

# Local Railway Items from Area Papers - Tramways

*10/10/1861 The Union, Ottawa Tramway Currier & Co. saw mill*

At the Rideau Falls--

A railway along the river front for two thousand feet, carries the lumber after it is sawn, and there are half a dozen railways branching towards the river, where slides carry it to the vessels at the wharves--

*13/09/1865 The Union, Ottawa Tramway Hawkesbury*

Hawkesbury mills - owned by Hamilton.

The feeding gear is immediately set in motion also and in less than five minutes the giant of the forest passes out in an opposite direction, sawn into planks of various thicknesses, where tramways are laid down and carriages ready to receive them. Around these mills as far as the eye can reach, the water is covered with floating lumber, while on the water edge are piled immense heaps of planks, varying in size and in such quantities as to cover about eight acres. Tramways are run through them so that there is very little difficulty in loading barges,--

*26/06/1868 The Times, Ottawa Tramway Chaudiere*

A man named Montreuil, while engaged in coupling the cars on which lumber is conveyed on the tramways at the Chaudiere, accidentally got his head caught between them and was killed. Verdict - accidental death.

*19/04/1871 Ottawa Free Press Tramway McLachlin Bros.*

Amprior. This morning, as McLachlin Bros. lumber cars were crossing the bridge in this village, a team attached to a waggon, standing near by, took fright, and started off across the track, and the team were thrown over the bridge. One horse was saved, the other, with the waggon, was sunk. One car was also thrown over the bridge, another smashed up and the bridge itself was badly broken.

*19/07/1872 Ottawa Citizen Tramway Goodwin's tramway*

Mr. Goodwin, the contractor for the new bridge, has erected an elevated tramway across the Canal, by means of which he proposes conveying the clay excavated on the western hill in grading Wellington street, across the Canal, for the purpose of filling in the Eastern abutments of the bridge.

*01/03/1873 Ottawa Citizen Tramway Buckingham*

We recently referred to an enterprise which had been projected by Mr. Lemoyne and a few other public spirited gentlemen in Buckingham for constructing a macadamized road from that village to Waddell's wharf, on the Ottawa river, a distance of four miles. The project fell through notwithstanding the liberal offers of its promoters, owing to the apathy of the Buckingham public. Instead of welcoming an enterprise, by which their property would have been greatly improved at a comparatively small cost to themselves, the villagers actually opposed it, and we regret to state it has finally been abandoned.

Proposed Enterprise.

Another enterprise of a larger character has been originated by a number of gentlemen connected with the important mining interests of the Riviere Aux Lievres. They have developed very rich mines of plumbago and phosphate of lime, and are extracting it in large quantities, but they find it more difficult to transport their freight over the four miles between Buckingham and the Ottawa river than the hundreds of miles it must be carried after it is conveyed to that point before it reaches the Eastern markets. Mr. Garrett, of the mining and lumbering firm of Garrett and Roberts, has suggested that a railroad might be constructed from the village to the wharf for the transportation of the immense quantity of minerals and lumber that must now be drawn in wagons over the worst of country roads before it can be shipped.

The project has been well received by every mill and mine owner on the Lievres. An organization has been effected under the title of the Buckingham and Lievres Railroad and Navigation Company and an act of incorporation will be secured for it as soon as possible. The object of the company is to construct a railroad from Buckingham wharf to the village and to place a line of steamers on the Lievres to connect the northern terminus of the road with the Little Rapids, twelve miles above the village. This will afford the lumbermen and the mine owners a cheap and rapid means of shipping their freight to the Ottawa river, and for procuring supplies, etc., for their mines and mills. Few of our readers are aware of the mineral richness of the country north of Buckingham.

*17/09/1873 Ottawa Citizen Tramway Parliament Hill tramway*

The contractors for the improvement of Parliament Square are laying a temporary track to convey the earth from the excavations to Major's Hill. The cars will soon be put on and the work commenced.

*27/09/1873 Ottawa Citizen Tramway Parliament Hill tramway*

The tramway and bridge for the conveyance of earth from the excavations on Parliament square are completed and cars are now running on them.

*25/06/1874 Ottawa Citizen Tramway Gilmour's Mills*

A new establishment at Brigham's Creek. Visit by Citizen reporter to the new mill at the junction of Brigham's Creek with the Ottawa River at what is known as the Haycock property -

The Piling Grounds which of course occupy the larger portion of the property. The tramways, and much other work in them are not yet completed -- the boards sawn on different sides of the mill leave by different sets of rails, which, however, switch together at certain points for convenience of piling. The trucks used are of splendid construction, strongly made, capable of carrying large loads, and light of draft. Each horse keeps four of them at work.--

*21/07/1874 Ottawa Free Press Tramway Gibson's tramway*

Majors Hill. Mr. B. Gibson's tram railway from Parliament Square to Major's Hill continues to work with regularity and without accident, the consequence being that the immense hole on the west side of the Hill is filling up rapidly. In fact, Major's Hill is assuming a generally improved appearance and in the course of a short time will, no doubt, be a very popular resort.

*24/08/1874 Ottawa Citizen Tramway Parliament Hill tramway*

This morning a shocking accident occurred to a man called Cochlan while he was crossing the tramway bridge from the Parliament Square to Major's Hill. When near the centre of the bridge he saw the cars laden with earth coming rapidly towards him, and jumped up on the railing to save himself from being run over. He had just reached the top when he lost his balance and fell head foremost to the ground below a distance of thirty feet.

More but nothing about the tramway.

*24/08/1874 Ottawa Free Press Tramway Parliament Hill tramway*

A man whose name no person seemed to know, met with a startling accident about 8.30 this morning, which, very surprisingly did not result in instantaneous death. The unfortunate man was foolishly standing on the bridge thrown over the canal for the purpose of carrying the earth from Parliament Square to Major's Hill, when one of the loaded carriages came rushing towards him. He instantly jumped over the railing to save himself, but in making the hurried leap, he lost his hold and his balance and fell

A DISTANCE OF FIFTY FEET

to the hard ground below. He struck on the right side of his face and lay insensible for some time. More Name was James Coghlin and he had been employed on the works on Parliament Square.

*25/08/1874 The Times, Ottawa Tramway Parliament Hill tramway*

Yesterday forenoon a fearful accident occurred on the temporary tramway between the Parliament and Major's Hill. A man named Patrick Conklin, while crossing between the points above mentioned, was overtaken by the lores coming after him. He jumped across the railing to save himself but it would appear that the plank upon which he alighted was loose, and the consequence was that the unfortunate man was precipitated on the ground, a distance of some forty feet. After lying on the spot for nearly an hour, he was removed to the Protestant Hospital where his wounds were attended to. It was found upon examination that several ribs were broken and the gravest fears are expressed that the man is fatally injured internally.

August 26 - the man named Conklin, who was so seriously injured by falling from the temporary tramway on Monday, still lives and hopes are entertained of his ultimate recovery. He was conscious yesterday, but was unable to give any explanation of the cause of the accident which befell him. He cannot, from the symptoms of his case, have received any very serious internal injuries.

August 28 - the man Conklin who accidentally fell from the tramway across the Canal, is improving and the most sanguine hopes are entertained of his ultimate recovery.

*05/10/1874 Ottawa Free Press Tramway Haycock horse railway*

(Mr. Haycock) has constructed and in working order a HORSE RAILWAY

six miles and a quarter in length from his mines to the Gatineau River. Five thousand tons of ore has been mined, and arrangements are now being made to put up a series of blooms to be in operation by January next. The ore already mined will then be smelted.

*31/10/1874 Ottawa Citizen Tramway Haycock horse railway*

We publish today the prospectus of the Ottawa Iron and Steel Manufacturing Company, whose head office is in this city. The company has been formed for the purpose of working the magnificent iron mine known as the Haycock Iron Location. There is nothing hazardous in this enterprise, the value of the property being well known. The mine has been open and worked for some time. A tramway has been constructed for the transportation of the ore to the Gatineau River and --

*13/11/1874 Renfrew Mercury Tramway Haycock horse railway*

Ottawa Iron and Steel Manufacturing Co. Advertisement.

--

4. Ten acres in lot 2 on the 6th range of Hull, on the left bank of the River Gatineau which has been secured partly to serve as a storing place and loading ground for shipping the ore, but chiefly as a convenient site for the erection of Furnaces. This area is connected with the mineral or iron area proper by a tramway of 6 1/4 miles in length. This tramway, of three feet gauge, has been very solidly constructed and is now in complete working order. It runs for a short distance through the Haycock property and is then continues along the town line between Hull and Templeton on to the furnace site in the Gatineau.

In addition to the 6 1/4 miles of tramway in complete running order with full right of way from the ore beds to the furnace site -- 80 tramway cars.

More.

*06/05/1875 The Times, Ottawa Tramway Parliament Hill tramway*

The Major's Hill. The north end of this finely situated piece of ground is being filled in with the surplus earth from Parliament Square.

*26/05/1875 Ottawa Free Press Tramway Parliament Hill tramway*

Mr. Gibson's tramway from Parliament Hill to Major's Hill is undergoing repairs. It is well that proper precaution should be taken to avoid accident.

*12/07/1875 Ottawa Free Press Tramway E.B. Eddy*

About 9 o'clock on Saturday morning last a young lad named Hillman met with a serious accident at E,B, Eddy's mills, Hull. He was riding on one of the cars of the tramway, when the car swung around, crushing him against a pile of lumber. --

*21/07/1875 Ottawa Citizen Tramway J.R. Booth*

Between two and three o'clock yesterday afternoon, the people in the vicinity of J.R. Booth's lumber yard, were thrown into a state of excitement by the fall of an elevated platform or tramway, used for the transport of lumber to the different piled through the yard. The heavy lumber of which it was constructed came down with a crash which fully startled pedestrians and others in the vicinity. At the time of the accident a wagon load of heavy lumber was passing over the tramway. Of course it was precipitated with the horses and driven to the ground. Both of the animals limbs were so seriously fractured that they had to be shot immediately afterwards, but the driver miraculously escaped with only a slight injury to one of his ankles. Instead of jumping from the wagon as a person placed in such a dangerous position would do, he fell with the lumber and as it reached the ground managed to keep himself from being crushed under it. Several other wagon loads of lumber were on the platform at the time and were scattered below. People make a practice of lounging under the tramway on warm afternoons to escape the heat of the sun but fortunately no-one was under it yesterday when the accident happened or there would be a more lamentable story to tell. The tramway was not sufficiently braced and hence the accident. It will entail a heavy loss on Mr. Booth, some fifty or sixty yards of the tramway having been destroyed.

*18/08/1875 The Times, Ottawa Tramway Parliament Hill tramway*

Yesterday forenoon at twenty minutes to twelve, three dumping cars, the horses being unattached were passing over the temporary railway bridge across the canal, laden with stones taken from the Parliament Buildings Square, when the foremost ran off the track and dumped the wooden railway from one side of the bridge, while it telescoped itself with the two following cars. Fortunately the brakeman was at his post and put on his brakes, and several of the workmen running to his assistance, the car off he track was speedily unloaded, placed again upon the track, shoved away to its position, and the two loaded cars followed and were dumped.

*21/08/1875 Ottawa Citizen Tramway Parliament Hill tramway*

Shortly after noon today, a workman named Joseph Ward, employed on the Parliament Square improvements, was injured by a stone from a blast. He had been in the habit of standing too near the blast, although repeatedly was cautioned to move further off, and today he received a warning which will no doubt prove effectual. While watching the discharge of a blast from the end of a train, a stone struck him on the head a stone struck him on the head, knocking him down and stunning him. --

*14/09/1875 Ottawa Free Press Tramway Haycock horse railway*

The Ottawa Iron and Steel Manufacturing Company made their first iron at the Haycock iron location on Monday last, a bloom of about 200 lbs. Which was subsequently hammered into horseshoe nails by the blacksmith, and it was found to work beautifully.-- Aylmer Times.

*11/10/1875 Ottawa Free Press Tramway Parliament Hill tramway*

A quantity of railroad iron, sold by Mr. Gibson, contractor, to the Buckingham Plumbago Co., was, this morning, shipped on board a barge at the canal locks. A temporary tramway was erected for the purpose of loading on the metal.

*11/10/1875 The Times, Ottawa Tramway Parliament Hill tramway*

The Buckingham Plumbago Company have purchased the rails used by Mr. Gibson, the contractor for excavating the Parliament Square. They purpose laying a tramway from the works to the Ottawa River to facilitate the transshipment of the produce of the mine.

*12/10/1875 Ottawa Free Press Tramway Parliament Hill tramway*

The iron rails which were employed in the construction of Mr. Gibson's tram railway on Parliament Square and Major's Hill, were yesterday shipped by the barge Davis to the plumbago mines in Buckingham. The trucks were also taken down. It is evident from this that the Plumbago Company means business.

*14/10/1875 Ottawa Free Press Tramway Parliament Hill tramway*

The tramway bridge across the canal which was used by Mr. Gibson last summer, is the property of the Government. It is no doubt in the market for sale, and will be taken down under any circumstances.

*15/10/1875 Ottawa Free Press Tramway Parliament Hill tramway*

Mr. Gibson corrects the statement made in yesterday's issue of this journal, and asserts that the tramway bridge across the canal is his property.

*25/10/1875 Ottawa Free Press Tramway Buckingham Plumbago*

Account of a visit to the Buckingham Plumbago mine.--

After a pleasant ride down the river we arrived at the Buckingham Wharf. At least it is called Buckingham Wharf, although in reality about four miles from the village. Alighting from the boat, we observed the tramway cars and track lying at the wharf, awaiting transportation to the mines. This material, it will be remembered, was purchased from Mr. Gibson, contractor, of this city.--

THE TRAMWAY

The tramway is already being built, and when finished will be 300 yards in length. It will be double track, on an inclined plane, so that the velocity of the loaded cars will carry the empty cars up to the mines. --

*01/11/1875 Ottawa Free Press Tramway Buckingham Plumbago*

--The rails for the tramway are still at the wharf, and will not be conveyed to the mines until sleighing sets in.

