

Local Railway Items from Area Papers - 1891

02/01/1891 Almonte Gazette Pontiac Pacific Junction

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

02/01/1891 Renfrew Mercury Belleville Perth

The carshops in Perth, which closed down entirely a week or so ago, from lack of material, have re-opened, with a staff of about one hundred and fifty men.

02/01/1891 Renfrew Mercury Chalk River Haley's

A train of 25 loaded cars, attached to a light locomotive, was a few days ago hauled over the new portion of the C.P.R. line at Haley's at ten miles an hour. The engine performed the task without a struggle, without a stop. This would have been an impossibility over the old line, even with the most powerful engine. The C.C., in recording the incident, says it must silence those croakers who were eternally saying that one day the main line would be shortened some day by a new road from Pembroke to Ottawa. So our contemporary breathes a sigh of relief that Carleton Place is not likely to be left out in the cold; and looks forward to the time when that town will become ? Because the future large traffic of the ? Will pass through it. Illegible.

08/01/1891 Ottawa Citizen Canada Atlantic Bank street

Ald. Gordon presented the report of the special committee appointed to deal with the complaint of residents of Bank street against the C.A. Railway. It recommended that the company be asked to desist from shunting on streets complained of, and in case they did not comply, that any application made by the petitioners to the Railway Committee of the Privy Council, to cause them to desist, shall be supported by the Corporation. The report was adopted.

08/01/1891 Renfrew Mercury Renfrew

Mr. Mountain and staff, who are now at work locating the line of the Ottawa, Arnprior & Parry Sound Railway, have reached Eganville's farm, on the Madawaska, about twenty miles west of Bark Lake. Mr. Mountain, the Enterprise says, reports a very favourable line, and says that from Renfrew to Eganville's Farm th eline is one of the most favourable he has ever travelled over.

09/01/1891 Ottawa Free Press Maniwaki

The Gatineau Valley railway has now reached a point past the Cascades and the laying of the roadway is progressing rapidly up the route. Mr. Archie Gordon of the place mentioned, who was down today, states that the roads are excellent all the way up..

09/01/1891 Almonte Gazette Prescott Prescott

Last week 226 car loads of goods crossed over the river into the Unites States at Ogdensburg. Five of the cars contained raw silk to the value \$350,000.

09/01/1891 Renfrew Mercury Shawville and Renfrew

If Renfrew is not yet - and soon - the leading railway centre of Eastern Ontario, it apparently will not be the fault of Nature or the Eternal Fitness of Things.

The Canadian Pacific and Kingston and Pembroke lines are already here; within the next two years, it is almost certain that the Ottawa and Parry Sound Railway - (connected with the Canada Atlantic and the Grand Trunk systems) - will be running past our doors; and now the people of Pontiac are also trying to get into Renfrew by steam.

On Tuesday afternoon a deputation of gentlemen from Shawville, P.Q., consisting of Dr. Lyon and Messrs. James and Andrew Hodgins, arrived at Renfrew, with the object of laying before some of our citizens the plan for a new line of railway. They were soon in consultation at Plaunt's Hotel with the Reeve elect, P.S. Stewart Esq., Councillor, M.J. O'Brien and Mr. A.A. Wright.

The proposition of the Shawville gentlemen is for a railway to run from Renfrew down the valley of the Bonnechere, to cross the Ottawa at the "Snow" Rapids, two and a half miles below Portage du Fort, and then to go through the townships of Clarendon, Thorne, Leslie, Cawood (in Pontiac county), and Alleyn and Wright (in Ottawa county) to the viillage of Wright where it will connect with the Gatineau railway. The village of Wright is situated at the mouth of the Pickanock river. The line from Renfrew to Wright would be between fifty and sixty miles in length. The promoters beileve they can get at least \$5,500 or possibly \$6,000 a mile from the Quebec gvernment and \$3,200 a mile from the Dominion government. Besides, \$30,000 has already been granted by the Dominion government for the building of a bridge at or near Portage du Fort; and it is the rule, so it is stated, of the government to give as well 15 per cent of the total cost of the bridges connecting two Provinces. To bridge the Ottawa at the point stated would, it is asserted, be an easy matter, as there are a number of islands so situated that probably no piers would have to be sunk.

The abovementioned Government grants, the comparative ease with which the line can be built, and the excellent prospect for a paying business to be done by the road, should, the Shawvillians think, prove sufficient inducement to some railway company to undertake the building of the road. There is not only a well settled and good farming country through a considerable section of the townships to be traversed, but there is also an abundance of mineral - iron, phosphate, asbestos, mica, etc., - to be mined; and the natural out for most of this mineral is Kingston, whence it could be shipped to Pittsburg for smelting purposes. Hence the promoters desire to come to Renfrew to connect with the Kingston and Pembroke Railway.

They desire also to secure the moral assistance of the people of Renfrew in getting the Government grants, and in attracting the attention of the railway builders to the possibility of profitable investment in the building and running of the road.

To this end, Messrs. Folger and Gildersleeve of the K. & P.R., have been invited to meet some of the citizens of Shawville and Renfrew at the Town Hall here on Wednesday afternoon of next week.

12/01/1891 Ottawa Journal Ottawa Electric

At a meeting of the street railway committee on Saturday afternoon, the mayor was authorized to sign the supplementary agreement between Messrs. Ahearn and Soper and the city, relative to the kind of rails to be used in the electric street railway, and already signed by the former. At the conclusion, Ald. MacLean received a hearty vote of thanks for his conduct as chairman, and an address.

12/01/1891 Ottawa Free Press Canada Atlantic locomotive

No. 6 locomotive of the Canada Atlantic, a heavy freight engine, has arrived back from the shops of the Kingston locomotive works, where it was fitted with a new and massive boiler.

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

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

16/01/1891 Almonte Gazette Pontiac and Renfrew

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

16/01/1891 Almonte Gazette Kingston, Smiths Falls and Ottawa

It is said that the construction of the Kinston and Smith's Falls Railway will be begun next spring.

16/01/1891 Almonte Gazette Chalk River Renfrew

A C.P.R. train ran into a runaway team at Renfrew, belongig to Mr William Dewer, of Bromley, and killed one of the horses.

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

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

17/01/1891 Ottawa Journal Ottawa City Passenger

Editorial about Keefer's claim that the Journal is attacking him. Points out that the street railway shareholders have done very well from their investment.

20/01/1891 Athens Reporter Westport

The B&W Rwy. train have experienced no difficulty in making regular trips so far this winter.

22/01/1891 Almonte Gazette Winchester Smiths Falls

Arthur Pritchard, an employee of the C.P.R., lost athumb and two fingers while making a coupling in the yard at Smiths's Falls a few days ago.

23/01/1891 Renfrew Mercury Shawville and Renfrew

Ther have been so many charters for railways procured, at one time and another, in different parts of Canada, which have never advanced beyond the charter stage, that no doubt many of our readers have forgotten (if they ever read or heard) that a Dominion charter for the "Union" railway - to connect Pembroke with Portage du Fort - was, through the efforts of Mr. Peter White, M.P., - obtained about two years ago. We learn from some gentlemen of Portage du Fort, that the people of that village are all in favour of this Union railway project, which, besides its charter, has this much in its favour, that a Provincial grant of several thousand dollars per mile has been made in aid of a line from Quyon to Portage du Fort: which line, with the Union railway passing through the North Riding of Renfrew, would shorten the distance between Pembroke to Ottawa some thirty-five miles. This Union railway has also power to connect, at some point in the township of Ross with the village of Renfrew.

On the Pontiac side of the river, therefore, there is the prospect of considerable opposition to the Shawville project; as that calculates on getting business from the Bristol iron mine to which the Portage scheme asserts a sort of pre-emptive claim. However, whatever difficulties - and there are both political and financial - may be in the way of the Shawville and Renfrew Railway, our ratepayers will doubtless in due season learn all about them from the local committee appointed at the meeting here last week.

Also in the Ottawa Journal, same date.

23/01/1891 Ottawa Journal Montreal and Ottawa

The Vaudreuil and Ottawa Railway.

Mr. A. Charlebois, the well known contractor, is at the Russell. Speaking to the Journal of the Vaudreuil and Ottawa road he said they expect to have the track laid to Ottawa by next fall. The survey is completed as far as Plantagenet, and would be finished to Ottawa in the course of two or three weeks. They are now building piers over the River la Grace, between Point Fortune and Rigaud, so as to be ready to lay the rails in the spring. As to the entry into the city, Mr. Charlebois could not say anything at present. He thought arrangements would shortly be completed with the Grand trunk for passenger traffic over their line into Montreal from Rigaud.

23/01/1891 Renfrew Mercury Pontiac and Renfrew Bristol

The Bristol Iron Co., which is operating the mine styled the Bristol, situated on lots N½ 21 and 22 of 2nd. R. Bristol, (Pontiac) reports a total output of 8,260 tons (9,251 1.5 toms of 2,000 lbs.) from the 1st of Nov., 1880, when operations were resumed. A working force of 60 men has been employed.

24/01/1891 Ottawa Journal Ottawa Electric

Controversy over street railway running along Wellington. Keefer is behind this - will allow the electric line to use his tracks between Sussex and Elgin but not between Elgin and O'Connor and proposes to squeeze the electric line to the back streets.

27/01/1891 Ottawa Free Press Ottawa Electric

Sir Hector Langevin's protest against the laying of tracks for the electric railway upon Wellington street and Dufferin bridge has been referred to the civic board of works. There need be no hurry about meeting the minister's opposition to the route selected by the council for the railway. In the very improbable event of the provincial executive deciding that the track shall not pass on Wellington street, the federal government will have no reason to complain, so that to deal with Sir Hector's objection before the charter has been obtained by the city and the proposed route approved by the Ontario executive, would be "putting the cart before the horse". But how the reference of Sir Hector's letter to the board of works cancelled the appointment of the delegation first chosen to proceed to Toronto is one of those things which nobody seems able to understand.

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

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

30/01/1891 Almonte Gazette Other

An attempt is being made to secure a railway from the village of Wright, in the Gatineau Valley, through the townships of Wright, Alleyn, Leslie, Thorpe, Clarendon and Litchfield, in Quebec Province, and cross the Ottawa roover about Schneaux, up the valley of the Bonnechere, through Horton to Renfrew Village to connect with the K.& P. and C.P.R.

03/02/1891 Ottawa Free Press Canada Atlantic Elgin Street

Station Constable Joseph Lauzon, of the Canada Atlantic railway, who was formerly a member of the city police force, has resigned his position, and will probably be succeeded by Mr. John White, of the blacksmithing branch of the road.

03/02/1891 Ottawa Free Press Canada Atlantic Elgin Street locomotive

Locomotive No. 16, a passenger engine on the Canada Atlantic, is undergoing a thorough overhauling in the shops, and will be turned out almost new in about a week's time. No. 2 shunting engine has been taken apart for repairs.

A meeting of the committee of Renfrew citizens appointed at the public meeting held some time ago to confer with the Quebeckers interested in the above railway, was held in A.A. Wright & Co.'s private office on Tuesday evening: Mr. P. Devine in the chair. Mr. M.J. O'Brien telephoned from Ottawa his regret at not being able to attend. Both the Pontiac Railway schemes - the one from Portage to Pembroke with a branch to Renfrew, and the one from Shawville to Renfrew direct - were discussed, and it was determined to assist both as far as possible, but particularly the Shawville scheme. Mr. M.J. O'Brien was elected permanent chairman of the committee and Mr. A.A. Wright, permanent secretarye

The Shawville Equity says "some people have begun to raise a dust" in opposition to the proposed railway. The Equity contends that the construction of the road is 'only an act of justice to the people of a section of the country, wh since its colonization have been struggling against numerous disadvantages, which a less energetic community would have been unable to combat with such a wonderful degree of success. The building of this road - and we see no valid reason why it should not be built - ought not to find any opposition from the P.D.F. and Bristol line, as there does not seem to be the remotest prospect of it becoming a competitor for the traffic of that road, from the fact that the proposed routes are at right angles to each other, and more likely to contribute to each others' success." - The Shawville correspondent of the Pontiac Advance (published at Portage-du-Fort), says:- "Mr. John Bryson's latest railway scheme to enable ur people to go to Renfrew is looked upon here as a veritable election dodge. It will not help him any. We are far more concerned about how we are going to pay the bonus for the railway we have - a railway that is not an unmixed blessing, when we find that our merchants can hire farmers' teams to draw goods from Ottawa for 25cts. A hundred while the railway charges 30cts."

06/02/1891 Ottawa Journal Canada Atlantic Elgin Street

The C.A.R. Freight Shed wrecked. Under an immense accumulation of snow the roof caves in. The large and commodious freight shed of the C.A.R. is a memory of the past. This morning about 5 o'clock the roof suddenly gave away and fell in, and in its descent shoved out the walls on either side so that scarcely a stick or piece of timber was left standing. The cave in is attributed to a heavy accumulation of snow on the roof. The building was comparatively new and in good preservation. The alarm was quickly given but fortunately the accident occurred at a time when nobody was around, and no lives were lost, though the loss to the company will of curse be heavy, the entire building being reduced to a mass of wreckage. Had the cave in occurred a couple of hours later, it is quite probable that several valuable lives would have been sacrificed as a dozen or so of the hands are generally at work about the shed and some of them undoubtedly would have been instantly killed. The shed was about 75 yards long and 10 wide. There was a fair amount of freight in the shed at the time, but not of such a frail nature as to be damaged to any extent. It consisted chiefly of barrels and boxes.

A MARVELOUS ESCAPE

Andrew O'Neil, the watchman, was in the freight agent's office, adjoining the shed, when the accident occurred, and he received a severe shock from the crash. He had a marvelous escape with his life as he had only that moment left the shed and walked over to the office to attend to the fire before leaving for home.

Mr. Claire, the Freight Agent, had a large number of men at work today, clearing away the wreck. He informed the Journal that a temporary building would be erected immediately, so as not to interfere with the storing of the freight. He said it was not known whether the company would construct the shed in the same place or in another part of the yard.

06/02/1891 Almonte Gazette Kingston (CN) Ballantynes

Two G.T.R.freight trains collided near Kingston on Sunday morning. Norton Clow, fire,an, of Brockville, was killed and three others slightly wounded. Loss about \$75,000. One of the operators is to blame.

07/02/1891 Ottawa Citizen Canada Atlantic Elgin street

The freight sheds at the C.A.R. station fell in early yesterday morning, the heavy accumulation of snow on the roof being the cause. All the woodwork was smashed and freight to the value of a few hundred dollars was ruined.

08/02/1891 Athens Reporter Kingston (CN) Ballantyne

GTR Crash Near Ballantyne's Station, Norton D. Clow Killed Between seven and eight o'clock on Sunday morning one of the saddest and most destructive accidents that has occurred on the GTR for a long time happened near Ballantyne's station about six miles east of Kingston , which resulted in the loss of at least one life, the serious if not fatal wounding of several others, and the total destruction of two mogul engines and eighteen freight cars and contents

The morning was foggy and the trains were within half a dozen car lengths before the drivers saw the impending danger, and although the engines were reversed, it was too late to avert the impending crash and the two trains came together with terrific force. The driver and fireman of the down train were found partially buried under the debris of their engines and were soon extricated from their horrible position. The driver of the up train was pitched clear over into an adjoining field having been thrown clear off the wreck. All the hands on the train were more or less injured, how seriously it is impossible yet to say.

When all the train hands had been looked after it was found that all were accounted for except Norton D. Clow, a brakeman on the up-bound train. He was riding on the engine at the time of the collision and when last seen was in the act of jumping. He was afterwards found under the debris and must have been killed instantaneously. He was a son of Hiram Clow, who resides near the cemetery, above Brockville and had only been employed about a year as brakesman although he had been employed at his trade of carpenter for several years by the company. He was about 23 years of age, single, steady and industrious and a member of the Brockville Lodge of Oddfellows. The accident was caused by the carelessness of the operator at Kingston as both the conductors had orders to proceed. It is reported that as soon as he heard of the accident that he packed his valise and left for parts unknown.

The Charter Granted

Recent obstacles to the Electric railway overcome

One more meeting of the city council and Messrs. Ahearn and Soper proceed with the road.

Power given to use Wellington Street

Messrs. Ahearn and Soper were advised today through their solicitor Mr. Chrysler, that the charter for the electric railway has been granted, and that it will be forwarded as soon as the city council repasses the resolution which was unanimously carried at the last meeting. That resolution provided that the City Passenger Railway Co. should be allowed to make its Rockcliffe connection and extend its Queen Street line to Broad Street, provided however that the Electric company would signify its willingness to enter into an equitable arrangement with the old company for the use of the Sparks Street line as far as Metcalfe.

More

Messrs. Ahearn and Soper, being seen, said "Yes, the charter has been granted to us at last, and will be sent down as soon as the council passes the resolution, which the Hon. Mr. Gibson has requested to have passed. We have given Mayor Birkett a letter signifying our willingness to enter into an equitable arrangement for the use of the present route on Sparks Street as far as Metcalfe st., so that the resolution Mr. Gibson requests to have passed is to all interests and purposes a confirmation of the one already passed.

"Is Wellington st. included in your charter?" inquired the Journal. "Yes, but we shall use Sparks street as agreed in our letter to the mayor if the other company will make an equitable arrangement to allow us to do so. By having Wellington street as part of our route we are in a position to deal with Mr. Keefer's company for the use of Sparks street, and as far as we are concerned we shall try to come to terms with him as promptly as possible. As soon as the charter reaches us we shall be in a position to confer with him and also to order our rails which we are most anxious to do at once in order to avoid further delay."

Messrs. Ahearn and Soper much pleased etc.

09/02/1891

*Ottawa Citizen**Canada Atlantic**Central Depot*

THE CENTRAL STATION

Application to be Made to Parliament for a Charter.

The sister scheme to the Interprovincial bridge project, namely that of a Union depot at the Canal Basin, is also about assuming definite shape. The promoters of the station are those who have taken hold of the bridge project, although nominally the schemes are under separate organizations and the intention is to amalgamate both enterprises. Saturday's issue of the CANADA GAZETTE contains the following notice:

"Notice is here by given that application will be made to the Parliament of Canada, at its next session, for an Act to incorporate a company for the purpose of erecting, maintaining and managing a central railway station or depot, in the City of Ottawa, at some point on or near the east bank of the Rideau Canal between the Bank street swing bridge and the Sappers' Bridge, and to construct and operate in connection therewith a line or lines of railway from said station or depot to any point or points in the City of Ottawa, and to connect with any other line or lines of railway; with all the powers as to acquiring and expropriating of lands necessary for the purpose of said station or depot and railways which are given as to railways by the Railway Act. Also with power to amalgamate with the Interprovincial Bridge Company or any other company having bridging powers over the River Ottawa. Also with power to lease or otherwise arrange with any railway company for the use of said central Station or depot and lines of Railway in connection therewith. And with all the other powers incident to railway companies under the Railway Act.

A. FERGUSON, solicitor for the applicants.

10/02/1891

*Ottawa Journal**Canada Atlantic**Central Depot*

Prospect that building will be started early.

New company for the construction of central depot is being pushed.

Mr. C. Chabot promoter of scheme - also Interprovincial Bridge. Plans much the same as those of the C.A.R.

12/02/1891

*The Equity, Shawville**Maniwaki*

The G.V. railway is practically finished as far as Wakefield. The locomotive is running between Wakefield and Ottawa. The new G.V. railway station in Wakefield is completed and is situated a considerable distance above the village near the manse.

12/02/1891

*Ottawa Journal**Ottawa Electric*

Required resolution passed by city council.

