

Local Railway Items from Area Papers - Portage du Fort and Bristol Branch Railway

25/02/1886 Shawville Archives Portage du Fort and Bristol Branch

Rumor has it that a joint stock company is being formed which will be composed of gentlemen of Portage du Fort and Ross, for the building of a railway from Cobden to Shawville, and that application for a charter will be made at the present session of Parliament.

26/08/1887 Ottawa Journal Portage du Fort and Bristol Branch

The Portage du Fort and Bristol Councils have passed a resolution asking the Quebec government for aid for a railway from a point west of Quyon to Portage.

19/07/1888 The Equity, Bryson Portage du Fort and Bristol Branch

Another agitation is on foot to secure railway communication for this village. The new scheme, we understand, is to build a line from Portage du Fort to Campbell's Bay, which will form a connecting link between the proposed P.D.F. and Bristol Railway and the P. & P. J. Railway. The promoters of the scheme claim its practicability, so far as the route is concerned, admits of no question. They purpose sending a delegation to Quebec shortly to interview the Premier on the subject of aid towards construction. They claim - and it seems reasonable too - that a line such as they propose to build is entitled to the same consideration as Mr. Mercier was promised to the P.D.F. line. The latter has not received assistance as yet, the company being only in embryo when the subsidies were voted, and therefore not in a proper position to expect it at that time. But now that the promoters have secured a charter they feel pretty confident of getting a subsidy before the close of another session, if not sooner. We shall be very glad to hear of the success of both enterprises, as the villages chiefly interested would doubtless develop into places of flourishing character with the aid of railway connection without which their future cannot be one of great importance. The promoters should keep the ball rolling.

26/07/1888 The Equity, Bryson Portage du Fort and Bristol Branch

Mr. Thomas Somerville has purchased a house and a lot from Mr. John Thomson, which he intends repairing and enlarging and fitting up as a depot for our new passenger railway.

The stock books of the P. & B. Railway Co., will soon be open. It is expected the necessary amount of stock will be subscribed in this village; but doubtless parties from far and near will subscribe as well.

10/10/1888 Shawville Archives Portage du Fort and Bristol Branch

At the meeting of the stockholders of the P.D. Fort and Bristol Railway, held on Wednesday the 10th inst., the following board of directors were elected, Rev. A. Brunet, H. McLean, John Ramsay, Emerson Reid, P.B. Coyne, D.R. Barry and Wm. Beckett.

02/11/1888 Almonte Gazette Portage du Fort and Bristol Branch

Projected District Railway.

The Portage du Fort and Bristol Branch Railway company will probably begin the work of construction next spring. Directors were elected recently as follows: Rev. Father Brunet, Wm. Reckett, P. B. Coyne, G. E. Reid, D. K. Barry, Portage-du-Fort; Hector McLean, of Quio, and John Ramsay, Bristol Corners. The officers subsequently appointed are as follows: President, Father Brunet; Vice-president, H. McLean. The road will run from Portage-du-Fort to Bristol, on the Pontiac and Pacific railway. There are two iron mines, both partially developed, along the projected route, which traverses the most fertile section of Pontiac county. Portage-du-Fort boasts of splendid water power, and has half a dozen marble quarries at her doors. - Chronicle.

23/01/1890 The Equity, Shawville Portage du Fort and Bristol Branch

The annual meeting of the shareholders of the Portage du Fort and Bristol Railway Company was held at Portage du Fort on Thursday the 9th inst. The following directors were elected by ballot: Rev. A. Brunet, Wm. Beckett, E. Reid, P.B. Coyne, D.R. Barry, D.J. Craig and P. Clarke. At a subsequent meeting of the directors Rev. A. Brunet was elected President, Emerson Reid, V. President, and John Mooney, appointed Secretary-Treasurer.

24/12/1890 The Equity, Shawville Portage du Fort and Bristol Branch

Our neighbors of Portage du Fort are naturally jubilant over the subsidy of one hundred and fifty thousand dollars which the Quebec government have granted their proposed railway. The amount is about \$6,000 per mile from Quyon to Portage du Fort. This amount, together with the \$2,000 per mile which we are told they expect from the Federal Government, should certainly go a long way towards the rapid pushing through of the work.