*17/01/1876 Ottawa Free Press Tramway Haycock tramway*

The work of laying the tramway between the disseminated deposits and the factory has been commenced, and will be prosecuted as rapidly as possible. -- Ottawa Iron and Steel Manufacturing Company - detailed description of operation. So far have produced raw iron but proposed to build a rolling mill. Buildings and machinery at the company's works is listed in detail and includes: 6¼ miles of tramway, connecting works with the river navigation - 31 cars thereon.

*11/05/1876 Ottawa Free Press Tramway Perley & Pattee*

Water is flowing down through Messrs. Perley & Pattee's yard and rushes down the road on to the Suspension bridge -- It looks very odd indeed to see a river running through the wood piles -- the tram railway is submerged.

*11/05/1876 Ottawa Citizen Tramway Baldwin's mill*

The Chaudiere lumber yards are completely submerged, and it is feared that unless the water soon subsides, numerous piles of sawn lumber will be carried down the river. During the last 36 hours the river has risen seven inches every 12 hours. This morning the strong current weakened one of the piers supporting an elevated railway in Mr. Baldwin's yard, and finally carried it away altogether. More.

*16/05/1876 Ottawa Citizen Tramway Baldwin's mill*

Yesterday afternoon four piles of Mr. Baldwin's lumber tumbled into the water and carried with it about one hundred feet of an elevated tramway.

*14/07/1876 Ottawa Citizen Tramway Parliament Hill tramway*

The wooden tramway which was erected west of Dufferin Bridge a few years ago, for the purpose of having the cuttings from off the Parliament Grounds conveyed to Majors Hill, and which has not been used since last fall, is being demolished. The rails and ties were removed on Saturday, and the woodwork will be offered for sale by auction. The old house on Majors Hill, which has been used as a blacksmiths shop by Mr. Gibson, has been torn down. These steps indicate that no more material from the Parliament Hill will be conveyed in that direction.

*18/08/1876 Ottawa Citizen Tramway Parliament Hill tramway*

All the mud cars which were lying idle on Majors Hill all summer have been drawn away to the St. Lawrence & Ottawa station for the purpose of shipped west, to be used on a section of railway which is being built by Mr. Gibson, whose property the cars are.

*15/09/1876 Ottawa Citizen Tramway Perley & Pattee*

Yesterday afternoon a streetcar while crossing the Chaudiere bridge was struck by a large flat car laden with planks from Perley & Pattee's mills, the result being damage to the extent of \$100. A woman seated in the car at the time was thrown from the seat and badly cut about the face.

*20/08/1877 Ottawa Free Press Tramway Buckingham Plumbago*

Extract from a Globe report.

The mine, situated only a short distance from the manufactory, is connected with the stamping mill by an elevated tramway, making the cost of transit a mere trifle.

*17/06/1878 Ottawa Free Press Tramway Bronson & Weston*

On Saturday last a man named Parr, employed at Messrs. Bronson & Weston's, fell from a tramway and broke his leg above the ankle.--

*21/01/1880 Ottawa Free Press Tramway Forsyth iron mine*

Located near Ironsides. -- Tramway cars convey the ore from the "hole in the ground" to the edge of the plateau, where it is dumped to the level below and carted away. -- work carried out under the superintendence of Captain Symons -- tramways will be run in the side shafts when necessary --  
The ore is shipped by rail at present -- a team can make two trips a day to the cars - Chaudiere station of the St.L. & O. Railway --  
Robbins mine - no tramway mentioned.  
Baldwin mine - not being worked.  
Haycock mine - status not mentioned.

*01/04/1880 Ottawa Free Press Tramway Bronson and Weston*

Messrs. Bronson and Weston have extended their wharfage ? A gully near Thompson's flour mill. ? piling tramways have also been repaired.

*04/08/1880 Ottawa Free Press Tramway Perley & Pattee*

A danger signal is now hoisted on Bridge street when Messrs. Perley & Pattee's tramway cars are crossing the roadway.

*02/11/1880 Ottawa Free Press Tramway Perley & Pattee*

Messrs. Perley & Pattee are extending their tramway in their new lumber yard at the Chaudiere, and otherwise improving the same.

*14/02/1881 Globe and Mail Tramway Haycock horse railway*

Description of the Haycock Iron Mine.--

--In addition there is a small tract of ten acres on the east bank of the Gatineau, at the head of navigation. This latter tract has been secured partly to serve as a storing place for ore and partly as a convenient site for the erection of a furnace. This lot is connected with the three hundred acres of mineral land by a tramway six and a half miles long. This tramway is of three feet gauge, and was originally very substantially constructed, but is now so out of repair that the project is entertained of substituting for it, or rather converting it into a narrow gauge railway. This tramway, after running for a short distance through the Haycock location is continued along the town line between Hull and Templeton to the storing ground on the west bank of the Gatineau. In addition to the tramway and twenty cars belonging to it, the property contains -- more.

*03/07/1881 Ottawa Citizen Tramway Booth's Mill*

A horse belonging to Mr. J.R. Booth was so injured by falling through a tramway at that gentleman's mill on Saturday that the animal was ordered to be killed..

*13/03/1882 Ottawa Citizen Tramway*

A very large and enthusiastic public meeting of those interested in the proposed mineral railway between Rockland and some convenient point on the Gatineau, connecting with the Gatineau Railway took place on Saturday afternoon last t the town hall, Buckingham.--  
Much discussion - development of Ottawa county etc.

*27/04/1882 Ottawa Free Press Tramway Currier & Co.*

An elevated tramway for conveying lumber to their storehouse is being built by Currier & Co. on the eastern side of the Canal Basin. The tramway reaches from the large store building recently occupied by John Hill as a wholesale house, to the eastern end of Sappers Bridge, at the old stair landing.

*29/06/1882 Ottawa Free Press Tramway Bronson & Weston*

Mr. D. Ring, in the employ of Messrs. Bronson & Weston, superintended the erection of a large tramway on the piling ground connected within the mill. It was a big undertaking, and its successful completion reflects great credit on the superintendent.

*24/11/1882 Ottawa Free Press Tramway Perley & Pattee*

The car rails in the lumber yard of the firm of Perley & Pattee, Chaudiere, will be replaced during the winter by steel rails, which have been manufactured in Burlington, Vermont.

*08/08/1884 Pembroke Observer Tramway Nosbonsing and Nipissing*

August 1st 1884, ten new flat cars made their way up the line of the CPR through the Ottawa Valley, being hauled by a very powerful locomotive, super-inscribed "Nosbonsing & Nipissing, J. R. Booth." At Bonfield the locomotive and cars were ferried across Lake Nosbonsing to where the railway was built.

*06/05/1886 Ottawa Free Press Tramway*

A horse was drawing a number of trucks along one of the tramways of the Chaudiere this morning, then some little children who were playing about ran between the rails and narrowly escaped being knocked down and run over. More care should be paid to young children in such a locality.

*04/05/1887 Ottawa Free Press Tramway Perley & Pattee*

The railway track leading into Messrs. Perley & Pattee's yards has been paved with granite blocks. When the Chaudiere square was paved this piece of work was left undone.

*23/05/1887 Ottawa Journal Tramway Little Rapids*

Buckingham - A tram way, some 4,600 feet long, is almost complete leading from the Lievre's banks at the Little Rapide, up the side of the mountain to the Allan (phosphate) mine. The grade is necessarily heavy but it is proposed to run cars by a locomotive of peculiar construction.-- more

*16/07/1887 Ottawa Journal Tramway Little Rapids*

Buckingham - The new tramway at Mr. W.A. Allan's boss mine, the Little Rapids, is now in complete working order. On Saturday 60 tons of phosphate were sent down from the mine, a distance of 6,000 feet and safely loaded on a scow in a few hours. The engine designed by Mr. Geo. Smith, the manager, is found equal to the somewhat heavy grades.

*05/08/1887 Ottawa Journal Tramway High Rock Phosphate Mine*

Article entitled "A Pleasant trip"

High Rock mine - right overhead the mountain is pierced to its summit and large buckets were continually going up and down carrying at each trip about a ton of phosphate to the opening at the summit. These buckets are worked by machinery and the distance from the bottom of the mine to the opening at the summit is about 100 feet. After inspecting the interior of the mine we retraced our steps to the mouth of the pit, where we boarded a car and were whisked up the steep slope of the mountain to the summit, where the works of the company are. These cars are worked by wire cable run by machinery at the summit of the mountain. We were surprised to learn that about 600 tons of phosphate are taken out of this mine every day, and that a gang of 150 men are continuously employed and nearly double that number could be employed were it not for the scarcity of men which Mr. Pickford informed us had considerably handicapped the company this season. We then enjoyed a pleasant ride down the side of the mountain in a car worked by brake only. The car flew around sharp curves down steep inclines, at a rapid rate, making the trip thoroughly exciting and enjoyable. -- returned to Ottawa by train.

*12/08/1887 Ottawa Journal Tramway Little Rock*

Accident to a member of the Geological Survey and party. Visited Little Rock mine, above Buckingham in the morning, and returned in the afternoon on a tram car, which was loaded with phosphate. About half a mile above Buckingham the track is steeply grades, the brake refused to work and the car jumped the track.--

*07/04/1888 Ottawa Journal Tramway E.B. Eddy*

Mr. Geo. H. Millan, mechanical manager of the E.B. Eddy Manufacturing Co. has gone to New York for the purpose of making inquiries and obtaining information respecting a number of small yard locomotives which will be used in the extensive lumber yards of the firm at Hull for hauling lumber. The firm have come to the conclusion that much more and better work can be done with locomotives than with the horses used at present. The introduction of the locomotives will, however, necessitate the laying of new rails in all parts of the yard, which work will take a considerable part of the summer to complete.

*18/04/1888 Ottawa Free Press Tramway E.B. Eddy*

Mr. E.B. Eddy has a force of men at work today laying a double track through his lumber yards. The city council has given him permission to lay a track across Albert street leading to the Hull ferry providing that he keeps a man there to prevent any danger of accidents to the public.

*20/04/1888 Renfrew Mercury Tramway E.B. Eddy*

The new locomotives which the E.B. Eddy Manufacturing Company intend using in their lumber yards this summer have arrived. They are of the dummy build with four thirty-two inch driving wheels and cost \$4,000 each.

*26/04/1888 Ottawa Journal Tramway E.B. Eddy*

The E.B. Eddy Manufacturing Co. have completed the usual repairs to their mill buildings, machinery --- and in addition are just completing the construction of a new trainway system in which locomotives are used to convey the lumber from the platforms to the piling grounds.

*01/05/1888 Canada Lumberman Tramway E.B. Eddy*

We learn from the Ottawa Journal that Mr. Geo. H. Millan, mechanical manager of the E.B. Eddy Co., has gone to New York for the purpose of making inquiries and obtaining information respecting a number of small yard locomotives which will be used in the extensive lumber yards of the firm at Hull for hauling lumber. The firm have come to the conclusion that much more and better work can be done with locomotives than with the horses used at present. The introduction of locomotives will, however, necessitate the laying of new rails in all parts of the yard which will take a considerable part of the summer to complete.

*02/05/1888 Ottawa Citizen Tramway E.B. Eddy*

The E.B. Eddy Manufacturing Company have completed the grading and laying of their new track and the locomotives have begun their work. They are found to work admirably and are far handier than horses.

Ottawa Journal - the E.B. Eddy Manufacturing Company have completed the work of grading their new tramway track through their lumber yards and the locomotives began work yesterday, hauling lumber from the mills. The new idea of using locomotives instead of horses is found to work admirably.

*08/05/1888 Ottawa Free Press Tramway E.B. Eddy*

The E.B. Eddy company of Hull completed the laying of the track through the large and extensive lumber yards on Saturday and at 6 o'clock this morning not less than two thousand hands went to work and the large sawmill with the new system of drawing lumber by locomotives was put in operation. The engines are run in almost to the saws and there are two crossings on Albert street in addition to the crossings on the main street from the mills. The engines are called "Nettie" and "Ella C," the latter after Mr. Eddy's daughter and the former after the daughter of Mr. Millan, the general manager. The saw system will be a saving of 42 horses and about 64 men and the platform can be kept clear much more conveniently than before. The trains of lumber are carried about a mile and a half to the furthest point of the piling ground in about four minutes.

Mr. Eddy said he could handle about half a million feet of lumber a day and he intended to put on a night gang as soon as possible. They would not use the engines at night but would pile the lumber in the yard and would have a force of about four hundred men for piling alone, and their cutting facilities, they are satisfied, are the largest in Canada. --

A new engine house has been built and the engineers are Mr. Brown and Mr. Butler, an old employee of the firm has been put on as an assistant for the present. The mills run from 6 in the morning until half past six in the evening.

*10/05/1888 Ottawa Free Press Tramway E.B. Eddy*

Mr. E.B. Eddy's locomotive system of carrying lumber through the yards is working very satisfactorily. Every precaution is being taken to avoid accidents with the engines. The two crossings on Albert street are being guarded by a man in addition to the signals.

*29/05/1888 Ottawa Journal Tramway Perley & Pattee*

The lumbering firm of Perley & Pattee have a gang of men employed in making improvements to the tramways used to convey sawn lumber from the mills to the piling grounds.

*30/05/1888 Ottawa Citizen Tramway Hurdman's mill*

Messrs. Hurdman and Co. have a complete system of tramways from their mills to the yard.

*01/07/1888 Canada Lumberman Tramway Perley and Pattee*

The lumbering firm of Perley & Pattee, Ottawa, have a gang of men employes making improvements in the tramways used to convey sawn lumber from the mills to the piling grounds.

*07/07/1888 Ottawa Free Press Tramway E.B. Eddy*

The locomotives now in use by the Eddy Manufacturing company are working most satisfactorily and the horses formerly used for hauling the lumber to the yards have been sent up to the concern's farm and will be used in clearing land and making other improvements until the season for laying up logs in the woods arrives.