13/02/1891

*Almonte Gazette**Kingston (CN)**Ballantynes*

At the inquest on the body of Clow, the brakeman killed in the collision near Kingston, the jury returned a verdict holding A.L Laidley, telegraph operator, Kingston, and George Stone, train despatcher, Montreal, responsible for the accident.

13/02/1891

*Almonte Gazette**Canada Atlantic**Ottawa*

The Canada Atlantic Railway freight sheds at Ottawa were crushed to the ground, last week, by the accumulation of snow on them.

13/02/1891

*Renfrew Mercury**Pontiac and Renfrew**Bristol*

The Bristol iron mine - so we (Equity) were informed on Monday - changed hands on that day, the new proprietors being an American company, who expect to increase the output daily.

13/02/1891

*Renfrew Mercury**Shawville and Renfrew*

Mr. Harry Heath, who has had large experience in railway engineering, was in Shawville last week, preparing to make an examination of the proposed route of railway from Wright township to Renfrew, of which he will make the necessary tracings to lay before the Committee of Railways when the charter comes up for discussion.

17/02/1891

*Athens Reporter**Westport*

On Tuesday late the B&W train was unable to get through owing to the quantity of ice on the track. A gang of men were put on with pick and shovel and succeeded in getting the train through as far as Athens that night. They were until 4pm on Wednesday getting to Brockville but the return trip was made on time and trains have ran regularly since.

20/02/1891

*Almonte Gazette**Kingston, Smiths Falls and Ottawa*

It is said that intending contractors have lately gone over the route of the Kingston & Smith's Falls R.R. This is taken as an indication that the road will shortly be built.

26/02/1891

*Ottawa Journal**Ottawa Electric*

City council meeting. Discussed laying of double track on Bank Street instead of present single track.

It would take three or four months to obtain the special rail to cross the C.A.R. (?)

27/02/1891

*Ottawa Citizen**Ottawa Electric*

Messrs. Ahearn and Soper received their charter of incorporation into the Electric Street Railway Company yesterday morning. Thomas Ahearn, Wm. Scott, Warren Young Soper, Duncan Charles Dewar and Redmond Quain are the provisional directors of the company, and the capital stock is placed at \$500,000 in 5,000 shares of \$100 each.

03/03/1891 Athens Reporter Westport

Railway Bridge Over Elbe Mills Pond Lifted by Ice

On Wednesday morning last a portion of the railway bridge over the mill pond here was raised nearly a foot by the ice and the train had to return to Athens.

The B&W train was stopped at the trestle bridge spanning the mill pond at Elbe Mills on Wednesday last. The timbers were frozen into the ice and when the freshet of the day before broke up the ice, it carried it out of line. The section gang were sent down and succeeded in breaking up the ice so as to allow the timbers to settle back to their places. The train was taken over in sections the next day and the bridge is now reported all right and regular traffic has been resumed.

06/03/1891 Ottawa Journal Ottawa Electric

Messrs. Ahearn and Soper state they have definitely decided to use the Westinghouse Pittsburgh apparatus over their whole line and that it will be operated by the new single reduction gear.

09/03/1891 Ottawa Free Press Maniwaki

An official of the Gatineau Valley railway, who came down to Hull on Saturday, stated the road was passed [sic] the Peche and the new bridge and station houses at that point were fast nearing completion. Progress in road laying and building is being made as fast as possible under the circumstances, which offered many disadvantages, such as the season, the roughness of the country, etc.

11/03/1891 Ottawa Citizen Ottawa Electric Albert street

Messrs. Ahearn & Soper have purchased property on Albert street on which they propose to erect sheds for the housing of their cars and for doing repairs. The building will be of solid brick 125 feet long and 55 feet wide.

13/03/1891 Almonte Gazette Chalk River Almonte

The pumping machinery has been removed from the old C.P.R. tank here.

13/03/1891 Almonte Gazette Winchester Smiths Falls

The Smith's Falls News says: "A C.P.R. brakeman was "bounced" on Tuesday for making a little too "fresh" on election matters. The C.P.R. does not run politics in connection with its trains." In view of the position taken by the C.P.R. during the recent election, the words of our conference are just a trifle "fresh." If the brakeman had talked the other way, he would have been a noble, loyal citizen, and worthy of promotion, doubtless, in the eyes of the News.

13/03/1891 Almonte Gazette Chalk River Almonte

The pumping machinery has been removed from the old C.P.R. tank here.

14/03/1891 Ottawa Journal Carleton Place silk

Two car loads of fine silk en route from China to England passed through the city on the Winnipeg train yesterday.

14/03/1891 Ottawa Citizen Ottawa City Passenger

The civic By-law Committee held a meeting yesterday afternoon and decided to recommend to council to pass the by-law granting the Ottawa Passenger Railway Company the right to connect their Rockcliffe extension with the main line, and also to extend the line on Queen street to Broad. The By-law was submitted at the meeting.

17/03/1891 Ottawa Journal Ottawa Electric

Meeting of council last night.

A letter was read from Messrs. Ahearn & Soper stating that they had held a conference with the managers of the Ottawa City Passenger Railway company with a view to coming to an agreement to use their tracks on Sparks street as far as Metcalfe street. They were unsuccessful however and had now made arrangements to lay their tracks on Wellington Street.

Also in the Citizen for the same day but the Electric Company was requested to make arrangements to use Sparks street.

19/03/1891 Ottawa Free Press Maniwaki

The Gatineau Valley Railway has put on a train which carries carloads of wheat and provisions as far as the Peche, for the firm of Maclaren. No passenger service has been begun as yet, the construction train merely carrying employees.

19/03/1891 Ottawa Free Press Ottawa City Passenger

A gang of men were set to work yesterday by the Street Passenger Railway company digging a bed for laying the track for the extension on Queen street west from Bridge to Broad street.

24/03/1891 Athens Reporter Westport

On Friday night the B&W train ran off the track at Athens station. It was caused by the icy condition of the rails. The engine was broken and the train delayed until a special engine was brought from Brockville. On Saturday about 9 o'clock am it started for Westport, and made a return trip to Brockville the same day. There were quite a number of passengers on board at the time of the accident, but no one was hurt.

25/03/1891 Ottawa Journal Montreal and Ottawa

A Montreal despatch says: Judge Foster of Knowlton and Messrs. A. Charlebois and J.J. McDonald, well known contractors, left town this afternoon via Vermont Central for New York where the three gentlemen just named will take the White Star liner on Wednesday for Liverpool. These gentlemen will probably be absent for six weeks and will no doubt be engaged in several financial schemes of the greatest moment to Canada's railway interest. The Montreal and Ottawa line of which Mr. Charlebois is the contractor is now located as far as Cumberland, but 15 miles from the capital and no doubt as soon as the above named gentlemen return the entire distance from Rigaud to the Rideau will be covered with men. In fact the energetic promoters have promised all along that the locomotive would run over the Montreal and Ottawa from end to end before the close of the present year, and it now appears that such is to be the case. Judge Foster and Mr. Charlebois, while absent will make a large purchase of rail in Belgium.

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

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

27/03/1891 Renfrew Mercury Maniwaki

No regular trains are running yet on the Gatineau Valley railway, but the company last week carried as far as la Peche five car loads of wheat and other provisions for Mr. McLarenc's shanties.

27/03/1891 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth, after a delay of some weeks in repairing and refitting some of the machinery, started again last week.

28/03/1891 Ottawa Free Press Canada Atlantic Elgin Street locomotive

Shunting engine No. 1 of the Canada Atlantic, which has been in the shops for repairs, has been replaced on the road at its normal work. Passenger locomotive No. 14 and freight engine No. 6 have now gone into the shops to be overhauled.

28/03/1891 Ottawa Citizen Canada Atlantic Bank street

It is said that the Canada Atlantic may connect its track with the railway track of the Electric Company at its junction on Bank street and thus be able to run their passenger trains direct to the gate of the Exhibition Grounds during exhibition week.

28/03/1891 Ottawa Free Press Canada Atlantic Elgin Street

Mr. Lanigan, a brakeman on the Canada Atlantic railway who had two fingers of his left hand accidentally severed on the road a short time ago, has been appointed station constable at the Elgin street depot.

28/03/1891 Ottawa Journal Chaudiere Chaudiere

The new Canada Atlantic Railway company's office at the Chaudiere is now ready for occupation and will likely be moved into next week. The office is a great improvement on the present quarters.

31/03/1891 Athens Reporter Westport Lyn

Lyn Monday 30 March The B&W RR have a freight car detached at the gravel pit bridge in a rather awkward position. The cost of these runs off would have been saved perhaps by a little labor spent in putting the track in order.

31/03/1891 Ottawa Journal Ottawa Electric

The rails for the electric railway are now on the way from England.

31/03/1891 Ottawa Journal Vankleek Glen Robertson

Central Counties Railway

First sod turned today at Glen Robertson

Alexandria, March 31. Ground was broken at Glen Robertson on the Canada Atlantic to-day for the Central Counties Railway, which will run from there across country by Vankleek Hill and Caledonia Springs to the Vaudreuil and Ottawa Railway. Work will be pushed rapidly.

01/04/1891 Ottawa Citizen Vankleek Glen Robertson

The Central Counties Railway Company broke ground yesterday morning at Glen Robertson and work will be pushed as fast as the season will permit to Vankleek Hill. The survey extends to Caledonia Springs and the work is of interest to Ottawa.

01/04/1891 Ottawa Citizen Ottawa City Passenger

The people of Hull are about waking up to the possibility of having the street car service extended to that city. To the advantage of having direct communication with the Capital, residents have long been fully alive; but interest in the scheme has been revived through the HULL DISPATCH, which has of late been a persistent advocate of the scheme. It is understood that at the next meeting of the Hull City Council the matter will be discussed, and as the first thing to be done is to secure the consent of the Government to use the Chaudiere Bridge, the council will likely appoint a delegation to wait upon Sir John MacDonald in reference to the matter. The committee will also interview Mr. Keefer, the president of the Street Railway. In this connection the DISPATCH credits Ald. Fraser, secretary-treasurer of the company with having said, "Mr. Keefer has never been requested by the people of Hull to carry out this idea, but I have no doubt if a deputation from the Council waited on him and made the suggestion he would cheerfully do what he could to meet their views."

02/04/1891 Ottawa Citizen Ottawa City Passenger

The Street Car Company will put on a gang of men with flat cars, to clear their tracks today, and expect to have the line fully cleared by next week.

03/04/1891 Ottawa Citizen Ottawa Electric Albert street barns

The contract for the construction of shops for the Electric Street Railway cars have been awarded to Mr. James Matthews for the masonry and brickwork, A. Sparks for the carpentering, Butterworth & Co. for the plumbing, and McKay & Co. for the painting and glazing. Mr. J.E. Hutchison [sic] has been engaged to superintend the railway.

04/04/1891 Ottawa Free Press Ottawa City Passenger

The tracks of the street railway other than in the centre of the city are now clear of ice, and when the workmen now engaged on Rideau and Sparks streets succeed in opening up the track the cars will be put on the routes. At present travelling in the busses is so rough that passengers can hardly keep their seats at times.

07/04/1891 Ottawa Free Press Maniwaki

There is trouble among the hands employed by the Gatineau Valley railway over the wages question. The men, who were employed at \$1.25 a day, say the last pay day they only got \$1 per diem, and this pay day got nothing. They threaten to quit work unless the money due them is not forthcoming at once. The boarding house keepers at Peche village, where most of the men have been living, are also excited over the matter.

First Ground Broken

Men at work for the Ottawa Electric Railway

Messrs. Ahearn and Soper, in accordance with the terms of their contract with the corporation and in evidence of their good faith, broke ground on the construction of the electric street railway yesterday.

The first ground was broken on Rideau street in the morning, when a gang of men commenced digging holes for the electric poles on that thoroughfare.

Mr. Soper being seen by the Journal said: "Yes, we have commenced operations by digging holes for poles on Rideau. We are going to replace the Bell telephone poles and use the new poles jointly for the electric street railway and the Chaudiere electric light and power and the Bell telephone wires, thus avoiding the multiplication of poles.

THE FIRST LINE TO BE BUILT

As to the routes we intend building this year, it will be from the C.P.R. depot to Wurtemberg Street via Albert, Metcalfe and Wellington streets, Dufferin bridge and Rideau street; from the corner of Bank and Albert to the exhibition grounds on Bank Street, from Wellington to the C.A.R. depot on Elgin Street and thence across to Bank Street, via Catherine; from Rideau street to St. Patrick on Dalhousie and thence via St. Patrick Street bridge to Creighton st., New Edinburgh.

TRACKLAYING THIS MONTH

Work will be rushed straight along. Tracklaying will commence on the 25th instant.

Further inquiry elicited the fact that during the two or three days the stock books of the company had been open, the sum of \$90,800 had been subscribed.

Mr. H.C. Evans of New York, representing the Johnson Company of Johnstown, Pa., through whom Messrs. Ahearn and Soper are obtaining some of their rails, was also in the city, and stated their supplies would be forwarded in a few days.

HOW THE CARS ARE PROPELLED

The mode of propelling the cars is apparently very simple. On both sides of the street are electric wire poles, between which are suspended sustaining wires. Supported by these is the circuit wire. The latter is a six sided copper wire about a third of an inch in diameter. From the roof of the car rises what is known as the "trolley arm" terminating in a wheel that runs along the underside of the circuit wire. The current is conveyed to the motor underneath the car by means of this trolley arm, and this the car is set in motion.

The cars of the new company are now being painted and will shortly arrive in the city.

10/04/1891 *Renfrew Mercury*

Kingston (CP)

Renfrew

On Friday morning last, when Mr. M. Snider, K. & P.R. agent, walked up to the station-door to unlock it, he found to his great astonishment that it was open and the room occupied by different citizens, who had found the place open and walked in. During the night, burglars had forced the door open; and, pulling the cash till from its fastenings beneath the ticket selling wicket, had ransacked it. They secured between five and ten dollars in cash.

10/04/1891 *Ottawa Free Press*

Ottawa Electric

The car shed of Electric Street Passenger railway is being pushed ahead. The foundation walls will be completed this week, and yesterday afternoon the frames for the entrance arches on Queen street were put in position.

13/04/1891 *Ottawa Free Press*

Ottawa Electric

The laying of the rails for the Electric street railway will commence on or before the 25th of this month. The contractors are merely waiting for the material to arrive. The work will be under the superintendence of Mr. Leamy of 342 Elgin street, who has already engaged most of the men required.

City Engineer Perreault, superintended the erection of poles for the electric street railway on Rideau street on Saturday afternoon. The majority of poles do not project more than three or four inches into the gutter and are nine clear feet from the sidewalk.

14/04/1891 *Ottawa Citizen*

Ottawa City Passenger

The Special Committee of the Hull City Council will meet the Ottawa Street Railway Company early this week relative to the extension of the street railway line to Hull.

A leading Sparks street merchant favours the passing of a special vote of thanks to the City Passenger Railway Company for their assistance in the timely removal of the snow and ice from that thoroughfare.

14/04/1891 *Ottawa Journal*

Ottawa City Passenger

THE STREET RAILWAY HULL EXTENSION

The scheme for endeavouring to obtain the expansion of the city passenger railway to Hull has progressed so far and found such favour that a select committee of the Hull council has been appointed to wait upon the directors of the railway company and petition them to make the extension. The deputation will meet Mr. Keefer one day during the week.

14/04/1891 *Ottawa Free Press*

Maniwaki

Work on the Gatineau Valley railway has been completed as far as about one mile beyond Wakefield, and freight trains are running over that portion of the line. The great quantities of ice and snow yet remaining hinder the rapid opening up of the work, but it is expected that the work will progress much more rapidly in a short time. No information can be given when passengers can be carried over the completed portion.

14/04/1891 *Ottawa Journal*

Vankleek

Meeting of provisional board of the Central Counties railway took place yesterday at the office of Mr. C.R. Cunningham, the president. The survey is completed, the first sod turned and matters now appear like the commencement of construction.

Election of officers, benefits to Ottawa.

Will connect with the C.A.R.. This 20 miles is the first branch of the railway. Three others are to be built as soon as possible, beginning next year. The second will run between Cornwall and Moose Creek: the third between Rockland and South Indian or Casselman and the fourth between Vankleek Hill and Caledonia Springs. The latter will likely be the next built. All these branches will connect with the C.A.R. and run to Ottawa. The total length of them will be 67 miles.

14/04/1891 *Ottawa Journal*

Ottawa Electric

Albert Street

The foundation wall of the new electric railway car shed on Albert street, near Lyon, is now four feet above ground and the frames for the doors are being put up. The work is being rapidly pushed. The shed will be 134 feet long leaving 60 feet next to Queen street for future extension, 60 feet wide and 25 feet high. It will be solid red brick, well lighted by windows on the four sides. The front will be ornamental and the doors wood with iron finials. The roof will be flat.

The shed will accommodate 25 cars and there will be four tracks in the interior and two "pits" for repairs in the centre and workshops at the right hand side.

The building will be well drained and there will be a fire hydrant. There will be a comfortable sitting room for the men when off work, and business offices. The building which will be an ornament ?? will cost about \$7,000. Messrs. Arnold and Calderson are the architects. The contractors are: Matthews, masonry; Sparks, carpentering; Slack, iron work; and McKay, painting.

15/04/1891 Ottawa Free Press Ottawa City Passenger

The Street Car Company have ordered two new open cars which they expect to be able to place on the track in the course of a few days.

17/04/1891 Renfrew Mercury Carleton Place Westboro

The property known as Skead's "Mills," Nepean, about two miles west of Ottawa, containing about 69 acres, has been purchased by the C.P.R. for the sum of \$15,000. It is not yet known what use will be made of the property, but it is said that the Company will expend about \$25,000 this spring and summer; and contemplate, also, erecting a fine station there, making the place a summer resort.

21/04/1891 Ottawa Journal Ottawa City Passenger Rockcliffe extension

The Ottawa Street Railway Co. [sic] asked that the city engineer approve of the proposed location of the connecting line between the Rockcliffe extension and the city limits so that the work could go on at once. Referred.

21/04/1891 Athens Reporter Westport

J.H. Whelan is now station master at Westport.

21/04/1891 Ottawa Free Press Buckingham

The C.P.R. intend opening their branch road to Buckingham village next week. A new horse ferry has been put on at Cumberland to transfer live stock from the Ontario to the Quebec side, landing near the railway station.

22/04/1891 Ottawa Free Press Canada Atlantic Elgin Street locomotive

A couple of brand new locomotives arrived at the Elgin street yards yesterday for use on the Canada Atlantic Railway. They are intended for passenger purposes.

23/04/1891 Ottawa Journal Buckingham Buckingham

The burning of the railway station last week, will, it is hoped result in the construction of a building more suitable to the requirements of the town. The old building was too small and had not even a waiting room. The freight accommodation also was deficient.

23/04/1891 The Equity, Shawville Pontiac and Renfrew Bristol

The carpenters are busily engaged on the new engine house at the Mines to replace the one destroyed by fire a short time ago.

24/04/1891 Ottawa Free Press Buckingham

A fine new station, much larger than the one recently burned down, will be built by the Canadian Pacific Railway at Buckingham. Its erection will be commenced shortly.

25/04/1891 Ottawa Citizen Ottawa Electric

Mr. Thos. Patterson has been awarded the contract for the delivery of the ties, rails and other materials for the electric street railway. The ties are now at the C.A.R. station and the rails at the C.P.R. station. Mr. Patterson will begin on Monday to deposit the materials at convenient distances along the route.

25/04/1891 Ottawa Citizen Ottawa City Passenger

The Ottawa Passenger Street Car Company yesterday made a slight reduction in their fares, selling six tickets for a quarter and twenty-five for a dollar. The company are also running on faster time and have two relief cars on at dinner and supper times. The two new open cars will start running on May 1st.

