Company, as now, the business of the railway will increase tenfold in a very short time. It is thought the line will run between that of the Hull Electric Company and the Ottawa river.

Mr. H.J. Beemer is expected to arrive in the city today on business in connection with the work, which in all probability will be proceeded with in the course of a couple of weeks.

14/07/1897 *Ottawa Citizen* *Pontiac Pacific Junction*

The engineers on a survey of a route between Ottawa and Aylmer for the Pontiac and Pacific Junction Railway Pacific Junction railway are now engaged in the vicinity of Little Farm north of Hull. It is said the line will leave the shore of the Ottawa river opposite Nepean Point, the proposed site of the interprovincial bridge, will run around the north of the city and strike the river shore again a short distance west of the city. Mr. H.J. Beemer is expected to arrive today in connection with the commencement of construction.

14/07/1897 *Ottawa Journal* *Pontiac Pacific Junction*

It is said that if the P.P.J. Railway Company runs its new line from Aylmer to Hull between the Electric Company's track and the river, the river front, in many places, will be destroyed for residential purposes.

16/07/1897 Ottawa Journal Pontiac Pacific Junction

A survey party is at work laying out the P.P.J. line between Aylmer and Hull.

09/08/1897 Ottawa Free Press Pontiac Pacific Junction

The provincial government engineers were at Portage du Fort on Friday and Saturday last week looking over the proposed route of the railway from Portage du Fort to Shawville. The project has been taken up by local capitalists with considerable enthusiasm, a great many of the leading citizens of both Portage du Fort and Shawville subscribing for the stock. The line will only be twelve miles long but it is felt necessary to connect Portage du Fort with the outside world and give the town a chance to live.

20/08/1897 Almonte Gazette Pontiac Pacific Junction Bryson

The Pontiac and Pacific Junction Railroad was to have been sold by sheriff's sale at Bryson last week to satisfy a judgment for wages, but was settled by the railroad company prior to sale. The amount in question is about \$150, and law costs nearly four times as much.

26/08/1897 The Equity, Shawville Pontiac Pacific Junction

The construction of the P. & P. J. line from Aylmer to Hull is to go ahead without delay, so reports Engineer Dunn, who passed up the line Thursday.

28/08/1897 Ottawa Citizen Pontiac Pacific Junction Clarke's

Last Thursday while a P. & P.J. train was coming down from Bryson it nearly ran down three deer just east of Clarke's station. One of the deer tried to jump through a barbed wire fence and was caught in the wire. An effort was made to capture it but the animal escaped.

08/09/1897 Ottawa Citizen Pontiac Pacific Junction

A large excursion will be run to the city today from the Pontiac county on the P. & P.J. railway. The visitors will be conveyed to the Experimental Farm where they will be given luncheon and shown around by the professors.

09/09/1897 Ottawa Free Press Pontiac Pacific Junction

Letter read at Hull council meeting.

Gentlemen. Referring to the communication of our companies to your council, dated April 19th last, and to the reply thereto of your council, wherein it states that owing to the peculiar situation in which the city of Hull is placed towards the owners of the right of way asked for, it is deemed better that our companies ask from the city a subsidy sufficient to acquire the right of way asked for, to be either paid in cash or bands of the city - after receiving the above communication, our engineer, Dunn, has made an exhaustive examination of the situation, and has estimated the right of way required by our companies in your city for main line, sidings, branches, with extension to the wharf on to the Ottawa river, together with all of the land required for workshops, shunting grounds, etc. at \$31,772. Although Mr. Dunn claims he has made a very close estimation our companies conclude that if the city vote \$50,000 to apply on payments for the right of way, that will carry out the provisions of the letter of April 19th last.

Signed H.J. Beemer.

The letter was referred to the finance committee.

09/09/1897 Ottawa Citizen Pontiac Pacific Junction

It is the unanimous wish of our citizens, say the Quyon Times, that the Hull Electric Company would buy out the old P. & P.J. R.R. and run it into the village. If such could be accomplished the citizens of Ottawa would enjoy one of the finest trips in the Dominion.

13/09/1897 Ottawa Journal Pontiac Pacific Junction

Some of the plant to be used in the construction of the P.P.J. Ry. line between Aylmer and Hull arrived in Aylmer the other day and the balance will likely be here in the course of the present week.

15/09/1897 Ottawa Free Press Pontiac Pacific Junction

The surveyors have almost completed the work of outlining the route between Aylmer and Tetreaultville for the proposed extension of the P. & P. J. railway to Hull. A large quantity of material is already on the grounds. Engineer Hibbard is at the head of the party of surveyors.

08/10/1897 Ottawa Citizen Pontiac Pacific Junction

The route of the Pontiac and Pacific Junction Railway Pacific Junction Railway between Hull and Aylmer has definitely been settled and construction work is expected to be started within a very short time.

The line, as stated by an authoritative source yesterday, will follow the river shore from Aylmer almost down to Hull, where it will turn towards the northern part of the city and run as far as Lake Flora, when a turn southwards will be made in order to strike the approach to the interprovincial bridge.

The plans show that the line will cross the C.P.R. railway near the latter Company's Hull station.

The Gatineau Valley Railway will join the P. & P.J. tracks at Lake Flora. In changing the entrance of this railway into Hull an underhead crossing will be built at Leamy Lake.

Nearly all the property for the route has been expropriated on satisfactory terms with the owners. In a couple of cases arbitration may be necessary.

At the next meeting of the Hull council the matter of granting a bonus will be further considered.

There is no doubt that the two lines running through a fairly central portion of the city will be a great boon.

13/10/1897 Ottawa Free Press Pontiac Pacific Junction

Work on the branch line of the P. & P. J. railway from Aylmer has begun. The route will follow the Ottawa river to the city limits (Hull), and there cross the Aylmer road and run north until Lake Fiora is reached. At that point the Gatineau Valley railway will connect. The Hull city council will consider the matter of bonussing the line at its next regular meeting. The finance committee will meet on Friday of this week and in all probability will recommend the granting of a smaller bonus than the one asked for by Mr. Beemer in his last communication to the Hull city authorities.

15/10/1897 Ottawa Citizen Pontiac Pacific Junction

Work has commenced on the line of the P. & P.J. railway between Hull and Aylmer. At the next regular meeting of the Hull Council the question will be further considered of bonussing the railway.

21/10/1897 Ottawa Free Press Pontiac Pacific Junction

The engineering staff of the Pontiac and Pacific Junction Railway completed their plans for the route of the proposed new line between Aylmer and Hull last evening and forwarded them to the Quebec government. Work will likely be started on Monday.

24/10/1897 Ottawa Free Press Pontiac Pacific Junction

Mr. Beemer has sent word that he will be here this week in order to rush the construction of the Pontiac line from Hull to Aylmer.

30/10/1897 Ottawa Free Press Pontiac Pacific Junction

Mr. F.A. Tetu, C.E., who has prepared a survey of the P. & P. J. railway extension from Aylmer to Hull has forwarded his report to the chief engineer. A large quantity of material is now on the ground and it is expected that the contract will be awarded next week.

04/11/1897 The Equity, Shawville Pontiac Pacific Junction

The extension of the P. & P. J. into Hull will soon be started, as Mr. Beemer has concluded the purchase of the rails for the road. Mr. Beemer says the new Central station in Hull will be near the point from which the interprovincial bridge will start. That point has not yet been settled but will be so before long.

The plans for the road from Aylmer to Hull are being prepared and will be submitted to the approval of the government within a short time.

11/11/1897 The Equity, Shawville Pontiac Pacific Junction Shawville

The P. & P. J. station was in the hands of the painter last week. As a consequence its appearance is greatly enhanced. - Also in Renfrew Mercury of Nov. 19.

13/11/1897 Ottawa Citizen Pontiac Pacific Junction

Meeting of Hull City Council.

Mr. J.H. [sic] Beemer waited upon the meeting and asked for the right of way on Gay street from Brewery Creek to Ravine street for the P. & P.J. and Gatineau railways. The request was referred to the Street Committee.

17/11/1897 Ottawa Citizen Pontiac Pacific Junction Hull

Mr. Dunn, engineer of the P. & P.J. railway, submitted the plans of the company in regard to the right of way to the Hull approach to the Interprovincial bridge, before a committee of the Hull council yesterday afternoon. The plans show that the intended line will run for a short distance on Gay street to Brewery street and thence to Ravine street. Mr. Dunn informed the committee that the railway company would be responsible for any accidents caused through their negligence on the streets in question and also to any of the residents who would claim damages on account of the line passing in front of their homes.

After the explanation of Mr. Dunn the committee decided to consult the city solicitor on the matter. If it is legal to construct the line on the streets in question the committee will not raise any objections.

19/11/1897 Ottawa Free Press Pontiac Pacific Junction

Rails for the P. & P. J. railway from Aylmer to Hull have been ordered from Pittsburgh, Pa., and it is expected that they will be here in the course of a couple of weeks. The order consists of about twelve miles. A portion of them will be used in extending the Gatineau Valley railway to the P. & P. J. which will be at what is known as the Little farm, north of Hull. Nearly the whole of the right of way between Hull and Aylmer has been secured and under favorable terms. Work will commence very shortly on the proposed line. The date on which the company intended having trains running from Aylmer to Hull is June 15m 1898.

Following is an outline of the plans submitted by Chief Engineer Dunn of the P. & P. J. Ry. to the Hull streets committee at its last meeting in regard to the extension of the P. & P. J. and O. & G. railways to the approached of the bridge on Division street. The P. & P. J. railway from Aylmer to Hull will enter the city by building a bridge over Brewery Creek then the tracks will be laid along Guy and Brewery streets, across the ravine to Lake Minot; thence across Ann, Catherine, Queen and St. Etienne streets to the Little Farm where 40 acres of land to be bought from Messrs. Marsdon & McLaren, will be used for yards, round houses and shops for both railways.

19/11/1897 Ottawa Citizen Pontiac Pacific Junction

Rails for the P. & P.J. railway from Aylmer to Hull have been ordered from a Pittsburgh, Pa., manufactory, and it is expected they will be here in the course of a couple of weeks. They were purchased through the firm's agent in Montreal, Mr. J.H. [sic] Beemer, president of the railway company.

The order consisted of about twelve miles of rail. A portion of them will be used in extending the Gatineau Valley railway to the P. & P.J. railway, which will be at what is known as Little Farm, north of Hull. From the junction the line will be run in a straight southerly direction to the approach of the proposed interprovincial bridge. On Division street. The rails will weight 72 lbs to the yard, which is some 12 lbs. Heavier than those now in use by the company.

AYLMER TO HULL

It as learned yesterday that nearly the whole of the right of way between Hull and Aylmer had been secured under favorable terms. In a couple of cases, however, the owners of property required for the railway were not willing to accept the offer made by the company, and arbitration will very likely be held to determine the value of the properties.

Mr. Guy C. Dunn, engineer of the railway informed a Citizen representative that work would commence very shortly on the proposed line. The rock work would be proceeded with during the winter months and the rest of the work would (be) started as soon as possible in the spring. The date on which the company intended having trains running from Aylmer into Hull was June 15, 1898.

THE WESTERN END

Information received from another authoritative source is that Mr. Beemer is now negotiating for the completion of the western portion of the P. & P.J. railway from Waltham, the present terminus, to Pembroke. This portion is about 32 miles and the construction of bridges across the Ottawa river at Allumette island will be necessary.

19/11/1897 Ottawa Journal Pontiac Pacific Junction

Mr. H.J. Beemer, president of the P.& P.J. railway has ordered twelve miles of rails from a Pittsburgh, PA., manufacturer and it is expected the rails will be here in the course of several weeks.

Part of the rails will be used to connect the Gatineau Valley line with the P. & P.J. line near the Little Farm, north of Hull. From the junction the line will run in a southerly direction to the approach of the proposed Interprovincial bridge on Division street.

Arbitrations likely

The new rails will be 72 pounds to the yard. The right of way between Hull and Aylmer has nearly all been secured on favorable terms. Several of the property owners have refused the company's offer and arbitrations will have to be held. During the winter the rock work will be carried on and in the spring the ordinary work, and it is expected the line will be opened by June 15th 1898.

A connecting line between the P.& P.J. railway at Waltham, the present terminus, and Pembroke will probably be built. This will necessitate the construction of bridges across the Ottawa river at Alumette Island.

02/12/1897 The Equity, Shawville Pontiac Pacific Junction Bristol

The delivery of grain at the Bristol grain shed on the P. & P. J. R. for the week ending Saturday 27th inst., is the largest since the shed was oened, the amount being ten thousand bushels.

The PPJ will not be allowed to draw its rails over the Hull and Aylmer electric railway and as a consequence the PPJ company will have to draw all the rails on sleighs and deposit them where required.

Mr. P.W. Resseman, general manager of the PPJ said that his company had thirty-five car loads of rails at Hull waiting to be distributed along the line of the proposed road between Hull and Aylmer. Mr. Resseman says he asked the Hull and Aylmer Electric railway to allow his company to use the HE company tracks to distribute the rails for the PPJ road. Railroads, said Mr. Resseman, usually extend this courtesy to other roads and do not charge. Mr. Resseman says the Hull company absolutely refused to allow him to use their tracks, although he offered to use his own engines and pay for he privilege.

He also agreed to do the work between 1 a.m. and 6 a.m. so as not to interfere with the traffic on the Hull road, but this the company would not agree to. Mr. Resseman says that in consequence the PPJ company will have to carry all its rails on sleighs and will be put to a great deal more expense.

Mr. Resseman spoke very indignantly when talking to the Journal and characterized (criticized?) the Hull company's action strongly.

Letter from Resseman to Hull Electric. Dec. 8.

Referring to our request to you to allow cars loaded with our rails from time to time to stand on your company's main line at Aylmer (for the purpose of unloading) between the hours when your cars stop running each night and the time when they begin to run each morning. I understand that you grant the request but only on the condition that it shall not be taken to be any waiver on your part or that of your company as to the right to make any objection you desire to make in answer to our company's pending application before the Railway Committee as to the proposed crossing of your line and that our request as to these cars and your granting the same shall be without prejudice to either company's rights in respect of said application for crossings and shall not be made use of by either party on said application. We agree not to block up your main line or cause you any loss or damage by reason of your consent to our unloading cars on main line.