*07/07/1888 Ottawa Journal Tramway Canadian Phosphate Co.*

Buckingham - Captain Smith, manager of the Canadian Phosphate Co., has purchased a steamer called "River Belle," to be used in towing the company's phosphate to the railway at the village. The company is making great efforts at their new mines, a tramway about a mile in extent connecting with several points now in active operation is being vigorously pushed forward, and a large camp and cook house is being erected for the accommodation of about one hundred men.--

*07/07/1888 Ottawa Journal Tramway High Rock*

Buckingham - The High Rock is in grand feather, the twelve new houses and other buildings erected during the winter give it now quite a village appearance. The tramway is greatly improved by reducing gradients and straightening the track. From 70 to 80 tons can easily be brought down to the river now. The output at the lower level mine is very good; the week before last having beaten the record of all former times, 52 tons having been produced in one day.

*13/07/1888 Ottawa Journal Tramway E.B. Eddy wood*

The E.B. Eddy lumber company have completed the new round house for their yard locomotives and have added an addition in the shape of a commodious coal stage where locomotive coal is stored.

*07/08/1888 Ottawa Free Press Tramway E.B. Eddy*

Messrs. Eddy & Co's. piling grounds opposite the Queen's wharf is filling up quickly and nearly all the lumber cut this season is being piled there. The company were at a disadvantage in former years as they had to draw the lumber so far, but since they inaugurated the locomotive system they can easily carry the lumber down to that piling ground. Their shipping facilities have been greatly improved this year.

*05/11/1888 Ottawa Free Press Tramway E.B. Eddy*

The Eddy Manufacturing company of Hull is building a large shed on the edge of the Ottawa river at the Hull ferry landing which will be used as a coal depot for the new engines and for boats and vessels calling.

*20/12/1888 Ottawa Free Press Tramway British Canadian Phosphate*

The British Canadian Phosphate company, formerly Star Hill mine - a tramway has been built from this mine to the river. (Lievre)

*01/02/1889 Cornwall Freeholder Tramway Mille Roches*

Davis & Co., canal contractors, have 120 men employed at work in their quarry back of Mille Roches. The quarry, which is situated on the farm of Wellington Manson, is one of the very best in this section.

*14/03/1889 Ottawa Free Press Tramway Pierce & Co. Chaudiere*

The new tramway which runs around Pierce & Co.'s Chaudiere mills is nearly completed as are several other improvements being made by the concern on the premises.

*27/03/1889 Ottawa Journal Tramway Pierce & Co.*

Messrs. Pierce and Co. are building a new tramway around to the rear of their mill, in order to expedite operations in moving lumber from the saws, the means heretofore being found inadequate to do the work.

*24/04/1889 Ottawa Free Press Tramway Buckingham*

--At the High Rock and Crown Hill mines, the tramways have been at work for several days past and several thousand tone of phosphate are ready for shipment. The North Star, also, will soon have a tramway of its own; the construction thereof is now in progress. This will make the fourth mining tramway on the Lievre.

*01/06/1889 Ottawa Journal Tramway Perley & Pattee*

Accident at the Chaudiere.

Edgar Goudreau, aged 18, employed in Perley & Pattee's mill, had an unusual experience last night. While walking to his night's work in the yard over one of the high tramways, he fell off to the ground beneath and was knocked unconscious. No one saw the accident and as the place was in a part of the yard not greatly frequented, he lay about till consciousness returned, about ten o'clock this morning. He says he came to about four o'clock in the morning and tried to get up, but sank back again, unconscious. About ten o'clock he came to, the second time and managed to walk home a great deal worse for his fall. When he did not turn up in the morning at the usual hour after his night's work his father went to look for him, but did not find him till he reached home himself

*24/07/1889 Ottawa Free Press Tramway Pierce & Co.*

A tramway is being constructed through Messrs. Pierce and Co.'s lumber yards in the Chaudiere leading to the Canada Atlantic railway track, which will materially help shipping.

*26/08/1889 Ottawa Journal Tramway Hurdman's Mill*

About 10.30 this morning a lad named Brisson, ten years of age, employed at Hurdman's mill, was crossing the level car track on the road to Hull, when the cars came down and caught him. He was thrown violently for some distance, and before the brakes could be applied the first car had passed over both legs. More. (N.B. not clear whether this refers to a mill tramway).

*12/09/1889 Ottawa Free Press Tramway J.R. Booth*

Mr. J.R. Booth has a large gang of men employed on the dock being built at his new piling grounds almost opposite the Gatineau Point. A part of the track for the small cars has been completed. The dock will be 100 yards long and slopes out into the river.

*20/09/1889 Renfrew Mercury Tramway Carleton Place?*

About 11 o'clock this morning an accident occurred in the lumber yard of the Canada Lumber Co., whereby Wm. Herricks, an employee of the company, lost his life. Two lorries heavily laden with lumber, were running down grade in the yard. Herricks was between the piles and wanted to cross the track, and as soon as the first car passed, rushed out, not knowing the second car was coming. When upon the track the second car struck him down and passing over him, causing such injuries that the unfortunate man lived only a short time.

*05/10/1889 Ottawa Free Press Tramway Buckingham*

Account of a visit by the American Mining Engineers.--

At about 11.30 the party arrived at Little Rapids (by steamer)--

A steep tramway led from the landing place up the mountain side, and the ladies were taken up in a one horse car, whilst the gentlemen toiled behind--

*14/11/1889 Ottawa Free Press Tramway E.B. Eddy*

A young man by the name of Bourgeois working in Mr. Eddy's lower lumber yard in Hull yesterday afternoon, was climbing down a lumber pile when, just after stepping onto a tramway, he lost his footing and fell the rest of the way, about sixteen feet to the ground, breaking his arm.

*01/12/1889 Canada Lumberman Tramway Bronson and Weston*

The Bronsons & Weston company have opened a new lumber yard about two miles down the Ottawa river, from its mills, necessitated by the increased accommodation required for the output of its mills. The new piling grounds cover an area of 30 acres, and will afford facilities for piling 25,000,000 feet of lumber. The lumner is taken from the mills to the piling grounds on small cars, of which 27 are run on to tracks on a large scow and then towed to the new lumber yard. There it is stacked and dried and then sent forward by boat to its destination. It is claimed that owing to the exposed position of the new piling grounds only 30 days will be required to dry it for the American marketm to which point the cut of this firm is nearly all shipped. When the yard is completed there will be 25,000 feet of steel rails running through, over which small cars, loaded at the mills, will be run.

*14/04/1890 Ottawa Journal Tramway Bronson and Weston*

Chaudiere. Messrs. Bronson and Co. are making a new tramway from their piling grounds to the C.A.R. yard so that in future they will be able to load their cars on their own grounds, and dispatch them directly over the line.

**01/05/1890    Canada Lumberman    Tramway    Bromson and Weston**

Messrs. Bronson and Weston are making a new tramway from their piling ground at the Chaudiere to the C.A.R. yards, so that in future they will be able to load their cars on their own grounds and despatch them direct over the line.

**01/07/1890    Canada Lumberman    Tramway    Bronson and Weston**

Messrs. Bronson and Weston are using their new line from the Chaudiere mills to their piling grounds in Stuarton [sic], which is now being exclusively used for lumber to be shipped by rail to \\\\\\\merican buyers.

**16/08/1890    Ottawa Free Press    Tramway    Buckingham**

References to North, Allan's, London, Emerald, Central Lake, Squaw Hill, Aetna, East Templeton and Rideau Lakes mines but no mention of tramways.

**16/08/1890    Ottawa Free Press    Tramway    High Rock mine**

Visit by H.N. Topley of the Geological Survey.

Twenty miles from Buckingham, two miles back of the Lievre river.--village of 300-- the ore, after leaving the cobbing house is run on a cable railway to the river, a distance of two miles.

**16/08/1890    Ottawa Free Press    Tramway    Crown Hill mine**

The Union Mine, near the property of the Canadian Phosphate Company -- the "Crown Hill" working started about three years ago. Village of 200. -- It is 100 feet from the river which is reached by cable tramway, the distance being made in one minute.

**28/10/1890    Ottawa Journal    Tramway    Perley and Pattee**

Two cars heavily laden with lumber jumped the rails in Messrs. Perley and Pattee's yard yesterday and caused a block for some time. No damage was done. The jump was occasioned by the cars leaving the rails at a switch.

**19/05/1891    Ottawa Free Press    Tramway    High Rocks Mine**

It was developed in 1881 and is now worked by the Phosphate of Lime Co. (Limited, London). The ore is carried to the river by cars running down a narrow tramway. The track follows the slope of the hill and the empty cars are drawn up to the mine by horses.

**22/06/1891    Ottawa Journal    Tramway    Mattawa**

Description of an accident that occurred to a man who has been engaged for some years past on Mr. J.R. Booth's log railway between Lake Nipissing and Mattawa. -- train was going at 30 mph. Brought to Ottawa. etc.

**25/07/1891    Ottawa Free Press    Tramway    North Star, Ross Mountain,**

Much dissatisfaction is felt by miners, forwarders and business men generally at the order given by the government to stop all traffic on the Little Rapids on the Du Lievre after Aug. 10, until the end of the season, in order to build a dam which, it is claimed, might easily have been build last winter. The effect of this will be that all shipments of phosphate will have to be stopped from the North Star, Ross Mountain and High Rock and Union mines unless it is done by means of a tramway and portaging.

**01/12/1891    Canada Lumberman    Tramway    Buell, Hurdman**

The Buell, Hurdman company have purchased a locomotive from the Eddy Company, and have leased one of their lumber yards.

**01/11/1892    Canada Lumberman    Tramway    Arnprior**

McLachlins mill, Arnprior.

--the piling ground for the sawn lumber may be said to be the largest in the world, there being nearly ten miles of tracklaid through it.--

**14/11/1892    Ottawa Free Press    Tramway    Gilmour and Hughson mill**

Contractor O'Leary expect to have the immense tract of land to be used by Messrs. Gilmour and Hughson (at Hull Point) as a piling ground near the old Gilmour mill, levelled by the end of this week. Today he had twenty five teams engaged on the work and he intends to rush it along and, if possible get the tramways up before the New Years.

**25/11/1892    Renfrew Mercury    Tramway    Frost and Wood**

Mr. Ahearn, of the Electric Railway Co. of Ottawa, was at Smiths Falls last week, in consultation with Messrs. Frost and Wood about a proposed electric railway from the works to the C.P.R. station. The volume of their business has grown to such proportions tha they are becoming tired of the expense and the inconvenience of hauling everything on waggons, and it is probable that within a year an electric railway will be in operation.

**16/01/1893    Ottawa Free Press    Tramway    Conroy mills**

The Conroy mills at Lake Deschenes, with the many improvements and additions now being made to them will rank among the largest on the Upper Ottawa next summer. The firm have decided to lay tracks through the lumber yards in the spring and use a small locomotive similar to the one at Buell & Hurdman's for shunting purposes. Mr. A. Chapman has the contract for building the bed of the proposed railroad.

Also in The Equity, Shawville 26 January.

**01/02/1893    Canada Lumberman    Tramway    Deschenes**

The Conroy Mills at Lake Deschenes, with its many improvements and additions, will take rank among the largest mills on the Upper Ottawa next summer. The firm have decided to lay tracks throughout the lumber yards in the spring and will use a small locomotive similar to the one at Buell and Hurdman's for shunting purposes.

**03/03/1893    Ottawa Free Press    Tramway    Johnson's quarries**

A railway track is being built from Johnson's quarries near Rockland, to the bank of the Ottawa River, some three miles long, to convey stone for shipment for the Soulanges canal. Mr. Stewart is superintending the work, a large number of men being quartered at Mr. James Johnson's. These quarries show an unusual depth of the best stone and will probably be worked for the next six or seven years.. Another immense quarry is located on Mr. Johnson's property but is as yet undeveloped.

**28/03/1893    Ottawa Free Press    Tramway    W.C. Edwards**

The new Edwards mill is fast approaching completion (New Edinburgh) -- In the yard preparations are being made to begin the laying of tracks to handle the product from the saws.

**14/04/1893    Ottawa Free Press    Tramway    W.C. Edwards**

W.C. Edwards & Co. will this summer run their lumber up through the yard on a track instead of using waggons. They have a road cleared of lumber and have everything ready to lay the ties.

A railroad is to be run into the E.B. Eddy Co.'s paper mill at Hull.

What road it will be is yet a matter of speculation but within the past couple of days engineers of the C.P.R. have been inspecting the lay of the land.

The company's business has grown to such an extent within the year they find it necessary to save time and labor to ship direct from the factory. The big machines now turn out 70 tons of paper per day. The rails will also tap the sulphite mill on the bank of the Ottawa river near the Hull ferry landing.

There is now a tramway running from the old sawmill, now defunct, round the river bank to the company's lumber yard near where the C.P.R. track crossed the Gatineau river and this may likely be used if the C.P.R. builds the line.

New mill coming, big machinery - more.

02/05/1893 *Ottawa Citizen* *Tramway* *Chelsea*

Ottawa as an Iron Centre.--

Time was when the production of iron was carried out to a considerable extent just across the interprovincial line, between Hull and Chelsea. The traveller by the Mountain road to or from the latter village, may still see evidence of the defunct industry, in heaps of broken ore, short stretches of tramway and the gaping mouth of a long neglected tunnel running into the iron mountain almost at the very roadside. The smelting was carried on at Ironsides. Twenty five years ago Mr. Haydock carried on the production of iron there upon quite an extensive scale.--

10/06/1893 *Ottawa Citizen* *Tramway* *Deschenes*

A sad, and what may prove fatal, accident occurred at the Deschenes Mills on Tuesday afternoon. A horse, attached to a tramcar, which a young man named John Grimes was driving, took fright and ran away. Grimes was dragged under the wheels of the car which passed over his body, crushing him severely. At last accounts some hopes of his recovery were entertained.

Also reported in the Ottawa Free Press.