28/04/1891 Ottawa Citizen Maniwaki

The Gatineau Valley Railroad is booming. Men are being engaged at Chevrier's Hotel on St. Patrick's street, and a large number will leave this morning under the charge of Mr. Malone. So well is the work going ahead that the line is likely to be completed to Kazabazua by next fall.

28/04/1891 Athens Reporter Westport Lyn

The express car on the B&W jumped the track on Saturday near the gravel pit, Lyn. The car was shoved to one side and the train proceeded, after about an hours detention.

29/04/1891 Ottawa Free Press Maniwaki

A gang of between two and three hundred men left Chevrier's hotel on Murray street yesterday to work on the Gatineau Valley railway up at the Peche. They will have employment all summer at wages ranging from \$1.10 to \$1.25 a day.

30/04/1891 Ottawa Citizen Ottawa Electric

The busy appearance of things on Albert street yesterday afternoon, where work on the new electric street railway is being actively pushed, showed that Messrs. Ahearn & Soper mean to carry on the work of constructing the road as expeditiously as possible. Without any undue ceremony work was commenced at one o'clock yesterday, 75 men being engaged by Engineer Hibbard. The men were put to work fifteen feet apart, between Bank and Metcalfe streets, and before night a great part of the excavating for the laying of ties had been completed. The work is being done by the day under the supervision of Engineer Hibbard, who has Mr. F. Leamy as foreman. Mr. Hibbard, who is performing the work in a most systematic manner, expects to have the greater part of the track laid on that portion of the street by this evening. With praiseworthy forethought he had a patrol on that street last night to warn and prevent travellers from coming to grief on the open portion of the road. Messrs. Ahearn & Soper pay the men \$1.25 for nine hours work. The news of the commencement of the work spread rapidly and hundreds of people, including M.P.s and Senators, visited the scene during the afternoon and passed many compliments to Messrs. Ahearn & Soper for the energetic and thorough manner in which they are having the work carried on.

01/05/1891 Kemptville Advance St. Lawrence and Ottawa Kemptville

An incoming train, a few days since, on the St. L. & O. Division was the cause of considerable excitement for a few minutes, A team of mules, with which a small boy was ploughing in a field beside the track ran away and dragged the youthful teamster all over the field. Some live stock, the property of Ambrose Clothier, manifested a great desire to dispute the passage of the train on the track, but were finally induced to give it up as a bad job.

01/05/1891 Canada Lumberman Vankleek Vankleek Hill

Vankleek Hill, a thriving village in the county of Prescott, is in high glee over the news that the Central counties railway company expect to have the line from Glen Robertson to the village completed by November next. The population is now about 2,000, and which it is anticipated will increase rapidly. Lumbering is carried on extensively in this region, and it is expected that the new railway line which is to connect at Coteau with the American system will enable the large dealers and holders of lumber to ship at any season of the year to Boston, New York and other cities in the United States. The railway company have a bonus of \$15,000 from the municipality of West Hawkesbuty, and a number of small binuses from famres along the line. The LUMBERMAN trusts that all the good things that our friends along the Ottawa anticipate from the increased railway facilities will be realized. Just see to it that you have got the railway solid - if such a thing is possible - on all its promises, so that some day when you most need its services, it will not kick back on you. Railway corporations, and heavily bonused ones too, have done that kind of thing before.

Mr. G.A. Mountain, Chief Engineer of the C.A.R. returned to Ottawa on April 23rd from a drive over the Ottawa, Arnprior & Parry Sound railway, from Ottawa to the Bonnechere Valley, a distance of 100 miles. The road has been located to that point, and Mr. Mountain went in company with a party of contractors who propose to tender for the construction. Mr. Mountain said that the contractors were highly pleased with the geographical features of the road. The grades and curves are easy, the grades being very similar to those of the C.A.R. But in some places the construction will be extremely expensive, owing to heavy rock cuttings and timber clearings. The distance to Renfrew by the proposed route will be 50 miles, as compared with 70 miles by the C.P.R. The 100 miles located is just half way to North Pacific Junction. The application for amalgamation by the Ottawa, Arnprior & Renfrew and the Renfrew and Parry Sound railways that will come before parliament this session is a mere matter of form, the charters for the two divisions, of the road having been granted at different times. - Ottawa Journal.

THE ELECTRIC ROAD

TRACKLAYING GOING ON RAPIDLY ON BANK AND ALBERT

A Little Light on the Latest Complication in the Grade Question - Tracklaying to Grade a Question of Obligation

Work on the electric street railway track is being rushed. The contractors, Messrs. Ahearn & Soper have one hundred and forty men engaged on the construction at a wage of \$1.25 per day of nine hours.

By this evening one track on Albert street will be laid from Bank to Metcalfe streets and the whole of one side of Bank street.

The work is being done in fine style under the superintendence of Mr. F.A. Hibbard, with Mr. Leamy as foreman, and the contractors are frequently congratulated on their success.

Referring to the differences of opinion developed at this week's board of works on the subject of the street grades in question with the laying of the electric street railway tracks, many sensational rumors were industriously circulated yesterday and to-day. One of them was to the effect that the contractors would suspend work if track laying to the present road surface was insisted on, they contractors being already engaged in laying to grades given them by the city engineer. This is emphatically denied.

WHAT THE CONTRACT SAYS.

The clauses in the contract on which Mayor Birkett asked the solicitor's opinion, and took the action he did at the board of works, as reported in THE JOURNAL, are as follows:

13. The railways shall be of the gauge [sic] of four feet eight and one half inches and the rails shall be of such pattern as shall be approved of by the corporation, and shall be laid, kept and maintained by the contractors flush with the streets, and in such manner as shall least obstruct the free and ordinary use of the streets and the passage of vehicles and carriages over the same, the corporation on their part agreeing to maintain the streets in proper repair and to keep the same up to the grade with which the contractors are from time to time required to keep their rails flush.

14. The location of the tracks and rails shall be subject to the approval of the corporation; and the tracks shall conform to the grades of the several streets upon or along which the same are now or shall hereafter be established, and the contractors shall not in any way alter or change the same.

18. The corporation and the offices and the servants thereof shall have the right to take up the streets traversed by the railway either for the purpose of altering the grades thereof, constructing or repairing the drains, sewers or culverts, or laying down or repairing of gas or water pipes, or for any other purpose for the time being within the powers, privileges, duties and obligations of the corporation, without being liable to the contractors for any damage that may thereby be occasioned to the contractors all the work connected therewith or the working thereof, and the corporation shall not be liable to the contractors for any damage the contractors may sustain from the breaking of sewers or water pipes.

Acting upon the instructions of the mayor and the board of works, City Engineer Perreault yesterday wrote Messrs. Ahearn & Soper to the effect that he was instructed by the board to recall the grades given them and asking them to request Mr. Hibberd, their engineer, to wait upon him and obtain fresh levels.

WHY THE GRADES COULD NOT BE RETURNED

To this the contractors replied through their solicitor giving reasons why they were unable to return the grades. They claim that they applied to the city council for the grades to which they were to lay their line. That's letter, illegible, was referred to the board of works to take action, and acting upon the instructions of that body, Mr. Perreault supplied them with the schedule of grades, which is now re-called but on which they have commenced work and are going on with the construction of the street railway tracks.

NO CHOICE IN THE MATTER

Messrs. Ahearn & Soper being seen by THE JOURNAL, were very reluctant to be interviewed. They stated that it was not a matter of choice with them; they were compelled by the contract to lay the track to the established grade, and on the streets on which they were laying tracks, grades were established. Mr. Duffy, assistant engineer, having been engaged on them all the winter. They haddully applied for the grades by letter and received them in writing, and were acting on them as bound by their contract. They had gone on and laid out large sums of money in good faith so as to complete the line at an early date.

Mr. Mactavish, city solicitor, was next seen. He said he had given his opinion on the clauses of the contract as quoted by the mayor at the board of works. He was not prepared to say whether the fact of the contractors having received grades from the city engineer would complicate matters or alter his decision, as he had not sufficiently considered that matter.

A MATTER OF OBLIGATION

in answer to the question whether it was a matter of choice or of actual obligation on Messrs. Ahearn & Soper to lay to the established grades, the city solicitor said the contract bound them to do so.

Mr. Perreault declined to be interviewed. He said he had acted on the instructions of the board of works, and his worship the mayor representing the whole council, and he should report exhaustively to the council on Monday evening.

Mayor Birkett was seen. He said ; I do not mean to speak, or to enter into any controversy. The person to stand between the people and the contractors is the city solicitor, and I shall abide by his decision.

A LITTLE FILLING AND CUTTING NEEDED.

It is understood that the streets chiefly affected by the misunderstanding will be Catharine st. and Creighton st. On the remainder the two grades are in most cases practically the same, and the only difficulty would be a little occasional filling where holes occur, or at crossings.

THE ELECTRIC RAILWAY.

Another small cloud arises on the electric street railway horizon in connection with the street grades. Briefly speaking, some of the streets on which the railway is being built required to be graded according to certain civic plans; the city at present has no money to do the grading, although that must be done in the next two or three years; and meanwhile the electric railway is being laid, and the question is, must of the railway be laid level with the present streets, and then torn up inside two or three years to be relaid on the new grading.

The city solicitor says the city has the legal right to force the company to lay the rails flush with the present street levels, no matter how soon they may have to be torn up again.

This may be so, but common sense seems to call for a different treatment of the difficulty. It seems that \$20,000 or so will do the required grading, a sum which the city can get for \$800 a year. To save \$1,600 merely that the city may have the trouble of seeing portions of the electric tracton up and relayed within two years, at perhaps considerable cost to the company, seems rather absurd. The street grading must be done, the sooner it is done the better and while it is desirable that the strictest care and economy should be shown with the city finances, we fancy most ratepayers would consider this one of the cases in which the civic revenue might be excusably forestalled.

02/05/1891 Ottawa Free Press Ottawa Electric

The double track of the Electric street railway between Bank and Metcalfe on Albert street was completed today at noon. The single track on Bank street from Albert to Lisgar will be finished this afternoon and the double track commenced.

02/05/1891 Ottawa Citizen Ottawa Electric

Engineer Hibbard, of the Electric Railway Company, now has 130 men in his employ, and is pushing the work of construction. About 2,300 feet of track has now been laid up to the established grades.

02/05/1891 Ottawa Journal Chalk River

Chalk River May 2. The flying special containing the Empress of India's passengers passed here at 10:50 this morning and at this point is within two hundred and forty five miles of Montreal. Since leaving Port Arthur she has maintained her time and passengers are now likely to arrive in Montreal at five o'clock today, making the run from Vancouver, including the time given passengers to view scenery and mountains, in less time than four days.

05/05/1891 Ottawa Journal Ottawa Electric

There were seventy five men at work today on Elgin street in construction of the electric street railway, and by noon the line was laid from City Hall square to Maria street. The work is being done quickly and well.

On Rideau street between Nicholas and Cumberland streets, another seventy five men are working, and the track is being quickly laid.

There was a conference of the mayor and aldermen this morning, those present being Mayor Birkett, Ald. Grant, Roger, Serim, Wallroa, Hill, Henderson, Deville and Hutchinson. The subject under consideration was Ald. Grant's complaint that on the west side of Bank street, a distance of only 12 feet was allowed between the rail and the sidewalk, whilst on the east side 16 feet remained.

It was explained that the track was so laid because at the point complained of old houses encroached on the street line. When these houses come down they will have to be built on the proper line and fair space will be allowed. The contractors contended that their line was laid with the knowledge and consent of the city engineer, and that a clear ten feet was allowed on the narrow side for the passage of vehicles, and that their line was in every case better laid and allowed more space than did the old city passenger railway on Sparks street. The space between the old line and the sidewalk outside Bake's grocery and again at the post office was cited as an example.

After a discussion in the open air it was decided that the line on Bank street should be moved, and as it was laid with the cognizance of civic officials that it should be paid for by the city. A large force of men commenced work digging the new trenches on the east side of the road today. Mayor Birkett and Ald. Hutchinson gave the contractors notice to move the line, and called the Board of works for this afternoon to ratify their action.

06/05/1891 The Equity, Shawville Shawville and Renfrew

On Wednesday of last week the promoters of the Shawville and Renfrew Railway held a meeting in this village for the purpose of appointing provisional directors necessary to be placed in the charter, which will be applied for this session, also to subscribe a fund to pay the legal expenses, incidental to the preliminary part of the scheme. The directors appointed were Messrs. A. Lyon, M.D., Andrew Hodgins and Trueman Thomas. Communication was had the same day with the Renfrew gentlemen interested in the enterprise who appointed Messrs. P.S. Stewart, M.J. O'Brien and Jas. Caswell to represent Renfrew on the board. Thye gentlemen also took steps to contribute their share of the expense.

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

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

Also in the Renfrew Mercury 15 May.

11/05/1891 Ottawa Journal Ottawa Electric

All hands Discharged

Work Stopped on the Electric Railway Construction

Messrs. Ahearn & Soper have addressed the following letter to the mayor and corporation.

GENTLEMEN. On the 17th November last we addressed a communication to your honorable body, pointing out that in view of the early construction of the electric street railway, it was desirable that the sewers in various parts of the city should be constructed without further delay.

We have had material for Albert, Metcalfe and Rideau streets ready to put into position for some days past but owing to the fact that the construction of the sewer on Metcalfe street has not been commenced, and that those in course of construction on Albert and Rideau streets are progressing very slowly we are unable to proceed with our work.

We also understand that a sewer is to be constructed on St. Patrick street, but that the work has not yet commenced.

It has been our aim and intention to have the electric railway in operation by June 24, but unless some energetic action is taken by your corporation to push these sewers to immediate completion we shall be seriously delayed.

May we ask your early consideration of this important matter.

Yours truly

Ahearn & Soper

ALL HANDS DISCHARGED

As a consequence of these delays, the whole of the men employed were discharged on Saturday evening, and today not a single man was engaged. About 150 men were thereby thrown out of work.

WHAT THE CHIEF ENGINEER SAYS

City Engineer Perreault said : I have not yet seen the letter and have only heard of it. The company are not delayed from construction altogether.

They can still go on laying on Bank st., from Lisgar to the Exhibition grounds, on Elgin to Catherine, on Rideau from Wurtemberg to Sussex and on Dalhousie. By Thursday they will be able to lay up to Sussex on Rideau, and Mr. Sullivan will not be later than Saturday in completing his work on Rideau street drain construction. The delay is caused by no fault of the board of works, but by legal technicalities arising from the court of revision.

12/05/1891 Ottawa Journal Ottawa Electric

The northern end of Elgin street where the electric street railway track has been laid, was heavily macadamized this morning, and rolled with the steam roller. The roller passed over and over until the macadam was pressed down level with the rails. The object of this course is to force the stone down till it wedges under the flange of the girder rail, and makes everything right and firm.

16/05/1891 Ottawa Citizen Chalk River

Collision on the C. P. R.

News reached the city of a collision on the CPR. above Pembroke, yesterday morning between the "Soo" eastern express and a freight train. It was stated the fireman of one of the trains was killed, and an engineer fatally injured, and several of the cars ditched.

18/05/1891 Ottawa Journal Ottawa Electric

The track of the electric street railway was being laid today on Elgin street between Sparks and Wellington. Tonight a gang of men will be engaged in putting in the "diamonds" at the crossing of the old street railway track at the intersection of Sparks and Elgin.

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.

19/05/1891 Ottawa Free Press Canada Atlantic locomotive

A couple of locomotives have been added to the stock of the Canada Atlantic Railway, which brings power for freight up a good deal.

19/05/1891 Ottawa Free Press Ottawa Electric

The grading of the upper end of Elgin street will be proceeded with immediately. The Electric railway and street car track on Sparks street is laid.

19/05/1891 Ottawa Journal Ottawa Electric

The work on the electric street railway this morning was confined to the completion of the track laying on Elgin street between Sparks and Wellington.

This afternoon Mr. Hibbard and his staff were engaged in laying the curves from Bank street on to Albert.

The steam roller has completed the making of Bank street roadway and is now at work on Albert street.

The work of cutting the metals of the Ottawa street railway line on Spark street so as to remove them and lay the diamonds for the crossing at Sparks and Elgin streets was commenced this morning.

20/05/1891 Ottawa Free Press Ottawa Electric

About sixty men are employed today on the track laying of the Electric Railway on Rideau street; a number of others are busy with the placing of curves, while several are engaged in the work of putting in the cross section on Sparks and Elgin streets.

22/05/1891 Ottawa Citizen Ottawa Electric

The two electric generators for the power house of the electric railway arrived yesterday and were put in position at the company's Chaudiere works. The machines are the most perfect specimens of the Westinghouse Company's workmanship and weight 22 tons.

Mr. Hibbard had a staff of men at work until an early hour this morning putting in the crossings at the corner of Sparks and Metcalfe streets. They performed the difficult task with great neatness. A specially hung electric light furnished the light.

22/05/1891 Renfrew Mercury Shawville and Renfrew

The Shawville provisional directors of the Shawville and Renfrew railway, are Messrs. A. Lyon, M.D., Andrew Hodgins and Trueman Thomas.

22/05/1891 Renfrew Mercury Chalk River Castleford

A force of some fifty men commenced work this week near Castleford on the new roadbed of the C.P.R., which will avoid the gullies and the heavy grade.

23/05/1891 Ottawa Citizen Maniwaki

The first tour of inspection of the Gatineau Valley Railway takes place this morning. A special train will convey a party of officers of the company and guests over the road who will inspect the road as far as it has been built. The train leaves the Union Depot at 8.30 this morning and will return in the evening.

23/05/1891 Ottawa Free Press Maniwaki

The official inspection train containing directors and officials of the new Gatineau Valley railway and Ottawa press representatives ran off the track two miles north of Chelsea this forenoon owing to a break in the tender which was leading and a slight spread of the rails. The wheels of the tender ploughed the soft sandy soil and bunched the ties for a number of yards but as the train was moving slowly no one was injured. A large gang of men and an additional engine were summoned from Chelsea, and after two hours hard work the cars were back on the track again and taken back to Chelsea previous to proceeding to the Peche. The engine and single first class car remained intact.

23/05/1891 Ottawa Journal Ottawa Electric

Electric cars

Arrival of the first of a new kind.

By invitation of Messrs. Ahearn & Soper a Journal reporter today inspected at the company's sheds on Albert street, the electric cars which arrived yesterday from the Patterson and Corbin works at St. Catharines.

The car which is similar to the other nine that will be put on the road, is a handsome piece of workmanship and will be a credit to the city. It is 22 feet long, including the platforms, and will comfortably accommodate a large number.

The exterior is painted in two colors, a dark salmon and a lemon yellow, giving a bright and attractive appearance. On each side of the body on the salmon ground in old silver lettering is presented boldly the words "Parliament Buildings." These appear on all the cars, as the cars will run to the buildings, that being the adopted centre of the system. On the lower board, in dark red lettering are the words "Ottawa Electric Railway." On the roof, on each side, are triangular signs bearing the route of the car. They are reversible so that they can be used according to the location of the car. The platforms, front and back, are protected with sliding iron gates to prevent people getting on or off while the car is in motion, the speed at which it will go rendering such accidents possible without a precaution of that kind. There will be a driver and conductor on. The brake by which the car is stopped is of ratchet action and a great improvement on the old wheel system.

Entering the car one is struck by the excellence of the finish and arrangements. The windows are large and of the best glass, each being provided with sun shutters of the most improved pattern. The seats are most comfortably upholstered rendering riding a pleasure.