We accept the permission on the above terms.

The rails for the P. & P.J. railway between Hull and Aylmer have now all arrived and are on the company's property at Aylmer. There were thirty-five car loads.

The Pontiac and Pacific railway are up with the times. They are introducing a new system of lighting on their line. They have at present several of their cars equipped and ready for the introduction of acetylene gas. This will prove a great improvement on the old system, and will greatly decrease the cost of lighting the trains. This railway is the first in Canada to introduce this system. The cars are being equipped and lighted by the local agents.

An experiment was tried with acetylene gas as the illuminant on the PPJ Saturday afternoon. The transformation was remarkable.

Mr. Andrew Holland, of Ottawa, came up on the P. & P. J. line as far as Clarke's station on Friday evening and returned the next morning. Mr. Holland, it may be stated, is agent for one of the firms manufacturing the new illuminant known as acetylene gas, a plant for supplying which he installed in the P. & P. J. coaches last week. The lighting of the cars by this method is said to be highly satisfactory.

Acetylene gas is now being used to light the trains on the Pontiac, Pacific Junction Railway.

A young man named Arthur Gagnon belonging to Hull was badly buncoed on the Pontiac and & Pacific Junction train on Thursday. Gagnon had been at work in the shanties for the past four months and was returning to the Transpontine City to see his relatives. On the train he met a stranger who announced himself to be a detective belonging to the Ottawa Police force. When the train neared Aylmer Gagnon's new acquaintance asked him the loan of \$20 for a few days saying that if he would call at the Ottawa Police Station on Saturday he would get his money back as the detective would draw his salary on that day. The money was loaned and bright and early this morning Gagnon was at the station awaiting the arrival of his detective friend. He was frightfully shocked when informed that he had been the victim of a bunco and left the premises swearing vengeance on the detective. The matter has been placed in the hands of the police and an effort will be made to secure the arrest of the guilty party.

The work on the new Pontiac line from Aylmer will be started early next month. All the material is on the ground and work will proceed rapidly.

Mr. Holland, of Ottawa, was here again on Thursday evening last in connection with the acetylene gas business, to which he is now devoting considerable of his time. Last week he removed from the P. & P. J. cars the large generator, which was put in merely as an experiment, and installed a small plant in the first class car, which has been made to work most satisfactorily. It is expected the company will have similar plants installed in the second class and the mail car before long. The Pontiac train is the first train on the continent that has adopted this system of lighting.

The Pontiac and Pacific Junction Railway is the first railway in America to light its cars with acetylene gas the new luminant made from sodium carbide. For a month past a train has been running on its lines, each car being provided with five fifty candle power lights, the generator for the whole train being situated in the baggage car. This system, however, is to be modified by placing a generator in each car. Mr. Resseman, the general manager of the road, says the train lighted with the gas is the best illuminated train in America and that the system will be introduced on the trains of the Gatineau Valley line. The plant was installed by Andrew Holland, the Ottawa agent of the system. The Dominion government has also given Mr. Holland orders to equip the government car Cumberland, and a postal car on the C.A.R. He will also equip a sleeping car on the C.P.R.

The final survey of the extension of the Pontiac Pacific Junction Railway through Hull to make connection with the Interprovincial Bridge is being made this week.

The final survey of the extension of the Pontiac Pacific Junction Railway through Hull to make connection with the Interprovincial Bridge is being made this week.

The Pontiac and Pacific Junction Ry. is the first railway in America to light its cars with acetylene gas, the new illtinitinant made from calcium carbide. For a month past a train has been running on its lines, each car being provided with five fifty candle power lights, the generator for the whole train being situated in the baggage car. This system, is to be modified by placing generators in each car.

14/07/1898 Ottawa Free Press Pontiac Pacific Junction

The first fruits of the mining development on Grand Calumet Island passed through the city en route to Belgium. A special train of fourteen cars carrying two hundred and fifty tons of galena ore was brought down on the Pontiac and Pacific Junction Railway, and from here transhipped to Montreal by a special C.P.R. special and was loaded on the boat today being scheduled to leave for Europe tomorrow. More.

20/07/1898 Ottawa Free Press Pontiac Pacific Junction

The Grand Calumet Mining company is rushing its galena ore to Belgium. Another train of 10 cars left Campbell's Bay on the P. & P. J. yesterday for Antwerp, Belgium. The shipment consisted of 200 tons --

29/07/1898 Ottawa Free Press Pontiac Pacific Junction Aylmer

A seizure was made at Aylmer on Tuesday, when the immovable properties of the Pontiac and Pacific Junction Railway were seized by order of Sheriff Wright. The claim is for \$1,251.26, due the Quebec government for commercial taxes.

19/08/1898 Eastern Ontario Review Pontiac Pacific Junction

All disputes between the Quebec government and the P. & P.J. and O. & G. Railways regarding taxes have been settled; the government having withdrawn all of its claims. The withdrawal took place on July 30th.

09/11/1898 Ottawa Journal Pontiac Pacific Junction

Dispute about routes.

PPJ-HER issue before the Railway Committee

Exerpts.

PPJ application was for three crossings, one at Aylmer, one at Bisson's and one in Hull. PPJ wants to continue its line from Aylmer south of the HER along the Ottawa and across the Hull station of the CPR. HER objection was that the crossings were needless as the company could follow another route - one mile shorter from Aylmer to Hull.

HER had offered the PPJ the use of the Hull tracks on condition that the PPJ pay 2 1/2% per annum, half the taxes, capital and repairs according to traffic. PPJ gets a bonus of \$6,000 per mile from Quebec and \$3,200 per mile from Federal Government. Bonding would amount to \$25,000.

Road would cost \$16,000 - easy to see why PPJ wanted to build its own road.

Beemer claims it would be unsafe to send electric and steam cars over the same tracks. had originally been intending to purchase the CPR but had been forestalled by HER.

PPJ also wanted to cross the CPR at Hull and CPR claimed that a high level crossing would have to be put in.

There was a great crowd of railway men and railway lawyers at the meeting of the Railway Committee yesterday afternoon. The Ministers present were Mr. Blair, chairman, Mr. Mills, Mr. Tarte, Mr. Mulock and Sir Henry Joly. The greater portion of the sitting was taken up in considering the P. & P.J. railway to cross the tracks of the Hull Electric and the Canadian Pacific railways. Mr. Ferguson, Q.C. and Mr. Belcourt, M.P. appeared for the P. & P.J.; Mr. Osler Q.C. for the Hull Electric Company and Judge Clarke for the C.P.R. Mr. Ferguson stated that this application had been partly heard at a former meeting when the suggestion was made that the case should stand over to see if the P. & P. J. could dispense with some of the more dangerous crossings. He had now to announce that the company proposed to build along the Ottawa River, but would not construct level crossings at Bisson's where the crossing would have been over the Canadian Pacific main line and another crossing of the Hull Electric at Hull. Three level crossings were still unavoidable, one in the station yard at Aylmer, a crossing over the Deschenes lumber siding and a crossing of the Hull Electric branch line on Brewery street, Hull.

Mr. Osler's objections.

Mr. Osler said the route chosen by the P. & P. J. was unnecessary and uncalled for. The back route would be a mile shorter and was quite practicable. It would cost more for grading but less for right of way and balancing one against the other the back route was the preferable as it would do away with the dangerous level crossings. He strongly objected to the proposed crossing in the Aylmer yard, because it was an acute angle. Mr. Blair inclined to the opposite view, as the electric cars at that point must necessarily be running slow.

Mr. Osler said, however, that the electric cars would be running at full speed at that point. Continuing, he objected to the interposition of a railway between the electric road and the river front.

Mr. Blair - That point does not impress me as being a strong one.

Mr. Osler - But it impresses out company as being a serious detriment to their business. He said the Hull Electric Company had offered to allow the P. & P. J. to use its tracks between Aylmer and Hull, the P. & P. J. to pay a rental of 2½ percent, per annum and its share of the taxes. The reply of the Pontiac Company was that the offer of the Hull Company was so indefinite as to the extent of which it could use the tracks that it could not be entertained. Continuing, Mr. Osler said this was a stock jobbing matter. The Pontiac Company would get bonuses to the amount of \$9,200 per mile, and if the road were built for \$16,000 or \$17,000 per mile, and bonded for \$25,000 per mile, the difference between the cost of the bonds and the bonus would represent so much profit to the Pontiac Company.

Mr. Ferguson thought this was a branch of the matter with which the committee had nothing to do.

Mr. Osler. But I propose they shall have something to do with it.

Mr. Ferguson's argument.

Mr. Ferguson said the northern route was entirely out of the question. The Pontiac Company, in the first place, did not hold a charter for the back route. Then the grades on the Hull Electric road were unsuitable for a steam road. The Pontiac Company, as an independent trunk line, running through an extensive stretch of country, should have an independent entrance to Hull and Ottawa. He objected to the Pontiac Company's trains being run simply at the convenience of the Hull Electric Company.

Mr. Tarte expressed the opinion that it would be more dangerous to run the steam cars over the whole of the electric road rather than to cross only at two points on the level.

The report of Mr. H.F. McLeod on the northern route was read. He said such a line would be 7.55 miles long and would cost not more than \$130,000.

Mr. Ferguson, resuming his speech, said Mr. Osler had talked about the financial arrangements of the Pontiac Company. The Hull Company had spent a large sum of money uselessly on their road, and now wanted to tax another company in order to meet their expenses. The Hull Company had not paid, and it was doubtful whether it would ever pay, as it had been built in advance of the needs of the country.

Mr. Beemer heard.

Mr. Beemer said it would be utterly impossible to sandwich in express trains between electric cars running every few minutes. He would not undertake such a service.

Cross examined by Mr. Osler, Mr. Beemer admitted that a portion of the electric road was formerly operated by the C.P.R. as a steam road; \$60,000 was voted by the provincial Legislature for the purpose of purchasing the line from the C.P.R. when the Hull Company intervened and bought the line, necessitating the construction of an independent line by the Pontiac Company. The estimated cost of the line was from \$110,000 to \$115,000, outside the extras for the overhead crossings.

Mr. Osler, resuming his speech, said this scheme was not in the public interest at all; it was simply a scheme to make money for the promoters.

There was not sufficient traffic for two roads, and therefore the Hull Company objected to its property being destroyed.

Mr. Belcourt said Mr. Osler had endeavoured to lead the committee away from the application before it. The Pontiac road was senior to the Hull road. When the Hull Electric railway was built that company knew the Pontiac charter existed, and therefore that company could not now set up the plea that its business was being interfered with. He submitted that the committee had no right to order the Pontiac company to deviate its line 1½ miles to the north.

The committee reserved its decision.

11/11/1898 *Ottawa Citizen**Pontiac Pacific Junction**Hull*

The railway committee of the privy council has promptly decided the application of the P. & P. J. railway to cross the tracks of the Hull Electric Railway with their proposed new line between Aylmer and Ottawa. The necessary permission has been granted.

14/11/1898 *Ottawa Citizen**Pontiac Pacific Junction**acetylene*

Mr. Andrew Holland of the firm of A. Holland & Sons, Sparks street has gone to Aylmer today where he will test the new acetylene gas headlight for locomotives. The test will be made upon one of the P. & P. J. locomotives.

17/11/1898 *The Equity, Shawville**Pontiac Pacific Junction*

The Railway Committee of the Privy Council have granted the application of the P. & P. J. R. Co. to cross the tracks of the Hull Electric Railway Co. with the proposed new line from Aylmer to Hull.

01/12/1898 *The Equity, Shawville**Pontiac Pacific Junction**acetylene*

A permanent messenger has been placed on the P. & P. J. Railway by the Dominion Express Company. This official will look after all the express matter, and if needs be, procure articles of any kind that parties may require to get from Ottawa, and have them brought up same day. This may be done by handing the money and a memo of what is required to the messenger, and he will attend to the purchase.

The P.P. passenger train is now provided with an acetylene gas head light, installed by Mr. Andrew Holland. The exceedingly brilliant light is easily distinguishable from the old oil lamp.

01/12/1898 *The Equity, Shawville**Pontiac Pacific Junction*

Wednesday's Ottawa Journal says: - the P. & P. J. Railway Company is now awaiting the signing of the order permitting them to cross the Hull Electric Company's tracks and then work will be continued on the proposed line from Hull to Aylmer.

Several thousand feet of rock cutting has already been done, and it is likely rock cutting will be continued all winter.

09/12/1898 *Ottawa Free Press**Pontiac Pacific Junction**acetylene*

Mr. A. Holland, who has lately been making a test of his acetylene gas generators on the P. & P. J. Ry. for the purpose of utilizing the light for locomotive head lights, has received work from the master mechanic of the road that the apparatus is working admirably, the frost not appearing to affect the gas in any way.

30/12/1898 Ottawa Citizen Pontiac Pacific Junction

The last survey of the P. & P. J. Railway Company for the projection of their line from Aylmer to Hull has been made. From Aylmer down to Squaw's Bay the line will run between the river and the Hull and Aylmer electric road. At Squaw's Bay it will cross the electric road by an overhead bridge and, continuing towards Hull, will cross the Aylmer road above the toll-gate, also by an overhead bridge. It will then cross Eddyville and Brewery creek diagonally and skirt the city on the north side running near the baseball grounds. It will then make a junction with the O. & G.V. railway and cross into Ottawa via the Interprovincial Bridge.

03/02/1899 Renfrew Mercury Pontiac Pacific Junction

It is expected work on the extension of the P. & P. J. line will begin in the month of March, when the rock cutting which requires to be done will be undertaken. Shawville Equity.

14/02/1899 Ottawa Free Press Pontiac Pacific Junction

Mr. Jos. Murphy, of the P. & P. J. Ry., was taken sick on Saturday morning on his engine. He was brought to his home in Aylmer and is still seriously ill.

09/03/1899 The Equity, Shawville Pontiac Pacific Junction

Wednesday's Ottawa Citizen says: The Pontiac and Pacific Junction Railway company is arranging to increase rolling stock for the extension of their line from Aylmer to Hull and Ottawa. A number of new locomotives and several passenger cars to replace those now in use will shortly be ordered.