16/01/1891 Almonte Gazette Portage du Fort and Bristol Branch

The following grants to railways in this district have been made by the Quebec government: Lake Temiscaminque Colonization Railway, cash, \$147,600; land 250,000 acres; Portage du Fort and Bristol Branch Railway, cash \$150,000; Pontiac and Renfrew Railway cash \$80,000.

04/06/1891 The Equity, Shawville Portage du Fort and Bristol Branch

Long letter against the project.

10/03/1893 Renfrew Mercury Portage du Fort and Bristol Branch

Account of a conference which took place at Portage du Fort. (Portage du Fort and Bristol and Pontiac, Renfrew and Kingston Junction projects.)

24/08/1894 Renfrew Mercury Portage du Fort and Bristol Branch

An effort is on foot to amalgamate the Bristol and Portage du Fort Railway Company with the Pontiac and Kingston R.R. Company. On Wednesday last, Rev. Father Brunet and Mr. G.H. Brabazon, representing the former, were here to confer with Dr. A. Lyon, president of the latter, with reference to this matter, which is a move in the right direction. Its union is strength, and certainly a much greater probability of success. - Equity.

02/07/1897 Renfrew Mercury Portage du Fort and Bristol Branch Shawville

The Portage du Fort and Bristol (projected) railway scheme may not be after all the dead duck which doubtless many have regarded it. Mr. Poupore, it seems, has been interesting himself considerably in the project, and has succeeded in inducing the Minister of Railways to grant the road a subsidy for a distance not exceeding 15 miles. This will admit of a branch being constructed from a point at or near this town. The total amount of the subsidy granted is \$48,000. Shawville Equity.

05/08/1897 The Equity, Shawville Portage du Fort and Bristol Branch

An engineer of the Quebec Government arrived here on Tuesday evening for the purpose of making an inspection of the route of the proposed line of railway between here and Portage du Fort, in order to afford the government information as to its feasibility. It is stated the P.D.F. people will make a vigorous effort to push this road through without delay.

28/01/1899 *Ottawa Citizen*

Portage du Fort and Bristol Branch

The Portage du Fort and Bristol Branch Railway will apply for Dominion incorporation next session. The scheme is to construct a railway from Quyon village through Onslow and Eardley to Hull and thence by bridge to the city of Ottawa; also to acquire the rights, franchise, works and approaches of the Deschenes Bridge Company, a line of railway from a point at or near the Deschenes Rapids to the township of Nepean, into the city of Ottawa; also with power to erect a railway and general traffic bridge across the Ottawa River at or near the village of Portage du Fort. The proposal is to extend the railway through to the town of Pembroke.

30/05/1899 *Ottawa Free Press*

Portage du Fort and Bristol Branch

Before the Railway Committee this morning the first order taken up was the bill respecting the Portage du Fort and Bristol Branch Railway Company. This road is to run from Hull to Pembroke, skirting the Ottawa river as far as Portage du Fort and crossing at that point to the Ontario side whence it proceeds to Pembroke. Full account.

06/06/1899 *Ottawa Citizen*

Portage du Fort and Bristol Branch

The Portage du Fort and Bristol branch railway got through the railway committee this morning after a struggle over the clause fixing the point of junction between the proposed new line and the Pontiac Pacific Junction. The principle had been confirmed at a previous meeting of the committee that the P.F. & B. should not be allowed to build a parallel line into Ottawa or Aylmer, but should obtain running rights over the P. & P. J.

On behalf of the P. & P. J. it was contended that the junction should be made at Shawville, while the P.F. & B. people wanted the junction at Quyon, claiming that engineering difficulties made Shawville an undesirable point; the P. & P. J. protested that they should not be subjected to competition between Shawville and Quyon, the most remunerative part of the route. An offer on Mr. Beemer's behalf to secure an engineer's report on the Shawville junction was rejected, and the committee decided, on division, to make Quyon the point of union: and this bill, as amended passed the committee.

Messrs. Belcourt, Champagne and Poupore voted with the minority.

06/06/1899 *Ottawa Free Press*

Portage du Fort and Bristol Branch

Bill passes committee.