Widows on the side of the roof give all necessary ventilation. These windows are of figured white glass and with the red glass transoms over both doors give the cars a pretty appearance. The woodwork is of oak polished, and the trimmings are of burnished brass. The signal bells are within easy reach on either side. The bells, which are on the platform, have a mellow tone, particularly pleasant to the ear. At one end of the car is a Lewis and Fowler register by which, on pulling on a rope, the conductor registers each fare received, a bell ringing.

In winter heat will be produced by a neat stove which fits in between the seats on one side, and which, in summer, is removed and replaced by seats. At night the motors will be lighted up inside and on the platform with electric lights, giving a steady and bright light. The wheels will be thirty inches in diameter. In addition to the ten cars, three trailers will be used. These will be open cars to run with the regular cars on special occasions.

23/05/1891 Ottawa Citizen Ottawa Electric

Two of the cars for the Electric Street Railway also arrived yesterday from the works at St. Catharines.

23/05/1891 Ottawa Citizen Ottawa City Passenger

Two new open cars of the Ottawa Passenger Street Railway Company arrived yesterday from the John Stephenson Company, of New York. The cars are 24 feet long, with a seating capacity of 35. The cars start Monday with a driver and conductor each. The cost of the cars was \$800 each.

23/05/1891 Ottawa Journal Ottawa City Passenger

The Ottawa street railway's two new open cars arrived yesterday from New York and were put on the road yesterday afternoon. They are 24 feet long and will be a convenience to the public. Owing to the peculiar construction of these cars, each will require a conductor as well as a driver.

26/05/1891 Ottawa Citizen Maniwaki

By Railway to Peche. Full account --

26/05/1891 *Ottawa Citizen* *Ottawa Electric*

Detailed description of the new electric cars.--

26/05/1891 *Ottawa Free Press* *Maniwaki*

Full account of the inspection.--while a messenger was sent back to Chelsea for number 2 engine.-- gang of men -- tender derailed -- and the train was drawn back to Chelsea. The injured engine was there side tracked and after a short delay the party then proceeded on the tour of inspection--

26/05/1891 *Ottawa Journal* *Maniwaki*

Up the Gatineau by Rail

Inspection of the New Railway to the Peche

The official inspection of the Gatineau Railway took place on Saturday and proved most satisfactory, Mr. Thos. Ridout, C.E. making the inspection. The special train left the C.P. Ry. depot at 8.30 a.m. having on board Messrs. Dale Harris, Thos. Ridout, general inspector; C.H. Macintosh, M.P., Jos. Isbester, R. Pope, Dr. Selwyn, Dunn, Lewin, Fitzpatrick, Ryan, H.J. Beemer and many others. (The Citizen account added that Mr. Lewis of the railway office excelled himself in looking after the guests, Dr. Selwyn of the Geological Survey, Pope - Commissioner of Patents, Mr. David MacLaren, Mr. Link, Mr. McPhall, Mr. Patterson - these four being directors of the Wakefield macadamized road, Mr. Prince, traffic manager of the Pontiac Pacific Junction Railway Mr. John Ryan, superintendent of construction, Mr. Koolahan and a number of others) The C.P.R. line, old Occidental road, was followed until about a mile and a half beyond Hull, down towards Ironsides where the new line of construction begins, curving sharply off the old line towards the northeast.

To Ironsides the road runs through fairly level country, but after leaving that portion comes a very difficult and heavy piece of construction. A very heavy deep fill, over a culvert composed of steel rails, forms a striking feature. Whilst crossing this a magnificent view of the gorgeous valley stretching away up to King's mountain is obtained. Up to Chelsea the views are magnificent, but are obtained at the immense outlay in construction, the cost having been \$22,000 per mile, and each mile taking months to construct.

INDESCRIBABLY LOVELY SCENERY

Through this point out the route lies through scenery utterly indescribable. Here it skirts the river giving lovely views of the chute and the Cascades, on the one hand, with the lofty cascade mountains, including the "Old Pensioner" amongst them, whilst on the other hand, as far as the eye can see, lie the lovely green leaved woods. Every here and there come pretty little homesteads, or the nucleus of a hamlet, nestling in under beech and pine, between the eternal hills, and the rapid, murmuring river. So on to the Peche, and grading is complete some 18 miles further, so that 30 miles of line may be expected to open by this fall.

A SOLID LINE

As regards the construction it is very satisfactory so far as a practical railroader's point of view and when ballasted running over it will be smooth and easy. Shortly after leaving Chelsea on Saturday afternoon a slight contretemps occurred, which was chiefly awkward from the occasion on which it happened. The break casting of the tender, attached to the engine and running before it, suddenly wrenched, breaking the spring plate and twisting the front wheels of the tender, so that they left the metals. The train was stopped and no one knew but that it had pulled up to enable those on board to take in the view. Another engine being procured the party proceeded. That the line was in no way responsible for this was shown by the fact that two trains passed over it this morning.

HISTORY OF THE LINE.

The history of the line has been one of hard fighting and struggling. The first charter was granted by the Quebec government in 1879, the provisional directors being Messrs. Currier, M.P., president. Alonso Wright, M.P., Dr. Duhamel, P. Baskerville, Joshua Ellard, Logue ? Wright, E.B. Eddy etc. the object being to open up a line of communication with the Desert and Lievre agricultural and mineral districts.

In 1881 a meeting was held in Hull consequent on the election of officers and at that meeting J. Murray Mitchell presented himself. He produced what appeared to be credentials from the Alliance bank and other English capitalists, in which they expressed the desire that he should look into any schemes that promised well. These documents were afterwards stated to be unauthorized, but believing in his bona fides, Mr. Joshua Allured moved his appointment as engineer, and he was empowered to make surveys.

Soon after this meeting Mr. Currier resigned and Mr. C.H. Mackintosh, as mayor of Ottawa, was elected president.

HELP FROM THE GOVERNMENT

Mr. Alonzo Wright and a number of others strongly advocated the line in the House of Commons, when the government introduced the system of bonusing railways. The former gentleman in May 1882 in a speech in the house, pointed to the construction of the Gatineau Valley railway as that of a most valuable feeder to the old Occidental road. It would, he said, prove invaluable and important in colonizing a section of country consisting of millions of acres of agricultural and timber land, in which thousands of Canadians could make happy homes. The Quebec government had already bonused the company with land and the Dominion government gave \$3,200 per mile, which was afterwards increased for the first two or three sections.

Mr. Mackintosh went to England in September 1882, when he discovered the facts as to Mr. Mitchell's agency for the alleged capitalists.

An American company was next formed and some good work done, in grading the line as far as Ironsides, but the cost of land together with the engineering difficulties through the Meaches lake district, and the impossibility of finding a line thence to the river necessitated a change of route.

In 1885 a meeting was held in Hull when Mr. Mackintosh made a statement before the county council, and others, and that assembly expressed confidence in his action, Mr. Mackintosh consented to retain the presidency only until the difficulty of how to proceed in order to secure the construction of the road had been solved.

A NEW DEAL

This was accomplished in 1886 when Mr. Beemer, who was constructing the Pontiac Pacific Junction took the helm. The creditors were paid off and in 1887 Mr. Beemer succeeded Mr. Mackintosh in the presidency which he still holds. A new line was laid out, construction actively commenced, and Mr. Beemer has since been energetic and indefatigable in pushing the work.

Amongst the work done during Mr. Mackintosh's regime was that of securing geographical and topographical reports from eminent scientists of the following townships: Aumond, Sicotose?, Maniwaki, Blake, Bouchette, Wright, Cameron, Aylwin, Hincks, Lowe, Denholm, Masham, Wakefield and Hull as well as the Lievre district.

The first promoters were strongly supported by resolutions of the Ottawa city council, the county and township councils, by 28 members of parliament, by letters from Messrs. T.C. Keefer, late Hon. James Skead, William Mackintosh, High Rock phosphate mine, W. Murray, Holland Bros. then running a saw mill, Hon. J.A. Chapleau and others.

The residents of the district are to be congratulated on having an excellent road fast progressing towards perfection.

27/05/1891 *Ottawa Journal* *Canada Atlantic*

The news that the Canada Atlantic Railway Co. are building at Coburg a train of cars to be completed by June 1st which will run between Ottawa and Montreal, is causing a great amount of pleasurable anticipation to our travelling public. This train will be unsurpassed as to beauty and elegance of finish and every convenience has been provided to make travelling on the C.A. line a happy event.

THE ELECTRIC ROAD

A BAD STASTE OF AFFAIRS ON RIDEAU STREET - SINKS IN THE DRAIN TWISTING THE RAILS.

Rideau street at least where the electric street railway is laid, is still in a very unsettled condition. In November last, Messrs. Ahearn & Soper wrote the council, pointing out that unless the drain excavation was done then, they would be hindered in the construction of the line. A special meeting of the council was held, and winter though it was the construction of the drains was gone on with. Lately an attempt has been made to pack the excavation, and the contractors were notified by the city engineer the roadway was all right for the line to be constructed over the drain filling. They accordingly went right ahead and laid their track. Yesterday and today attempts have been made to pack the excavation under the line by water power and the results being that the drain excavation has sunk considerably, in some places as much as three feet, leaving the street railway tracks lying in air without ballast.

Of course the ties have tilted, and equally of course they have twisted the track with them. Now the contractors will have to relay the line, and make it over again before they can put in their ballast.

The work of laying the electric street railway track on Metcalfe street, will be completed this evening. Large gangs of men are at work on both blocks between Queen and Wellington.

The T rails for the Electric Street Railway company on board the Lake Winnipeg, Beaver liner, will be at Montreal today. Messrs. Ahearn & Soper expect to see the irons here within a few days, certainly this week.

SPARKS ST. DRAINAGE

SERIOUS COMPLAINT BEFORE THE BOARD OF WORKS.

Ald. Hutchison presided over the meeting of the board of works last evening, Ald. Borthwick, Butterworth, Fraser, Grant and Hill being also present.

A deputation of the electric street railway, consisting of Messrs J W McRae, W Y Soper, Thos Workmen and W Booth, was received. They petitioned for the making of some arrangement whereby the construction of the line on Albert Street between Bank and Concession illegible on St. Patrick streets would be proceeded with, as they were now delayed owing to the proposed construction of drains.

It was decided to allow the company to lay down a single track on each of these streets so as to enable them to open their line.

28/05/1891 *Ottawa Journal**Ottawa City Passenger*

A gang of men are again at work on the construction of the "missing link" on the Rockcliffe extension and the connection will be made by tomorrow or Saturday, when pleasure seekers will be able to go through to Rockcliffe without changing cars.

30/05/1891 *Ottawa Journal**Ottawa Electric*

Last night Mr. Hibbard with a gang of men put in the diamonds at the crossing of the tracks on Rideau street. The work was done without fuss or difficulty and well.

01/06/1891 *Canada Lumberman**Kingston (CP)*

Awful bush fires along the line of the Kingston & P. Ry. Taking in Ornpai [sic], Lavant and Wilbur. A great deal of cordwood cut last winter has been destroyed.

02/06/1891 *Ottawa Citizen**Ottawa Electric*

The special notched rails to be laid on Wellington street have arrived and will be laid shortly. These rails will rest on stringers running lengthwise with the street so there will be very little breakage of the block pavement. The ornamental poles for this street have also arrived and promise to look well when erected. The T rails are expected on Thursday, when the work of construction will be carried on rapidly. The line will probably be in operation by July 1st.

The double track on Bank street has been extended a couple of blocks further.

02/06/1891 *Ottawa Citizen**Ottawa City Passenger*

The Ottawa City Passenger Railway Company removed the bells from the horses on their cars yesterday as the noise was thought to possibly disturb the Premier.

The new connection in the Rockcliffe branch of the street railway is now about completed. It is constructed on a plan that will allow an extra switch to be put in at any time.

03/06/1891 *Ottawa Citizen**Ottawa City Passenger**Rockcliffe*

The connecting link of the Ottawa City Passenger Railway was completed yesterday. Cars will now stop at Rideau Hall where a change will be made to the Rockcliffe cars, the passengers not having to walk any distance.

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

Long letter against the project.

04/06/1891 *Ottawa Citizen**Ottawa Electric*

The car shop of the company is now nicely fitted up, and contains four of the cars. There is a capacity for twenty.

The T rails arrived yesterday and the work of track laying was proceeded with. The company have about one hundred men at work.

04/06/1891 *The Equity, Shawville**Pontiac Pacific Junction**Shawville*

On Saturday last Mr. W.B. Crawford, railway agent here, received a cablegram from London, stating that the consignment of eggs shipped by him on May 4th, for the London market and had been sold at a figure something in excess of the price which he placed on the eggs, and which the consignees were informed would be considered a fair profit. This is certainly very gratifying intelligence, and shows that the eggs must have arrived in good condition, notwithstanding that the consignment was delayed 8 days in Montreal through the failure of the Canadian Pacific Railway to forward in time to catch the right steamer. It also shows the practicality of establishing a profitable market for our eggs in the motherland despite all that has been written or said to the contrary. Mr. Crawford made another shipment of 20 cases on Monday. These will be carried by one of the Allan steamers... More.

05/06/1891 *Ottawa Free Press**Ottawa City Passenger*

Traffic on the street cars is considerably larger this year than heretofore. The company is giving better service, and in putting on the new open cars has met the demands of the public, resulting in a large increase in the financial returns.

08/06/1891 *Ottawa Journal**Carleton Place**Britannia*

New CPR timetable advertisement - similar trains to Britannia as previously.

08/06/1891 *Ottawa Journal**Aylmer branch**Aylmer*

New CPR timetable advertisement - similar trains to Aylmer as previously.

10/06/1891 *Ottawa Citizen**Ottawa Electric*

The electric railway track on Bank Street has been laid as far as Lansdowne Park.

Account of the funeral of Sir John A. Macdonald. Queen Street West and so to the depot. Also covered in the Ottawa Free Press: -consisted of one buffet car for representatives of the press, government private cars - "Ottawa" and "Cumberland" for cabinet ministers, Canadian Pacific car No. 417, specially fitted up for the remains, Canadian pacific private car "Matapedia" for Lady MacDonald and family. All the cars are heavily draped. These are the only cars going in the funeral train today but tomorrow there will be one or two specials with senators, members of parliament and others going to Kingston.

Funeral of Sir John A. MacDonald.

At the station

Every foot of space about the railway station was occupied by the great concourse gathered to see the last sad scene in the state pageant. It was a crowd that reeked not the pouring rain --

The train which was to carry the remains from the Capital was waiting at the depot draped in black and decked out in trappings appropriate to the mournful mission. It was made up of six cars, the hindmost one the official coach "Matapedia" being reserved for the chief mourners and the clergy. Next in front was the funeral car. This was an express coach. The side door next to the platform was open, and from it led a broad gangway covered with carpet. The interior was heavily draped in black, being all around the sides, and the roof was canopied as well, leaving but a single centre space, wherein was put a single white shaded lamp. Below it, on the centre of the carpeted floor was a low pedestal designed to hold the casket. The cars proceeding it were the "Ottawa" and the "Cumberland" for the Ministers of State, and two others for the parliamentary party and the Kingston delegates headed by Mayor Drennan. The entire train was heavily hung with mourning symbols, and the engine too was decked in black.

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The engine was No. 283 with J. Hollyoak as driver; H. Fraser, fireman, H. Moore, conductor; J. Kelley, baggageman; John Woods and David White, brakemen; and E. White, trainmaster.--

Second car was 416.

Third car "Carillon", fourth car "Ottawa", fifth car "Cumberland" The sixth car contained the casket, the seventh car "Matapedia"--

Stops were made at Carleton Place, Smiths Falls, Perth and Sharbot Lake.

See also the entry for 10 March 1939

THE FIRST CAR READY

THE ELECTRIC ROAD NEARLY COMPLETED

Before the End of the Month the Bank Street Branch Will be ready For Operation - How the Motors Set the Wheels Going

The first of the new electric cars is nearly ready to be put on the track and more are being proceeded with rapidly. The arrangements for opening the road are being proceeded with rapidly. Mr. Hibbard is near the end of his work on Bank street. The line in that section now finished, so far as his construction goes, namely, out to exhibition grounds, whilst on Albert street, west of bank he has another large gang digging holes for the sleepers.

THE OVERHEAD WIRE

Mr. Knott is here and is aligning the overhead wire, which is flanged, hard drawn double copper wire, of about a quarter of an inch in thickness.

This wire is passed in the center of the roadway, and serves to transmit the current to the car motor. This is done by means of the trolley [sic]. The trolley arm ends in a wheel which runs along the underside of the copper wire, and receiving the current from the overhead wire transmits it to the arm, whence it passes down a wire which travels down the side of the car under the woodwork to the cut-off box, situated under the seat of the car, between the motors, and so through the motors to the wheel and then to the ground.

HOW THE POWER IS USED

But how does this transmission of the current from the overhead wire to the ground cause the wheels to move? The motor contains a cylinder filled with coiled wire and the passage of the electric current through this, excites the iron of the cylinder and frame until it becomes one powerful magnet, the magnetism being concentrated in a split copper ring, made in many parts not wholly joined together.

The circumference of this ring attracts a number of wire magnets slightly projecting from the motor wheel. As each of these wire magnets is firmly bound into the place in the wheel, its efforts to reach the point of attraction, which is without the radius of its revolution, carries it so violently towards the point of attraction that it overshoots its mark, thus starting the revolution of the motor wheel and at the same time bringing the next magnet within the influence of the center attraction. So the motor wheel being started the revolution must continue as long as the excitement of magnetism exists. The motor wheel connects with a shaft armed with a cog wheel, which fits into a cog on the axle of the car wheels, thus transmitting the motion and driving the car.

THE SPEED

The rate of motion is regulated by what is known as the comptroller, one of which is situated at each end of every car. When the handle is over the center point on the top of the comptroller the power is shut off. As the driver turns it to the left the machinery in the interior gives a loud click for about every half inch it is turned. Each click emitted signifies an increase of speed, and by turning the handle in this direction the car is propelled. In order to drive the car backwards or reverse the engine, as it were, the handle is turned to the right. Each car is supplied with two motors, so that should one break down from any cause, all the driver has to do is to go to the cutting off box, under the seat of the car, and switch off the useless and connect the good motor with the current. Each motor is a 20 horsepower. Each car weighs about 6 tons.

LUXURY ON WHEELS

The cars are most luxurious in the interior. They are lofty and airy, the side windows being supplemented by ventilators in the roof. At night each car is lit up by five incandescent lights. The woodwork is of light oak, polished, with mirrored ends. The seats are upholstered in English Wilton carpets of heather mixture with maroon, black and gold stripes.

The outside of the car is equally tasteful. The body is a rich orange with the words "Parliament Buildings" in gold, the ends and under portion of the car being light primrose. Paragraph Ingress and egress.

At each end there are patent gates which are closed at the end that the driver is stationed at when the car is in progress, thus cutting off "the man at the wheel" from all communication and forcing everybody to enter or leave the car at the rear end.

At the fitting shops and offices on Albert street, men are busy getting the cars mounted and fixing poolies [pulleys?], etc, ready for operations.

It is probable that the opening day will be between June 20 and June 30, the first cars to run being on Bank Street.

The Electric Street Railway Company had a gang of men at work today on the Wellington Street curves. The work is being done by cutting out the wood block pavement, and laying in stringers, on which the rails are to be laid. The rail will be flush with the street and the whole work, when completed will not injure the permanent roadway at all.

The laying of the rail curves from Metcalfe on to Wellington street for the Electric Railway was commenced yesterday.

The Electric Street Railway have assigned Messrs. McRea & McClenaghan the contract for the clothing for the conductors. The uniform will strongly resemble that of railway conductors. The color will be invisible blue. The cap bears a white metal plate with the word "Conductor" and the coat and vest carry white metal buttons with the same word.