Work on the Aylmer Hull extension will be commenced in a few weeks. The ties are now being distributed and excavating and grading will start as soon as the snow goes. The line will skirt the banks of the Ottawa river and will run parallel with the Aylmer Electric railway to the interprovincial bridge. It is expected that the work will be completed early in July and the entire length of the road from Ottawa through the Pontiac district to Pembroke will be 113 miles, eleven miles less than the C.P.R. between these two points.

As soon as the road is completed the company will increase its service running two trains per day each way between this city and Pembroke.

11/03/1899 Ottawa Free Press Pontiac Pacific Junction

An immense quantity of ties are being hewn this winter in Pontiac county. They are being prepared to replace worn out ties in the P. & P. J. Ry. road bed and also to be used in the extension of the road from Aylmer to Ottawa.

16/03/1899 Ottawa Free Press Pontiac Pacific Junction Aylmer

The P. & P. J. Railway Company are erecting a large building at Aylmer in connection with the locomotive shops. The building is about 80 feet in length by 30 feet in width and will be used as a temporary repair shop, since when the road is extended in the spring the whole plant will be removed to Hull.

04/04/1899 Ottawa Citizen Pontiac Pacific Junction Hull

The committee on street and road improvements has heard the arguments in the present agitation respecting the running privileges asked by the Pontiac and Pacific Junction Railway company on Guy street. Mr. Beemer, who is representing the company in the fight, was unable to be present. The company's case was presented, however, and the committee will report to council at tonight's meeting.

07/04/1899 Ottawa Citizen Pontiac Pacific Junction

P. & P. J. will begin its construction soon.

Four hundred man may find employment on the extension.

The Pontiac and Pacific Junction will commence in about three weeks the construction of its line from Aylmer to Hull. The land has been thoroughly surveyed and being level and largely free from rock can be easily worked. From two to four hundred men will be employed and the work, it is expected, will be completed in about four months. It has not been definitely settled as of yet through what portion of Hull the road will pass on its way to the Interprovincial bridge.

25/05/1899 The Equity, Shawville Pontiac Pacific Junction

The P. & P. J. Company have a construction train at work hauling ties, and a force of men at work making repairs on the road.

06/06/1899 Ottawa Free Press Pontiac Pacific Junction Hull

The Hull city council met last night. Mr. H.J. Beemer wrote asking a bonus of \$50,000, together with freedom from taxation for the establishment of the Pontiac and Pacific Junction and Gatineau Valley railway workshops, repair shops, round house and all other necessities of a terminal point for two lines of railway. This independently of the labor and expenditure of construction, will give permanent employment to nearly 50 men, many of whom will necessarily take up residence in the vicinity of the work. A commodious and expensive union station would be built in the heart of the city at the junction of the two lines. The letter was sent to the finance committee.

15/06/1899 The Equity, Shawville Pontiac Pacific Junction

Editorial - if the P. & P. J. had finished its line there would have been no need to charter another railway to run parallel

27/06/1899 Ottawa Citizen Pontiac Pacific Junction Hull

A meeting of the special committee appointed by the Hull city council to consider Mr. Beemer's proposal re. the establishment of the P. & P. J. railway car works in the city, will be held tomorrow afternoon. The committee will draw up an agreement to submit to Mr. Beemer, and after his approval has been secured, a by-law calling upon the necessary bonus money will be drawn up and submitted to the people. The council is inclined to deal liberally with the promoters of the project.

29/06/1899 Ottawa Citizen Pontiac Pacific Junction Hull

The special committee appointed by Hull city council to deal with the proposal of Mr. H.J. Beemer, to establish car works in Hull, has made its report, and authorized City Solicitor Champagne to draw up an agreement for approval by the council and Mr. Beemer.

The committee recommend that a bonus of \$80,000 be granted and exemption from taxation for fifteen years provided at least 50 men are given employment in the new works and also that a Central Station be erected in Hull.

Entrance will probably be secured to the Interprovincial Bridge for the Pontiac Pacific and the Gatineau Valley railways. The bonus asked for by the company was \$50,000. The following acted on the committee: Mayor Barrette, Ald. Ste. Marie, Carriere and Burns.

04/07/1899 Ottawa Free Press Pontiac Pacific Junction Hull

Conditions on which Beemer to settle there.

Mr. H.J. Beemer at last night's meeting of the Hull city council presented his statement of conditions in connection with the \$80,000 bonus. The company will guarantee that the extension of the Pontiac and Pacific railway and the Gatineau Valley railway will be made into the city of Hull forming a junction at the approach to the Interprovincial bridge.

That a union station will be built at the said junction at a cost of at least \$4,000.

That the work and repair shops, roundhouse and shunting yards of the two companies will be established in the city of Hull.

That the companies will employ in connection with the repair shops, yards and trains services at least forty men for the first two years and after the first two years at least fifty men per day who shall reside in Hull.

With regard to taxation, the company will be exempt for at least 25 years.

The by law authorizing the bonus will be submitted to the rate payers on July 20th.

07/07/1899 Renfrew Mercury Pontiac Pacific Junction Shawville

Mr. Hibbard C.E., and a staff of assistants arrived here on Thursday evening last, and on the following morning began the survey if a line of railway from a point a short distance east of the railway station, thence across the country in the direction of Portage du Fort. The object of the survey, we understand, is to demonstrate to the railway committee of parliament that a practicable route can be found for a railway from or near Shawville to Portage du Fort. On Saturday Engineer Dunn reported that the surveying party were getting a good line without difficulty. - Shawville Equity.

26/07/1899 Ottawa Free Press Pontiac Pacific Junction

Work on the construction of the Pontiac and Pacific Junction Railway from Aylmer into Ottawa, has commenced, and according to what is heard, the extension will be materialized before a time calculated upon by certain parties whom, it is said, do not view the project with a great deal of favor.

The scene of the commencement of the work is Mr. Ritchie's farms, and the route, according to profile, is between the line of the Hull Electric company and the Ottawa river.

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The construction of the former line, while a matter of much interest to Ottawa people, is especially so to the people of Aylmer, many of whom are highly exercised over reported opposition to the line by the Hull Electric company. From the state of things springs the rumor that the work of extension is a bluff on behalf of the company. More

03/08/1899 The Equity, Shawville Pontiac Pacific Junction

Work on construction of the Pontiac and Pacific Junction Railway from Aylmer into Ottawa has commenced, and according to what is heard, the extension will be materialized before the time calculated upon. The scene of the commencement of the work is on Mr. Ritchie's farms and the route according to profile is between the line of the Hull Electric company and the Ottawa river.

04/08/1899 Ottawa Citizen Pontiac Pacific Junction

On the vote for a subsidy of \$3,200 a mile for the extension of the line of the Pontiac and Pacific Junction Railway from Aylmer to Hull, Dr. Sproule said the vote was a needless waste of public money, as a line over the same ground had been sold to an electric company, Mr. Blair said it was true the Pontiac and Pacific Junction company had used this line before it was sold to the electric company, under an arrangement with the Canadian Pacific railway company which formerly owned the road. It was impossible for the Pontiac and Pacific Junction company to obtain running rights over the road now as it was not considered wise to allow the company to run its cars over an electric line on which the cars ran every five or ten minutes. It would be a menace to human life. Dr. Sproule said that when the Hull Electric company was looking for an amendment to its charter last session it was claimed that this line was an outlet for the Pontiac and Pacific Junction road and that an arrangement existed for hauling the passengers and freight of that company line over the line.

Mr. Ingram wanted to know if the Pontiac and Pacific Junction company had not begun work on the line it was proposed to grant subsidy to. Mr. Blair said that work had already started on plans approved by the department. There was an arrangement at present whereby freight of the Pontiac and Pacific Junction company was hauled over the Hull Electric company at night, but it was not a satisfactory arrangement. The vote was then allowed to pass.

15/08/1899 Ottawa Citizen Pontiac Pacific Junction Grand Calumet mine

President Beemer, of the Gatineau Railway company, and Superintendent Resseman and party went over the P. & P. J. railway on Friday to inspect the Grand Calumet mine.

16/08/1899 Ottawa Free Press Pontiac Pacific Junction Hull

The Hull city council last night authorized Mayor Barrette to sign the agreement with H.J. Beemer which calls for the extension of the lines of the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway to a terminal point near the Interprovincial bridge. The agreement will then be sent to Mr. Beemer for his signature, and when his signature is obtained a bylaw will be submitted to the electors for their approval. The agreement calls for a bonus of \$30,000 to Mr. Beemer, to defray the expenses of the extension. Mr. Beemer agrees to build a station to cost at least \$4,000 at the terminus, to have the workshops, shunting yards etc., in Hull; to employ 40 residents of Hull during the first two years and fifty men afterwards and to have all the works completed by the 30th day of September, 1900. Should the by law be defeated by the people the contract will be void.

It is expected however that the people will vote in favor of the bonus as the additional labor employed and the boom that will follow, having the terminus in Hull will do a great deal to advance the city.

25/08/1899 Ottawa Citizen Pontiac Pacific Junction Grand Calumet mine

The Grand Calumet Mining company has a gang of men engaged working a new vein 80 feet long and of varying width on the Calumet Island. A large quantity of ore is now ready for shipment and will be taken out to the P. & P. J. railway in a few days.

12/09/1899 Ottawa Free Press Pontiac Pacific Junction Aylmer

Mr. Helebard, engineer of the Pontiac and Pacific Junction Railway, with a staff of assistants, went out to Aylmer this morning to lay out some more work for the men engaged on the construction of the branch from that town to this city.

14/09/1899 The Equity, Shawville Pontiac Pacific Junction Shawville

The sectionmen of several divisions of the P. & P. J. were concentrated at Shawville last week for the purpose of putting in a new siding, with the object of giving better facilities for handling the increased grain and stock output at this point.--

22/09/1899 Renfrew Mercury Pontiac Pacific Junction Shawville

Section men of several divisions of the P. & P. J. R. were concentrated at Shawville last week for the purpose of putting in a new siding, with the object of giving better facilities for the handling of grain and stock output at this point. It may be said also that the company have made new and larger stock yards here, and thus have rendered the work of loading the cars more convenient than formerly. - Shawville Equity.

26/09/1899 Ottawa Citizen Pontiac Pacific Junction

The construction work on the Pontiac and Pacific Junction railway line from Aylmer to Hull is being pushed ahead and the men are now working at a point two miles this side of Deschenes.

20/10/1899 Ottawa Citizen Pontiac Pacific Junction Aylmer

Aylmer. The P. & P. J. Co. are building a new workshop as it has had to remove its old one in order to make space for the line which is being extended to Hull.

27/10/1899 Renfrew Mercury Pontiac Pacific Junction

The Pontiac Railway Company, which is anxious to complete its branch between Aylmer and Hull, now under construction, were looking for twenty-five men last week, in order to prosecute the work with greater despatch. Owing to the scarcity of men this fall the task is somewhat difficult. - Shawville Equity.

06/11/1899 *Ottawa Citizen* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway company is reballasting its road at different points between Aylmer and Shawville with the intention of making it uniformly even and easy for travel. Work on the extension between Aylmer and Hull is being proceeded with at a very satisfactory speed and when the line is completed, which will be early in the year, it is proposed to provide a much better and faster train service than at the present time. Instead of only one train a day there will likely be two each way, especially in the summer months, the arrangement being similar to that on the Ottawa and gatineau road. The masonry work on the Interprovincial bridge is now about done and iron for the basic superstructure has arrived and will be placed in position.

Fort Coulonge - it is rumored the C.P.R. will shortly acquire the Pontiac and Pacific Junction Railway in order to shorten the distance between Pembroke and Ottawa.

08/11/1899 *Ottawa Free Press* *Pontiac Pacific Junction* *Aylmer*

Mr. Robt. Bradley, late inspector for the city on the asphalt pavements, took a gang of fifty men up to Aylmer this morning to work on the extension of the P. & P. J. railway from Aylmer to Hull. Mr. Bradley will have charge of the grading, track laying and ballasting of part of the road.

13/11/1899 *Ottawa Citizen* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway company has decided to expropriate a portion of the property of Mr. M. Mulligan of Aylmer, in the extension of its line to Hull. The property is situated to the south of the old C.P.R. road. An adjoining lot belonging to Mr. Ritchie will also be expropriated and right of way established as far as Deschenes. There will probably be arbitration over the company obtaining a quarter-mile strip of land belonging to Messrs. Conroy and situated east of Deschenes and which property now divides the two branches of construction.

17/11/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

Mr. John McGovern has sold his property here near the Aylmer station to the P. & P. J. Co. The company was obliged to purchase the property in order to procure the right of way for its new line to Hull.

23/11/1899 *The Equity, Shawville* *Pontiac Pacific Junction*

It is gratifying to note the improvements that are being made to the line of the P. & P. J. Railway, in the way of placing new ties, renewing culverts, ballasting, etc. For some years past the road has been somewhat neglected, and the work of repairing it has been undertaken none too soon. --

25/11/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Interprovincial Bridge*

The first of the iron work for the Interprovincial bridge of the P. & P. J. and O. and G. railways will be placed in position early next month, and the structure, which has been under construction so long, will then more than ever take the form of reality. The Dominion Bridge Company, of Montreal, which has the contract for the manufacturing of the iron work, has sent up six barge loads, and the stone work in the river and on the Hull side are in readiness to receive it. At the present time rails are being laid on the Hull side to facilitate the easy transportation of the heavy iron work from the C.P.R. north shore line to the bridge. The iron work is of a heavy type, built to withstand almost any pressure, and the task of erecting it will be by no means an easy one. The preparatory work, which is mostly being carried out on the Quebec side, is progressing very satisfactorily.

27/11/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

A gang of men was busily engaged on Main street on Thursday afternoon in laying the crossing for the new line of the P. & P. J. Railway. While preparing for the evening train on Thursday afternoon one of the P. & P. J. locomotives was delayed about half an hour owing to a farmer from Black Bay having had the misfortune to upset a load of hay on the railway crossing on Victoria street.