01/07/1893 *Canada Lumberman* *Tramway*

Opposite the Rideau Falls on the northern banks of the Ottawa River, on the site of the old Gilmore Mill, one of the most complete sawmills which has yet graced the valley of the Ottawa has just been completed. The power requisite to drive the machinery will be generated in a small building beside the mill where boilers and two engines, each of one thousand horsepower have been put in. The mill will thus be run altogether by steam. The piling grounds have all been laid out very nicely and levelled where necessary. The lumber will be carried to the different sections of the yard by means of seven tramways radiating from the mill. The mill's cut will be about 250,000 feet per day, and it will be ready for operations in about a month,

Ottawa June 24, 1903.

27/07/1893 *Ottawa Journal* *Tramway* *Gilmour and Hughson's mill*

Gilmour and Hughson's new mill at Hull Point.

About the mill one mile of tramways has been built covering over twenty-five acres for the purpose of carrying the lumber from the mill to the piling grounds.

These piling grounds are sufficiently large to hold over twenty million feet of lumber. Over forty horse drawn tram cars will be used in drawing the lumber away from the mill.

20/10/1893 *Ottawa Free Press* *Tramway* *Conroy mills*

A fatality last Tuesday afternoon occurred under circumstances particularly sad at the pretty little village of Deschenes on the northern bank of the Ottawa river opposite Britannia. The victim, a young man of thirty two years named Albert Fournier, was an employe of Conroy Bros. The exact circumstances under which the accident occurred will perhaps never be known. Fournier, with his younger brother, was working on a flatcar which an engine was taking through the lumber yards. It is thought by some that he was trying to stop the car when, his foot slipping, he fell on the track and was run over and crushed. More.

25/10/1893 *Ottawa Free Press* *Tramway* *Templeton*

Mining is at a standstill in Templeton township owing to a glut in the market and the general depression in trade throughout the United States. The large asbestos mine which has been working on the property of Jeremiah Ferrand has been abandoned. This concern was controlled by a powerful German syndicate. The mine has closed down and the plant sold off to different parties. The engine was bought by Mr. Ellard of George street.

NB. There is no indication whether the engine was a locomotive or a stationary engine.

29/10/1893 *Ottawa Journal* *Tramway* *Conroy mills*

Albert Fournier, employed at Conroy's lumber yard at Deschenes Mills, fell from the top of a moving tramway lumber car on Tuesday, a wheel striking him on one side of his body breaking a number of ribs and causing other serious injuries from which he died half an hour afterward.

08/11/1893 *Ottawa Free Press* *Tramway* *Perley and Pattee*

A man named Baptiste Michon, who is engaged as a culler for Mr. Booth met with a narrow escape in the old Perley yard yesterday. Not noticing the approach of a train along the tramway, he was struck and sent flying --

04/01/1894 *Ottawa Free Press* *Tramway* *Buell & Hurdman*

Messrs. Buell, Hurdman & Company's little locomotive "Ella C" is undergoing extensive repairs. When it starts work next summer it will likely be under another name. The little engine is the last of a number which was used a few years ago around the sawmills of Hull and the Chaudiere.

26/01/1894 *Ottawa Free Press* *Tramway* *Bronson and Weston*

One of the band saws in the Bronson & Weston company's mills at the Chaudiere has been running for some weeks cutting dimensional timber which being employed to rebuild over the long tramways in the company's piling grounds.

12/02/1894 *Ottawa Journal* *Tramway* *Buckingham*

Ten tons of graphite a day. Mr. Walker's plumbago factory near Buckingham. "Graphite City" is 35 or 40 minutes drive from Buckingham.

There is a full description of the facilities.

From the ore shed to the crushers there is a train way to the mine. When the mine gets started fourteen cars will be put on this line to bring the ore from the mine.

--

It is expected that within two years there will be a railroad to the Lievre River, a few miles away where a shipping dock will be built.

25/06/1894 *Ottawa Free Press* *Tramway* *J.R. Booth*

Shortly before noon today a rather serious accident happened in Mr. J.R. Booth's lower piling yard at the Chaudiere. A teamster was driving a heavy load of wet lumber across one of the tramways which run among the lumber piles when the supporting beams gave way, precipitating the waggon, horses and driver to the ground, twenty feet below.--

01/08/1894 *Canada Lumberman* *Tramway*

Article on Cableways for Logging.

Comments on Gilmour's cableway for bringing logs from their Nipissing limits to Trenton.



While working in the lumber yard at Hawkesbury last Saturday Mr. Laurent Harbick aged seventy-five was instantly killed. He was laying a track for the cars to run on when another man came up with a car loaded with heavy timbers. Mr. Harbick bent down to arrange some of the rails when the load of timbers accidentally fell off, three of them striking him on the head killing him instantly. When the timbers were removed the body turned over but the head was crushed into a jetty.

01/05/1895 *Canada Lumberman* *Tramway* *W.C. Edwards*

Ottawa. W.C. Edwards & Co., Ltd., have a large force of men repairing and making improvements to their mills. The old water works pump house has been torn down and a more imposing structure is now being built. A large addition is also being built at the shipping docks at mill No. 2, upon which ties and rails are being laid for the purpose of backing cars on to load.

01/12/1895 *Canada Lumberman* *Tramway* *Whitney*

Article about the St. Anthony Lumber Company mill at Whitney,

--The lumber is sorted automatically, and is taken from the mill to the piling ground on small cars, the facilities being such that two single horses can haul it away.

01/11/1896 *Canada Lumberman* *Tramway* *Whitney*

Description of St. Anthony Lumber Co's. Mill Whitney.

In the lumber yard there are ten miles of small railway tracks to carry the lumber from mill to yard, which requires 250 lumber cars. There is also five miles of standard gauge tracks laid with 56-lb steel rails to accommodate cars to load lumber for shipment over the Ottawa, Armprior & Parry Sound Railway

01/12/1896 *Canada Lumberman* *Tramway* *Nosbonsing and Nipissing*

J.R. Booth's Logging Railway

To our readers the name of Mr. J.R. Booth, the great millionaire lumberman and railroad magnate, is quite familiar, but the system he uses in transporting logs from the timber limits to Ottawa will perhaps present some interesting and novel features.

There is no waterway between Lake Nipissing and the Ottawa river, or its tributaries, but back of Lake Nipissing is a small lake called Lake Nosbonsing, with an outlet by two small rivers and a lake into the Mattawa river, which empties into the Ottawa. The desired object, therefore, was to convey the logs from Lake Nipissing overland to lake Nosbonsing, at the greatest speed and lowest possible cost, and twelve years ago Mr. Booth built a railroad connecting the two lakes for this purpose. The terminus at Lake Nipissing is Wisawasa, where the creek of the same name empties into the lake, but the bank is very steep, being 65 feet above the level of the lake. This creek was harnessed to draw the logs up to the top and load them onto the cars. A building was built into which the logs were carried to be loaded. The building is 220 feet long by 45 feet wide. The rear end is on a level with the ground, and the front end, supported by heavy framework, is 65 feet above the level of the lake. A jack ladder, 150 feet long, conveys the logs to the building by an endless chain which is operated by a rope drive 500 feet long. A raised platform extends the full length of the building, and in the platform, or table, is an endless chain operated by another rope drive, 1,150 feet long. These rope drives derive their power from a water wheel 44 inches in diameter, under a heavy head of water passing down a flume 6 x 8 feet. The water wheel, by means of a frictionless clutch, drives a fire pump when required, by which the railroad engine is supplied with water. The shafting is 3 7/8 inches in diameter, and on this shaft are two grooved wheels around which the ropes rotate.

Alongside the platform are shunted four flat cars with two inch stakes on each, against which the logs run from the table. Each car is 18 feet long, and is built of red oak lumber on tamarack bunks. As the jack ladder chain dumps eight logs per minute on to the platform, the chain carries them along and they are dumped or slid onto the skids and then onto the cars. Seventeen men are required to do the loading.

When a car is loaded a fork chain attached at one side binds the load on, being tightened by a ratchet wheel and dog. In the handling of the logs a great deal of bark is knocked off which drops through the floor into a chute, and is carried down into the lake.

The road is five miles in length, with two miles of sidings and switches, one switch extending to the Grand Trunk railway. Twenty-two cars are taken each trip. Upon the return of the twenty-two empty cars, they are left on a siding. The engine then pulls out eleven cars already loaded to another siding, and eleven of the empty cars are run into the building, where they are quickly loaded. The engine then picks these up and with the other eleven the load is completed. At the terminus the track slightly declines towards the lake, the chains are let go and the logs glide off into the water. Two men are employed here to break up jams. Here the screw tug "Nosbonsing" tows the logs down the Mattawa river, from whence they float down to Ottawa.

The rolling stock consists of 35 flat cars, which carry an average of 19 logs. Thirty-three of these cars are in constant use, two being kept in reserve. They are 18 feet long by 10 feet wide, and are mounted on standard wheels and axles. The locomotive engine has been in use twelve years, and was built by the Rhode Island Locomotive Works. A competent engineer and fireman are in charge, and four brakemen are employed on the train. The road is level and everything runs smoothly. Four section men keep the road in good repair. The round trip has been made in one hour. It requires but 2 1/2 minutes to dump the 22 car loads into Lake Nosbonsing. Ten trips a day are made, thus carrying over 4,000 logs.

The large steamer "Booth," of 100 tons, gathers up the logs around the shore, and a smaller tug does the booming, etc. There are two wharves at Wisawasa, and two men are constantly employed cutting up the flood wood which collects in the booms, for fuel for the boats. Six men feed the jack ladder chains.

Mr. Thomas Darling, the manager at Wisawasa, is a trustworthy man, and has been in Mr. Booth's employ for many years.

26/05/1897 *Ottawa Journal* *Tramway* *Hull Lumber*

The Hull Lumber Co., Chaudiere, have commenced to construct a siding near their saw mills similar to the one in the E.B. Eddy Co.'s yards.

29/05/1897 *Ottawa Citizen* *Tramway* *Buell Orr & Co.*

A small engine used by Buell, Orr & Co. in their lumber yard on Thursday ran off the track, extending from the firm's mills to the east side of the road leading to Hull, and nearly went over the bridge across the gully below the falls. The fireman sustained a couple of severe injuries.

12/10/1897 *Ottawa Citizen* *Tramway* *Booths Mill*

Account of a trip from Burlington, VT., to Parry Sound. The visitors inspected Booth's Mill. "having over sixteen miles of standard guage [sic] railroad track.."

13/11/1897 *Ottawa Citizen* *Tramway* *Deschene Lumber*

Another matter was also referred to the same (Hull Street) committee. It was a request from the Deschene Lumber Mill Company for permission to have a railway siding near the corner of Brewery and Wright streets.

07/04/1898 *Ottawa Free Press* *Tramway* *Bronson and Weston*

The Bronson & Weston company have a large gang of men at work repairing the track and platform.

29/03/1899 *Ottawa Free Press* *Tramway* *Hull Lumber Co.*

The small locomotive of the Hull Lumber Company that attracts such attention during the summer is being overhauled in preparation for the season's work. The tiny engine is the last of a number formerly used about the Chaudiere.

*21/07/1899 Ottawa Citizen Tramway E.B. Eddy*

As soon as Mr. E.B. Eddy returns from his western trip a new system for hauling material from the sulphite factory near the end of the interprovincial bridge to what is known as the "Jumbo" warehouse on Bridge street will be inaugurated. The fifteen teams of horses which do the work at present will be dispensed with and in their place a train of cars over a narrow gauge railway will do the work.

A gang of fifty men has been engaged for the last week constructing the road, putting up the platforms and making all the necessary arrangements for the operation of a miniature railway which will be about one and a half miles long.

The rolling stock will consist of a handsome little steam engine called the "Nettie", after Mr. George Milne's daughter, ten box, eight flat and six coal cars.

These will be used in carrying pulp and pulpwood, coal, sulphur and all the materials used in the factories at each end of the line. The locomotive will be in charge of Mr. Alex Chapman, formerly engineer of the Hull Lumber company, and he will have as his fireman Mr. Achilles Drapeau.

Mr. George Milne is superintending the construction of the road, of which Messrs. Kelly and Larose, who are known as the "MacKenzie and Mann of Hull," have the contract. It will be finished by the last of next week and will be a novel venture on the part of the enterprising firm.

The engine bears the coat of arms of the company and each car will have the name E.B. Eddy Co. (Limited)" painted on the sides in large gold letters.

*24/07/1899 Ottawa Journal Tramway E.B. Eddy*

The E.B. Eddy Company has constructed twenty-five freight cars for use on the new railway line between the sulphite works and the paper mill. The new cars are fourteen feet long, six wide and eight high. The operation of the new line will do away with the waggons and trucks which have hitherto been used to carry freight from mill to mill. Small locomotives will draw the cars. The line, which has an outlet near the match factory runs down along the Ottawa River through the Hurdman lumber yards.

The E.B. Eddy company will soon erect a new steel bridge over a certain arm of the river to accommodate the freight line.

*27/07/1899 Ottawa Citizen Tramway E.B. Eddy*

--To facilitate the work in the paper mills the company have constructed a narrow gauge railway from the paper mills to the sulphate plant, about three quarters of a mile down the Ottawa river. This road runs along the river bank and is entirely within the company's property. A steel bridge will also be erected across a branch of the river where the road runs. Special engines and cars are also being built for use on this line. There will be three different styles, box, flat and ump [sic] and these will be used to transfer the pulp, coal, wood, rags etc., to the paper and other adjacent mills. The operation of this line will ensure a savings of time and expense and will do away with the cumbersome carts now in use. Larose and Kelly are the contractors for the road.

*01/08/1899 Ottawa Citizen Tramway E.B. Eddy*

The new line of railway running from the sulphate mills to the Chaudiere paper mills is being operated as far as completed.

The company is waiting on the Electric Railway company, with which arrangements are being made for the installation of a diamond crossing at Bridge street. When this (is) completed the Eddy line will be extended along by the paper mills parallel to the Hull and Aylmer electric tracks.