12/06/1891 Renfrew Mercury Chalk River

About 100 men working on the C.P.R. improvements near Castleford were discharged in a hurry within the last week. Most of them, after a holiday of a day or two, were re-engaged. It is said that a strike was in the course of hatching; and that the management, becoming informed of this, took the tack of "striking first": with the result that most of the men were glad to get back and let their strike go. The Canadian Pacific Railway Company have ordered that most of the stations along their line be draped in black, in mourning for Sir John MacDonald. A special car came down the line on Tuesday morning and draped the exterior of the station house here heavily with black cloth; and then went on to Almonte, to do the same to the station there.

12/06/1891 Renfrew Mercury Renfrew

The act for amalgamating the Ottawa and Arnprior and Ottawa and Parry Sound Railroads, received its second reading on June 1st. In connection with this event, Mr. R. Turner kindly showed us a letter from Mr. John Ferguson, M.P., for the South Riding, in which he states that negotiations are now in progress for the signing of a contract to build 200 miles of the road, commencing at Ottawa. Enterprise.

12/06/1891 Renfrew Mercury Belleville Perth car shop

New men are being taken on at the Perth car shops every day. There are now about 150 men employed, and the prospects are that there will be steady work for some time.

12/06/1891 Renfrew Mercury Chalk River

The bridge at Graham Bridge station, on the C.P.R. to replace the old floating structure existing for so many years, has recently been completed. The bridge has a total length of 310 feet, besides the breadth of the track in the centre, to be maintained by the C.P.R. There are also two good stone approaches. The breadth is twenty feet; and there is a good substantial railing.

12/06/1891 Perth Courier Belleville Perth

In Honor of Sir John. - Several of our Conservative citizens went to Ottawa on Wednesday to attend the preliminary funeral services there of Sir John Macdonald. They report a heavy rain during the procession from the house to the train, which drenched everybody. A larger number set out for Kingston to attend the burial of the dead chieftain on Thursday. The Haggart took a load up on Wednesday, and others went by train later on. The crowd in Kingston was immense and the procession past the remains of the dead Premier in the city hall, where they lay in state, was continuous all day up to the hour of the funeral. Sometime before the funeral train passed Perth, the stores were closed, and when it reach the station here a slight halt was made, when the Perth Citizens Band played "The Dead March in Saul," and a few shots from one of the town field pieces fired off by Mr. John Manion. The C. P. R. station was handsomely draped in black, and over the main entrance was the suggestive party motto, "Our Chieftain at rest," showing that the C. P. R. holds itself to be a Conservative railroad.

12/06/1891 Ottawa Citizen Ottawa Electric

The contract for the clothing of the conductors and motormen of the new street railway was awarded to Mackay & McClenaghan, the well known Wellington street tailors. The suits will be made from a pretty shade of navy blue serge with silver buttons on coat and vest. The company have blue caps to match, and altogether the uniform will be very striking. (Also reported in the Ottawa Free Press same date) The Electric Railway Company yesterday commenced the work of laying the curves of their railway at the corner of Wellington and Metcalfe streets.

13/06/1891 Ottawa Free Press Ottawa Electric

The track laying on Wellington street is now in progress, workmen being engaged in turning the corner of Metcalfe street with the curves.

13/06/1891 Ottawa Citizen Canada Atlantic

The cars which leave the Canada Atlantic station on Monday afternoon will compose by long odds the most handsome passenger train ever run on a Canadian railway. In the matter of luxurious railway travel the Canada Atlantic people have long been up to the times, but this last stroke of enterprise places them incomparably in the van.

The new cars have just arrived and will be lighted up and all ready for public inspection this evening between seven and ten o'clock. The outfit comprises an entire train and two extra cars. To describe the appearance of these handsome coaches is no easy task, since nothing short of a close inspection can give an adequate idea of their magnificence. Everything about them is of the latest design.

There follows a detailed description.

16/06/1891 Ottawa Journal Canada Atlantic Casselman

Fire at Casselman. Special train sent out at 11 p.m. Arduous task of mounting the Conqueror, which taxed all muscles to the utmost. -- The engine and special relief train was driven by Engineer Macdonald, Fireman Kane and Brakeman Keswick. Away sped the train with 30 miles to go with 1,200 feet of hose and 1,000 feet of the C.A.R. hose. At Eastman's, South Indian and Bearbrook the train took up hands till there were 200 buckets and some 420 men on board. At 11.45 they left Bearbrook and at 11.50 they steamed into Casselman.

17/06/1891 Ottawa Free Press Ottawa Electric

The Electric Street Railroad Company track out to the Exhibition grounds was finished today and the cars will start running about the 24th of this month.

18/06/1891 Ottawa Free Press Ottawa Electric

Yesterday afternoon at their sheds on Albert street the Ottawa Electric Railway Co. made the first introduction of the running of their cars. Mr. Thomas Ahearn, the manager, having charge of the operations, and as the car passed to and fro in the building in the presence of hundreds of spectators, flashes of electricity were observed in the line running on the upper portion of the building. On being interviewed, Mr. Ahearn stated that the car by the force of electricity was equal to about ten horses, and the rate of running could be made up to, if necessary, thirty miles an hour. On the 24th inst. The first car will run, Bank street being the selected point to start on from near Albert street to near the Exhibition grounds. The cars are of the newest design and can be stopped with almost instantaneous operation and are easily worked.

Mr. A.K. Knott, of Chicago, who is stringing the trolley wires for the electric railway is engaged at present on the Bank and Albert street curve. He has got the machine upon a lorry as a wagon was too high and awkward for effectual work. The slack of the Bank street wire has all been pulled up but owing to the dirt and stones on Albert street the work is progressing slowly just now.

18/06/1891 Ottawa Journal Ottawa Electric

The Electric Street Railway completed their second car yesterday afternoon. It was put in motion and quite a number of persons were driven to and fro on it in the car shed.

19/06/1891 Almonte Gazette Chalk River Castleford

The mercury says that the C.P.R. have about 100 men working near castleford. They were preparing last week for a strike, but the secret leaked out and they were dismissed. Most of the men have been reengaged since.

20/06/1891 **Ottawa Journal** **Ottawa Electric**

Messrs. Ahearn & Soper stated to the Journal that they expected to have the formal opening of the electric road the latter part of next week. The Bank st., Metcalfe, Wellington and Rideau would then be opened and the Albert st. line if the grading is finished. Invitations are being issued. The opening will take place at the car shed Albert st. after which the visitors will run over the line. Six cars will be put on then. The cars when regularly running will pass given points every seven minutes. Transfer tickets will be issued to all points off the main line and they must be used within 15 minutes of issue.

The work of stringing the electric railway overhead wire at the interconnection of streets is going ahead steadily. It draws crowds of onlookers and is being done in a workmanlike manner.

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.

22/06/1891 **Ottawa Free Press** **Ottawa Electric**

The firm which has the contract of excavating the track for the Electric railway company seem to be having a hard time with their navvies right now. A number of them on Saturday got a quantity of liquor from some retain store and in a few moments were helplessly drunk on Rideau street.

23/06/1891 **Ottawa Free Press** **Ottawa Electric**

The rails for the electric street railway have been placed in position in the block roadway of Wellington street. The rails are laid on blocks at spaces of three feet apart and are bolted to these blocks by means of iron plates. Workmen are now engaged in connecting the Wellington street track with the Rideau street section.

24/06/1891 **Ottawa Free Press** **Ottawa Electric**

Employees of the Electric Street railway were busy all last night stretching the wires on Albert street for the car dynamos.

24/06/1891 **Ottawa Journal** **Ottawa Electric**

Messrs. Ahearn & Soper have now definitely fixed the date of the official opening of the electric street railway for Monday next at 2 p.m. when the run over the road and program already announced will duly take place.

25/06/1891 **Ottawa Free Press** **Ottawa Electric**

Yesterday afternoon a short trial trip was made with an electric car on Albert street, and about 6 o'clock this morning four of the completed cars were turned out of the car station and, amid much excitement, a run was made down Bank street. More, account of routes etc.

25/06/1891 **Ottawa Journal** **Ottawa Electric**

At the formal opening of the Electric Street Railway on Monday next at 2:30, the four cars will be started by J.W. McRae, president of the company, ex-Ald. McLean, Mayor Birkett and Ald. Henderson. After the run a collation will be served at the Exhibition grounds.

Four motors begin work on Bank Street.

At 6 o'clock this morning before the stir and bustle of the day had commenced, four cars left the electric station on Albert st., and following one another, at a distance of about 100 yards, ran quickly and easily along the south track on Albert street to Metcalfe and up the grade on Metcalfe street to the corner of Wellington, where they were reversed and ran back down over the same track to Bank st. out which they went as far as Ann. The streets were quiet when the cars went out, but not long so. The loud tones of the alarm bells were rung at the street crossings and awoke the sleepers and soon hundreds of citizens, the small boy element predominating, hurriedly dressed and were out on the streets and the scene became most lively.

When the cars got on Bank street, Mr. Ahearn threw them open to the public, and in a few seconds they were liberally jammed with shouting small boys, with a sprinkling of ladies and gentlemen, while the cars gongs started all the dogs of the vicinity barking, and for a while there was general excitement. The cars ran up and down bank st. for an hour or so, keeping the entire section in a delighted buzz. South of Nepean street speed was put on and all four cars glided along at a lively pace, but maintained at the same time a comfortable and novel smoothness of motion.

The grade on Metcalfe street was taken without the least apparent difficulty. Mr. Ahearn, who personally drove one of the cars, expressed himself highly pleased with the way things went. The other cars were driven by Mr. Knott, electrical expert, and Messrs. J.O. Mullin and J.E. Hutchison. Last night between 5 and 6 one car containing Messrs. Ahearn and Knott was run over the same route.

The speed of the cars is not affected in any way by the number of cars on the straight line at a time, but if, say one car is on the straight line and two others turn a curve, loss of power results to the car on the straight line, it taking more power to turn the curve. Details of routes etc.

25/06/1891 **Ottawa Citizen** **Ottawa Electric**

The opening of the electric street railway will take place on Monday afternoon next.

26/06/1891 **Almonte Gazette** **Chalk River** **Pakenham**

PAKENHAM NEWS

On the C.P.R. - Mr. John Munro, the well-known contractor and builder, has just completed the task of placing the stone-work under the iron bridge on the C.P.R. over the Mississippi River here. As a sample of the material used in the work, last week a stone 6 x 4 feet and 2½ feet thick was swung into position over the side of the bridge by the aid of a derrick. His workman have already begun to quarry the stone for the piers of the new bridge on the C.P.R. to be erected at Arnprior this summer. The bridge will rest on piers over 40 feet high, and will be large enough to carry a double track. Enough timber 12 inches square will be consumed in the erection of the coffee dams, which will be sunk in over 30 feet of water, to make a small raft. This bridge will span the Madawaska River, and will cost a large amount.

26/06/1891 **Renfrew Mercury** **Kingston (CP)** **Madawaska**

The travelling public are generally inclined to give the K. & P.R. officials, from the highest to the lowest, the credit of being as obliging as men can be, but there are complaints loud and long about the poor accommodation at Madawaska. A good passenger and freight traffic is done there; but people need to go through a course of acrobatic training in a circus before they can hope to comfortably or gracefully board a train at that point. It would not involve vast expense to remedy this, and surely the business done there warrants a remedy.

26/06/1891 **Renfrew Mercury** **Kingston (CP)**

Mr. C.F. Gildersleeve, President of the K. & P.R., was in Renfrew on Thursday last, having been up to Pembroke, in company with Messrs. Folger and Nash, to confer with leading men there on the subject of running trains right through to that town, and with fair prospects of their cooperating in the matter. On his return from Pembroke, Mr. Gildersleeve called upon Mr. A.A. Wright, who took advantage of the opportunity to try and interest him in promoting a junction here between the K. & P.R. and the projected Shawville and Renfrew railroad: a matter which, as soon as the latter enterprise shows promise of being carried out, will receive due consideration.

26/06/1891 **Renfrew Mercury** **Chalk River**

Mr. Jacob Erratt of Ottawa, who had the contract of draping the C.P.R. stations from Ottawa to Pembroke and Smiths Falls, as well as of the funeral train which carried the remains of the late Premier, used 11,000 yds. of stuff in the draping.

The control of the BW&SSM has passed into the hands of an investment company in Philadelphia, which had heavy financial interest in it. S. Hunt, Cincinnati, Manager of the Cincinnati and North Western Railway has been appointed general manager. R.G. Hervey still continues as president. The new management is said to be willing to proceed with extension of the road to Palmer's Rapids.

June 25, 1891 Control of B&W Passes to Philadelphia Investment Company *Weekly British Whig* - The control of the Brockville, Westport and Sault Ste. Marie Railway has passed into the hands of an investment company in Philadelphia which had a heavy financial interest in it. S. Hunt, Cincinnati, manager of the Cincinnati and North Western Railway has been appointed general manager. R. J. Hervey still continues as president. The new management is said to be willing to proceed with the extension of the road to Palmer's Rapids.

The trial trip of four cars on the new electric railway took place early yesterday morning and, as that on Wednesday evening, proved most satisfactory. The cars ran up and down Bank street and were crowded. Messrs. Ahearn & Soper, the contractors, each controlled one of the cars. The invitations to the formal opening were issued yesterday. There will be four cars put on the track and Mr. J.W. McRae, president of the company, Mayor Birkett, Ald. Henderson and ex-Ald MacLean have been invited to start one car each. Only that portion of the line known as the Bank street branch will be in readiness for Dominion Day. The company expect to have their hands full in transferring passengers to the Exhibition Grounds.

The routes traversed will be as follows:

Bank Street Branch - The cars on this branch, on leaving the Exhibition Grounds will proceed to Albert, thence to Metcalfe and Wellington, then across the other track and return on the same route.

New Edinburgh Branch - From New Edinburgh the cars will run via St. Patrick, Dalhousie, Rideau and Wellington streets to same point as the Bank street cars, and will return over the same route.

The Elgin Street Branch cars will run from Wellington street via Elgin and Catharine to Bank street and return, and the main line cars will run from the Union depot of the C.P.R. via Albert, Metcalfe, Wellington and Rideau streets to the Protestant Hospital.

By this arrangement the public will be able to pass from any one point in the city to the other with one transfer on the upper portion of Metcalfe street, transfer tickets being granted to that end.

In accordance with the terms of the contract cars will only stop at those crossings on the various streets which are situated nearest the terminus of the route so that passengers desiring to enter the cars on Bank street for the exhibition should do so on the southern crossing of any intersecting street; those coming from the exhibition will stop at all northern crossings. No passenger will be allowed to enter or alight by the forward door of the car as the gates are kept locked. At all points between the intersecting streets signs will be hung stating that "cars stop here." In order to rapid transit as few stoppages will be arranged as convenience to the public needs will allow and citizens are warned to see that their children do not endanger their lives by running in front or playing around the cars.

An inspection of the Gatineau Valley railway took place on Thursday. It was for the satisfaction of the Quebec government, and was made by Mr. Vallee the government's inspector. Messrs. Harris, Beemer, Dunn and Ryan were present.

C.A.R. PICNIC.

A PLEASANT DAY'S OUTING AT CLARKE'S ISLAND THE SPORTS AND PRIZE WINNERS

The fifth annual excursion of the C.A.R, employees took place to Clark's island on Saturday and was in every way the most successful the body has held.

At 7 o'clock precisely the train consisting of fifteen coaches and drawn by engine 15 with engineer F. Chase and fireman E. Kane and engine 14 with engineer P. Roy and fireman F. Casey steamed out of the Elgin street depot with fully one thousand on board including Mr. Donaldson and the members of the committee who traveled in a Pullman at the rear.

Many of the excursionists having left home early had boarded the cars without breakfast and they soon found their way to the center of the train, a mail car turned for the occasion into a refreshment car where Messrs. Robitaille and Charlebois dispensed sandwiches fruit and soft drinks.

Clark's Island was reached on time, 10:25, and in a few minutes the crowd of excursionists with several who had come up from Valleyfield was scattered over the whole surface of the great island. The weather was glorious, the scenery grand and a cool, refreshing breeze was ably seconded [sic] in its effects by the cooling splash of the rapid river as it swept by sedgy banks and gurgling scours.

As soon as it transpired that the cars were going to Valleyfield to be shunted till night several excursionists made for the same destination and enjoyed excellent dinner provided by mine host St. Onge at the Queens hotel, quickly rejoining the picnics by water.

Mr. Donaldson, who was the life and soul of the picnic, was early at work, and up to the last minute of the day was indefatigable in his efforts to make everybody enjoy themselves to the full.

Luncheon was one of the first requirements of many of the multitude, and an excellent one was supplied by Mr. L. H. Sauve.

THE PROGRAMME OF SPORTS

(details omitted here.)

throughout the afternoon the Guards band under Bandmaster Carter, played excellently their orchestra playing for the dancers in the pavilion.

At 5:30 the band moved from the ground to the gates and a few minutes after the whistle of the engine announced the approach of the train and at a quarter to 6 p.m. the long line of cars, heavy with its living freight across the great Coteau bridge on the return journey.

The tired pleasure seekers arranged themselves in easy positions. The more tired committee men took a much needed snack? in their Pullman. The train arrived at Elgin street in good shape at 10:30, all having enjoyed a first class day's outing.

The arrangements made by the committee were most excellent.

(Composition omitted partially illegible)

The engine number 15 was very tastefully decorated with evergreens, flags and motos, the work being artistically carried out by Messrs F. Alan and J. Harvey.

The bean guessing content remains to be heard from.

Also full account in the Ottawa Free Press - says eighteen cars were used. No 14 was in charge of Phil Roy, engineer and Fred Chase, fireman while No. 15 was under the care of Ed. Chase engineer, and Tom Kane, fireman.

A GREAT DAY FOR OTTAWA

The Electric Street Railway Formally Opened
OVER BANK STREET TO LANSDOWNE PARK

Luncheon at the Park to Commemorate the Occasion - List of Guests for the Opening Trip and Subsequent Celebrations

The formal opening of the Ottawa electric street railway took place this afternoon at 2 o'clock, when guests to nearly the number of 120 gathered at the headquarters, offices, shops and car house on Albert street and proceeded via Albert and Bank streets to Lansdowne Park in four motor cars.

Following is the list of invited guests

List of invited guests.

The park gates on Bank street were reached after a quick run and the whole party disembarked.

Adjournment was made to the house where a sumptuous cold collation was served after which speeches were made and the health and prosperity of the new enterprise heartily drank.

The party returned to the car about 6 o'clock.

The cars containing the guests were started (or shared) by Mayor Birkett, Ald. Henderson, ex-Ald. MacLean and Mr. J.W. McRae, president of the company.

The motormen in charge of the cars after starting were J. Healy, A. Lafleur, Ed. Butler and Y. Bennett. The conductors were Mr. Goodwin, E. Groulx, H. Hanley, Frank Butler. The motormen and conductors were in neat dark blue uniforms with silver buttons and cap plates.

BILLINGS BRIDGE AND THE ELECTRIC RAILWAY

Arrangements have been made by the people of Billings' Bridge to run a free bus between Billings' Bridge and the terminus of the electric railway on bank street until the proposed conference can be held next week between the Electric Railway company and the committee appointed by the meeting at Billings' Bridge.

Full account also in the Ottawa Free Press.

Further description of the opening includes a three verse song "The Electric Train" by Oliver Wendell Holmes.

The starting of the first cars for the official opening of the electric railway yesterday briefly noticed in yesterday's Journal took place from the Albert street shops in the presence of a great crowd of citizens and strangers, comprising men, women and children of every age and every walk of life; and as the cars in quick succession glided smoothly along Albert and Bank streets now only were the house doors and windows crowded, but the streets were lined by crowds of spectators who frequently cheered and waved their hats and handkerchiefs as the cars passed.