01/12/1899 *Ottawa Free Press* *Pontiac Pacific Junction*

The work of grading the roadbed on the Pontiac and Pacific Junction Railway between Deschenes and Aylmer was completed last night, and the laying of rails will be proceeded with at once. The latter will take about two weeks to complete.

Mr. Francis A. Hibbard, chief engineer, informed the Free Press today that the accomplishment of the large amount of work performed was due to a great extent to the favorable weather conditions during the past couple of months for railway construction. It was not likely the work of construction between Deschenes and Hull would be proceeded with this season, although some of the rock along the route might be blasted out during the winter.--

01/12/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

Aylmer. Mr. J. Maloney, our former popular skating rink manager has been appointed by Mr. J.R. Beamer [sic] to attend to the new flag station, which has been built here, where the new line of the P. & P. J. crosses the electric company's tracks.

01/12/1899 *Renfrew Mercury* *Pontiac Pacific Junction*

It is gratifying to note the improvements being made to the line of the P. & P. J. Railway, in the way of placing new ties, renewing culverts, ballasting, etc. For some years past the road has been rather neglected, and the work of repairing it has been undertaken none too soon. With the Aylmer division completed and the bridge at Ottawa open for traffic a great improvement will have been accomplished on the present method of getting freight into and out of Ottawa.

05/12/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

Engaged on the construction of the Pontiac and Pacific Junction Railway at and near Aylmer are about 50 Italians.--housed in comfortable vans convenient to their work--

On Sunday last the Italians gathered in a van as is their wont to hold a general good fellowship meeting. One of the members entertained his fellow laborers by reading the war news from the Citizen-- all joined in the singing the National Anthem--

11/12/1899 *Ottawa Citizen* *Pontiac Pacific Junction*

The P. & P. J. Railway company has its new line completed as far as Deschene, a distance of about three miles. They do not intend to lay any more rail before spring.

14/12/1899 *Ottawa Free Press* *Pontiac Pacific Junction*

On the Pontiac and Pacific Junction Railway the work of construction is practically completed from Hull to Deschene. From the latter point to Aylmer rock excavation will also be carried out (this winter).

20/12/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Hull*

During the winter construction operations on the P. & P. J. railway extension from Aylmer to Hull will be conducted at the large rock cut near Hull. Ballasting and track laying will be resumed in the spring. Although no plans have been submitted it is likely the Hull station will be erected near Laurier avenue, where the P. & P. J. railway and the Ottawa and gatineau Valley railway come together at the approach to the Interprovincial bridge.

22/12/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Aylmer*

The P. & P. J. railway company is having a new turntable built here. It is a great improvement on the old one and adds greatly to the looks of its premises.

28/12/1899 The Equity, Shawville Pontiac Pacific Junction

During the winter construction operations on the P. & P. J. railway extension from Aylmer to Hull will be conducted at the large rock cut near Hull. Ballasting and tracklaying will be resumed in the spring. Although no plans have been submitted it is likely the Hull station will be erected near Laurier avenue, where the P. & P. J. railway and the Ottawa and Gatineau Valley come together at the approach of the Interprovincial bridge.

01/01/1900 The Equity, Shawville Pontiac Pacific Junction

The death is reported at Port Arthur last week of Mr. John C. O'Neil, the well known railway contractor. In company with Mr. Guy Campbell, Mr. O'Neil, it will be remembered, constructed a ten-mile section of the P. & P. J. R.

20/01/1900 Ottawa Citizen Pontiac Pacific Junction

On the Pontiac and Pacific Junction Railway, which is under the same management as the Ottawa and Gatineau, the passenger list numbered 49,368, an increase of 3,000 over 1898. The line of this road is being extended from Aylmer to Hull and the work, which was commenced last fall, is about completed as far as Deschenes and will soon be finished after the opening of spring, thus furnishing direct communication with the Interprovincial bridge, the first span of which is now in position.--

03/02/1900 Ottawa Citizen Pontiac Pacific Junction

The Pontiac and Pacific Junction operates 79 miles of railway, has four coaches and four locomotives.

10/02/1900 Ottawa Citizen Pontiac Pacific Junction

About six weeks after the opening of spring the P. & P. J. extension from Aylmer to Hull should be completed. Three or four miles are done already and the country being level and smooth the work can be finished with relative ease. The company has not decided as to where its Hull terminals will be located, but these will doubtless be in the lower end of the village adjacent to the Interprovincial bridge. The refusal of the city of Hull to sanction the proposed bonus for the establishment of car shops has rendered the plans of the company somewhat indefinite, for the present at least.

15/02/1900 The Equity, Shawville Pontiac Pacific Junction

P. & P. J. timetable advertisement. Shows Wyman's, Tank, Bristol, McKee's

21/03/1900 Ottawa Citizen Pontiac Pacific Junction

Work has been suspended on the line of the Pontiac and Pacific Junction Railway from Aylmer to Hull, but it will likely be resumed in the spring.

23/03/1900 Ottawa Free Press Pontiac Pacific Junction

The Railway committee met today when the Pontiac and Pacific Junction bill was further considered.

Mr. Poupore, who had charge of the bill, offered an amendment that the company built the extension from Waltham to Ferguson's Corners before constructing the branch from Shawville to Pembroke, crossing the Ottawa river near Bryson. Mr. Poupore explained the extension from Waltham to Pembroke across Alouette Island would be dropped if the branch from Shawville to Pembroke was granted.

Mr. H.J. Beemer, president of the Pontiac & Pacific, opposed the amendment, stating that he had already got the Pontiac & Pacific into deep water endeavoring to meet the views of the people of Pontiac. Something had to be done now to place the road in a better financial position. The construction of the road to Pembroke would do this. He assured Mr. Poupore that as soon as the branch was built the city [sic] would extend the road to Ferguson's Corners. What the company wanted was to get its head above water, and it would then carry out Mr. Poupore's views. This was satisfactory to Mr. Poupore, who dropped his amendment and the bill was reported

26/04/1900 Ottawa Citizen Pontiac Pacific Junction

The Pontiac and Pacific Junction will resume work in a few weeks on the extension of its line from Aylmer to Hull. As a considerable part of the work is already well advanced about six weeks should finish it.

07/05/1900 Ottawa Citizen Pontiac Pacific Junction

About four hundred passengers arrived here on the excursion train from Waltham on their way to Hull to visit the scene of the fire. It is the intention of the P. & P. J. railway company to hand over a large percentage of the receipts for relief work.

16/05/1900 Ottawa Journal Pontiac Pacific Junction

Sunday trains.

Pontiac Pacific Junction Railway Sunday trains May 20 and 27. Special trains will be run on Sunday next, May 20th and the following Sunday, May 27th leaving Aylmer at 10 a.m. and returning arriving Aylmer 7.23 p.m. stopping at all stations. P.W. Resseman.

25/06/1900 Ottawa Journal Pontiac Pacific Junction Shawville, Aylmer

A special train took Sir Charles Tupper to Shawville from Aylmer. A special train from Waltham brought large parties from all the towns along the line. The platform was banked in flowers of great beauty and variety.

27/07/1900 Ottawa Free Press Pontiac Pacific Junction

Mr. H.J. Beemer has acquired all the property wished for for the passage of the bridge through Hull. The approach to the bridge is in the shape of an inclined plane 4,500 feet long, beginning on Duke street and ending at the Matthews shops near the C.P.R.

28/07/1900 Ottawa Free Press Pontiac Pacific Junction

A ballast train has been hauling ballast for the continuation of the railroad line from Deschenes to Hull. That part of the road from Aylmer to Deschenes was built last year and all that remains to be done is to continue it to Hull.

30/07/1900 Ottawa Citizen Pontiac Pacific Junction

The P. & P. J. company's ballast train began to haul last week ballast for the continuation of the construction of the line from Deschenes to Hull.

09/08/1900 The Equity, Shawville Pontiac Pacific Junction

The Pontiac and Pacific Junction Railway company has made further progress in the matter of securing right of way between Aylmer and Hull. Papers were presented in Hull court last Friday morning ratifying an agreement between Mrs. Bessey and the railway company whereby the former sells to the railway company a strip of land 66 feet wide in the township of Hull adjoining the Hull Electric road. The land so disposed of is part of the McKay, Wright and Conroy farms. It is expected the work of extending the line along the new property will be proceeded with at once.

15/08/1900 Ottawa Citizen Pontiac Pacific Junction

Work was resumed on the extension of the P. & P. J. railway near Deschenes yesterday and it is expected that the road will be completed to Hull this fall. A large gang of Italians has been placed at work blasting, grading etc. The right of way has been secured for the remaining distance.

15/08/1900 Ottawa Journal Pontiac Pacific Junction

A gang of men started work this morning at Deschenes on the Pontiac Pacific Junction Railway extension to Hull.

21/08/1900 *Ottawa Free Press* **Pontiac Pacific Junction**

One hundred men are engaged on the construction of the Pontiac and Pacific Junction Railway company's line between Deschenes and Hull. The work is being rushed with all possible despatch and it is expected to be finished by the 1st of October.

An interesting work now in progress by the company is the approach to the Interprovincial bridge where the line will pass under the C.P.R. tracks. All the houses that were on the line of the approach are being demolished, some being removed to other sites by the owners and a few retained by the company to be used as temporary offices by the company during construction.

A large portion of the work will be overhead owing to the comparative lowness of the ground and will consequently necessitate some pretty expensive construction. Abutments are being made between Lake street on the north and Laurier avenue on the south for the supports for the railway. The plans show that the line will run contiguous to St. Cuthbert street. All the property has been acquired through Mr. Thomas Heeney, accountant of the company.

23/08/1900 *The Equity, Shawville* **Pontiac Pacific Junction**

Work was resumed on the construction of the P. & P. J. extension between Aylmer and Hull last week. It is expected the line will be completed by the time the new interprovincial bridge at Nepean Point is finished, and this, engineer Dunn informed The Equity last week, would be by the end of November. --

15/10/1900 *Ottawa Free Press* **Pontiac Pacific Junction**

Orders were issued today by the contractors on the construction work of the P. P. Junction Railway to put on a construction train tomorrow morning to lay tracks from the C.P.R. tracks to the approach to the Interprovincial bridge. This means that the work will go ahead now without delay to completion. On the Gatineau road it is expected to be in operation over the Interprovincial bridge on December 5th and on the P. & P. J. railway a short time later.

08/11/1900 *Merrickville Star* **Pontiac Pacific Junction** **Hull**

The Hull council has decided to grant exemption from taxes for fifteen years to Mr. H. J. Beemer on his property and buildings in Hull in connection with the Interprovincial bridge and Pontiac Pacific Junction railway. Mr. Beemer agreed to erect a station in Hull withing [sic] a year, valued at \$14,000 and all the terminal facilities of the railway. The workshops of the railway will also be located in Hull.

04/12/1900 *Ottawa Citizen* **Pontiac Pacific Junction** **Hull**

The Hull city council, last evening, gave the final reading to the by law granting tax exemption for fifteen years to the property owned by the PP&J Railway. The provision is made that within a year the company must build a \$4,000 depot in Hull and the employees on its works must reside in that city.

28/01/1901 *Ottawa Journal* **Pontiac Pacific Junction**

Passengers from Aylmer who board a train without a ticket are charged an extra 25 cents. The reason for this is the large number of people boarding at Aylmer without a ticket and who argue about the fare until their destination is reached. People boarding at flag stops are not charged anything extra while those boarding at other stations without tickets are charged an extra 10 cents.

01/04/1901 *Ottawa Citizen* **Pontiac Pacific Junction** **Hull Beemer**

About May 1st work will be started on the new Hull station of the P and P.J. railway. It will be situated near Chaudiere street at the junction of the two lines. From the new station over the Interprovincial bridge to the Central depot the trains will traverse the one line.

Plans for the new station are now being prepared. It will be a two story structure, built of brick or stone at a cost of about \$4,000.

As soon as the weather permits work will be resumed on the extension of the P. & P. J. railway from Aylmer to Hull. The tracks have been laid as far as Deschenes and the grading has been completed to a point within half a mile of Hull city limits,

It is expected that trains will be running over the Interprovincial bridge direct from Aylmer by July 1st. At present a temporary station is being used in Hull for the accommodation of parties travelling on the O. & G.V. Railway.

04/04/1901 *The Equity, Shawville* **Pontiac Pacific Junction** **Hull**

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30/08/1901 *Ottawa Citizen* **Pontiac Pacific Junction** **Hull**

Work on the extension of the Pontiac and Pacific Junction Railway from Aylmer to Hull is being pushed ahead rapidly. A gang of nearly a 100 men has been put at work at Deschenes under charge of Mr. Guy Dunn, chief engineer, Messrs. S. Henderson and J.E. Hoolihan will superintend the work. The new track is being laid parallel to the Hull Electric track. It is expected that the through service between Aylmer and Ottawa will be inaugurated on October 20th.

05/09/1901 *The Equity, Shawville* **Pontiac Pacific Junction**

The Ottawa, Northern and Western will purchase the P. & P. J. and Hull Electric. Article.

The price paid for the Hull Electric Railway by the Beemer syndicate is \$650,000 in first mortgage bond and \$550,000 in stock - Article.

31/10/1901 *Ottawa Journal* **Pontiac Pacific Junction** **Tetreauville**

Louis and Henri Simon, Italian navvies, are confined to the Water Street hospital as a result of a stabbing affray which occurred near Tetreauville yesterday afternoon. The men are brothers and were employed on the new railroad being built by Mr. Beemer connecting Ottawa with Aylmer.

The story of the injured men is that the foreman, Savaria Cavorato, had ordered them and another brother, John, off one car to another. They refused to go and attempted to defend themselves with a shovel. It is alleged that the foreman then hit John Simon with a shovel. This was provocation enough for a free fight in which John, Louis and Henri Simon and John Church are said to have attacked the foreman and his brother Louis Cavorato. It is then that Savaria Cavorato is said to have drawn a knife and stabbed Henri and Louis in the stomach.

The injured men were put on an electric car and brought to Ottawa where they were removed to the Water Street hospital. Louis Cavorato and John Simon were arrested and taken to the Hull gaol. Savaria Cavorato, who is said the have done the stabbing, has not been arrested.