*30/08/1899 Ottawa Citizen Tramway E.B. Eddy*

The E.B. Eddy Co. of Hull has let the contract for the erection of an iron bridge over the arm of the Ottawa River known as Wright's bay. This bend in the river is being spanned to provide a passageway for the new railway from the sulphite mills to the paper mills at the Chaudiere. The bridge will be 100 feet long and built on the most up-to-date pattern. It will be capable of bearing the heaviest engines and cars and thus prove suitable for all purposes. The contract has been let (to) the Phoenix Bridge Co. of Montreal and work will be started on the bridge this fall.

*06/09/1899 Ottawa Citizen Tramway Bronson and Weston*

The following letter from Mr. James Q. Fraser, secretary of the Ottawa Electric Railway company was referred to the railway and lighting company: "The attention of the board of the Ottawa Electric Railway company having been drawn to the proposed by-law of the city authorizing the Bronson company to lay and operate a railway on Middle street, I am directed to say that the giving of this authority as proposed would, as the board considers, be inconsistent with the provisions of its agreement of the 28th June 1893 with the city. The agreement provides that the company may, with the consent of the city corporation, run its railway upon any of the streets of the city of Ottawa, other than those specifically mentioned and that, if any other company, individual or firm proposes to construct a railway on any such streets, the corporation shall first give the option of doing so to this company, and that only in the event of its not exercising such option after notice shall such other company, individual or firm be allowed to construct a railway on such streets. If, notwithstanding the company's present notice of objection, the corporation still proceeds to grant any such right as proposed to the Bronson company, it shall at any rate be stated to be subject to the provisions of the agreements with this company, and to the privilege being withdrawn in the event of it being found that the granting or enjoyment of it is an infringement of interference with the rights of the company under its agreement with the city.

*06/09/1899 Ottawa Free Press Tramway Bronson*

Ottawa Electric writes to the city objecting to Bronson Co.'s request to lay tracks on Middle street.

*04/10/1899 Ottawa Citizen Tramway Ottawa Waterworks*

The waterworks committee met yesterday afternoon to open tenders for the supply of a quantity of steel rails to be used in the construction of the extension to the pump house. Council will be recommended to accept the figure of \$490 submitted by Mr. Alex Fleck.

*06/10/1899 Ottawa Free Press Tramway E.B. Eddy*

A box car laden with freight from the E.B. Eddy Company's establishment jumped the track early this morning at a point where the rails from the company's factories connect with those of the Ottawa Electric company. A defective frog is said to be the cause.

The only damage done was to the wooden bridge work underlying the tracks.

Mr. J. Ahearn, foreman of the car buildings, had a staff of men promptly at work, with jacks and other appliances, and it was not very long before the car was raised and placed on the rails again. While the work was in progress the passenger cars of the street railway were unable to go the whole distance to the Hull terminus.

*13/11/1899 Ottawa Citizen Tramway Eddy, E.B.*

The E.B. Eddy Co. of Hull has decided to purchase another locomotive for use in its yards, the present one not being of sufficient capacity.

*17/11/1899 Renfrew Mercury Tramway*

While at work in the canal last week the dredge Otomac struck some unusual obstacles in the bed of the canal. The dippers scraped and scratched, and the vessel strained from stem to stern. But the snag had to come. Judge the crew's surprise when when there was brought to the surface rail after rail, thirty feet long, bent and twisted into every shape, then some cars came up next; in fact the whole paraphernalia of a construction train except the engine. The dredge men were puzzled over the strange haul they had made, some arguing that the presence ages ago of some prehistoric race which had use dthe railroad in an attempt to make of Point Iroquois an island: others scout this poetic view, and define the discovery of the remains of the plant used by the deceased Elliot Brothers, when the canal was first constructed in the middle of the century; while one matter of fact fellow suggested that it might be the railroad and rolling stock of the Gilbert Dredging Company, which has been submerged in the flood that filled the dry canal last spring. - Iroquois News.

*18/11/1899 Ottawa Citizen Tramway Ironsides*

Smelter to be erected at Ironsides in connection with the reopening of the West Hull iron works. -- the necessary plant, consisting of hoisting engines, derricks, tramways etc. will be installed at the mines forthwith by J.H. Retford & Co. of Cleveland, Ohio--

27/11/1899

Ottawa Citizen

Tramway

Perley & Pattee

The maxim that "it never rains but it pours" had a singular interpretation this morning at the Perley lumber yard alongside the Ottawa river off Wellington street from Pooley's bridge.

At one side of the tramway which leads from Wellington street to the docks along the Ottawa lay a horse which had dropped 20 feet from the bridge alone and on the other side was Godias Pelletier of Hull who tumbled from the same place about an hour later. The horse was dead but Godias was still in the ring though considerably battered from contact with planks and stones which lay around the place on which he fell. --

The horse was owned by Mr. George Kingsbury of Victoria avenue and was one of a team which was being driven by J. Brooks down to the docks to unload a lumber barge. Brooks had proceeded to where the tramway branched into two roads and had taken that to the left instead of the one to the right, which he should have taken. The yard foreman was present and told him that the proper road to the docks was to the right. Brooks then attempted to back up his horses, but evidently made a slight slip in calculating where the tail end of the wagon was heading for as it went over the side of the tramway. Brooks still sat on the wagon and urged the team forward, but the wagon continued its downward course, and not till he was within a couple of feet of going over did the driver jump. The wagon and team went over the side and struck the earth and pieces of broken plant 20 feet below with a crash. One of the animals struck its head on a plank which projected from a pile and was killed instantly. The wagon was lying on top of the other, but when released, the animal got up and was apparently only lightly injured.

Pelletier was a shipper employed in the yard and walked down the tramway about an hour after the horse had the tumble. He stopped at the other side of the tramway to look over and losing his balance went down head first.

The place where the team went over is the exact spot in which Alexander Crepin met his death over a year ago while driving a load of lumber down the tramway. Crepin's wagon went to the side on which Pelletier fell over.

02/06/1900

Ottawa Free Press

Tramway

Bronson

Railway and Lighting Committee - Mr. E.H. Bronson was present and said that the application of his company was in line with their efforts to promote a large carbide industry which would run all the year and employ as many men as the saw mills formerly did. It was necessary to have their line extended. He did not think that the wear on the roads by the cars would be any greater than drawing with heavy wagons. He desired to lay a switch on Middle street to connect with the street railway tracks at the slide bridge.

Ald. R.J. Davidson said the application would be considered when it was known whether the Street Railway company had power to run freight cars on the streets.-- Matter held in abeyance.

02/08/1900

Ottawa Free Press

Tramway

J.R. Booth

Mr. Booth is having two car tracks laid into his St. Anne's lumber yard. Instead of loading on wagons and being paid by the day, the export gang of about thirty men will henceforth be paid by the thousand.

27/08/1900

Ottawa Free Press

Tramway

J.R. Booth

About thirty men are engaged under J.R. Booth constructing a railway track through the Ste. Anne lumber yard on Somerset street, which will reach the new flour mill of Martin & Warnock on Richmond road. A great amount of levelling is being done and an extensive piling ground for lumber will be secured by this operation.

07/09/1900

Eastern Ontario Review

Tramway

Ottawa

Here is Horse Sense

The employees at Mr. J.R. Booth's mill at the Chaudiere relate a story of the sagacity displayed by one of the horses on Saturday. The horse, the name of which is Frank, has for some years employed to draw a car on one of the tracks at the mill. On Saturday morning it was missed from its customary place on the platform. This had never happened before and a search was commenced. After some time he was found in the blacksmith shop. The blacksmith stated that the horse came into the shop unaccompanied and had stood there as if waiting for something. The blacksmith knew the old horse and thought that some motive must have impelled him to come in on his own accord. He accordingly examined the animal and found that one shoe was loose. He remedied this and the horse turned around and walked out to his place on the track. This is the same horse that with another stood on its platform on the day of the fire, although encircled by flames.

22/09/1900

Ottawa Free Press

Tramway

J.R. Booth

J.R. Booth has just completed the addition of new platforms and tramways in his lumber yard on the Hull side of the bridge.

06/10/1900

Ottawa Free Press

Tramway

Maria street

A number of men are constructing a small railway at the C.A.R. depot in connection with the excavations that are being made at the Maria street bridge.

02/04/1901

Ottawa Journal

Tramway

Messrs. Bronson and Weston have renewed their application for permission to construct a siding from the Ottawa Carbide Works to the Ottawa Electric Railway. Owing to a dispute some time ago over the right of the OER to carry freight the negotiations were dropped. The matter has never been settled.

21/09/1906

Renfrew Mercury

Tramway

Barrys Bay

Frank Rozak was killed at Barrys Bay on Saturday 1st. Inst, while working on the tramway of a mill. It was proposed to investigate the cause of death but no action was taken.

03/06/1910

Renfrew Mercury

Tramway

Alfred

Description of a visit to the Alfred Peat plant.--

A carrier conveys the peat as it is dug from a trench to a hopper. A 600 foot circular track in the middle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine, which burns about 4 tons of peat fuel per day, and thus costs practically nothing to operate, furnished motive power for both hopper and cable cars. The next process is to convey the peat in the carriers to what is known as a field press. This spreads it along the ground in long parallel rows and it is then shaped into bricks by means of a three-knived instrument turned over by boys and left to dry in the sun and air for three or four weeks when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every three or four hours. The press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary.--

18/06/1910

Ottawa Citizen

Tramway

Lansdowne Park

A Canadian Mono-rail Line.

Visitors to Lansdowne park recently have been deeply interested in a new mono-rail system of transportation which has been installed there for demonstration purposes. Four hundred feet of single rail track have been erected and on this 5 cars driven by 3-horsepower engine are operated. The cars hang down on each side of the rail, which is elevated several feet above the ground. The motive power is transmitted by means of wheels mounted on the rail at the top and between the two cars. The system is of great interest, the principal feature to the ordinary observer being that it is impossible for the cars to leave the track. The inventor is a Canadian, Wm. Maloney, and he claims that his monorail line will solve the transportation problem where ordinary railway building is a matter of difficulty, as well as for feeding railway lines such as in the wheatlands of the West.

Experiments with the system will be carried out at the exhibition grounds.

## INVENTED MONO-RAIL SYSTEM

Mr. William Maloney demonstrating his invention here.

Mr. William Maloney, inventor of the Maloney mono-rail, is in the city, arranging to give a demonstration of his invention at the exhibition grounds. Already 400 feet of track has been laid, and five single cars constructed.

"Unlike any other mono - rail car," claims the inventor, "this car cannot be derailed. There is no doubt about this for the cars are now in operation. The speed is simply a matter of gear. My present demonstration will show tons of material being carried at the rate of six miles an hour.

Speaking of modern methods of transportation, Mr. Maloney stated that according to his system the cost of transportation would be less than one-twentieth of that by teams. This is equivalent to saying that transportation with teams amounting \$20,000 would cost less than \$1,000 by the mono - rail system, which the inventor claims is light, above snow - level and other obstacles, and runs over swamps, creeks and narrow rivers very easily, where ordinary means of transportation are practically impossible.

Mr. Maloney makes this startling statement as to construction - "so easily is this system installed that 20 men can put up a mile a day, building the road as they go, ready for traffic."

Mr. Maloney is staying at the Grand Union. He states that his invention is patented both in the United States and Canada. He hopes soon to make his invention of commercial value. It is understood that Canadian headquarters will be in Ottawa.

27/06/1910 *Ottawa Citizen*

Tramway

Lansdowne Park

The Maloney Monorail.

Each evening Mr. Maloney, the inventor of the Maloney monorail car, gives a demonstration of the system over a line of some four hundred feet of track erected on the left of the main building on the fair grounds. The object of Mr. Maloney's coming to Ottawa to demonstrate his invention was to meet some foreign engineers with the hope of getting them to adopt his system for some projected works in the West, and it is understood that one of the contracts already closed is for three hundred and fifty miles of this system. and at least one thousand cars suitable for hauling coal and ore, to start with. Besides this there are several resident engineers figuring on installing the system for more local use in moving lumber and ore to the main lines.

Mr. Maloney is a native of Ontario and is at present, besides demonstrating the merits of his invention, studying the advantages of locating somewhere in Ontario. While in the city he is staying at the Grand Union hotel

28/06/1910 *Ottawa Citizen*

Tramway

Lansdowne Park

The scene reproduced above shows the Maloney mono-rail system, taken at Lansdowne Park where the inventor Mr. Maloney, will give demonstrations each evening for a short time. Mr. Maloney's object, in coming to Ottawa was to meet some foreign engineers in the hope of getting them to adopt his system on some projected work in the Northwest, along the Peace river from Edmonton north. He has not been disappointed, for one of the first contracts to be closed was formulated on June 24 through the law firm of Messrs. Smith and Johnston, Sparks St. It calls for one thousand cars and three hundred and fifty miles of rail to start with.

This engineer is representing a London, Eng., syndicate whose estimates call for a regular railway at a cost of five million dollars. The instant that this foreign engineer saw the mono-rail at work here in Lansdowne Park, he decided to adopt it, and had the papers drawn up by his attorneys, Smith and Johnston, and the contract duly signed all within twenty-four hours, which is rather a record in railroading.

Besides this there are several local engineers studying the system for more immediate use and also for moving coal from some of the Alberta deposits.

The display of the system that is being made is the first public demonstration to be made. The first cars, the first track, the first everything, and naturally it is crude. In fact, just as was the first telephone, the first automobile engine, etc. Yet it shows the system, it shows the theory, it shows the practicability and the great possibilities of it.

Unlike other monorails this one cannot get off the track. It is away from the snow and other obstructions, there are no culverts, no grading, no ballasting; while it runs over creeks, highways, etc., and through swamps where other means of transportation are practically impossible. To install this system will cost on the average \$1,500 per mile, which is cheaper than to build an ordinary wagon road.

Here is how the system will work in moving the wheat crop - taking one township for example: this township has the average 576,000 bushels to move, twenty miles to the railroad with teams, at a cost of twenty cents bushel, or one cent a bushel per mile, which is consequently \$115,200. The work will be done with the mono-rail for \$5,760, making a saving of \$109,442. At this rate there would be in ten years, in 10 townships, a saving of over 10 million dollars, and this for moving only the wheat crop, to say nothing of anything else the whole year through.