More

Speeches

As soon as the cars had discharged the guests they began making regular trips and were crowded with passengers each trip and continued so until 11 p.m. last evening.

The electric railway had a gang of about 100 men at work on Creighton street yesterday

Full account of the opening - speeches etc.

ELECTRIC STREET RAILWAY

The Formal Opening an Immense Success. P

HUNDREDS RIDE ON THE NEW CARS

Congratulatory Speeches at the Luncheon in Lansdowne Park - Messrs. Ahearn & Soper and President McRae Complimented by Everybody.

Ottawa went whirling by another milestone in the path of progress yesterday. The new electric street railway was formally opened, and soon the rumble of the electric car will become as familiar as if the people had been used to it all their lives, and the new service become so much a matter of necessity that even the most conservative citizens of the Capital will wonder how in the world they got along without an electric railway service as well as they did. The four new cars in which the company's guests made the trip to Lansdowne Park were as pretty as gilt and gala decorations could make them. Everything about the cars, from the trolley-arm, on which a gay little flag fluttered steadily in the breeze, caused by the rapid rush of the carriage, to the motorman and conductors in their natty blue and silver-buttoned uniforms- everything was as spic and span as possible. But although new and comparatively untried in actual service, everything worked as smooth as the oil on the axles during the trial trip.

A few minutes past 2 o'clock the four cars were filled with guests, and were formally started by Mayor Birkett, Ald. Henderson, ex-Ald. McLean and the president of the company, Mr. J. W. McRae. The motor-men then took charge of the machines. They were : J. Healey, A. Lafleur, E. Butler and Y. Bennett, but Mr. Soper drove the last car of the procession himself and Mr. Hutchison, the superintendent of the road, drove the one preceding it. There were about thirty-five persons in each car, making a total attendance of some 140 citizens. The outward trip was done in twelve minutes. It was a pleasant journey, and one which those who had the pleasure of making it will remember while they live. It was a time, too, for retrospection. Among the company were many who recall the opening of the first street railway in Ottawa and the talk then was of that noble event. The journey revived stories of "first things" in general, and some told of the first railway opened in Canada fifty years ago, and how when the locomotive arrived in Montreal, there was no one to run it for the engineer had died on the long stormy passage out, and so the track was graveled over and the cars were drawn by horses till a new driver came from England. But among the many to whom the trip was memorable were two gentlemen for whom it had a special significance - Mr. N. W. Bethune, District Superintendent of the Great Northwestern Telegraph company, and Mr. F. N. Gisborne, Superintendent of the Government Telegraph Service, men who have spent the best part of a lifetime in the study and application of electric science, and whose names are linked with the history of its development in the Dominion, the one as a pioneer in the establishment of the first telegraph service in Old Canada, the other as a promoter of the first Atlantic cable.

To such men as these, and Mr. Collingwood Schreiber, Mr. Marcus Smith, Mr. Keefer, Mr. Hibbard and the other eminent engineers who were there, the trip had a special interest, but everybody enjoyed it, and everybody felt proud of the two modest young electricians, Thomas Ahearn and Warren Y. Soper, who had launched the enterprise, carried it out, and so placed their native city in the very front rank of the go-head communities. It was a pleasant little trip from start to stop, out along the busy thoroughfare where but a few years ago the fields were green and forest trees grew; pass the old limit between town and country, where farmers paid their toll on market days, and whipped their tired teams, and thanked their stars that soon they'd be within the city; out over the solid earthwork where the old creek bridge stood till a little while ago with its solemn warning to drivers to spare its old wooden timbers and walk their nags across on pain of prosecution by the law; and yet farther still, past the Mutchmor racetrack, reminiscent of the good old days when Bytown sports went to back their colors at the spring and autumn meetings. For even here a good two miles from Center Town the travelers in the luxurious, smooth-running car are made aware by clusters of neat cottages and newly-built homes that the city, like a healthy boy, is still outgrowing the confines of its off extended garments, and will soon need further lengthening of its limits. Right up to the gates of Lansdowne Park, where the car stops and the people scramble out, the evidences of the city's growth and progress are apparent.

The Carriage building had been converted into a luncheon room, with a row of white covered tables down either side, and in a few minutes the entire party are refreshing themselves after that pleasant ride. Caterer Walker provided a very nice collection with ice cream and strawberries in plenty and an abundance of wholesome beverages of the temperance order, for the company had decided to begin upon the temperance plan, a decision to which no one would demure saying there was no scarcity of wholesome cooling beverages. President McRae was at the head of the table, and with very few exceptions the following invited guests were there to partake of the company's hospitality and wish them every success in their venture:

THE GUESTS

(details omitted)

TOASTS AND SPEECHES

MAYOR BIRKETT'S REPLY

ALD. HENDERSON.

LETTERS OF REGRET.

HON. E.H. BRONSON.

MR. MACKINTOSH.M.P.

THE RETURN

The guests then boarded the cars once more, and a smooth, pleasant ride of twelve minutes brought the party to the corner of Metcalfe and Wellington streets, where an immense crowd of people awaited the arrival of the train. The grade of Metcalfe and the curves all along the line were taken without the least friction or bolting, and throughout the greatest grumbler in town would have failed to find a point to criticize. It was noticeable that contrary to expectations horses were not at all disposed to shy at the new cars, and in a few days they will be quite as oblivious to this latest means of locomotion as to the ordinary horse cars.

By half past four the cars had again been freighted with passengers, and regular business was begun.

Up to 11 o'clock last night the cars ran to and from the exhibition grounds, carrying hundreds of delighted passengers.

01/07/1891 Canada Lumberman Chaudiere Export Lumber Co.

The Export Lumber Co. have built a track from the Chaudiere branch of the C.A.R. on the line between their piling grounds and those of J.R. Booth.

02/07/1891 Ottawa Free Press Ottawa Electric

A gang of men commenced this morning laying the track on Elgin street from Maria to its junction with the main track at the corner of Catharine and Bank streets.

02/07/1891 The Equity, Shawville Maniwaki

Mr. Joseph White, contractor, has returned to Ottawa having completed his contract for building stations and tanks on the Gatineau Valley railroad. All stations are now built to the Peche and at the latter point the tank is finished. This tank will hold 20,000 gallons and by an ingenious contrivance of Mr. White's the exhaust steam from the cylinder is forced back into the tank and there condenses, thus saving much expense. The pumping engine and machinery are all under cover of the tank rendering the whole frost proof and saving an immense amount of fuel. The Muskrat rock cut averaging 20 feet in depth is completed and a goodly distance from the Peche will now soon be ready for tracking.

02/07/1891 Ottawa Free Press Ottawa Electric

On Tuesday evening the trolley pole and the base of one of the electric cars was pulled off by the trolley wheel catching at the junction of two wires. A live wire struck a horse which fell in an instant from the force of the current. However, it recovered from the force of the shock in a few minutes.

03/07/1891 Almonte Gazette Kingston (CP)

Killed by the train.

While returning from Renfrew on an excursion train Thomas Caldwell was killed. Passing from one car to another while the train was in motion he missed his footing, fell upon the rails, and three baggage cars and four coaches passed over him. His legs were broken and his skull fractured. He was alive when picked up, but died in a few minutes. Two of his sisters were on the train. At Harrowsmith the body was handed over to an undertaker, dressed and taken to his home at Sydenham. The accident occurred between Mississippi and Clarendon. Caldwell had been drinking. He was about 33 years of age.

03/07/1891 Almonte Gazette Ottawa Electric

Ottawa Electric Railway

The Ottawa Electric Street Railway was formally opened on Monday. Four cars, propelled by electricity, glided from the car shops via Bank street to the exhibition grounds. Mayor Birkett started the first car. The invitations included the members of the cabinet and prominent citizens. The affair concluded with a banquet. When the road is completed it will comprise eighteen miles of track.

03/07/1891 Almonte Gazette Chalk River Arnprior

Mr. John Munro, of Pembroke, has received the contract of rebuilding the bridge over the Madawaska at Arnprior. The total cost is expected to be about \$100,000.

03/07/1891 Almonte Gazette Chalk River Carleton Place

On Saturday last, while shunting in the C.P.R. yard at Carleton Place, a freight car, whose brake gave way, ran into an engine and damaged it considerably.

03/07/1891 Ottawa Free Press Ottawa Electric

The electric street railway was opened over the Albert street route to the Union station yesterday and has been in regular running order since. Arrangements are made by the company for their cars to make connections with all incoming and outgoing trains. This branch of the road will be known as the main line and will connect with all other branches of the electric railway at the Metcalfe street terminus.

03/07/1891 Ottawa Journal Ottawa Electric

One of the guy wires of the electric street railway on Metcalfe st. near Sparks, broke and fell to the ground Thursday afternoon. It fell on to a horse belonging to Mr. John Donovan and knocked the animal over. The wire was taken quickly off the horse and it jumped up again none the worse for the shock.

03/07/1891 Renfrew Mercury Chalk River Arnprior

Mr. Munro, having finished his part of the new railway bridge at Pakenham, has received the contract for rebuilding the C.P.R. bridge across the Madawaska river at Arnprior. The total length of the bridge will be 400 feet: and its width at the top 27, so as to allow for a double track.

03/07/1891 Ottawa Journal Ottawa Electric

The Electric Railway company have arranged to have five cars leave the corner of Sparks and Metcalfe sts. for the C.P.R. depot at 6.20 o'clock tomorrow morning to convey the excursionists to the Ogdensburg train.

04/07/1891 Ottawa Citizen Ottawa Electric

During the rain storm yesterday a portion of the temporary electric line work near Broad street, gave way in the wind and caused a long stretch of the overhead wire to fall to the ground, thus interrupting the circuit and stopping the electric cars for about an hour. The company, with commendable promptitude, repaired the wires and in the meantime refunded fares to the delayed passengers and in the case of a car near the Exhibition Grounds, brought the passengers in by cabs. The company is replacing a number of clamps which have proved defective by stronger ones. A large gang of men were at work until midnight on Albert street making permanent repairs, and at that hour everything was in perfect order. The electric road to the C.P.R. was opened on Thursday morning and was largely patronized on that day and yesterday. It is a great convenience to people travelling to the station.

06/07/1891 Ottawa Journal Ottawa Electric

On Saturday afternoon, owing to a breaking of a small insulator, the overhead wire on Metcalfe st. between Sparks and Wellington became slacked. The trolley arm on one of the cars also received too much pressure and was wrenched away from the roof. A man held it in position while the car returned to the sheds.

06/07/1891 Ottawa Journal Ottawa Electric

Twenty-one passengers from Britannia took the electric road this morning at 8.15 and reached Metcalfe street in seven minutes.

The trolly [sic] for fixing the insulators was at work early today on the overhead wires of the electric street railway on Albert and Bank streets. Whenever the cars come along, the trolly is shunted so as to allow them to pass. The whole re-insulation of the line will be speedily completed.

07/07/1891 Ottawa Free Press Ottawa Electric

An electric car ran off the track on Broad street at half past eleven yesterday, but was righted without much delay, and proceeded on its way to the Union station.

07/07/1891 Ottawa Free Press Ottawa City Passenger

Contractor O'Leary had men at work last night on Sparks street near Bank putting down the rails for the street cars which had been taken up, while a portion of the sewer was built. A new switch was also laid down, and the cars will now run on the northern track till the sewer is completed, so it now makes a bend from north to south, and takes its course along the southern side of the street until it reaches Metcalfe street

07/07/1891 Ottawa Journal Ottawa Electric

Riding at night on the Electric Street Railway to the Exhibition Grounds and back has become all the rage, Every night now the cars are crowded. The fresh air of the open district from the C.A.R. track outward and back is very invigorating. The speed put on the cars after the C.A.R. crossing is passed, gives a delightful sense of pleasure.

08/07/1891 Ottawa Free Press Ottawa City Passenger

Much delay was caused to the street car service last evening by the cars jumping the track at the corner of Sparks and Bank street, owing to the switches becoming misplaced and not having been laid down permanently while the sewer is being laid.

09/07/1891 Ottawa Journal Canada Atlantic

The Canada Atlantic Railway has issued one of the prettiest blotters ever printed. It is an illustration, beautifully designed, of the new express train just put on between Ottawa and Montreal. This luxuriously appointed and perfectly equipped express is now regularly running, and has already been fully described in these columns. (?)

Two more cars for the company arrived yesterday and will be made ready for the track at once.

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It is expected that the Elgin street and New Edinburgh branches will be opened for traffic by the latter part of next week. The last rails of the Elgin street branch were laid yesterday on Catharine street. The track is now completed from Wellington street to bank street via Elgin and Catharine streets.

Parties who have ridden to or from the Union depot on the electric road express surprise and delight at the manner in which the cars swing around the very sharp curve at the corner of Broad street and the Richmond road. As the hill is steep and the curve quite sharp it was considered the worst point on the route, but the cars swing around as easily as on the most level part of the road.

Some of the residents along the different routes of the Electric Street railway complain of what they consider a unnecessary amount of gong ringing by the conductors of the cars especially late at night. No doubt due precaution should be taken, but at the same time the annoyance might be lessened. There seems to be no reason why the gong should be sounded except at crossings.

10/07/1891 *Almonte Gazette* *Chalk River* *Arnprior*

A train ran into an smashed a car that was lying on the track at Arnprior last week. The switch was left open by mistake.

10/07/1891 *Ottawa Journal* *Ottawa City Passenger*

Mr. J.B. Wright of the E.B. Eddy Manufacturing company, met with a very painful accident yesterday evening about 6 o'clock while on his way home to Rideau street. He got on one of the new open cars of the Ottawa Railway Co. and on approaching the first iron bridge over the Chaudiere slides attempted to change his seat and was caught between the car and the bridge. His breast and back were badly bruised and he had to be driven home. Dr. Church attended to his injuries and it is expected the sufferer will be alright in a few days.

10/07/1891 *Ottawa Free Press* *Ottawa Electric*

The Rideau street branch of the line will be opened tomorrow (Saturday) afternoon when the first car will be run over the route and regular traffic continued.

Owing to a fight between two large dogs which were allowed to travel on the platform of the cars, the company have decided that canines must take the roadway in future.

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There will be four open cars on the line shortly two of them running within ten days time.

11/07/1891 *Ottawa Free Press* *Canada Atlantic* *locomotive*

A new locomotive has been added to the passenger rolling stock of the Canada Atlantic railway, and is a powerful and handsome engine.

13/07/1891 *Ottawa Journal* *Ottawa Electric*

Fearful state of city streets. Streets along the route of the Electric Railway are not completed. Danger to public life etc.

13/07/1891 *Ottawa Journal* *Ottawa Electric*

Electric Railway Free Ride

T.W. Currier, 188 Rideau st. will present each and every purchaser who patronized his great cheap sale of furniture with a double ticket for electric road.

P.S. Sale continued until 15th August. Every article reduced.

14/07/1891 *Ottawa Free Press* *Ottawa Electric*

The Electric Railway company expect to have the double tracking of Bank street to the Exhibition grounds completed by Thursday evening.

14/07/1891 *Ottawa Free Press* *Ottawa Electric*

Many complaints are made of the long and tiresome detention of passengers on the electric cars by the Bank street branch at the switches on that line. Owing to the want of more cars a stop was made last night at Cooper street fully fifteen minutes.

15/07/1891 *Ottawa Citizen* *Ottawa Electric*

Two letters from the company - city not maintaining the grades up to rail level, hole in track at Patterson Creek.

15/07/1891 *Ottawa Journal* *Ottawa Electric* *Patterson's Creek*

The embankment of the roadway over Patterson's Creek on Bank st. road gave way in several places before yesterdays torrents of rain, and the whole earth work is now in such a critical condition that another heavy downpour like that of yesterday would work destruction.

More about the condition but little reference to the railway

Gang of men put on by the electric road.

The street car service was stopped for some hours, the cars lying idle on the south side of the creek.

15/07/1891 *Ottawa Journal* *Ottawa Electric*

Letter to the mayor and corporation

We are instructed by the Ottawa Electric Street Railway Company to call your attention to the terms of the contract entered into between the city of Ottawa and their company under which it is the duty of the corporation to make the level of the streets to the level of the grade furnished to the company, and to keep and maintain the streets level with the rails. We are informed that all the men at work upon the line have been discharged, and that the engineer is at present without any instructions from the council for proceeding further with the work and that the council separated last evening without making any provision for having the same done. If the work is allowed to remain in the state in which it now is, a very serious loss will be inflicted upon the company for which the corporation will be directly responsible. Part of the line now in operation can only be worked at a serious disadvantage and damage to the company's cars from the streets not being graded up to rail level. This applies to Albert street for a great part of the distance lying west of Bank street to the line upon Wellington and Broad streets and to a great portion of the line on Rideau street.

In addition the company now have several miles of track laid and ready for operation upon which they cannot run their cars until the grading is completed by the city. This applies to Dalhousie, St. Patrick and Creighton streets, and to the line upon Catherine and Elgin streets, upon each of these lines they sustain a daily loss of revenue from not being able to use their property. The company have in good faith performed their part of the contract and look to the city to do the same.

City liable for damages etc.--

Second letter to the city.

Bank street line was interrupted today by the sinking of the roadbed at Patterson's Creek. One of the cars was left standing idle at the south end of the line and the trip of the remaining cars was cut short at the north side of Patterson's Creek.

Mayor Birketts views.

I think the company are, to say the least, going a little too fast. They are expecting too much of the city. Their contract does not call for the completion of the New Edinburgh and Elgin street routes until August 1, I believe, and because they are ahead of time they talk of damages from the city. I think the city has done wonderfully well, and it is expecting too much to ask that we keep up with their track laying when we have to fill in from 1 to 3 feet in depth the entire road surface most of the way.

Fell off the train.

The Soo train was parked with excursionists between Almonte and Carleton Place on Monday forenoon, and when running into C. P., about half-a-mile from the junction, the strains of the various bands in the Orange demonstration fell upon the ears of the passengers in the train, and immediately a rush was made to the platform. It appears that Joseph Lee, Porter of a Pullman car, was standing on the rear step, and on leaning forward either lost his hold or was accidentally shoved by the press behind and fell face downward to the ground. He was badly bruised and cut. The train immediately slowed up and the unfortunate man, who was suffering severely, was taken to the junction and from thence to Ottawa, where he was taken to the Protestant hospital. He will recover.

17/07/1891 *Renfrew Mercury**Chalk River**Renfrew*

A private car lay at rest in the C.P.R. yard at Renfrew on Saturday evening. We soon learned that it was Messrs. Spencer's car, and that they were having another look at the Renfrew yard and the Smiths Creek railway trestle. A week or so ago the negotiations between the K. & P.R. and the C.P.R. were completed for the necessary improvements at this point; and the work of filling in the bridge and building the union station, it is understood, will be commenced in the course of a week or two.

18/07/1891 *Ottawa Journal**Canada Atlantic*

Mr. M. Donaldson appointed Superintendent of the road.

Mr. Morley Donaldson, late superintendent of transportation of the Canada Atlantic Railway, has been appointed to the new office of general superintendent of the road.

Born in Ottawa

Worked with Walter Shanly on the Hoosac Tunnel.

Railway construction on Pacific coast and Mexico

Finally when the construction of the Canada Atlantic railway was begun he returned to Ottawa to take a position under the late Mr. Linsley and subsequently appointed mechanical superintendent of the road.

18/07/1891 *Ottawa Free Press**Ottawa City Passenger*

The ties of the street car track under which the new Sparks street sewer is being placed are shored up by posts placed under them which will remain after the sewer is completed and filled, so that should the ground sink, the street car railway will not be affected. The bottom of the old sewer is made of pine planks and when taken up are found to be as solid as the day they were put in thirty years ago. This fact is accounted for by the continued flow of water preventing the wood from rotting.