When taken to the hospital it was found that one of the men had received a dangerous wound. The other is not serious.

18/11/1901 *Ottawa Journal* **Pontiac Pacific Junction**

First advertisement in Ottawa Journal - joint with ON&W advertising Thanksgiving Day fares.

28/11/1901 The Equity, Shawville Pontiac Pacific Junction

In reference to the changes that are proposed in connection with the P. & P. J. railway service, we learn from the agent here, Mr. Crawford, that it is the intention of the company to run the passenger train on express time, leaving Waltham a little earlier in the morning in order to connect with the C.A.R. train for Montreal at 9 o'clock, which will enable passengers to reach that city in time for dinner. It is also proposed to put on a freight train three days in the week - Mondays, Wednesdays and Fridays - to facilitate traffic and avoid the tedious delays that the travelling public have had to endure by the existing service. The freight train will leave Ottawa in the morning and return in the afternoon. The proposed changes, when put into effect next week, will certainly be much appreciated by the people of this county and, we shall have no doubt, will serve to materially increase the business of the road.

Next thing we shall look for is a move onward to Pembroke. Two years ago Mr Beemer told The Equity that as soon as communication was established with Ottawa, the Pembroke extension would be taken in.

02/12/1901 Ottawa Journal Pontiac Pacific Junction

Advertisement shows PPJ trains running into Ottawa as well as ON&W trains.

On another page. The first through train from the Pontiac arrived at the Central Station this morning. This train will in future connect with the North Shore line of the Canadian Pacific at Hull station for Montreal, making a through service from Pontiac to Montreal. Souvenir badges were issued to all on board the train this morning.

05/12/1901 The Equity, Shawville Pontiac Pacific Junction

Fifteen carloads of freight left Aylmer by the P. & P. J. train on Thursday evening, the delivering of which at the several stations along the line caused a delay of 2½ hours in its arrival here that evening.

20/03/1902 The Equity, Shawville Pontiac Pacific Junction

On and after Thursday March 16th [sic] freight train service on the Pontiac Pacific Junction Railway will be discontinued. A mixed freight and passenger service will leave Waltham, Que., daily at 7.00 a.m. and Ottawa, Ont., at 3.30 p.m.

P.W. Resseman.

01/05/1902 The Equity, Shawville Pontiac Pacific Junction

C.P.R. now owns the Beemer system. Article.

14/05/1902 Ottawa Journal Pontiac Pacific Junction

To Improve Rolling Stock

Result of Inspection of PPJ Railway

The roadbed will be filled up and trains run more frequently

Yesterday the Pontiac Pacific Junction Railway was inspected by a deputation composed of Messrs. C.R. Usher, general passenger agent of the CPR; C.E. Spencer, superintendent; H.B. Spencer, local superintendent; J.B. Elliott, general master mechanic; D.E. McPherson, chief engineer; P.W. Resseman, general superintendent of the Ottawa, Northern and Western Railway and the Pontiac Pacific; Guy C. Dunn and J.R. Brennan. The same deputation went over the Gatineau route on Monday. As a result, work will be commenced at once to put the roadbed in better shape, to install a new timetable and to put on improved rolling stock.

The management are determined to give their patrons the best of accommodation and as many trains as necessary will be put into commission. The new table will go into effect on May 21st.

Pending the inauguration of the new schedule there will be a special train run on Saturday on the Gatineau route leaving Ottawa at 1.30 p.m. and on Sunday leaving at 9.50 a.m.

21/05/1902 Ottawa Journal Pontiac Pacific Junction

CPR officials make second inspection of ON&W and PPJ.

Mr. C.W. Spencer, Mr. D. McNicholl, Mr. H.B. Spencer of the CPR took a run over the line of the Ottawa Northern and Western for the purpose of ascertaining where improvements are required in the road bed. It is the intention of the company to improve this road in such a way that they will be able to render a service second to none. Mr. Spencer as general manager of this line is anxious that the people coming and going from Ottawa should have as good a service as it is possible to give. In connection with the northern extension of the PP&J Railway to connect with the western section of the CPR, Mr. Spencer said that the exact route had not yet been decided upon but would be at an early date. The changes in the staff at Ottawa have not been decided on as yet.

22/05/1902 The Equity, Shawville Pontiac Pacific Junction

Account of a C.P.R. inspection trip over the line.

--One immediate result of the inspection, however, will be the inauguration of a decidedly improved service. This, it is announced, will come into force of Wednesday of this week, when a regular first class passenger and express service will take the place of the present mixed train, which of late has been very unsatisfactory. --

29/05/1902 The Equity, Shawville Pontiac Pacific Junction

Much satisfaction is expressed at the improved railway service inaugurated by the C.P.R. on the Pontiac railway on Friday last. The express train, which commenced on the above date, leaves here at 7.30 in the morning, now reaches Ottawa at 9.15; returning it leaves Ottawa at about 5 p.m. and arrives here at 7. The only thing which appears wrong about the whole thing is that since the change our trains run to the Union Depot at the Chaudiere, instead of the Central Depot at the Canal.

30/05/1902 Renfrew Mercury Pontiac Pacific Junction

A number of C.P.R. officials took a run over the railway's new property, the Pontiac Pacific line last week. Among them was Mr. C.W. Spencer. The Shawville Equity says:-

From what we can learn the special made the run to Waltham at the rate of 40 miles an hour, and the section bosses were instructed to inspect the track immediately afterwards, to ascertain what effect this unusually fast rate of speed would have thereon. The result of this examination, we are told, was eminently satisfactory, and the C.P.R. officials expressed themselves as well pleased with the condition in which they found the road. Mr. C.W. Spencer, it seems, has never been over the road, and was much surprised as well as delighted at the appearance of the country along the route.

On the return trip the train pulled up at Shawville for a short time, during which the officials took a run through the village, under the escort of the station agent, Mr. W.B. Crawford, and were favourably struck with the thrifty business-like appearance.

Touching the extension of the road westward and the construction of the branch from Shawville to Pembroke, for which Mr. Beemer procured a charter two years ago, Mr. Spencer said he was not in a position to volunteer any important information. "Don't ask me about that," said he, "for thirty days yet," but sufficient was gathered to form an impression that the branch would be constructed by way of "Split Rock," at or near Cobden, and that the main line would continue to be operated, and subsequently extended to Chalk River.

One immediate result of the inspection, however, will be the inauguration of a decidedly improved service. The road bed and track is to be improved, and the rolling stock increased with up-to-date equipment.

It is expected that a staff of engineers will shortly be sent on to make surveys with the object of determining the location of the branch line and also to improve the grades on the line. Mr. Spencer, in this connection, stated the line which is to form part of the great transcontinental system will not in any event have grades heavier than 35 feet to the mile, from which it is reasonable to infer that great changes indeed would be necessary to adapt the present location of the Pontiac railway to the purpose for which a route through the county is sought - namely, the shortening and improvement of the main line.

27/06/1902 Renfrew Mercury Pontiac Pacific Junction Carleton Place

Mr. C.W. Spencer was in town last week. He says that three surveying parties are out now to locate the shortest route to connect the new P. & P. Purchase with the main line. When they have reported a route will be chosen. He says it will be either at Cobden, Renfrew or Pembroke. - Central Canadian.

22/08/1902 Renfrew Mercury Pontiac Pacific Junction Shawville

From the Shawville Equity. An item of importance which was unaccountably omitted last week, was the visit to this town of Mr. Lumsden, C.E., Sir Thomas Shaughnessy's confidential engineer. Mr. Lumsden, of course, was as dumb as the proverbial oyster, as to the nature of his mission here, but his actions savoured strongly of the suspicion that he was looking over the country with a view to locating the much talked of line, which is expected to diverge from the P. & P. J. somewhere near Shawville, and run across the country towards Pembroke. Mr. L. travelled over a considerable extent of the adjacent locality, going up the line about a mile, and returning eastwards as far as McDowell's crossing, at which point he went south, and took observations from the high ground at Knox's lodge. From there he went across the country and struck the Ottawa river some three or four miles below Bryson, and returned here via Radford. It would be very interesting to know the nature of the conclusions arrived at by Mr. Lumsden, but as already remarked he maintained a rigid silence in that behalf, and consequently we are still in the dark as to the probable location of the new line: but it seems pretty safe to conjecture the junction will not be to the west of the village, and perhaps a mile or so east of the present station. We hope the company will tackle the job soon and end the suspense.

18/09/1902 The Equity, Shawville Pontiac Pacific Junction

Several of the railway officials made an early run over the road by special on Thursday, passing Shawville at 6 o'clock. Those on board were C.W. Spencer, general supt., H.B. Spencer, local supt., Mr. Elliott, mechanical engineer, Mr. Dellinger, chief road master, Mr. Brennan, local roadmaster. It is rumored the location of the main line has been decided, and that the diverging point will be near McDowell's crossing east of Shawville, the line running from thence via Split Rock, to the C.P.R. a short distance west of Cobden.

09/10/1902 The Equity, Shawville Pontiac Pacific Junction

A real genuine C.P.R. locomotive (but not one of the giants) hauled the express up the line for the first time on Wednesday night last.

01/11/1902 Canada Lumberman Pontiac Pacific Junction Deschenes

New saw mill at Deschenes, to be built by Fraser & Company.

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Railway connection will be provided by the Pontiac steam line recently completed from Aylmer to Hull and placed under Canadian Pacific's control.

06/11/1902 The Equity, Shawville Pontiac Pacific Junction

Since the C.P.R. took hold of the Pontiac line, about 7,000 new ties have been laid on Mr. John Gibson's section, while all the other sections have received similar attention. The fences along the right of way are next to be repaired, a work which will require a large number of fence posts.

11/12/1902 The Equity, Shawville Pontiac Pacific Junction

On Monday afternoon of last week the C.P.R. placed new passenger rolling stock on the Pontiac division of the O. N. & W.Ry. The regular evening train consisted of three cars, a first class coach, a second class coach and a combination baggage, mail, and smoking car. The cars are all new, comfortably furnished within and attractively finished without. The train is planned on the general lines followed by the C.P.Ry and each car is steam heated and fitted with air brakes and whistle. Each car bears the name of the division and in this differs from the rolling stock in service on the main line. The new train will be welcomed by the residents of this county and the travelling public as well. In a few weeks' time a similar up-to-date train will replace the present one on the Gatineau division.

22/01/1903 The Equity, Shawville Pontiac Pacific Junction

Ottawa, Northern and Western timetable advertisement. October 12.

Trains leave Canadian Pacific Union Station.

Waltham section lv. Ottawa 5.15 p.m. Ottawa, ar. 9.40 a.m.

Arr 8.46 p.m. Waltham lv. 6.25 a.m.

10/02/1903 Ottawa Citizen Pontiac Pacific Junction

Commencing October 12 ON&W trains will leave Canadian Pacific Union station (for both Waltham and Gracefield)

09/04/1903 The Equity, Shawville Pontiac Pacific Junction

In the April 16th, 2003 edition is the column "100 Years Ago, April 9, 1903.

Despite what some of our contemporaries are saying to the contrary, no more is yet apparent on the part of the CPR to either take up the work of extending the line of the PPJ westerly, or undertake the construction of the much talked of branch from Shawville to Pembroke. On the latter route, no surveys have been made as yet, and as this kind of work is generally left to the fall and winter months, it is not expected that anything will be done in that behalf till next fall. With CPR, however, many things are possible, which to a small company are not. They have the means and material at hand at all times to engage in

and carry out a work, of the character mentioned, and as the company keeps its counsel pretty closely, it is merely a matter of conjecture to say what is or is not their intension.

21/05/1903 The Equity, Shawville Pontiac Pacific Junction Shawville

Since the burning of the C.P.R. tool house here, a few weeks ago, and in view of the continued dry weather, the authorities have considered it advisable to put on a night watch to guard against an outbreak of fire catching the citizens unaware. This duty has been efficiently performed by Messrs. Alexandria and Wm. McDonald.

Commencing on Monday of this week the C.P.R. have put on a mixed train, dailt, which arrives from Ottawa at ten o'clock and returns from Waltham about three o'clock in the afternoon. This will materially improve the freight service, regarding which there has been considerable grumbling for some time past.

25/06/1903 The Equity, Shawville Pontiac Pacific Junction Shawville

Every is being made by the C.P.R. officials to afford the best accommodation to those who attend the excursion on Saturday. Coaches will be left at the Shawville station the night previous. In order to avoid any rush when the train arrives. Excursionists will confer a favor by having even change when purchasing their tickets so that there may be no delay or confusion from this source.

27/07/1903 Ottawa Journal Pontiac Pacific Junction Shawville

The heaviest downpour the city has had for some time occurred last Saturday sfternoon.

In the vicinity of Shawville where it played a trick with a C.P.R. railway train on the Pontiac division about four miles west of Shawville, causing its derailment. The heavy cloudburst caused the track where it passed through a deep cut to be covered with sand to a depth of about three feet and when the engine struck this bank it was knocked off the rails. Fortunately the train was not moving very fast at the time and very slight damage was done. Assistance was sent out from Ottawa and the engine lifted on to the rails.

08/10/1903 The Equity, Shawville Pontiac Pacific Junction

The daily mixed train was taken off the Pontiac last week, and was replaced by a tri-weekly freight, which will run on Mondays, Wednesdays and Fridays. No passengers will be carried by this train, as with the mixed, which will be missed on that account.

16/10/1903 Renfrew Mercury Pontiac Pacific Junction

The daily mixed train was taken off the Pontiac railway last week, and replaced by a tri-weekly freight, which will run on Mondays, Wednesdays and Fridays. No passengers will be carried by this train, as with the mixed, which will be missed on that account.

04/07/1931 Ottawa Citizen Pontiac Pacific Junction

Push Pull and Jerk

Afte the Pontiac and Pacific Junction was built in 1887, the people along the road used to call it the "Push, Pull and Jerk" road on account of its roughness.

Somebody else called it the Poor People's Journey (P.P.J.). The idea was that as the road was short, it was about the right length of a journey for a poor person to take. It was probably an employe of the road who started this nick-name.