To install this system in each township would cost about \$50,000. This would mean 20 miles of railway, 100 cars and 20 motor or power means. This line would move 20,000 bushels a day - costing an outlay for one man for each train, and for the gasoline, that's all; and what is true of grain is true of moving timber, ore, gravel, granite, etc., etc.

This mono-rail ought to be interesting to the Cobalt, Gowganda and Porcupine districts, where it now costs in some places dollars a cwt. to haul stuff three miles, and not only in these places but it is the same thing elsewhere, and, particularly for moving timber from a distance, which at present is utterly impracticable and almost impossible.

What is the most difficult problem of the age? It is transportation. There's no disputing that. Here in Canada it is how to move the wheat crop - the lumber - the ore - cheaper than it can be done at present, or cheap enough to make it pay for handling. If this system that Mr. Maloney is introducing here develops as it promises it must accomplish this, and it cannot fail for there it is - and there is no doubting merits of it. A little three h.p. gasoline engine moving tons and tons for at least one-twentieth the cost of teams, while the line itself costs less to install than to build the ordinary wagon road, and to it all "all seasons are alike." So easy is this system to install that twenty men will put up a mile a day, on the average - building the line as they go.

The cars, that are being shown here are not designed for any special purpose, but only to show the system. Of course, when the scientific world gets to work on this theory (for the system is new) it will be so transformed that the first one that is being shown now will be interesting for historical comparison. As Mr. Maloney says, "It is only a matter of time when this system of railwaying over the land will follow the telephone, will link the villages together as the telephone does, besides being feeders for all the big lines of travel.

Where it now costs, say, \$100,000, to move a certain quantity with teams, the same can be done with this monorail for \$5,000, which is therefore a saving of \$95,000, or in other words twenty to one in favour of the mono-rail over teams; therefore at this rate it is yet to be known what this system will mean towards developing all the rich mineral discoveries, towards the conservation of the forests, towards moving the wheat crop, towards installing transportation to the millions of acres of farm lands and timber limits; and towards all the other rich resources with which Canada is so bountifully blessed and which without transportation are practically worthless.

Patents have already been granted for the United States and Canada, There is one thing certain, and that is, if this invention of Mr. Maloney's has any merit at all (for there is no middle of course) it must become a thing of importance, of national glory. Maloney is a native of Ontario, while here in Ottawa he is studying the advantages of location somewhere in the province.

12/08/1910 *Eastern Ontario Review*

Tramway

Arnprior

Arnprior Aug. 8. Fred Yahuke, a brakeman was instantly killed in the Mclachlan lumber yard, yesterday by being buried beneath a pile of lumber which fell from a lorry as he was passing. His home is in mansfield where he was married a short time ago,

27/06/1911 *Ottawa Citizen*

Tramway

Lansdowne park

Just Twenty Years Ago

Ottawa Citizen June 27, 1891

There is a monorail transportation system on exhibition at Lansdowne park, which is attracting much attention.

Note: could not find this in the Citizen on 27 June 1891

**23/06/1916 Eastern Ontario Review Tramway Rockland**

Rockland. - The tramway at Mill No. 2, which was undermined by high water collapsed on Friday, and fell toward the river, while 25 men, one horse and three car-loads of lumber were on it. Four men were slightly injured. It will take three weeks to repair the damage done.

**08/11/1916 Arnprior Watchman Tramway Hull Iron & Steel**

After forty years of idleness, iron mines on the Scott estate, within three and a half miles of Hull, will again be worked owing to the present great demand and resulting high prices for iron and steel products of all kinds.

These mines have been taken over by the Hull Iron and Steel Company and the product will largely be used in the company's own foundry in Hull. Plans for a connecting railway between the mines and foundries are now being prepared and the company expect to have the mine in operation by next spring.

More

These are the mines from which Ironsides village gets its name. The smelter, which was used at this mine on the bank of the Gatineau was destroyed by fire 20 years ago.

**26/04/1926 Ottawa Journal Tramway Chelsea**

Description of the Fraser Brace work on the dam at Chelsea.

-- Farmers Rapids - Considerable progress has also been made in the construction of the west dam, which carries the railway tracks bringing concrete from the mixing plant at the upper development at Chelsea. --

Full description of the work at both locations.

**05/05/1926 Ottawa Journal Tramway Chelsea**

Workmen to sue Fraser Brace firm.--

Harry Boyd, of Aylmer, asks for an annuity of \$144.60 or \$2,000 in full settlement for an accident in which he suffered injuries to his head and left side on March 29, when the gasoline engine he was operating at Chelsea, left the tracks.--

**18/11/1927 Eganville Leader Tramway Dominion Rock Products**

Eganville Will Have Most Up-To-Date Lime Plant

Due to the business ability and mining and metallurgical experience of W. Basil George and the consulting mining engineers, Alderson, Mackay and Armstrong, the Dominion Rock Products, Limited was formed and after a campaign of diamond drilling, sampling, etc., the Company erected a set of lime kilns. The kilns are of the most modern type, and embody the latest improvements for the production of lime, and, when fully completed, will be the most up-to-date lime plant in Canada.

The location of the quarries and general layout, including the Company's own private railway siding, will make for a low cost of production. A steel trestle 30 long and 50 feet high was erected by the Dominion Bridge Company of Montreal. The steel kilns are product of the McGann Manufacturing Company of York, Pa., and were erected under their personal, experienced supervision.

The product of these kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trade, mining industry, building trades, agricultural fertilizer, paint and varnish manufacturers, chemical manufacturers and many other industries.

Each kiln has a capacity of 12 tons of lime per day and requires about four cords of wood per tonne of lime. These kilns are also designed to use coal, but it is the intention of the Company to use wood, as long as the prices of each remain the same. The company will require considerable wood each year, which will give business to the farmers, and, as a result, will also benefit the merchants of the town.

The company also owns a water power at Fourth Chute.

**18/11/1927 Eganville Leader Tramway Dominion Rock Products**

Eganville Will Have Most Up-To-Date Lime Plant

Due to the business ability and mining and metallurgical experience of W. Basil George and the consulting mining engineers, Alderson, Mackay and Armstrong, the Dominion Rock Products, Limited was formed and after a campaign of diamond drilling, sampling, etc., the Company erected a set of lime kilns. The kilns are of the most modern type, and embody the latest improvements for the production of lime, and, when fully completed, will be the most up-to-date lime plant in Canada.

The location of the quarries and general layout, including the Company's own private railway siding, will make for a low cost of production. A steel trestle 30 long and 50 feet high was erected by the Dominion Bridge Company of Montreal. The steel kilns are product of the McGann Manufacturing Company of York Pa., and were erected under their personal, experienced supervision.

The product of these kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trade mining industry, building trades, agricultural fertilizer, paint and varnish manufacturers, chemical manufacturers and many other industries.

Each kiln has a capacity of 12 tons of lime per day and requires about four cords of wood per tonne of lime. These kiln are also designed to use coal, but it is the intention of the Company to use wood, as long as the prices of each remain the same. The company will require considerable wood each year, which will give business to the farmers, and, as a result, will also benefit the merchants of the town.

The company also owns a water power at Fourth Chute.

**24/08/1928 Eganville Leader Tramway Dominion Rock Products**

Injured At Rock Quarry

Mr. Thomas Donohue, employed by Dominion Rock Products at the limestone quarries a few miles east of Eganville, was painfully injured in an accident which befell him on Monday morning while at work. He was on the elevated track between the kilns and quarry, and a loaded car hitting the loosened end of a plank caused such a jolt that Mr. Donohue was pitched forward and over the track. Falling on the debris of rock he was severely cut about the face and head, and, in addition, suffered extreme shock. Fellow employees went to his aid at once, and with all possible speed he was conveyed to Dr. Galligan's surgery here. A short time after, the Doctor had Mr. Donohue seated in his car, and, motoring to Pembroke, had him enter the General Hospital for further examination and treatment.

A Scheme For a Narrow Gauge Railway Up the Lieve In 1873

Followed Refusal of People of Buckingham to Build a Macadamized Road from River to town.

Scheme Took Well With Nine [sic]Owners, But Did Not Come to Anything.

It was almost invariably the case in the early days that when somebody tried to get better roads in either town or country, there were those who rigorously opposed the proposed improvements on the ground of expense, or that, things were well enough as they were.

It will therefore not be surprising to learn that In the early seventies, when a move was made to build a macadamized road from Buckingham to Waddell's wharf on the Ottawa (now Masson). there was such vigorous opposition that the plan was abandoned. The four mile stretch of road, deep with mud and holes, remained as it was.

Railway Scheme.

In the year 1873, however, a Mr. Garrett, of Garrett and Roberts, came to the front with a plan to build a narrow cancre ratlwav to connect the two points and to extend into tne rich Lievres mining country.

The Citizen of March 1. 1873. thus referred to the proposal: "We recently referred to an enteprise which had been projected by Mr. Lemoyne and a few other public spirited gentrlmen in Buckingham for constructing a macadamized road from that village to Wassell's wharf on the Ottawa river, a distance of four miles. The project fell through notwithstanding the liberal offers of its promoters, owing to the apathv of the Buckingham public. Instead of welcoming an enterprise, by which their property would have been greatly improved at a comparatively small cost to themselves, the villagers actually opposed it, and we regret to state it has been finally abandoned.

Promised Enterprise.

"Another enterprise of a larger character has been originated by a number of gentlemen connected with the important mining interests of the Riviere Aux Lievres. They have developed very rich mines of plumbago and phosphate of lime, and are extractingilt in large quantities, but they find it more difficult to transport their freight over the four miles between Buckingham and the Ottawa river than the hunareds of miles it must be carried after it is conveyed to that point before it reaches the Eastern markets. Mr. Garrett, of the mining and lumbering firm of Garrett and Roberts, has suggested that a railroad might be constructed from the village to the wharf for the transportation of the immense quantities of minerals and lumber that must now be drawn in wagons over the worst of country roads before It can be shipped.

"The proiect has been well received by every mill and mine owner on the Lievres. An organization has been effected under the title of The Buckingham and Lievres Railroad and Navigation Company,' and an act of incorporation will be secured for it as soon as possible. The object of the companyis to construct, a rail road from Buckingham wharf to the village and to place a line oi steamers on the Lievres to connect the northern terminus of the road with the Little Rapids, twelve miles above the village. This will afford the lumbermen and the mine owners a cheap and rapid means of shipping their freight to the Ottawa river, and for procuring supplies, etc., for their mines and mills. Few of our readers are aware of the mineral richness of the country north of Buckingham."

\*\*\*

Fifty years have elapsed since the above was written and there is not a railway to Buckingham yet. Before the proposed railway could come to anything the phosphate and plumbago markets had failed. Today there is not a railway from Masson to Buckingham, but there is as fine a roadway as anyone could wish to drive on.

Note: The CPR built a line from Masson to Buckingham.

06/01/1933

Eganville Leader

Tramway

Dominion Rock Products

Lime Kiln Plant Resumes Operations

The decision of Dominion Rock Products Limited, with headquarters at Montreal, to resume operations at its lime plant near Eganville, is viewed as the first ray of light in 1933 to dispel the gloom of depression in this locality.

This lime kiln plant is of the most modern type and represents an investment of a sum in the neighbourhood of \$75,000.

The three steel kilns are the product of the McGann Manufacturing Co., of York, Pa., and were erected by the company. A steel trestle three hundred feet long and fifty feet high, connecting the kilns with the limestone quarried, was erected by the Dominion Bridge Company of Montreal. The future of this enterprise is very bright. The location offers several special advantages. The company has its own railway siding, the Bonnechere river flows by the property and the company is the owner of the water power at the Fourth Chute which has a capacity of 1200 horsepower, and it is the intention to develop this when additional kilns are installed.

The product of the kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trades, mining industry, building trades, etc.

Mr. Robinson, the new manager, has had many years' experience owing to his connection with several of the largest plants on the continent. Under his supervision the preparatory work commenced on Monday. Mr. Greg. A. George, of Montreal, is President of Dominion Rock Products, and Mr. W. B. George of Eganville, Secretary-Treasurer.

06/01/1933

Eganville Leader

Tramway

Dominion Rock Products

Lime Kiln Plant Resumes Operations

The decision of Dominion Rock Products Limited, with headquarters at Montreal, to resume operations at its lime plant near Eganville, is viewed as the first ray of light in 1933 to dispel the gloom of depression in this locality.

This lime kiln plant is of the most modern type and represents an investment of a sum in the neighbourhood of \$75,000.

The three steel kilns are the product of the McGann Manufacturing Co., of York, Pa., and were erected by the company. A steel trestle three hundred feet long and fifty feet high, connecting the kilns with the limestone quarried, was erected by the Dominion Bridge Company of Montreal. The future of this enterprise is very bright. The location offers several special advantages. The company has its own railway siding, the Bonnechere river flows by the property and the company is the owner of the water power at the Fourth Chute which has a capacity of 1200 horsepower, and it is the intention to develop this when additional kilns are installed.

The product of the kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trades, mining industry, building trades, etc.

Mr. Robinson, the new manager, has had many years' experience owing to his connection with several of the largest plants on the continent. Under his supervision the preparatory work commenced on Monday. Mr. Greg. A. George, of Montreal, is President of Dominion Rock Products, and Mr. W. B. George of Eganville, Secretary-Treasurer.

Old Mine in Newboro Lake

Newboro cherishes the hope that some day circumstances may arise which may make possible the reopening of the iron mines on the shore of Newboro Lake that were closed more than 50 years ago with the discovery of great iron ranges in Minnesota.

Today there are only memories of these mining operations which which furnished employment to the neighbourhood and brought such trade to the village. They were two in number, one situated on the mainland while the other was on an island in the lake. The Yankee mine, about ¼ of a mile from the shore of the lake was connected to it by means of a tramway, the roadbed of which still may be seen. An office used for the staff and a boarding house are still standing and the pit itself, sunk perhaps 100 feet, has regenerated into a duck pond. The buildings are now used for farming purposes.