20/07/1891 *Ottawa Citizen**Ottawa Electric*

The Electric Railway Company had a new trailer car at work on the Bank street branch on Saturday afternoon, and it accommodated the large number who took advantage of the line.

22/07/1891 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

A gang of men are engaged in putting in a rough stone bed in the C.P.R. yard at the Union depot, so as to make a foundation for filling in the space between the platforms. This will effect a great improvement, as the low level of the yard had always formed a mud hole in wet weather.

22/07/1891 *Ottawa Citizen**Ottawa Electric*

Messrs. Ahearn & Soper will open the Elgin street branch of the Electric Street Railway, between Wellington street and the Canada Atlantic Railway tomorrow.

23/07/1891 *Ottawa Journal**Chalk River*

A Rich Railway Cargo.

Mr. H.B. Spencer returned from Brockville this morning and immediately left to bring down a special inter-ocean train laden with Japanese and Chinese goods, from Chalk River. Mr. Spencer will continue in charge of this special train for as long as it is on his section of the line.

23/07/1891 *Ottawa Free Press**Canada Atlantic**locomotive*

A new locomotive was turned out on Monday for the passenger service on the Canada Atlantic railway, and will be placed in service at once.

24/07/1891 *Renfrew Mercury**Kingston (CP)**Renfrew*

When we walked down to the K. & P.R. station early on Saturday morning to learn what we could about the "special" carrying the C.P.R. magnates out to Kingston, we were greeted by the youngest station master on record. It was Mr. Snider's little four year old daughter, singing blithly and announcing "The man that keeps the office isn't here. My Pa. He's got sore eyes. I'll show you Mr. Folger when he comes." And she flourished some written orders, in her little fist. Mr. Snider has been attacked by inflammation of the eyes. On Monday his place was temporarily filled by the transference of Mr. Chas. F. Meek from the Kingston freight and passenger offices, K. & P. and K.N. & W. Railways, to Renfrew.

24/07/1891 *Renfrew Mercury**Belleville**Perth*

The C.P.R. carshops at Perth are turning out an average of five box cars every working day, which is a good showing for the number of hands employed.

24/07/1891 *Almonte Gazette**Chalk River**Pakenham*

Pakenham News

PAINTING UP. A gang of men have been at work of late painting up the C.P.R. iron bridge spanning the Mississippi here. The ponderous structure is now greatly improved in appearance.

Electric Road Notes

The Electric Street railway company put their first car on the Elgin Street route this morning. Sharp at 9 o'clock car No. 17 with Mr. Ahearn on board, motor man Lunny and conductor ? Bearing on its front the ?? "C.A.R and Wellington ?" ??? station and back. The time of the double journey was 19 minutes.

The track is in very good condition, Messrs. Ahearn & Soper having ballasted the line themselves. The grip was good, as it has indeed been on the whole line. Messrs. Ahearn & Soper have been most fortunate in the excellence of their construction, all their guages [sic] having been most accurate.

The raising of the grade for the electric road on Albert street west of O'Connor causes the sidewalk to be flooded every time there is heavy rain. Residents near the Orange Hall say they are nearly drowned out on these occasions.

Frequent complaints were heard yesterday of long intervals between cars on the Bank street route. As soon as new cars arrive they will be put on and the full efficiency of the services maintained.

As soon as the electric street line between Rideau street and Creighton street can be opened the cars from the Exhibition ground will run straight through to New Edinburgh, while the cars from the C.P.R. will continue to ply to Sandy Hill.

A stray stone flung by some unknown hand smashed the fancy glass lights in the door of the Albert Street offices of the electric street railway last night.

A number of men engaged in the construction of the electric street railway track were discharged yesterday and the day before. The reason is given that the construction is practically completed.

24/07/1891 *Kemptville Advance**Havelock**Bathurst*

Perth, July 20 - On the morning of Saturday, 11th inst., a brutal assault was made by a man named Thos. Arnold, on a young girl about 15 years old in the township of Bathurst, about 3 miles from Perth, on the C.P.R. The girl had gone out in the morning to look for the cows and when near the railway track, Arnold who was passing on a railway velocipede, jumped off his velocipede and chased the girl, accomplishing his purpose after a desperate resistance on the part of the girl during which he repeatedly struck her and putting his knee on her chest. It appears that Arnold the night before attempted to assault a girl in Smith's Falls, after which he broke into the section tool shed stealing a railway velocipede. After committing the assault in Bathurst he went west to the next station, where he left the velocipede. A warrant has been issued for the arrest of Arnold, who has not yet been captured. He is said to be formerly of Markdale, and is supposed to be heading for Owen Sound and Sault Ste. Marie. His height is about 5 feet 6 or 7 inches, age 22, weight 170 or 180 pounds, light hair and complexion, square shoulders and wore a silk cap. Any information as to whereabouts should be sent to Robert Stone, constable at Perth

24/07/1891 *Renfrew Mercury**Renfrew*

The bill for the amalgamation of the Ottawa, Arnprior and Renfrew Railway and the Renfrew and Parry Sound Railway charters under the title of "The Ottawa, Arnprior and Parry Sound Railway Company," has passed its third reading in the House of Commons, and is now before the Senate for confirmation. The Chronicle learns on good authority that as soon as the bill is passed by the Senate, operations will at once be commenced on the work of construction.

24/07/1891 *Ottawa Free Press**Ottawa Electric*

Two more cars and another trailer are en route by the C.P.R for the Electric street railway.

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.

25/07/1891 *Ottawa Free Press**Ottawa Electric*

Two new cars and a trailer for the Electric railway arrived in the city this morning.

25/07/1891 *Ottawa Journal**Ottawa Terminal*

Central depot. Civic committee to be called to push matters. Different proposals before city.

25/07/1891 *Ottawa Citizen**Ottawa Electric*

The Elgin street branch of the Electric Street Railway, running between Wellington and the Canada Atlantic Railway was opened yesterday (?) morning. It was largely patronized during the day. As soon as the line between Rideau street and Creighton street can be opened the cars from the Exhibition Grounds will run straight through to New Edinburgh, whilst the cars from the C.P.R. will continue to ply to Sandy Hill.

27/07/1891 *Ottawa Journal**Vankleek*

The engineer of the Central Counties Railway, Mr. Frank Hibbard, was in town today, and stated he would want some five hundred men for construction purposes in a few days.

28/07/1891 *Ottawa Journal**Ottawa Electric*

Another car for the electric road arrived in the city last evening and was taken to the car shed to be set on wheels and supplied with motor etc.

28/07/1891 *Ottawa Free Press**Montreal and Ottawa*

A party of forty-five men left the C.A.R. depot this morning under charge of railroad foreman Louis Leamy, to work on the Montreal and Vaudreuil railroad. Andrew Leamy left with another gang at noon today for the same place.

29/07/1891 *Ottawa Journal**Maniwaki*

The third 10 miles of the Gatineau Valley railway from the Peche upward will be commenced in a few days. This will, it is expected, be completed early next year.

29/07/1891 *Ottawa Citizen**Maniwaki*

This week the engineers of the Gatineau Valley Railway start the construction of the third ten mile section of the road. The last few weeks have been devoted to ballasting the first ten miles constructed. The section now to be started will be more easily constructed than either of the previous ones.

29/07/1891 *Ottawa Citizen**Ottawa Electric*

W. Robertson having written to the city council stating that the Electric Company were not running workmen's cars in the morning and the evening. City Clerk Lett yesterday wrote him at the request of the Chairman of the Railway Committee drawing his attention to the fact that the agreement between the company and the Corporation does not come into effect until Saturday.

31/07/1891 *Almonte Gazette**Belleville**Perth*

The Perth car works are turning out at present five cars every day.

31/07/1891 *Renfrew Mercury**Chalk River**Pakenham*

The C.P.R. bridge spanning the Mississippi at Pakenham has been improved in appearance by a coat of paint.

PAKENHAM NEWS

A SMASH. A few nights ago while the night freight train was taking the side track here it ran into two flat cars loaded with stone breaking off the ends of both cars rendering them useless. A gang of train wreckers from Carleton Place on Tuesday last removed the obstruction.

01/08/1891 *Ottawa Journal* *Maniwaki*

The Gatineau Valley railway was the scene of a terrible accident yesterday. It seems that three men, John Sullivan, George Laing and Joseph Ardais, went up to the Peche on a hand car or pumper early in the morning. Here it is stated they got on a spree and having imbibed too much for their safety, as alleged by the officials, started off on the homeward journey in a state of great hilarity. All went well until they were within a few miles of Chelsea, when, through some unexplained stupidity, they suddenly got off the rails.

OVER THE CLIFF

The pumper, reaching the edge of the bank, toppled over with them into the depths below, throwing the men off, hurling them, head over heels to the bottom.

Sullivan and Laing, thoroughly sobered by the process of being dashed some 60 feet through the scrub, picked themselves up not much the worse for their experience, except many scratches and a few bruises.

When they had fully come to their senses and rubbed themselves down they looked for their comrade whom they found crushed and bleeding under the truck. Having lifted off the pumper they found poor Ardais hardly able to speak.

TRANSFIXED

The handle of the pumper had struck him at the juncture of breast and bowels and completely transfixed him. In horror at the awful results of their jamboree they hurriedly hauled the truck up the steep bank, and getting it on the line, left the bleeding sufferer where they found him and made the best pace they could to Chelsea. Here they told the tale of their shocking disaster and the services of a doctor having been secured, started with a train back to the scene of the accident.

When they reached it they could not see Ardais, but a train of deep life blood lead them to a disused hut 100 yards away, to which the poor fellow had dragged himself for shelter. Directly the doctor saw him he knew that death was certain to speedily result. Still he did all he could to alleviate the agonies of the dying man and having him carefully lifted back to Chelsea.

DEATH RELIEVED HIS SUFFERING

Arrived at Chelsea the poor fellow breathed his last at 5 o'clock in the afternoon about an hour after the accident having suffered inexpressible agony.

It is not yet known if an inquest will be held.

01/08/1891 *Ottawa Free Press* *Ottawa Electric*

--(Mr. Ahearn) also visited St. Catharines where he placed an order for four vestibule electric cars, which will be 24 feet in length, being 2 feet longer than the cars at present in use here. One new car was placed on the track this morning and another will be in use on Monday. The four new cars will arrive in time for the Central Fair traffic.

01/08/1891 *Ottawa Journal* *Ottawa Electric*

Hit by an Electric Car

A bad smash took place on Rideau street last evening about five minutes past eleven o'clock. A hackman named Dumais was just driving into his place on the stand opposite the end of Nicholas street when car no. 12, driven by Motorman Young, collided with it as it crossed the track. The horse was badly cut about the hind legs, the body of the rig hurled in one direction and the wheels in another, and Dumais himself pitched to the ground. The car was brought to a standstill immediately and in fact was slackening down speed when the accident happened. Mr. Dumais only received a slight shaking.

01/08/1891 *Ottawa Citizen* *Ottawa Electric*

It is understood that the two open cars belonging to the Ottawa Electric Street Railway Company are to be used on special occasions only. Many would like to see them out every day.

03/08/1891 *Ottawa Journal* *Ottawa Electric*

Mr. Ahearn of Ahearn & Soper returned from a business trip in the States in Saturday.

On his way he called at St. Catharines and ordered four new cars measuring 24 feet each and fitted with vestibule doors.

An extra car was put on the line on Saturday.

There are now running on the line 9 motor cars and 2 trailers.

04/08/1891 *Ottawa Citizen* *Ottawa Electric*

A car ran over the Lower Town Branch of the electric railway early yesterday morning. The branch will be opened for traffic this morning.

05/08/1891 *Ottawa Citizen* *Ottawa Electric*

Yesterday morning the electric cars were run through the entire line from New Edinburgh through St. Patrick, Dalhousie to Rideau street. Last evening the streets in Lower Town through which the splendid cars traversed were lined with admirers who watched their progress with eagerness. The company deserves praise for the enterprise and the careful direction given by the superintendent, as well as the prudence of the wide awake motor men. The car innovation in St. Anne is welcomed by the ratepayers who will derive great benefit there from.

05/08/1891 *Ottawa Journal* *Canada Atlantic*

The trains [sic] on the C.P.R. [sic] for St. Andrews excursion tomorrow to Clark's Island will leave the Queen Street crossing at 7.45 o'clock and the Elgin street station at 8 o'clock.

05/08/1891 *Ottawa Journal* *Ottawa Electric*

Last evening the denizens of Lower town turned out in crowds to see the brilliantly lit electric cars rush over the line to New Edinburgh. The opening of this route is expected to confer great benefits on the district through which it passes.

06/08/1891 *The Equity, Shawville* *Pontiac Pacific Junction* *wood*

A wood train was employed on the P. & P. J. last week, hauling wood up the line to this place and to other points further up.

07/08/1891 *Renfrew Mercury* *Aylmer branch* *Aylmer*

The Aylmer Gazette complains that since the C.P.R. station there was burned down in April last, instead of the rumoured fine new station, all that has been done is to erect a small shed that would be a disgrace as a woodshed to any ordinary building. There is room in it for a station agent and the operator; but nothing to prevent waiting passengers either from down pouring rain or the heat of the sun.

07/08/1891 *Almonte Gazette* *Kingston (CP)* *Madawaska*

The K. & P.R.R. have built a new station at Madawaska.

07/08/1891 *Almonte Gazette* *Kingston (CP)*

It is said that negotiations are going on for the purchase of the K.&P.R.R. by the C.P.R.

Mr. T.C. Keefer, president of the Ottawa City Passenger Railway, speaking to the Journal yesterday on the application of the storage system to the old road said: "I believe the question has been talked over by some of our directors at the Chaudiere who are interested in electric power, although, officially nothing has been done in the matter of applying the storage battery system to our line. Mr. Blackburn, the vice-president, has not mentioned it to me, nor has it been discussed at the board.

At present I would not like to give any time or date within which the line will be operated, if at all, by electricity. I have followed the storage battery principal for years.

On the Fourth Avenue line, New York, this system is now in operation, the litigation which it is claimed caused it to be withdrawn from active use having been ended. There is a small line near Breton, between Bandon and Denver, which is claimed to be a success, and I hear it is working well at Dubuque.

There is no doubt that the storage battery system is the best for the city. It lights, and if it is needed, heats the car, and does away with the live wire overhead. In the question of a new railway there would be no question of a choice of power. Electricity is the motive power, but then in many cities, Philadelphia amongst them, they will not stand the live wire over head, and the network at the street corners is a terrible nuisance to firemen. An interesting experiment is about to be made as to how far they can run their cars into the winter. I have no doubt they will shorten the winter very much and run very nearly through. We will watch this experiment and the results may affect the decision. Personally I have long thought that the storage battery is the ultimate power for city tram cars.

12/08/1891 *Ottawa Free Press**Canada Atlantic*

The C.A.R. seems to have struck a vein of ill luck today. This afternoon at 2.30 o'clock some employees of the line clambered to the top of a string of cars, fifteen in number, that were lying on the track which runs along the canal from the railway bridge to the new passenger bridge leading to Archville. This siding is a steep down grade to the latter bridge where the track ends, a heavy buttress buffer being built there. When the men released the brakes the cars started down grade and struck the buttress with a tremendous crash as they were travelling about ten miles an hour. The structure was torn away and one car was thrown completely across the roadway of the bridge blocking the traffic. The other cars were piled up in a heap, two of them being badly smashed. The men who were handling the brakes were novices and did not know how to apply the pressure rapidly enough for the steep grade.

Note: Fast Express leaves Elgin Street at 8.00 a.m. for Montreal.

12/08/1891 *Ottawa Journal**Canada Atlantic**Rideau canal drawbridge*

An engine, tender and one freight car on the Canada Atlantic railway dropped into the canal this morning at ten minutes past six through the open "draw" on the swing bridge, near the Elgin street depot, and now lie almost submerged in 12 feet of water.

It appears from the statement made to the Journal by Supt. Donaldson that the usual morning "way" freight bound for Coteau drawn by engine "33" was being made up in the yard. The engine with four cars, the first two of which were loaded with laths, were standing on a siding in the yard. Driver M. McGaffney was in the office receiving his orders, Mr. Cote, the conductor, not knowing McGaffney was off the engine, told Brakesman Gordon to shunt the engine and four cars on to the main line and finish making up the train. Gordon signalled the order to the engine. Fireman Fred Page, contrary to orders and in the absence of the engineer ran the engine from the siding on to the main track towards the swing bridge. In the meantime the tug, Minnie Bell, had whistled for passage through the draw, Bridgeman Wallace immediately turned the semaphore, and opened the draw. While this was being done, Page who was apparently not aware of the danger, ran his train down on to the bridge so as to clear the switch. He noticed the danger too late, and a second later the big engine and tender had gone headlong into the water with a tremendous crashing and splashing.

THE SCENE DESCRIBED

The scene is best described in the words of one of the eye witnesses, Bridgeman Wallace. To the Journal he said, "Shortly after six I heard a boat whistling up the canal. I immediately turned the semaphore to warn trains and opened the draw. I had hardly finished opening the draw when to my surprise and alarm I saw engine 33 coming toward the open bridge at a pace I knew was too fast to pull up in time. As I looked I saw through the window of the cab that the driver had his back turned and apparently did not see the danger. I shouted to warn him.. At the same moment, the Minnie Bell, for which I opened the draw, appeared in sight. The puffing of the boat seemed to attract the driver's attention for he turned quickly, looked at her and then glanced round at the open draw. He appeared to take in the situation at once, for he promptly reversed his engine. He was then not twenty yards from the draw.

"It was impossible for him then to stop, but he stuck by her until she began to topple and then jumped into the water. By this time the engine was almost stopped. She therefore did not have much impetus and went over quite slowly. She went head first and turned completely over, striking the water on her back. There was a great splash as she struck the water and the live red coals falling out of the furnace struck the water with a loud hissing noise, causing a big cloud of steam to fly up.

"The tender followed after the engine, landing up on top of it. The first freight car followed, and when about half over it literally broke in half, one half remaining on the track and the other falling into the water. The breaking of the lath laden car caused a great crashing and the whole incident presented a scene not soon to be forgotten."

At the time the engine fell the Minnie Bell was not 30 yards away. She only swung round just in time.

Supt. Donaldson, seen by the Journal after the accident, said the fault lay entirely with Fireman Page. In the first place he had no right to touch the engine for driving purpose, in the second place, having done so, he should have seen that the draw was not open, and in the third place he had no need to run as far as he did to clear the switch.

Mr. Donaldson estimates the loss to the company at between \$1,800 and \$2,000, the largest part of which will be in raising the engine. This work will take a day or a day and a half. Steam derrick scows will likely be employed.

Engine 33 is one of the newest and largest on the road, had 19x24 cylinders and weighed 70 tons.

When the Journal visited the scene this morning all that could be seen of the engine was the top of one of the driving wheels. The tender was turned inside out and the boxcar was badly broken up.

The Electric Road Car Service Disabled.

The lightning also disabled the electric street railway plant at the dynamo station at the Chaudiere. About four o'clock when the storm was at its worst, the electric fluid struck one of the overhead wires, at what point is not known and flashing over the wires, passed into the two powerful dynamos and "burned-out," to ? the technical term the armatures, or power-generating - apparatus in each, causing the system to be shut down at once. The cars were left standing useless on the tracks in all directions.

To explain the nature of the damage it may be said that the armatures are the cylinders of rolled wire that revolve between the field magnets. These armatures are insulated, and when the insulation is removed from any cause they cannot be worked. Yesterday the electric fluid "burned" off the insulation about an inch square in each armature, and melted two copper wires in each as well, and this was sufficient to cause the stoppage of the system.