P. and P.J went far to allay fears of the farmers.

When the Pontiac and Pacific Junction Railway was suggested it met opposition from farmers who were afraid of being killed at the crossings of which there were many. To calm such objections, the company's agents promised that all sorts of precautions would be taken - even to stopping the trains when a horse was seen to be nervous - it is to laugh, is it not?

Anyway, the road went ahead and was built and began to be operated. To carry out its promise to the people, the company inserted at the bottom of its timetable the following remarkable notice:

"Owing to the proximity of stage road to railway between Coulonge River and Waltham, great care must be taken to avoid accident. Safeside, (whatever that means) must be taken in all cases, even to bringing trains to a dead stop, closing cylinder cocks, stopping whistle and bell when horses are seen to be frightened."

This notice was in small type. the notice was taken by the O.T.S. from an 1894 timetable in a scrap book owned by Mr. Wm. F. Pritchard of Wyman.

24/07/1931 Ottawa Citizen Pontiac Pacific Junction Breckenridge

Breckenridge was formerly known by name of Heyworth.

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When the Pontiac railway came in the eighties, Mr. Beemer called the station Breckenridge in honor of Andrew Breckenridge, son of the pioneer, who had done much to make the railway possible. Then, in time, the postal authority changed the name from Heyworth to Breckenridge in order to maintain uniformity of names.

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Fake figure and red paint gave watchman a bad scare.

Here is a story of interest to railroad men - and others.

It concerns a practical joke played on a railway watchman near Fort Coulonge in the early days of the Pontiac and Pacific Junction Railway.

Believe us, the watchman did not think it a joke till long afterwards. The story is told by a man who had to do with the construction of the road.

The joke was played at the expense of Albert Lee, a watchman. One of the chief conspirators, as named by the O.T.S. informant, was the late William McFall, of respected memory who at the time was a foreman on the construction on the road. The names of the others on the plot are not remembered.

At the time of the story there wasn't a water tank at Fort Coulonge and the engines had to be taken to a creek several miles past Fort Coulonge where water was siphoned into the engines. The taking of the engines to the creek was the duty of the watchman, who was an ex-railroader. The watering was done after hours. Fort Coulonge was then the terminus of the line.

To Give Him a Scare

In a humorous mood, a number of the construction men and firemen decided to give the watchman a bit of a scare. They certainly succeeded and the joke was pulled off just as planned.

At a point not too far from Fort Coulonge the conspirators (it was quite dark) rigged up the figure of a man. Old clothes were stuffed with rags.

The figure was propped up with a stick in the center of a seldom traveled wagon road. Then the jokers spread red paint liberally around the spot where the figure stood.

To the figure was tied a long rope, so that when the train got near it (the figure, of course) could be dragged away and pulled over the right-of-way fence.

In due time the watchman came along with his engine. He approached the crossing slowly but his headlight did not fall on the figure until it was too late to stop. He shut off and reversed. Just as the figure was about to be hit, it was jerked away by the men in hiding.

As soon as the watchman could stop his engine he came back and, to his horror, saw the pool of apparent blood. He searched under the engine and tender but no man was found. He hunted along the right, but no man was in sight.

Failing to see any sign of the supposed victim, the watchman ran his engine into the village and reported the supposed tragedy. The watchman was so worked up that he wanted to call up headquarters in Aylmer. But those to whom he had reported advised first going back and looking for the body of the victim. A flat car was attached to the tender and a number of railroaders and others who were not in the secret went back. They all hunted far and wide for the body or traces of the body. They crossed the fence into the bush and farm land but all they found were bits of clothing which had been carefully torn up by the jokers.

Then one of the searchers examined the pool of blood a bit carefully and the odor of paint was detected. It wasn't long before the secret was out and of course the watchman came in for a lot of good natured joshing, which he took in good part. The "fatality" was not officially reported to Aylmer but news of it got there just the same. The names of the conspirators did not get out until long afterwards.

03/07/1933 *Ottawa Citizen*

Pontiac Pacific Junction

Bryson. Dominion Day, 1933 will go down as the most memorable day in the history of Pontiac county for the notorious "bonus bonds" issued in connection with the building of the Pontiac Pacific Railway, now the Waltham branch of the C.P.R. which have been a sort of milestone around the necks of people for the past 52 years, were publicly cremated as a monster celebration held in this, the former county town. Several thousands of persons were present when "finis" was written to the financial episode dating back over half a century. In addition to the burning of the bonds there was a program of sports and speeches.

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History of the bonds

Dr. H.T. Hurdman, secretary-treasurer of the county, was the first speaker. He outlined the history of the "bonus bonds", issued in September 1881, to subsidize the then Pontiac Pacific Railway, he outlined the hectic life of the bonds from their issue, when they amounted to \$100,000, through the various holders law courts, etc., until 1893, when they were purchased by the late John Bryson and the late Alexander Fraser and held by them for one year, during which time the necessary legislation was passed by the Quebec legislature enabling the county council to consolidate its debt and issue new bonds for \$214,650, dated January 18, 1894 to mature in 1934.

From the issue of these bonds, continued Dr. Hurdman, interest payments were promptly met and a sinking fund created to retire the bonds at maturity. The fund was handled by the Bank of Ottawa, the bank agreeing to pay interest at the rate of 4 per cent compounded semi-annually. In 1919 the then mayor of Shawville, the late John A. Cowan, suggested that the funds then in the bank be invested in Victory Bonds bearing 5 1/2 per cent, and the warden, W.R. McSonald, and the secretary-treasurer were instructed to make the necessary arrangements with the bank.

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After Dr. Hurdman's speech, the community choir sang O Canada and the Maple Leaf Forever. Then Dr. Hurdman, assisted by Warden McCann and ex-Warden McDonald proceeded to cremate the remains of Pontiac's 52 year-old "bugaboo". During the cremation the choir rendered Auld Lang Syne.

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Mr. McDonald said his only regret was that the northern communities, Chlpeau, Allumette Island, Chichester and Sheenboro, did not benefit from the payment, in that when the bonds were issued the railway was to have been built through these municipalities but was only completed to Waltham some 26 miles short of the promised terminal.

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Story of the Building of the Pontiac Pacific Junction Railway.

From Colton, California, comes a letter to O.T.S from a former Ottawa district man - E.J.W. Pangborn. This letter will particularly interest people living in Aylmer and in the Pontiac district. The following reminiscences will clearly show why the name Pangborn is well known to railroad men here and hereabouts.

"The old Pontiac Pacific Junction Railway was started from Pat Foran's farm, four miles west of Aylmer, and construction continued until the rails reached the twenty-mile post opposite George Lindsay's farm. That was in November 1882, and until May 1st, 1884 nothing more was done.

"My father, G.W. Pangborn, was appointed superintendent of construction. When he took charge he rented two buildings on Main street, Aylmer, down near the old Victoria hotel, which was then being operated by Alphonse Martel. Those buildings which belonged to the Union Forwarding Company, were later purchased by James and William Baillie, who for years operated saw mills in the district. The railway company moved out of that place on December 1, 1884, and rented Wm. McLean's large house on Main street.

Helped to Move

"Well the P.P.J. office furniture and fixtures were moved up to the new office, and I had considerable to do with the moving as I was office boy, earning the large salary of \$8 per month. It was my duty to look after four offices and to see to the charging of the telegraph batteries and telephone lines to the shops.

"The railway company bought E.A. Cole's old hay and grain shed at the end of the C.P.R. main line and converted it into a two-stall engine shed and also built a lean-to for a blacksmith and carpenter shop.

"On Christmas morning, 1884, I received a visit from Jack Mullarky, Dominion land surveyor, who at that time, was working for the P.P.J. After the usual Christmas greetings, he sang out, 'Well, Denis, (his brother) is quite hearty this morning.' Brother Denis had just been married to a Miss Harty.

"The first passenger train was run over the new line on January 1st, 1885, between Aylmer and the end of steel, to connect with Limmy Moyle's stage for the Quyon, two miles away. The stage was driven by a young fellow by the name of Fairbanks. The agent and operator at the station - which was just a small shack opposite George Lindsay's farm - was Andy Bulger, whose father kept the Bulger House in Quyon: he afterwards sold out to a Mr. Lang of Bristol. The engineer on the first passenger train was Hosey Remington and the conductor was Joseph Roy. The fireman was Fred Maquire, a Quyon boy, and the brakeman was Bob Lidke.

"This train ran for about a month, leaving Aylmer at 5.45 p.m. on arrival of the C.P.R. train from Ottawa. There were three stations for the train to stop at:

1. Breckenridge, where the agent was George Gaw. This station was built by Louis Boivin of Sorel, Que, in 1884; 2. Eardley station, which was built by the same contractor in the same year and which stood at Henri Riopel's crossing. In 1886 it was moved by Charles Parker to Parker's station. The agent at Eardley was A.A. Wright; 3. the station at George Lindsay's farm referred to above.

"A good story is told about old Joe Roy, the conductor. One day the train stopped opposite the old Tremblay farm to take on wood for the engine. Joe had forgotten about this stop and he entered the coach and announced. 'This stop is Black Bay' - which was the name Eardley station went by in the eighties. Suddenly he realized his mistake and he sang out, 'Oh, excuse to me! I'm sorry we make mistake. Engine stop for wood and to get him up steam. Keep your seats and we reach Black Bay soon.'

Stopped Running

"Well the company took over the road from Armstrong and closed the line. The train was taken off and everybody was out of a job except father and myself. Finally the office in Aylmer closed and I got a clerking job for a time in E.A. Cole's general store. After that I was hired by H.J. Beemer, who had taken over the P.P.J. and built it to Waltham.

"At that time H.G. Gundlack was joint agent at Aylmer for the C.P.R. and the old P.P.J. Leon Gravelle was warehouseman and Peter Graveline was drayman of the town. C.J. Flaherty was telegraph operator for the P.P.J. in McLean's building in Aylmer, L.H. Shirley was chief engineer of the line and had quite a force of surveyors and draughtsmen working under him, including Harry Heath, Guy Dunn, E.A. Evans, E.P. Quirk, L.T. Petchard and Joe Woods, all of whom were engaged on surveying the route for the line. L.J. Mullarky surveyed the farmers' land on the right-of way and E.P. Lawrence and K.J. Kirkpatrick were draughtsmen in the Aylmer office. Walter McDougall was clerk in the office and Rodney Fleming and A. Parent were timekeepers.

"Ahearn and Soper of Ottawa were given the contract for installing the telegraph line and equipment at all the stations and Jim McMillan was the man who carried out the work.

"There was considerable rock cutting to be done between Aylmer and Breckenridge station - a distance of about seven miles. A. Moussette of Aylmer was the sub-contractor on this job and Charles Brunette, his brother-in-law, was foreman. All the dynamite was hauled by old Charlie Beaudoin. Many a time I have helped him load up at the C.P.R. station in Aylmer. In those days Charlie Beaudoin lived on Charles street just behind the residence of Dr. J.J. Woods.

"After the P.P.J. passenger train was taken off the line early in 1885. Joe Roy and the section men rented two handcars and one push car and started the Hand Car Limited, between Aylmer and Quyon. Joe was the conductor. In the operation of this service the push car was sandwiched between the handcars. But the 'Hand Car Limited' only lasted about ten days as snow and ice piled up high in the various rock cuts and proved too much of an obstacle for the improvised passenger service to hurdle.

"During the same winter Capt. A. Goulet, owner of the old steamer Chaudiere, had a new boat built at the foot of Main street, next to the old Union Forwarding Company wharf. The new boat was christened the 'Albert' after Capt. Goulet's eldest son. Bill Clauson of Aylmer was engineer of both boats. The same engines and boilers served both steamers. I recall that another steamer on the lake at that time was the Monitor (Capt. Noel). These steamers were used to tow cribs of square timber and logs from Chats to Deschenes rapids.

"During the summer of 1884, while Armstrong was building the P.P.J. line to George Lindsay's farm, E.A. Cole conducted boarding camps at various locations as the work moved along. Joe Paquette was the chief cook and the carting of supplies to the boarding camps was done by old man Beaudoin. Between carting dynamite, beef, salt pork and groceries the old fellow was kept on the hop every day.

"In the early days of construction work on the P.P.J. line a locomotive known as the John Rankin, belonging to the Montreal and Sorel Railway, was used in work train service until the line shut down in January, 1885. At that time the engine was dismantled and left on a spur track at Aylmer. But in April, 1885, my father repaired the John Rankin and it was sent, by orders from Armstrong, to the St. Jerome and New Glasgow Railway at St. Jerome, Quebec. With the locomotive went Wm. Graham, engineer, Bob Delworth, fireman; Joe Roy, conductor, and Bob Lidke, brakeman. They were down there about a month building about seven miles of road. That road is now part of the C.N.R.

Service Resumed

During the month of May, 1885, the Aylmer Times published a story to the effect that the P.P.J. was going to start operating again and things were going to boom once more. But it was July before the first move was made in that direction. When work was resumed under H.J. Beemer, A.H. Lego was superintendent of construction; my father was master mechanic of all rolling stock; Joe Leslie, roadmaster; J.N. Wright, timekeeper, myself, assistant timekeeper; J.F. Prince, superintendent of traffic, and W. Dale Harris, chief engineer. By December 31, 1886, the road was built as far as the Coulonge river.

"During the winter of 1887 the bridge over the Coulonge river was built, also ten miles of track up to the mouth of the Black river. That was the end of construction activities until 1894. In the summer of that year the company received an additional bonus which enabled it to complete its work. By November of the same year trains were running through to Waltham.

:Waltham has been the end of the old P.P.J. Railway (Waltham branch of the C.P.R.) ever since I as engineer and Joe Irish as fireman of engine No. 3 (Hon George Bryson) ran the pay car special from Aylmer to that point and return. Jack Davis was conductor on that train and Sam Kenney was a brakeman. A. Mr. Brennan was the paymaster.

Three Lines Surveyed

"An interesting old time fact in connection with the P.P.J. is that during 1884 and 1885 three lines were surveyed under Shirley and Harris. There was the front line which ran close to Quyon village and followed the Ottawa river pretty well all the way up. Then the middle line, where the railway runs now. And lastly there was what was known as the back line. It struck off near North Onslow and through Otter Lake. I believe Harry Heath and Guy Dunn worked on those surveys. If I am not mistaken, Guy Dunn is presently living in the village of Quyon."