The Chaffey mine was on a neighbouring island with a boarding house no longer in existence on the mainland. It too is filled with water and John Warren one of the few living survivors of the mining staff claims if the shaft was drained the miner's tools will be found today exactly where they were left on a ledge when the workings were abandoned.

The rich ore was loaded unto barges and shipped via the Rideau to Kingston where it was transported to smelters in Ohio. The trade stopped when the vast and cheaply worked deposits of Minnesota were found.

Geological surveys by Modern ways has determined the existence of iron ore far beyond the boundaries worked and there were hopes of the mines being reopened several years ago when upon request samples of the iron ore were sent to Germany for assay. No further steps have been taken.

**30/03/1946***Ottawa Citizen**Tramway**Interprovincial Bridge*

While flames at the Eddy plant were threatening the source of his livelihood and in some cases the lives of his fellow workers, Arthur Guertin, engineer in charge of the E.B. Eddy yard engine, called upon two companions and risked his life to remove from a particularly dangerous position, two tank cars filled with chlorine gas.

Manning a decrepit steam engine which is used to haul freight cars from one section of the property to the other, Engineer Guertin cautiously approached the flame swept tanks and with the aid of Frank Cain, 399 Arlington avenue, and Arthur Meunier, 37 Frontenac street, Hull, coupled the two dangerous filled cars to the tender of his engine and pulled away. They were placed in a position far removed from the reach of the flames and heat.

Citizen Interview

In an exclusive interview with a representative of the Evening Citizen, shortly before he left for his Aylmer home, Mr. Guertin said, "It was necessary to remove the two tanks to a safer part of the yard. The danger of explosives was imminent as one of the tanks had been shown to be leaking. Had they blown," he remarked, "the explosion would undoubtedly have taken the lives of all the firemen and workers within a broad radius."

Although the engineer accepted his feat of bravery as a commonplace job of work connected with his position, Mayor Raymond Brunet and director Emile Bond looked upon his act as one of the most fearless they had seen in their several years of public service.

A resident of Aylmer and a father of five children, Mr. Guertin has been employed by the company for a steady period of 19 years. He was on duty at the time of the outbreak of the fire but his action, which, according to fire and city officials, was responsible for the saving of several lives, and was on his own initiative.

NB. Emile Bond was the Fire Chief.

--

Mechanical hero of the tremendous conflagration was Eddy's minute locomotive. Its whistle shrieking stridently, the tiny engine worked ceaselessly through the night, hauling freight cars loaded with material out of the danger zone.

Picture of rails "pretzelled" and several others.

**26/08/1948***Ottawa Citizen**Tramway**Fitzroy*

Man Killed At Fitzroy

Peter Lalonde, 50-year-old resident of Fitzroy harbor, was instantly killed at 10.45 o'clock this morning when the electric crane he was operating in moving box cars at the Hydro Electric Company's plant at Fitzroy jumped the tracks and plunged from a trestle onto rocks 25 feet below.

Joseph Bowman, 45, who was riding on the crane with Lalonde at the time, smashed a window in the cab and leaped out just before the heavy piece of equipment went over the side of the trestle. He suffered only a broken nose and minor cuts and bruises.

Peter Lalonde, who was widely known in the Fitzroy area, leaves a wife and four children.

**27/08/1948***Ottawa Journal**Tramway**Fitzroy Harbor*

Funeral Sunday for Worker Killed at Fitzroy Harbor .

Libera service -will be held Sunday at 3 p.m. in St. Michael's Church, Fitzroy Harbor, for Peter Lalonde, Fitzroy Harbor man who died Thursday morning shortly after he had been pinned by a falling railway crane at the power station site. Requiem mass will be chanted Monday.

The : huge crane was on a trestle, 20 feet above the ground, and toppled while lifting out power house machinery.

Mr. Lalonde was struck by the crane and fell beneath it, dying shortly after. A priest from Fitzroy Harbor administered the last rites. Crane Operator J. Bowman escaped with slight injuries. Coroner Dr. R. A. Dowd. of Osgoode. ordered an autopsy performed at Ottawa Civic Hospital and decision on whether to hold an inquest will depend on the autopsy findings.

The accident occurred during operations to remove heavy machinery from the power house, which has not operated for two weeks. The machinery is being sent away for reconditioning.

Provincial Constables A. L. Robertson and McNeil investigate.

Mr. Lalonde was born and educated at Masham. Que., son of Pierre Lalonde and Ann Beaudoin. He was married to the former Laura Meunier at Masham in August 1926, later moving moving to Fitzroy Harbor where for 18 years he. was employed as a rigger and maintenance man by the Hydro Electric Power Commission. Commission.

A devout parishioner of St Michael's Church, he was a member of the Holy Name. Society and a member of the HEPC Employes' Association. In addition to his wife he is survived by two sons, Rene at home. Marcel, with the Navy in Ottawa; two daughters, Pierette of Ottawa, Charlotte, Fitzroy Harbor; a half-brother, Rene Renaud of Masham, and two half-sisters, Mrs. Lorenzo Martineau and Mrs. Henry Moyneur. both of Masham; and a sister, Mrs. Andre Legros of Masham.

**"Private Railway" Feeds Paper From Storage To Press****It's Complete With Switches And Sidings**

To feed the giant press of the Ottawa Citizen 26 tons of paper are needed every 24 , hours.

Unseen to the people who view the thundering press at work, at basement level, is the paper - feed apparatus which is actually the foundation of the press. Here can be seen the gigantic spools of paper from which are drawn the thousands of miles of newsprint, necessary each year for the production of The Citizen.

It takes 18 rolls of newsprint, (rolls vary in weight from 500 to 2,000 pounds) to ready the presses or Inc day's run and these have to be replenished as edition follows edition throughout the day,

**A Special Language**

The men in the reel room where the paper is fed to the press have their own language for the mountings on which the paper goes. Each mounting is called a "spider" and it takes three roils, each on its own spider, to make up a reel. There is one reel of three rolls of paper for each of the six units of the press.

In the reel room is The Citizen's own private narrow-gauge railway. On It runs a train of five bogey-trucks. The trucks are used to carry the ton-weight rolls of paper from the paper storage room to the press. The massive rolls of newsprint face a "station" platform. In front, in a recessed right-of-way runs the bogey-truck railway. Workmen do not have to strain and lift to get the paper on to the trucks. It can be rolled directly from the platform onto the truck with a minimum of effort.

**Switches And Sidings**

The trucks carry the paper on the narrow gauge railway which has its own junctions, sidings and switch points to facilitate carriage to any one of the six "reels" of the press.

There are special turntables located In front of each "reel" where the trucks can be turned, backed off, shunted and routed to whatever-part of the reel room the load of paper must go. The newsprint comes from the Canadian International Paper Co. at Gatineau and one of the truckers of that firm, Dob McGlashan, has carried paper from the mini to The Citizen's plant for the past 17 years.

**Appetite has increased**

Bob cannot help contrasting the voracious demand of the present day press with that of 17 ' years ago. When he first began his paper-hauling Job it was a big day when he brought in four roils of paper, 1,500 pounds to the roll. Today he makes four and five trips a day to 'the mill, five days a week, to meet the demand. "She sure uses a lot now," he said admiringly of the great press. Adjacent to the reel room is a storage room where 200 tons of paper can be stockpiled. Careful control of the temperature and humidity of the room is maintained to ensure that all newsprint will be in the best condition for printing.

21/06/1957

Eganville Leader

Tramway

Dominion Rock Products

**Shane Lime Works Change Ownership**

The Shane Lime and Charcoal Company of Eganville have disposed of their interest at their Fourth Chute Plant. On Saturday, June 15, the Carleton Lime Co. of Carleton Place assumed new management. Their representative is Mr. S.J. Neilson. Mr. WJ. Shane will continue in charge of the plant and his brother, Mr.

Douglas Shane, will be associated with him.

This plant, which has been known as Shane's Lime Kiln, was originally formed by the Standard Chemical Co. of Toronto in 1913, and was located just below the village limits, with the late John Shane as foreman. In 1923, Mr. Shane and his sons acquired all the interests. They also owned the Charcoal Plant at Kearney, which was dismantled in 1943.

For 34 years the plant has been in operation, employing 17 men or more, and running two or three kilns to keep up with the ever-increasing orders. When the deposit of limestone became exhausted at Eganville, the Shanes acquired the splendid layout of the Dominion Rock Products, halfway between Eganville and Fourth Chute, acquiring also an almost inexhaustible supply of rock, sufficient to guarantee the continuity of operations for years.

11/03/1960

Eganville Leader

Tramway

Dominion Lime Products

**W. J. Shane Retires From Bonnechere Lime**

Mr. S. J. Neilson, president of Bonnechere Lime Limited, announced the retirement of Mr. W. K. Shane, works superintendent, as of the end of February, 1960. Mr. Shane has been in charge of production operations for Bonnechere Lime since this company purchased the physical assets of the Shane Lime and Charcoal Co. Ltd., three years ago. Mr. R.J. Pillion is promoted to the position of works superintendent. Mr. Pillion has been assistant to Mr. Shane since moving to Eganville in 1957, and was previously in charge of the plant operations of Carleton Lime Products Co., Carleton Place.

20/01/1966

Eganville Leader

Tramway

Dominion Lime Products

**Bonnechere Lime Works Closes**

Mr. and Mrs. Richard Pillion and family, residents of Eganville for the past five or six years while Mr. Pillion was plant superintendent at the Bonnechere Lime Products Plant at Fourth Chute, have returned to Carleton Place, their former place of residence. Reason for the move is the decision of the proprietor, Mr. S. J. Nielson, to close the plant until such a time as a substantial lime contract can be negotiated. For some time, a higher grade of limestone than that found at Fourth Chute was trucked from Carleton Place, where Mr. Nielson has a similar operation, and processed here, but this was found to be an uneconomical arrangement. Thus, the decision to close was reached.

The lime industry is one of the oldest in this district and it is a pity that the present action is necessary. Besides employing up to fifteen hands, depending on how many kilns were burned there are three on the property successive owners have always purchased large quantities of kiln wood, from farmers in the earlier days, and slabs from sawmill operators in later years. It contributed a great deal to the local economy and it is hoped that changed conditions will enable them to reopen in the not too distant future.

09/07/1986

Eganville Leader

Tramway

Dominion Rock Products

**Another Bit of Local History Is Dismantled**

Sixty-three years ago, limestone cut from a nearby quarry made its way high over the Fourth Chute road, between Eganville and Douglas, for the first time on a newly-built tramway, to be dumped into one of three big kilns.

Ever since, motorists have passed under this tramway, marvelling at the structure and its huge supporting towers. Abandoned for nearly 20 years, many are unaware of the history behind the tramway and the lime kilns and in recent years, the old site has become sort of an attraction in itself. But it's all history now. The last piece of steel overpass was dismantled and trucked away last Monday.

The steel overpass over the Fourth Chute Road that was used for carting lime stone from the quarries in small cars on a railway track to the kilns, and the kilns themselves were dismantled in 1987.



The guy on the bar stool next to mine works in the sewer business.

"So what's the weirdest thing you've seen down there?" I ask.

He takes a sip of his beer. "One time a few years ago we found a train."

"A train? A train! Like a locomotive train?"

"Yeah."

"In a sewer in Ottawa, you found a train!?"

"Uh-huh. We were on a job down around LeBreton Flats."

Daily journalism and the sewer business share an important occupational rule: Do not swallow excrement.

"Another guy found it," he continues. "When he came back up he was yelling, 'There's a friggin' train down there! There's a friggin' train down there!'"

What did it look like? What happened to it?

"Don't know," he replies with an indifferent shrug, like I'm asking if it'll rain tomorrow.

On the back of his business card, he draws a map marking the approximate spot and offers the name of the other worker who made the find.

That was 10 months ago.

I've searched for the phantom iron horse ever since.

The other worker initially was reluctant to talk much, said his job would be on the line. So I prowled LeBreton Flats's fallow fields, peered down manholes, dug through archives and musty city directories, talked to puzzled city officials and curious railroad buffs.

Along the way, I bumped into the ghosts of the great tycoon E.P. Taylor, NHL legend Frank Finnigan, inventor and industrialist Thomas "Carbide" Wilson, and a 1947 Ottawa homicide case.

And, yes, there is evidence of an abandoned rail tunnel under the southwestern edge of the Flats at place called Spaghetti Junction.

See, until the mid-1960s, the area immediately west of Le-Breton was the city's main train-yard, called Ottawa West: 60 acres of track, locomotives, rolling stock, stock pens, coal chutes, lumber yards, freight terminals and the big, sooty CPR roundhouse at Bayview Avenue, the yard's western boundary.

To the east, smoke and steam hung over the rundown housing, grimy industries and Duke Street taprooms populating the proud and predominantly French-Canadian Flats. The federal government began expropriating and razing the working-class slum and trainyard in 1962, leaving the exposed corpse to rot.

The last freight train pulled out in 1967.

Or did it? The real story begins a century earlier, in 1865, when Englishman Henry Brading, 33, settled in Ottawa and opened the parched lumber town's first brewery. The Union Brewery stood on the lower reach of the escarpment at 451 Wellington St., almost under the morning shadow of Christ Church Cathedral.

Brading bought out his partners in 1880 and renamed the operation Brading Breweries Ltd. He died in 1903 and controlling interest went to Ottawa entrepreneur Charles Magee and his family.

In 1930, Magee's sharp and ambitious 29-year-old Ottawa grandson, Edward Plunkett Taylor, took control of Brading's and turned it into the cornerstone of a business empire that made Taylor one of the most illustrious Canadian businessmen of the 20th Century.

When the Depression hit, Taylor went on an aggressive buying spree, snapping up dozens of small Ontario breweries which he consolidated and modernized or closed. The conglomerate became Canadian Breweries Ltd., later known as Carling O'Keefe.