08/06/1899 *The Equity, Shawville*

Portage du Fort and Bristol Branch

A charter from Quyon to Pembroke.

Very pleased and satisfied were the expressions which marked the countenances of the Portage du Fort, Clarendon Front, Bristol and Quyon gentlemen who returned home from Ottawa on Tuesday evening. And their reasons for feeling elated were undoubtedly good. The railway charter in which these gentlemen were interested, asking for the right to build from Hull to Pembroke, via Quyon and Portage du Fort, passed through the Committee stage of the House of Commons, after a spirited discussion in which a number of members took part. Mr. Poupore, who is anxious to see the P. & P. J. completed, so that his constituents in the western end of the county, who are contributing their share of the bonus and are reaping no benefits, shall have the railway facilities which are justly their due, opposed the paralleling of the P. & P. J. with a competing line and urged as a compromise that the point of junction of the proposed railway should be at or near Shawville instead of Quyon. Mr. Mackie, M.P. of North Renfrew, Mr. Casey and others contended for the route as proposed in the bill, on account of a saving in distance between Pembroke and Ottawa, and the immense water power of the Chats Falls, which in that way could be tapped and utilized, and opposed the Shawville junction idea on account of alleged engineering difficulties. Mr. Blair was opposed to chartering a railway that would closely parallel a road which had been heavily subsidized by Government aid. A vote was finally taken and resulted in favour of the charter extending as far as Quyon, with the provision that if the new company cannot succeed in securing running powers over the P. & P. J. R. from that point eastward, they shall have power to construct a line of their own.

09/06/1899 *Almonte Gazette*

Portage du Fort and Bristol Branch

Pontiac's New Railway.

Last Tuesday the Portage du Fort and Bristol Railway bill passed the railway committee of the House of Commons at Ottawa with some amendments. The company will only be incorporated from Quyon westward to Pembroke, and to reach Hull and Ottawa will obtain running rights over the Pontiac and Pacific Junction Railway from Quyon down to Hull. Another provision for an extension into Ottawa was struck out on the suggestion of the minister of railways. There was quite a vigorous fight as to the clause locating the line. The P. and P. J. Railway company wanted the junction of the two railways made at Shawville, while the Portage du Fort company wanted the Junction at Quyon. The P. and P.J. Company said that if Quyon was adopted their business would be seriously jeopardized, because the section of the line between Shawville and Quyon was one of the best paying. The Portage du Fort company contended that the engineering difficulties made Shawville as a junction point almost an impossibility. Finally by a vote of 35 to 15 it was decided to make Quyon the point of junction. Among the local members who voted in favor of Quyon were Messrs. Bourassa, Mackie and Proulx. Messrs. Belcourt, Champagne, Rosamond and Poupore voted against it.

05/07/1899 *Lanark Era*

Portage du Fort and Bristol Branch

The Senate has killed the Portage du Fort and Bristol branch railway bill, the object of which originally was to construct a line from Ottawa to Pembroke through the counties of Ottawa, Pontiac and Renfrew. The Pontiac & Pacific Junction Railway opposed the bill on the ground that this proposed line would parallel their road and as a result the Commons railway committee amended the bill providing that the company must accept running powers over the P. & P.J from Ottawa to Quyon. The P. & P. J. promoters wanted Shawville made the Junction but the Portage du Fort people would not agree to that and were backed up by the Commons. The former carried their opposition to the Senate and succeeded in having the bill defeated.

07/07/1899 *Renfrew Mercury*

Portage du Fort and Bristol Branch

The Senate railway committee last week rejected the application of the Portage du Fort and Bristol Branch Railway Company for permission to build from Quyon to Portage du Fort crossing thence to Pembroke. The vote was taken on the preamble of the bill, which was defeated by 12 to 8. The opposition proceeded from the Pontiac and Pacific Junction Railway.

13/07/1899 *The Equity, Shawville*

Portage du Fort and Bristol Branch

The railway committee of the senate, having thrown out the bill respecting the Portage du Fort and Bristol branch railway, when the report of the committee to that effect came before the senate on Tuesday of last week, Hon. Mr. Vidal moved to refer the bill back to the committee with instructions to consider its clauses. More.