My Pangborn was formerly locomotive engineer on the Gatineau Valley Railway and more recently on the Southern Pacific Railway. He is now on the retired list and residing at North 7th street, Colton, California.

28/05/1938 Ottawa Citizen Pontiac Pacific Junction

Thought wooden leg was handle of a barrow.

An amusing story about old Moses Holt of Aylmer is told by Mr. Ed. Pangborn of Colton., California, in a letter to O.T.S. About 1893 or 1894 there stayed at Holt's hotel in Aylmer a certain chap who had a leg taken off while loading cars on the Pontiac Pacific Junction Railway. One night this chap, who wore a wooden leg, went out to the woodshed and fell asleep there.

Later Moses Holt went out to the shed to get something and fell across his guest's wooden leg. "This is a h-- of a place to leave a wheelbarrow," he grunted. He then picked up the wooden leg thinking it was one handle of the wheelbarrow.

Of course, as soon as Mr. Holt began to pull backwards on the supposed handle, the owner of the leg came to life and explanations followed.

20/08/1975 The Equity, Shawville Pontiac Pacific Junction Shawville

Pontiac Museum sod turnoff on Shawville Fair Grounds

A sod turning ceremony took place at Shawville Fair Grounds last Wednesday morning, when Mayor Orla Young ceremoniously lifted a sod from near the southwest corner of the Fair Grounds, (on ground allotted by the Shawville Fair Board) and declared the site ready for the laying of the footing for the Pontiac Historical Society Museum Building

He also noted the presence of Jane Bretzlaff, a member of the 1972 OFY project in Shawville which initiated the proposal that the railway station be purchased and used as a museum. This group, he noted, also provided part of the funds needed to buy the railway station from the owners, another portion having been provided by Shawville Rotarians.

Work on the site, by foundation contractor Russell Judd, commenced immediately following the close of the ceremonies and by Friday night the foundation was ready to receive the building, which is to be moved this week by Drummond Bros. of Almonte.

It is expected that all necessary work will have been completed so as to have the building open to the public in time for the Shawville Fair, which this year takes place on September 11, 12, 13 and 14.

20/08/1975 The Equity, Shawville Pontiac Pacific Junction Shawville

Museum "station" may be moved to new site next week if pledges are honoured now

To date the donations and pledges for the museum amount of \$3585.50. The amount needed is \$5,000 which leaves a balance of \$1414.50 to be collected. Donations may be made at the Bank of Montreal and the Royal Bank in Schofield.

Since the sod-turning ceremony on August 13th good progress has been made. The footings have been poured and four rows of blocks laid for the foundation. The Museum Committee is meeting tonight to make plans to have the building (the old CPR station) moved at the earliest opportunity. The Drummond Brothers of Almonte, who are expert building movers, will relocate the station on to the southwest corner of the fairgrounds.

If all those who pledged funds for the project would send in their donations this week the building could be moved next week. The balance of the money is required to finish the inside of the museum.

03/09/1975 The Equity, Shawville Pontiac Pacific Junction Shawville

CPR Shawville station becomes the Shawville Museum

Last Wednesday afternoon, Drummond Bros. of Almont arrived in Shawville with eight men and an impressive array of heavy equipment, for the purpose of moving the old CPR station from its long-standing site beside the railway tracks, down to the Shawville Fair Grounds, where it will take up a residence as the Shawville Museum.

The building is approximately 50' long and 24' wide, and set on a heavy cement-filled-with-rock foundation. First the inside of the building was strongly braced and the roof given extra support. Then the foundation was broken out and the building blocked up. It was jacked up and blocked at such a height as would allow the Drummond's extra-long float to be driven under the building from the East End.

With the float accurately placed, so that the building was evenly balanced, the jacks carefully dropped the load so that the float took the full weight. Then the tractor started up and the sidewalk superintendents expected the whole thing to move quietly. Not so. The first of a series of difficulties immediately developed. It turned out that the wheels of the float was sitting on soft sand, and sank down, making it impossible for the tractor to haul its load. With a display of the kind of know-how and resourcefulness that came into play several times during the move, the Drummonds hooked their bulldozer to the front of the tractor, and the combined power moved the station building clear of the foundation and along beside the right-of-way towards the north end of Lake Street. The planned route was down Lake Street and at the west gate of the fairgrounds at Dufferin Street. By late afternoon of Thursday, the Drummonds were making the turn down Lake street from the railway right-of-way. The tractor safely negotiated the right angle to turn into Lake, but when the float started into the turn, it's downhill wheels sank into what turned out to be soft sand, and continued to sink until the timbers holding the building we're resting on the ground. This tilted the building to what seemed like a dangerous angle but by dark the Drummonds had to jacked it level again and had it sitting square before they left for the night.

Friday turned out to be a wet day, making traction difficult, and the conditions generally slippery. Nevertheless, by Friday evening the building was sitting in the Fairgrounds, having completed the turn onto Lake Street, past two obstructing trees, past the power lines, and past the fence which surrounds the Imperial Oil property on the corner of Dufferin. Once inside the grounds, the station was jacked up and left over the weekend.

Moving started up again on Tuesday morning. First, back onto the float, then a slow manoeuvring so that the positioning over the foundation was fairly accurate. This had been completed by noon, and early in the afternoon the final position adjustments had been completed by a winch pulling on the back of the building. All that remained to be done by press time was to lower it something more than a foot onto the foundation.

03/09/1975 The Equity, Shawville Pontiac Pacific Junction

Several pictures of the move of the station.

Old station becomes a museum

As a matter of interest to local history brough buffs I wish to record the story of how Shawville's first and only railroad station became Pontiac County's first museum.

The Pontiac Pacific Junction Railway was built as far as Shawville in the year 1886 with the station being erected shortly afterward. It was closed permanently in September, 1969 by the C. P.R. who turned the property over to Marathon Realty of Montreal.

The building was offered for sale by tender in the spring of 1972. The highest bidder was Mr. Lyle P Hodgins who paid \$210 16 on April 28th for the old station. He planned to move it to a vacant lot north of Hillcrest Avenue but was unable (for various reasons) to carry out his intentions.

That summer he sold the building at a profit to Romulus LaSalle of Calumet Island who began to dismantle it for the lumber it contained.

The old landmark was rescued from complete demolition by a group of local young people. They had just completed their 1972 project under an Opportunity For Youth grant for historical research. They called together a group of local citizens whom they believed to be interested in preserving the heritage of this area.

These citizens reformed the Pontiac Historical Society with the express purpose of saving the station for posterity in the form of a museum.

Wisdom teeth why and the Rotary Club equally sharing the cost it was purchased \$4 400 from mr. LaSalle on September 26th 1972.

On August 22nd, 1974, the PHS donated the building to the Pontiac Agricultural Society who were to provide the grounds upon which it could be relocated.

A local contractor, Russell Judd, was engaged to build the foundation. The Drummond Brothers of Almonte, Ontario, contracted to do the moving. Funds for these two operations with very generously donated by interested citizens.

The museum became a reality on September 2nd 1975 when the building was dropped onto the foundation provided for it in the fairgrounds.

Considerable work is still required to finish the inside of the building to prepare it for the grand opening which hopefully may take place this year. It will be a fitting memorial to those hardy Irish Protestants who settled Clarendon Township about 150 years ago.

The Push, Pull and Jerk: A Short History of the Pontiac Pacific Junction Railway.

By Shawn MacWha

The idea of connecting the growing cities of Montréal and Ottawa with the emerging transcontinental railway network using a route along the north shore of the Ottawa River was first proposed by the Montréal Northern Colonization Railway (MNCR) in the early 1870s.[1] In 1873 the company's Chief Engineer, Charles Legge, produced a detailed report that highlighted both the feasibility and the benefits of running a train from the anticipated western terminus of the MNCR in Alymer to the northern end of L'Isle-aux-Allumettes opposite the town of Pembroke, Ontario. From there the rails would cross the Ottawa River and follow its Ontario shoreline to Mattawa from where it would then connect to the Pacific Railway near Lake Nipissing.[2] This report noted several advantages to a route that stayed, to the greatest extent possible, in Québec including generous provincial track subsidies and the growing population of the Pontiac region. Unfortunately, Legge's recommendations were not realized by the MNCR which instead spent most of the 1870s connecting the cities of Montréal and Hull. (update against QMO&O line was complete from Montreal to Alymer in 1877 following a charter in December, 1875)

Railway promoters in the Pontiac, undeterred by the failure of the MNCR to reach their region, sought to organize a new company and in May, 1880 The Pontiac Pacific Junction Railway Company Act (PPJR) was passed, granting its directors permission to construct a single or dual-track railway from a point on the MNCR (which had, by then, been renamed as the Québec Montréal Ottawa and Occidental Railway (QMO&O)), near either Hull or Alymer to such point in the County of Pontiac as may be found most suitable for crossing the Ottawa River and from there onward to Pembroke.[3]The railway, often (dis)affectionately known as the Push, Pull and Jerk or the Push, Pull, Jump and Run, sought to realize the MNCR's original vision to connect the larger markets of Central Canada with the West using a route through Québec, and that vision resulted in the inclusion of the term Pacific Junction within its name.[4] That said, like in so many other places around the country local farmers and businesses were also eager to have the railway built so that they could ship their products to the growing cities and markets across the continent. There was particularly strong interest in having a railway to ship the vast timber harvests from the Black and Coulonge river valleys to markets in the northeastern United States.[5]

As evidence of this interest, on July 26, 1881 the Pontiac County Council voted unanimously to provide the PPJR with a subsidy of \$100,000 to assist with the construction of the railway through the region.[6] There were, however, significant concerns regarding the legality of the debentures signed by the county warden at the time and local officials attempted to have the subsidies annulled.[7] Arguments surrounding this case caused significant divisions within the local community and it ultimately took the Supreme Court of Canada to decide that the county was indeed bound by the debt and would need to pay the PPJR for its efforts.[8] This affair was so traumatic that decades afterwards the economic impact of being forced to pay the subsidies was still considered by some to be among the greatest disasters to ever befall the region.[9]

Legal difficulties aside, construction of a standard gauge route using 56 pound steel rails began in the summer of 1882 and by January, 1883 fifteen miles (24 kilometres) of roadway had been graded westwards from Alymer, and four miles (6.4 kilometres) of track had been laid.[10] That same month, the railway's general contractor, C.N. Armstrong of Montréal, ambitiously put out a call for tenders to construct a rail bridge across the Ottawa River located at La Passe, Ontario, just downstream from Fort Coulonge.[11] Progress, however, stalled for the remainder of 1883 as the company paused to deal with its legal challenges, secure track subsidies, make adjustments to its proposed alignment and establish clearer specifications for the construction of the roadway.

In July, 1884 the railway published a document providing potential contractors with clear instructions on a wide variety of matters relating to the construction of the line such as the grading of the roadway, the type of fencing required along its route, the type of railway ties and spikes to be used, and the requirement to install a telegraph line along the right of way. Of particular interest these directions stipulated that stations were to be built every seven miles (11.3 kilometres) and that the buildings shall in all respects be equal to that at St. Martins on the heretofore Québec Montréal Ottawa and Occidental Railway. [12] The contractors were also given specific instructions to use high quality ballast amounting to 2,000 cubic yards per mile and to purchase only steel rails "of the best quality of English or American manufacture. In order to ensure speed and efficiency on the track builders were also directed to ensure that the grade of the roadbed should, at no point, exceed one per cent and that no curve along the route have a radius of more than 1,433 feet.[13]

Perhaps most importantly for the communities of Western Québec, during this time the railway also agreed upon a major alteration to its proposed route. Rather than crossing the Ottawa River at La Passe as had been previously expected, it was instead decided to keep the route on the north shore of the river all of the way to L'Isle-aux-Allumettes as had first been suggested by Legge in 1873. There the company would construct an iron bridge that would be "equal in quality to the Chaudière bridge over the Ottawa before proceeding on to Pembroke where the proposed station would be equal in size to that at Thurso." [14]

With clearly established guidelines work on the railway re-started in the summer of 1884 and about 200 men set about laying down the 48 miles (77 kilometres) of steel rails that had already been delivered to the company. [15] Unfortunately, the railway and the local population soon came into conflict due to disagreements about the value of the land upon which the line was being constructed. In a story widely reported across North America in late July, 1884 farmers protesting the construction of the railway approximately 6 miles (10 kilometres) northwest of Alymer forcibly stopped PPJR work crews, necessitating the deployment of a company of soldiers from Ottawa and Carleton Rifles to maintain the peace.[16] While the crowd was eventually dispersed it appears that not all were satisfied with the outcome for only a month later \$500 worth of railway ties belonging to the PPJR were burned in a suspicious fire. [17] This, alas, seemed to be a perennial problem for the PPJR and in 1887 farmers in Litchfield once again threatened to tear up the railway tracks and wreck the trains "unless prompt settlement is made by the company for right of way, wood contracts and other transactions in which they feel themselves unjustly treated." [18]

Notwithstanding these problems progress on the line continued and by the end of 1884 21 miles (34 kilometres) of track had been completed, linking Alymer and Quyon, with stations also located at Breckenridge Farm and at Eardley. According to a contemporary account of the time the route just after Breckenridge "...passes one of the richest farming districts in the Ottawa Valley. The land is as level as the prairie, and the farmers are all wealthy and have well stocked farms." One such farm, owned by Hector MacLean, was highlighted as being 2,000 acres in size and worth a princely sum of \$100,000. Passenger service along the route began on December 9, 1884, likely using a 4x4x0 60 foot Hinkley locomotive that had been purchased by the PPJR in 1882.[19] Work continued throughout 1885 and the railway reached Shawville, 36.8 miles (59.2 kilometres) west of its starting point in March, 1886. By November of that year it had reached as far as Fort Coulonge, 50.3 miles (81 kilometres) from Alymer and by February, 1887 the line finally reached what would become its western terminus in Waltham, 70.60 miles (113.6 kilometres) from Alymer. [20] There the company constructed both a roundhouse and a wye junction for turning the engines around for their return trip to the city. The last stretch of track between Fort Coulonge and Waltham was, however, not inspected by government engineers or put into service until August 22, 1894 at which point the Minister of Railways and Canals recommended

payment of \$16,192 in outstanding subsidies and rail operations began along the full length of the PPJR.[21] At its peak a workforce of almost 1,600 men laboured along this route, many of them experienced Italian-Americans railway workers from New England.[22].