As Brading's prospered, hockey sensation Finnigan, one of the original Ottawa Senators, was hired as head of sales after retiring from the Maple Leafs in 1937. Alcoholism derailed the "Shawville Express" and his job with the brewery just three years later.

Meanwhile, back in 1899, Henry Kuntz of the Waterloo, Ont. Kuntz brewing dynasty opened the Capital Brewing Co. Ltd. at 386-389 Wellington St., at the southwest corner of Bay Street, across from where Library and Archives Canada now stands.

The federal government expropriated the land in 1912, but leased it back to the brewery. In 1927, Capital Brewing and Mackenzie King's government went to court in a dispute over rent and taxes. The case went all the way to the Supreme Court of Canada and Capital lost.

The financial blow allowed Taylor to move in and purchase Capital and all the Kuntz holdings in 1929. A year later, Capital moved to 840 Wellington St. (now the south side of Albert Street), at Preston Street, facing the trainyard.

Then, in 1938, Brading's uptown land at 451 Wellington St. was expropriated too, this time for the planned beautification of Ottawa. Brading's continued brewing at the site until 1944, when Taylor relocated the label to 840 Wellington St. and merged it with Capital to become Brading's Capital Brewery Ltd. (The original brewery at 451 Wellington St. continued to lease the land and operate under Taylor's O'Keefe label until 1956. The building was demolished in 1960.)

The new company embarked on a multi-million dollar plant expansion in late 1945, announcing the \$200,000 purchase of the massive International Marine Signal Building directly across Wellington, once touted by some as the longest building in the British Empire.

Stretching more than 300 metres from the former Broad Street almost to Champagne Avenue (now City Centre Drive), the structure was built in 1902 by "Carbide" Wilson to manufacture acetylene-fired marine buoys and lighthouse beacons for the world's shipping lanes.

A decade earlier, Wilson developed the first commercial process for the production of calcium carbide, a chemical compound in the manufacture of acetylene gas. His discovery led to the creation of the Union Carbide Corporation, now part of The Dow Chemical Co.

As part of the plant expansion, Brading's said a tunnel would be dug under Wellington for the movement of millions of bottles of beer from the plant on the south side to the warehouse on the north side. There was no mention of how that would be accomplished, whether by trolley, conveyor or possibly by a factory train on narrow-gauge tracks.

About two years later, on the night of Aug. 13, 1947, Horace Bisson, 44, of Stirling Avenue in Hintonburg, was riding his bicycle east along Wellington, between Preston and Champagne, when he was hit and killed by an oncoming taxi.

Cabbie Ross Manning, 21, went on trial for manslaughter. He testified he had just driven through safety barriers at the tunnel construction site when Bisson's bike veered into his path. The jury acquitted him.

The tunnel, which never again attracted attention, is believed to have operated for many years, with men moving countless cases of Brading's and Capital lager, ale and port from the plant to the sprawling warehouse, where they were shipped out on trucks.

Ron Snow, now 84, worked in the plant's accounting department from 1951 to 1953. As an office worker, he doesn't recall the tunnel. But he does remember one of his daily duties was to escort a provincial liquor inspector over to the ware-house, where Canadian Breweries Ltd. stored an ocean of suds, much destined for Montreal.

Snow laughs as he recounts how the inspector was far more interested in consuming beer than counting it. "By the end of the day, this fellow didn't know whether he was counting beers or sheep."

By 1954, Brading's had opened additional plants in Montreal, Hamilton and Windsor. Two years later, Canadian Breweries Ltd. moved the Ottawa operation to Toronto and hoisted the O'Keefe banner atop the plant.

In the peak years that followed, the brewery reportedly shipped as many as 168,000,000 bottles of beer a year across eastern and central Ontario and Quebec. The last of billions of pints came off the line in 1969, when the business was consolidated in Toronto. The building was demolished in the 1970s and replaced with the Tompkins Housing Co-Operative and the Walnut Court townhouse development.

The warehouse property was expropriated by the National Capital Commission in 1962 - the brewery continued using the building - and demolished in 1983 over the protests of heritage advocates. Fragments of the foundation and sections of concrete floor remain.

A few years ago, when the city was installing a high-pressure transmission water main along the north side of Albert, Bruce Ballantyne and other Bytown Railway Society members went to watch for any traces of the former trainyard to surface.

As the excavation project neared of the old brewers' warehouse site along Albert, "we looked down in the trench they had created and saw the tunnel opening, which was being walled up with concrete," Ballantyne told me.

"No doubt this was the tunnel from the brewery to the warehouse and they were just plugging the entrance rather than filling in the tunnel under the street. There was no sign of any track but that may have been removed before the buildings were torn down."

Meanwhile, officials with the City of Ottawa's communications office told me there was nothing in municipal records about any tunnel, much less a lost train.

Then I came across a tattered 1949 underground engineering diagram for that stretch of Albert, which is nicknamed "Spaghetti Junction" for the tangle of old water and sewer pipes snaking beneath.

The "Brading's Brewery Tunnel" is clearly marked, a straight line traversing about 20 metres across then-Wellington, from the brewery on the south side to the warehouse on the north.

A cross-section diagram shows the passage is about 7.5 metres deep and winds under two water mains and over one sewer line, giving a contorted, elbow shape and a dubious grade for a short-track rail line.

My search was running out steam. Finally, one man, a municipal worker, sat down and told me his tale about a second brewery tunnel.

One day around 1988, water pressure dropped in the area and the man and other workers later found a broken water main near a fire hydrant on the north side of Albert, about 80 metres east of the former brewery and about 120 metres east of the Brading's tunnel.

Instead of gushing water, though, there was a small, mysterious sinkhole. The worker returned alone later that day and rappelled about 10 metres down into the strange cavity.

When his feet touched the ground, he said he found himself in an old rail tunnel. The passage was about two metres high, with what appeared to be rough limestone walls. Dusty old bottles and cases of beer littered the floor.

With a flashlight, he saw the tunnel stretched east and west into the darkness and was big enough that it had consumed the torrent of water from the broken main for 16 hours with no sign of accumulation.

Then, he spotted the train. It was about four metres to the west and small, similar to a mine train: an electric-powered engine hitched to a few stack cars, all on narrow-gauge track.

"It was like a city tram (with) little cars, about 14 feet long," he said, on condition of anonymity because some work rules were not followed.

"I didn't really get a chance to go exploring," he added with regret, explaining how he made a quick exit after just a couple of minutes when other workers unexpectedly arrived at street level.

Based on his account, the tunnel is thought to travel west from the former Broad Street and approximately underneath the east-west bike path running just north of Albert Street. That would have put it directly under the brewers' warehouse in the Brading days. Presumably, it meets the original passage leading into the brewery.

The water main was repaired and the sinkhole filled with enough concrete and rocks to seal the immediate void, but not the rest of the underground passage.

Brading's iron pony, it seems, still sits on its rusting track, entombed in a time-tunnel into Ottawa's past.

Colin Churcher, an Ottawa railway historian and retired Transport Canada director-general who authored *The Railway Safety Act*, believes someone should recover the mysterious relic.

"If it is there, it should get rescued and put in a museum or put on display somewhere because it is priceless," he said. "It's not generally recognized how prominent railways were in industrial development in the past. This is something that really should be brought to the attention of someone who can do something about it."

#### BREWERY TRAIN DISCOVERED IN TUNNEL

Around 1988, a city worker investigating a water main break found a small train abandoned in an old tunnel under LeBreton Flats.

The electric-powered engine and cars hauled beer from the nearby Brading's brewery (later O'Keefe) on Wellington Street to a huge warehouse across the street. The little rail relic is believed to be still there.

*04/07/2014 Ottawa Citizen Tramway*

Locomotive may lurk underground

Construction crews on Albert Street have unearthed a mysterious opening that may be the entrance to a long-rumoured "beer tunnel" that has beguiled Ottawa's historians for years.

Now those same historians are worried that the current sewer work could destroy an important part of the city's heritage.

It's "a piece of Ottawa history that's being torn apart," said Andrew King, an Ottawa artist and amateur historian who has researched the tunnels.

Photos taken by the City of Ottawa were posted Wednesday on Ottawa's West Side Action, a blog on urban development issues by activist Eric Darwin. The photos show a concrete tunnel full of water with an entrance sloping down into the ground.

It could be one of two tunnels rumoured to exist near LeBreton Flats, the site of Ottawa's main trainyard until the mid-60s. In the 1940s a major brewing operation, Brading's Capital Brewery Ltd., straddled what is now Albert Street. The brewery underwent a major expansion in 1945. It included a warehouse on the north side and a manufacturing plant on the south side.

Part of the expansion plan included a tunnel under the street connecting the warehouse to the plant near today's intersection of Preston and Albert streets.

In 1947, construction for the tunnel was mentioned in testimony about a traffic accident near the site, and a 1949 engineering diagram showed a "Brading's Brewery Tunnel" clearly marked.

The cross-section diagram shows the tunnel, about 20 metres long, ran across the street and sloped downward in an elbow shape underneath water mains and a sewer line. The tunnel was also marked on several fire insurance maps that King found in public library records.

This appears to fit the description of what city workers reportedly found Wednesday.

The Ottawa beer plant was demolished after the brewing business was consolidated in Toronto in 1969. The warehouse across the street was demolished in 1983. Now, the current construction work might seal the tunnel for good.

"There are no plans to preserve the tunnel within the Albert Street Right-of-Way," said Richard Holder, manager of light rail projects for the City of Ottawa.

"Portions of the tunnel that remain between the new sewer and water main pipes will be filled with earth and low strength concrete to enforce road stability."

King worries other city projects, including upcoming LRT construction at LeBreton Flats, could damage what may be a larger system of tunnels, including a rumoured east-west rail tunnel that may contain an abandoned railway engine.

Around 1988 a city employee, who spoke anonymously to the Citizen in 2012, found a tunnel running just north of and parallel to Albert Street, about 80 metres east of the former brewery and 120 metres east of the Brading's tunnel.

During construction work to repair a broken water main just east of Preston and Albert streets, the man rappelled into a sink hole and found what he described as a rail tunnel, two metres high.

He said he found old beer bottles and cases on the floor and a small train similar to a mine train, about four or five metres long, on a narrow track.

The existence of this second tunnel and of the train is questioned, but based on his research King strongly believes it is hiding beneath LeBreton Flats on National Capital Commission land. It is unaffected by current construction on Albert Street.

King is working with an NCC archaeologist and an assistant curator at the Canada Museum of Science and Technology to draft an agreement to work on investigating and possibly preserving any tunnels ahead of redevelopment plans for the site.

Sean Tudor, from the museum, says the museum and the NCC have been working together for about six months to find the best way to conduct a non-invasive study of the east-west rail tunnel.

Tudor says based on the historical research he and King have conducted there is enough circumstantial evidence to believe the tunnel exists, and that it was likely a shunt line connecting the CP lines at the train yard to the Marine Signal building owned by Thomas "Carbide" Willson. The building, once the longest in the British Empire, was later bought by the brewery company.

"It would make sense," said Tudor, adding if the tunnel exists it is more likely to have been used in the early 20th century and not by the brewery. "If there is a locomotive there, it probably dates back to the late teens or early '20s," he said.

King, for one, is hoping Wednesday's discovery is just the beginning, not the end, of the story.

"Part of the fun of this mystery is finding out what's down there," he said. "Let's see if it's there. If it is there, let's preserve it as a piece of Ottawa's industrial history. This is all that's left. It's a reminder of what LeBreton Flats used to be."

Tunneling of the north-south portion of CSST is now complete

The tunnel-boring machine emerging through the rocky cliff behind the Supreme Court of Canada on Wellington Street signified a major milestone for the Combined Sewage Storage Tunnel project: the completion of the north-south tunnel.

Tunneling began on Chamberlain Avenue in December 2017, continuing for over two kilometres and up to eight storeys below Kent Street, before arriving at the Ottawa River behind the Supreme Court of Canada. The 250-metre-long tunnel-boring machine will now be dismantled, moved and re-assembled to begin tunneling the east-west tunnel from New Edinburgh to LeBreton Flats later this year.

Like many North American cities, downtown Ottawa has a historic combined sewer system, which uses the same pipes to convey both sanitary and surface-water to our treatment facilities. During heavy rains, this system can become overwhelmed, resulting in some untreated water flowing into the Ottawa River. These "combined sewer overflows" are wastewater combined with rain and debris that washes off our streets.

The CSST, with a capacity of approximately 18 Olympic-sized swimming pools, will greatly reduce the frequency of combined sewage overflows during storms from entering the Ottawa River, and will help protect the river. In addition, the CSST will reduce the risk of basement flooding in several low-lying areas in the city's core, and help future-proof our downtown sewer infrastructure by adding capacity and redundancy.

The CSST is a \$232.3-million project, with the Government of Canada and the Province of Ontario each providing \$62.09 million. The City has committed \$108 million towards this important infrastructure project - a key element of the Ottawa River Action Plan.

24/09/2019 OttawaMatters.com

Tramway

Sewage storage tunnel

Tunnelling complete for Ottawa sewage storage tunnel

The combined sewage storage tunnel will hold sewage and stormwater runoff -- which currently overflow into the Ottawa River, untreated -- during heavy rainfalls.

It's not as well-known as the tunnel for the O-Train's Confederation Line, but a second major tunnel through downtown Ottawa is now complete.

Excavation for the city's combined sewage storage tunnel was officially completed as the boring machine broke through the final few inches of dirt and rock, Monday.

The project consists of a north-south tunnel, under Kent Street, as well as an east-west tunnel between New Edinburgh and LeBreton Flats. The mayor posted a video of the tunnel-boring machine finishing its east-west journey, eating through the last bit of rock at LeBreton Flats.

The combined sewage storage tunnel will hold sewage and stormwater runoff -- which currently overflow into the Ottawa River, untreated -- during heavy rainfalls.

Construction will continue to finish underground chambers and odour control measures at surface locations in New Edinburgh, LeBreton Flats, Sandy Hill, New Edinburgh, Centretown and the northernmost tip of the Glebe.

The tunnel is expected to be operational next year.