By the time the steel reached Waltham the company's rolling stock consisted of four locomotives, as well as three passenger cars, one baggage car, five box cars, 20 hopper and dumping cars and 35 platform cars. [23] In an early account of the line from a Montréal newspaper the railway's equipment was very favourably described as follows; "To begin with it might be in order to say something of the equipment of the road, which, I have no hesitation of saying, is one of the finest of the kind in the Dominion. It was made as per order of Mr. H.J. Beemer, by the Cobourg Car Works, who must have thought of every little modern convenience that the travelling public require. It consists of a first class, second class and smoking car combined, and baggage, express and mail car combined is fitted out with air brakes etc. The engine is a flood from Rhode Island Engine Company with all the latest improvements." [24] Another account of the time also noted that the new passenger cars were of the highest quality and had been "beautifully finished inside in cherry and plush." [25]

It bears noting that shortly after the PPRJ finished its connection to Waltham the newly created Pontiac and Renfrew Railway Company constructed a short 4 1/4 mile (6.8 kilometres) long spur from mile post 33.7 on PPJR near Wyman for the sole purpose of connecting to the Bristol Iron Mine near Lac Des Chats on the Ottawa River. This line, completed in late 1889 then shipped iron ore from the mine to the PPJR and then on to Alymer, where it was transferred to the Canadian Pacific Railway (CPR) network for carriage to the steel furnaces of Pennsylvania. At its peak the Pontiac and Renfrew was carrying an impressive 130 tons of ore a day to the PPRJ. [26]

With endpoints now in Alymer and Waltham the railway was finally faced with the need to cross the Ottawa River. At the eastern end of the line the City of Ottawa, with its potential freight and passenger revenue lay temptingly in sight across the river, while the western end of the line stopped in a small village well short of any potential connection to the transcontinental network. In early 1887 survey work was done north of Waltham to find a suitable route across the Ottawa River or, barring that, to continue the line up the Québec side of the river until Mattawa. [27] At the time it appeared that the railway favoured the western connection, and by the summer of 1887 stone had already been cut for bridge piers and was laid alongside the track near Quyon. [28] However, discussions were also underway at the other end of the line and in May, 1893 the PPJR and the Ottawa and Gatineau Valley Railway (OGVR) announced that they would work together to build a bridge across the Ottawa River at Nepean Point. Neither company was itself profitable enough to pay for the bridge and it was only through a joint effort the link could be built. After several years of negotiations, which included securing permission from the Minister of Militia and Defence to use the land on the Ontario side of the river, construction began and on February 22, 1901 the Royal Alexandra Bridge linking the cities of Hull and Ottawa was completed. [29]

Yet for all of these efforts the PPJR did not get to realize the benefits of its long sought after bridge. On September 2, 1902 the PPJR and the OGVR merged, and together with their newly constructed inter-provincial bridge, formed the Ottawa Northern and Western Railway (ONWR). [30] Only two months later, on November 1, 1902, ONWR was itself leased by the CPR for a period of 999 years, changing the former PPRJ into the CPR's Waltham subdivision. [31] Between June 1901 and June 1902, its last year as an independent company, the PPJR operated two locomotives, two passenger cars, one baggage car, four box cars, 43 flat cars, a snow plough and a flanger (also known as a scraper). During that period the railway carried 37,137 passengers and 13,572 tons of freight, earning a respectable profit of \$6,341 dollars. [32]

For much of the 20th century the tracks of the former PPJR were run, more or less, profitably by the CPR although changes, of course, happened over the years. [33]

In 1916 the disused Pontiac and Renfrew Railway tracks to the Bristol Mine, which had been inactive since the 1890s, were lifted and shipped over to Europe to help with the allied effort in World War One. [34] Then in 1956 the mine re-opened and rails were once again laid down by the CPR on the old roadway to bring the ore out to feed the Stelco steel furnaces in Hamilton. [35] Nevertheless, as with railways across the province the advent of better cars, trucks and highways after the end of the Second World War greatly diminished the viability of the line and on September 30, 1959 scheduled passenger services were cut. [36] Over the following years the CPR did run a few special trains to Waltham for rail enthusiasts, such as one in 1966 that saw more than 100 members of the Canadian Railroad Historical Association travel this route aboard two Canadian Pacific diesel dayliners, but never again would the trains routinely connect the people of the region. [37] Freight, however, continued to run along the former PPJR rails until the end of May 1984 when operations west of Wyman ceased and the tracks were lifted. [38] From 1984 until 1991 the CPR still ran trains to the old iron mine along what had once been the short Pontiac and Renfrew line in order to collect tailings for track ballast. These trains then followed the remaining stub of the CPR Waltham subdivision from Wyman down to Alymer where it was then moved on to maintain roadways across North America. [39] Those operations too finally ceased on March 29, 1991 and the CPR abandoned this last remaining section of track on the Waltham subdivision, bring an end to rail operations on what had been the PPJR.

While the tracks and ties of the former PPJR have now all been lifted a strong legacy of the railway remains. The roadbed from Wyman all the way up to Waltham, a distance of 92 kilometres, has been converted into a fine rail trail with a paved and rock dust surface and 14 rest areas strung out along the pathway. Aptly named the Cycloparc PPJ this route now offers walkers and cyclists from around the world the opportunity to explore the picturesque towns, farms, forests and wetlands of the Pontiac region. [40] In Shawville visitors can stop at The Pontiac Museum, which is housed in the former PPJR railway station, and see many relics of the old line. Afterwards, they can wander downtown for an ice cream cone or a pastry from the town's famous bakery. Elsewhere, in Ottawa, the Alexandra bridge remained open to rail traffic until the main passenger terminal was moved from downtown to the Alta Vista neighbourhood on the city's (then) eastern end in 1966. Now used as a roadway for cars, the bridge itself is nearing the end of its lifespan and the National Capital Commission is looking to dismantle and replace it starting in 2025. Thus while the PPJ railway never fully realized its ambition of connecting Montréal to a path to the Pacific along the north shore of the Ottawa River it did succeed in connecting the communities of Western Québec to the broader world, an accomplishment that echoes down to this day.

[1] For clarity's sake it should be noted that the idea to link the cities of Montreal and Ottawa via the north shore of the river was first seriously proposed by the Montréal and Bytown Railway Company in the early 1850s.

[2] Legge's study referred to the location as Deep River, which is not to be confused with the town of that name further upstream on the Ottawa River which was a planned community developed during the Second World War in support of the Manhattan project. Rather in the 1870s "Deep River" and "Chenail Culbute" were used interchangeably to refer to that branch of the Ottawa River running north of L'Isle-aux-Allumettes. See "Montréal Northern Colonization Railway," *The Gazette (Montréal)*, April 26, 1873, pp. 1-2 and "An Act to grant additional powers to the Montréal Northern Colonization Railway Company and for other purposes," *Statutes of the Province of Québec Passed in the Session Held in the Thirty-Fourth Year of the Reign of Her Majesty Queen Victoria, Being the Fourth Session of the First Parliament.* (Québec: Charles François Langlois, 1870), p. 109.

[3] An Act to incorporate the Pontiac and Pacific Junction Railway Company. Acts of the Parliament of the Dominion of Canada Passed in the Forty-Third Year of the Reign of Her Majesty Queen Victoria and in the Second Session of Parliament. Vol II. Local and Private Acts. (Ottawa: Brown Chamberlin, 1890), p. 31.

- [4] Mervyn T. Green, "What's in a Name?" Canadian Rail., No. 348, January, 1981, p. 15 and Mervyn T. Green, "What's in a name? Part 2" Canadian Rail. No. 364, May, 1982, p. 145
- [5] "Pontiac Pacific Junction Railway," The Gazette (Montréal). January 1, 1883, p. 4.
- [6] "The Pontiac and Pacific Junction Railway," The Gazette (Montréal). July 27, 1881, p. 1.
- [7] For an excellent account of the local tensions surrounding this subsidy see Graham G. Gordon, *Suffering from a Want of Communication: A History of Transportation in Pontiac County.* (self-published booklet, 2000) pp. 27-41.
- [8] *The County of Pontiac vs. Ross*, 1890, 17 SCR 406 (Supreme Court Judgment dated March 10, 1890.)
- [9] "Three Disasters," The Equity (Shawville). June 24, 1981, p. 12.
- [10] "Notes from the Capital," The Gazette (Montréal). July 17, 1882, p. 1 and "Dominion News," The Gazette (Montréal), January 11, 1883, p. 1.
- [11] "Tenders for Bridge," The Gazette (Montréal). January 2, 1883, p. 4.
- [12] Contract and Specification Relating to Pontiac Pacific Junction Railway (Printed by Order of Board). (Montréal: The Gazette Printing Company, July, 1884), p. 24. See also Ron Brown, *Rails to the Atlantic.* (Toronto: Dundurn Books, 2015), p. 111.
- [13] Contract and Specification Relating to Pontiac Pacific Junction Railway (Printed by Order of Board), pp. 22-25.
- [14] Contract and Specification Relating to Pontiac Pacific Junction Railway (Printed by Order of Board), pp. 24-25.
- [15] "P.P.J. Railway" The Equity (Shawville). July 31, 1884, p. 3.
- [16] See, for example, "Fight over Right of Way" Chicago Tribune. July 29, 1884, p. 3, "Canada," St. Louis Post-Dispatch. July 28, 1884, p. 2 and "Trouble with Railroad Builders," The Philadelphia Inquirer. July 29, 1884, p. 1.
- [17] "Dominion News," The Victoria Daily Times. September 3, 1884, p. 1.
- [18] "Ticks from the Wires," The Kingston Daily News. September 2, 1887, p. 1.
- [19] "Opening a New Railroad," The Gazette (Montréal). December 10, 1884, p. 1 and "Railways of the Eastern Townships of Québec," Canadian Rail., No. 151, January, 1964, p. 19.
- [20] Henry V. Poor, *Manual of the Railroads of the United States for 1890.* (New York: American Banknote Company, 1890) p.1052 and Henry V. Poor, *Manual of the Railroads of the United States for 1900.* (New York: American Banknote Company, 1900,) p. 817.
- [21] Pontiac Pacific Junction Railway - Minister of Railways and Canals Recommends Payment subsidy 60 th to 70 th miles west of Alymer. Government of Canada Order in Council Number 1894-2735 dated September 8, 1894. There is some confusion as to when the line was opened to Waltham, with Poor's Manual of the Railroads of the United States indicating in several editions that it was opened in January, 1887.
- [22] "Condensed News" The Montréal Star. January 28, 1886, p. 1 and "Province of Québec News," The Gazette (Monteal). July 12, 1886, p. 2. During this time it was not uncommon for railway contractors to employ Italian-American workers who had gained experience developing the railways of the United States. For example, at the same time that Italians were building the PPJR a different group of Italians from New England were busily employed constructing the Orford Mountain Railway in Québec's Eastern Townships.
- [23] Henry V. Poor, *Poor's Manual of the Railroads of the United States for 1889.* (New York: American Banknote Company, 1889), p. 966.
- [24] "The Pontiac Region," The Gazette (Montréal). January 18, 1888, p. 2.
- [25] "The Pontiac and Pacific," The Ottawa Journal. May 21, 1887, p. 1.
- [26] For an excellent overview of this little industrial line see Colin Churcher, "The Pontiac and Renfrew Railway - The Railway to the Bristol Mines," Branchline. Vol 46, No. 11, December, 2007, pp. 8-9.
- [27] "Province of Québec," The Gazette (Montréal). May 9, 1887, p. 2.
- [28] "Pontiac Pacific Junction Railway Co.," The Gazette (Montréal). July 26, 1887, p. 4.
- [29] Bruce Ballantyne, "Maniwaki Requiem," Canadian Rail. No 394, September -October, 1986, p. 156 and Ottawa and Gatineau Railway and Pacific Junction Railway permission to place their rails and bridge on military land at Nepean Point. Government of Canada Order in Council 1987-1614 dated July 5, 1897. For an extremely interesting account of this bridge's construction see "The Royal Alexandra Bridge at Ottawa," The Railroad Gazette. Vol. XXXIV, No. 29, pp. 568-570.
- [30] Henry V. Poor, *Manual of the Railroads of the United States for 1903.* (New York: American Banknote Company, 1903), p.848.
- [31] Annual Report of the Canadian Pacific Railway Company for the Fiscal Year Ended June 30th 1902. p. 6 and "Ottawa Historical Club Tours Pontiac," The Equity (Shawville). April 28, 1966, pp. 1 and 4.
- [32] Poor, *Manual of the Railroads of the United States for 1903.*, p. 848.
- [33] For an interesting account of rail operations during this time see Duncan du Fresne, "Memories of the Pontiac," Branchline. Vol. 21, No. 9, November 1982, pp. 7-9.
- [34] Douglas N.W. Smith, "Push, Pull and Jerk No More," Canadian Rail. No. 423, July-August, 1991, p. 133.
- [35] "Stelco Spends \$100 million on Tomorrow," The Financial Post. July 14, 1956, p. 44.
- [36] "Passenger Service Steam Locomotives on CPR discontinued," The Equity (Shawville). October 1, 1959, p. 1.
- [37] "Ottawa Historical Club Tours Pontiac," pp. 1 and 4.
- [38] "Le Pontiac n'a plus de chemin de fer," Le Droit (Ottawa). 27 Octobre, 1984, p. 15 and "The last CPR train out of Shawville," The Equity (Shawville). May 30, 1984, p. 1.
- [39] Ray Farand, "Pontiac Pilgrimage," Canadian Rail. No. 399, July-August, 1987, p. 124.
- [40] Brown, *Rails to the Atlantic.*, pp. 111-112.

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