Immediately after the occurrence Mr. Ahearn was on hand and, with his staff of electricians, went to work to repair the damage. To get out the armatures from the dynamos to repair them, the top field magnets weighing about five tons had to be removed. This was a job that required a large gang of ?, "jacks", and tackle to carry out, and proved a low and arduous task. The men had to work all night. By 9 o'clock this morning one of the armatures had been repaired and the field magnets replaced. But when the water was turned on, a fresh "burn" occurred and once more the dynamo was unworkable.

Mr Ahearn will have the armature on the other dynamo repaired tonight and expects to have the cars running tomorrow morning.

About a hundred persons who were at the exhibition grounds at the time the cars were stopped had to walk home.

The company has ordered two reserve armatures, and if in future a similar accident should occur only about half an hour will be lost.

A railway accident of a peculiarly terrible and happily rare nature occurred at the C.A.R. depot on Elgin street early this morning, when an engine and tender plunged into the canal through an open swing bridge there. The east-bound mixed way train of a dozen cars had been made up last night to go to Coteau were on a south siding, whilst the remainder of the train was on a line to the north of this. The engine was attached to three cars and it was the intention of the officials to shunt these cars on the main train. To secure this the engine and cars had to proceed rather more than 100 yards eastwards which would lead them on the trestle and swing bridge that spans the canal at this point.

An attempt was made but with disastrous results. The engineer of the train had gone to the office for his final instructions whilst at the same time the fireman jumped into the cab. Not knowing that the engineer was not on board, the conductor signaled to go on exactly at 6:10 a.m., and the fireman started the engine. Simultaneously the ominous whistling of the tug Minnie Bell, proceeding down the canal was heard. This was the signal for the opening of the swing bridge, towards which the train was now rapidly approaching. Bridgmaster Wallace proceeded to open the bridge, and had just done so, when with an exclamation of horror, he saw the train running to its inevitable fate. He shouted and gesticulated to the fireman, whom he saw all unconscious of the doom to which he was bearing, sitting on the engineer's seat. Suddenly, with a roar, the latter became aware of the awful position he was in. He had presence of mind to reverse the engine.

ALAS! TOO LATE! The momentum of the train was too great, and an awful sight was seen. The engine plunged headlong into the gap, followed by the tender, whilst the first car was completely cut in two as neatly as though through done by a huge saw. Those who saw the sight screamed. As the engine struck the water a loud roar, almost similar to an explosion, was emitted, whilst the live coals flashed through the air and entered the water with a hissing, spluttering sound, the water all around seeming boiling like a huge cauldron.

Now all was excitement and hurrying to the spot by anxious men and women as well as a number of willing hands from the depot. But what could be done? Simply nothing. Below lay a heaped up mass: the engine out of sight the tender partially so, and half a car with its contents to the rear of the pile.

"Where is the man" echoed and re-echoed from every tongue. No one knew but everyone expressed the worst fears. It was known that he had not jumped when he saw his error but after reversing seemed completely awed, terror stricken and helpless. He was safe, however, as was discovered after a short time. When the engine fell he had been thrown into the water and had escaped being struck by the falling train, a fact which is considered marvelous. He swam ashore.

The tug had a very narrow escape. At this point there are what might be called three channels in the canal formed by two piers running out from the bridge. The tug was in the centre channel and was just about twenty yards from the bridge, but "hard aport" was the shout, and she swung into the side channel just in time to clear going under the falling train.

The officials of the train were engineer, Michael Gaffney, who has been in the service for many years; fireman John Page, who has only been in the employ of the company about two years; conductor, Cote; and brakeman Gordon. The engine was no. 33, a magnificent specimen weighing 70 tons (actually 50 tons), with cylinders 19 x 24. She was quite a recent addition to the plant of the company.

Mr. McDonald, superintendent of the company here, at once ordered an investigation and took charge of it. He found in his inquiries and said to the Free Press representative that the blame was solely attached to fireman Page. Firemen had no power to start an engine in any case whatever without special instructions, which he had not. Conductor Cote simply signaled the train ahead thinking the engineer was on his engine. No blame whatever is laid to the charge of Mr. Wallace, the bridgmaster, who simply did his duty. Another important point of evidence is that the engine did not require to go as far as the swing bridge but about 40 yards to reach the switch, and Page's conduct is spoken of by the authorities as unqualified carelessness and gross negligence. It is not yet known whether or not Page will be prosecuted, or whether an additional inspection will take place, but there is a likelihood of both.

Mr. McDonald is in favor of using the wreck derrick scow in raising the engine and it is probable this will be the means used. The damage to the engine is very slight. The loss by the accident will amount to about \$2,000, the largest part of which sum will be devoted to the raising expenses. Bridgmaster Wallace, on being seen by the reporter said: "I saw the whole affair and the whole blame lies on Page. He had no right to start the engine and did not require to come as far as the swing, I saw the train starting from Elgin street and everyone round seemed to have heard the whistling of the tug but Page. I shouted to him as he came on but he did not hear me and did not see the signal against him."

The bridge has not been damaged in the slightest. After the accident the two remaining cars and the smashed one were removed back to a siding in the yard. The bridge was immediately closed and the traffic of the road was in no way impeded and there was no damage to the line. There is a semaphore on the bridge which shows the engineers of trains a long distance off whether the bridge is open or closed.

Repeated in the Kemptville Advance of 14 August 1891

Power plant at Chaudiere hit by lightning and disabled.

Struck by Lightning

Both Street Railways Demoralized by the Storm

The C.P. Company's Stables Fired and the Service Stopped last Night.

Lightning struck the Ottawa street railway brick stables yesterday afternoon setting them on fire and almost causing their destruction.

About a quarter past three as Mr. Wm. Buchanan, the company's clerk, was standing in front of the office door on Ottawa street, he saw an almost blinding flash of zigzag lightning pass apparently over the building, and at the same moment there was a deafening crash of thunder. For a moment he was stunned. When he entered the office Mr. Riobert Ingram, the bookkeeper, asked him to go out in the back and see if any glass was broken, as he thought he heard a sound like it.

Struck by a Bolt of Lightning.

Mr. Buchanan had hardly gone out, when Mr. Sedling from McClymoat's mill opposite ran in and told him that the stables in the rear of the office were on fire. He had seen the bolt strike. It went through a ventilating cupola on the end nearest Stanley Avenue, and scarcely a minute later flames had broken out at the other end of the building facing John Street and some 200 feet away. The lightning had apparently run along the floor of the long loft along the scattered hay.

The alarm was promptly run from box 61 and later from No. 123 at No. 6 fire station and the reel was promptly on the spot and had a stream playing on the John Street end of the loft, whence volumes of very dense, grey brown smoke from the burning hay was issuing. At the time the bolt struck three stablemen were in the stable on the ground floor near Stanley avenue. They did not know... They were told a minute later that the building was on fire. There were also several present who had gone in for shelter out of the rain.

Getting out the horses.

Immediately a rush was made to get out the horses. Of the 54 horses owned by the company, 35 were in the stable. The first few were got out easily enough, but as the fire increased, the smoke came rolling down through the hay holes from the loft and the remaining animals became excited. The halters were then hastily cut and they were driven out onto the street. One obstinately remained, but a bag being placed over its head, it was eventually got out. Within three minutes after the alarm every horse was out. They were placed for the time being in McCrymond's mill opposite [sic] the office. There was about five tons of hay in the loft all together and this was spread over the whole surface,, the more easily to fire the various rack.

Fighting the fire.

The fire ran through this both ways and a few minutes after the bolt struck flames were breaking out in all parts of the loft. Fortunately the roof was tinned and this kept in the flames considerably.

No. 5 reel was the second to arrive and soon played a stream from Stanley Avenue. No. 3 followed quickly afterwards and began to play from the stable yard on the south side of the building. When the central hose arrived it took up a position in a lane running from John Street along the north side of the building. After about half an hour's hard work it was seen that the John street end was under control, but the flames increasing at the Stanley avenue end Chief Young sent for the big hose. This arrived at five minutes past four and had not been playing its heavy stream ten minutes before all danger was over. A few minutes previously the roof fell in in several places.

Gallantly done.

By a quarter to five the last vestige of fire had been extinguished. The brigade had fought the flames bravely. Chief Young exhibited the best judgment in his disposition of the streams. The firemen stood their ground well in the midst of the suffocating smoke. The fire did not get below the loft. The ground floor, beyond being flooded with water, was not damaged.

The stable at the John St. end was built this spring. On the ground floor were stored all the company's sleighs. These had been run out on to the street a few minutes after the alarm was run. If the fire had occurred a little later the loss of hay would have been much greater as the company was just beginning to lay in the winter's supply. There were two large oat bins in the loft, but all the oats were at McKay's Mill.

Notwithstanding the heavy rain there were a large number of spectators present who had been drawn from the city, by the excessive clouds of dense smoke that trailed in a southerly direction over the city.

Both President Keefer and Secretary Fraser were absent at the time of the fire, the latter being on his holidays.

The building had a peaked roof and the three large ventilators at the top gave a strong draft through the building and greatly stimulated the flames.

The building is fully insured.

The Service Stopped.

The cars did not run at night, the men being employed in cleaning up the stables so as to put the horses back. This was done and the horses all housed by 10 o'clock. The cars were running again this morning. Before stopping the company brought all picnics [sic] at Rockcliffe up to the city.

13/08/1891 *Ottawa Free Press*

Canada Atlantic

Rideau Canal drawbridge

The scene at the Canada Atlantic depot today is emblematical of nothing having happened. The station wears its wonted aspect and there is nothing of the subdued excitement that prevailed yesterday over the incident. Along the bridge everything is quietude. The channel of the canal is quite open at each side and vessels can freely pass through. Bridgmaster Wallace, who is a C.A. employe, is attending to his duties as usual but peering from the bridge through the ties and trestle work, one sees the silent evidence of yesterday's catastrophe. Both ends of the bridge are guarded by officials to prevent the inquisitive and morbid sightseers from crossing to the scene and thus probably add to the list of accidents. The locomotive is more plainly seen today, all the wheels being above the surface as also a part of the boiler, but this only tends to more fully realize the difficulty there will be in raising it to its desired position.

Men are at work on the tender, stripping it of its frame and other parts, whilst the lathing with which the smashed car was loaded is also being removed. Page, the fireman, on whom the authorities of the company attach all the blame of causing the accident was not heard of around the station, but he is reported to be feeling the severity of his position very keenly.

Mr. McDonald, superintendent of the company, left today for Montreal and other parts to make arrangements for procuring the necessary appliances for bringing the engine and tender to the surface. The opinion is still held that derrick scows will be brought into service for this purpose. It is anticipated that the work of raising the engine and tender will be completed by Monday afternoon. This will employ an immense gang of men, as well as the exercise of all modern appliances.

Public opinion on the accident has been expressed very freely since yesterday, the consensus of which is that in the interest of the travelling public's satisfaction and confidence a thorough enquiry should be held, the results of which are to be made available to the people. Such accidents are very rare on the C.A.R. and the remark is often expressed, "Had there been a train load of human beings instead of freight what would have been the results?"

13/08/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

A disastrous accident, which fortunately did not result in loss of life, occurred early yesterday morning at the C.A.R. depot. An engine and three cars was in readiness to shunt on to a load of cars for the east and Fireman Page, without waiting for the engineer, started the engine and three cars for the swing bridge over the canal to shunt back. At the same time, the tug Minnie Bell whistled for the bridge to open and Bridgemaster Wallace opened the bridge and signaled the approaching train. Fireman Page seems not to have heard either the tug's whistle, the bridgemaster's shouts or to have seen the semaphore on the bridge until, on the verge of the opening, when he, too late, reversed his engine. The train, however, had no chance to stop and the engine, tender and half the first car disappeared into the canal. At once a rush was made to the spot, and no one expected to see Fireman Page alive. He, however, had a miraculous escape, as he was pitched from the car and swam ashore suffering only slight shock. The tug Minnie Bell was sufficiently far off to see the danger and slow up, and thus escape running under the train. The blame of the accident rests with the fireman, who in the first place assumed the responsibility of starting the locomotive without the engineer, and secondly, had no occasion to run as far as the bridge to shunt his cars. He has only been in the employ of the company about two years, and reported yesterday that he was suffering too much from chills and shock to attend the investigation.

The bridge was not damaged and traffic was not impeded. The engine, no 33, was not damaged, but as it weighs 70 tons, the work of raising it will be an arduous and expensive one, and the loss to the company will be in the neighbourhood of \$1,000.

This was not the only streak of bad luck the company had yesterday, for in the afternoon a gang of men started a string of cars leading to the Archville bridge, and the siding being on a steep down grade, and the men apparently not being able to control the brakes, the cars dashed down and struck the buttress of the bridge with tremendous force. The structure was badly shaken, one car was thrown into such a position that it impeded all traffic, and the other cars were piled into a heap. The company at once set men to work to clear away the debris.

This is the first serious accident that has happened on the Canada Atlantic in a long while.

13/08/1891

The Equity, Shawville

Maniwaki

Cars for the Gatineau Valley road have also been purchased and are now at Hull.

13/08/1891

The Equity, Shawville

Pontiac Pacific Junction

We hear the Pontiac R.R. has placed some new cars on the road, among them a first class and combined baggage, smoking and mail car.

14/08/1891

Ottawa Free Press

Canada Atlantic

Rideau canal drawbridge

The preliminary operations for the raising of the engine from the bottom of the canal at the Elgin street depot are now in full progress. A large gang of men are at work with the assistance of a huge barge removing parts of the tender that will interfere with the removal of the locomotive when that work comes to be done. Mr. Donaldson, superintendent, who was in his office today, having returned to the city after procuring two barges for the raising of the engine. Derrick screws will not be used, but the monster machine will be brought to the surface partly by "jacking" and partly by making the scows take the place of caissons. This work will be done on Sunday and probably the "No. 33" will be again on the rails on Monday morning.

An erroneous impression has got abroad that it was Engineer Gaffney who signalled to the fireman to go ahead. The Free Press distinctly stated that Gaffney was in the office getting his final instructions when the engine was started. It was Brakeman Gordon who signalled the fireman to go ahead. Gaffney has also been suspended pending an inquiry although he had nothing to do with the accident. The fireman Page is a very steady man who has already done his work well. He has always been strictly temperate and regular at his duties and his wide circle of friends exceedingly regrets his present unfortunate position.

14/08/1891

Ottawa Citizen

Ottawa Electric

The electric cars resumed operation yesterday, the damage done to the armatures by the lightning on Thursday having been repaired.

14/08/1891

Ottawa Journal

Maniwaki

Seven new cars have arrived from Wimbledon, Delaware, for the Gatineau Valley Railway. They were manufactured by the Jackson and Sheppard company and finished in oak. They consist of four excursion cars, a first class car, a second class car, and a mail and baggage car. Arrangements have been made to run into the C.P.R. Chaudiere Union station, thus giving the line an Ottawa terminus, when they commence running which is expected to be in the early part of September.

The ballasting on the first two sections of road is completed to within two miles of the Peche.

A station has been erected at Cascades and the grading between the Peche village and Lowe [sic] is started.

The work has been impeded considerably during the past couple of weeks through heavy slides in the vicinity of Ironsides.

14/08/1891

Ottawa Free Press

Maniwaki

The Gatineau Valley railway is now rapidly nearing completion, and in about two weeks will be open for the government inspection. The ballasting of the road was slightly delayed by the recent accident, but everything is now in excellent shape. There were four new cars added to the plant yesterday. That makes seven passenger cars that are on the section between Hull and Peche village. There are also three powerful engines on the line. The road to be officially inspected is that part below Chelsea to about two miles beyond Peche, and already the ballasting is completed to within two miles of that village. No date has been definitely fixed for either the inspection or the formal opening, but it is expected that the road will be in full running order by September.

14/08/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

The Canada Atlantic Railway locomotive in the canal will be raised by means of a steam dredge.

15/08/1891

Ottawa Citizen

Maniwaki

The Gatineau Valley Railway have received some new cars from Wimbledon, Delaware. There are four excursion, a first class, second-class and mail and baggage cars. The cars will run into the Union Depot by arrangement with the C.P.R. and are expected to start next week.

15/08/1891

Ottawa Free Press

Canada Atlantic

Rideau Canal drawbridge

The latest development in the operations of raising the submerged engine from the canal at the C.A.R. depot is the employing of a diver to examine the position of the locomotive prior to beginning the work proper of raising her. Mr. James Rolleau of the Waterworks department, was the diver employed and at ten o'clock this morning he descended from his barge, while an assistant carefully pumped him the necessary breath of life from the surface. He walked around the fallen monster and found everything intact. He came to the surface occasionally and quit work at midday. He reported that the engine was uninjured, of course, from a diver's point of view, as was significantly pointed out to the reporter. It is, however, confidently expected that it is comparatively uninjured and certainly not structurally damaged, the effect of the water on certain parts perhaps being the greatest mischief. It has now been decided that the practical work of raising her will not be commenced until next week, when the suggestions of the diver will be acted upon.

THE TENDER ON DECK

The tender of the train is now on the surface, the workmen employed having worked assiduously under the direction of Mr. Holby. The men gradually worked it down the canal from the scene of the accident, a distance of about forty yards. Strong timbers were then placed under the vehicle on which rails were laid sloping up from the water to the flatcar on the siding. Ropes and chains were then attached and connected to a double pulley, the ropes leading through to an engine on the line at a right angle, the pulley being secured by strong stakes to the ground.

Everything being thus fixed, the word "go" was given, and surely but slowly the coal and water box was raised to its natural position.

17/08/1891 Ottawa Journal Ottawa Electric

The Electric Street Railway had trailers on the Elgin street route from midday today and took out hundreds of people to the circus grounds.

17/08/1891 Ottawa Citizen Canada Atlantic Rideau Canal drawbridge

The Canada Atlantic Railway will raise their locomotive now in the canal this week. They have engaged a diver, who was at work last Saturday.

20/08/1891 Ottawa Citizen Ottawa Electric

The trail cars of the electric road not having been found to work very successfully, owing to their light weight causing them to leave the rails, they have been withdrawn from this service and are now being fitted with motors. It is expected they will be on the route again before long.

20/08/1891 Ottawa Citizen Canada Atlantic Rideau Canal drawbridge

Work is progressing on the raising of the C.A.R. engine No. 33 from the canal. Yesterday the driver succeeded in getting the massive machine turned over in which position it is thought that it can more easily be raised. The work will take some time and the 51 tons will be raised by hydraulic screws. The value of the engine is about \$10,000.

21/08/1891 Almonte Gazette Renfrew

An act uniting the Ottawa and Parry Sound R.R. and the Ottawa, Arnprior & Renfrew R.R. has received the royal assent in Ottawa. The new road will be known as the Ottawa, Arnprior and Parry Sound R.R.

21/08/1891 Renfrew Mercury Belleville Perth car shop

About 250 men are employed just now in the C.P.R. car shops at Perth. The force is now on grain cars and repairs.

21/08/1891 Almonte Gazette Prescott Prescott

During the year ending 30th June last, 15,773 cars were ferried across from Ogdensburg to Prescott and 14,802 from Prescott to Ogdensburg.

21/08/1891 Almonte Gazette Winchester Smiths Falls

Mr. G. Russell a C.P.R. brakesman, crushed two of his fingers while coupling cars at Smith's Falls.

24/08/1891 Ottawa Journal Ottawa Electric

A cow was run over by an electric car at the corner of Murray and Dalhousie streets about four o'clock on Saturday afternoon. The car was derailed and the cow seriously injured. The animal was owned by Mr. Moise Cousineau of Clarence street, by whom the loss will be severely felt.

26/08/1891 Ottawa Journal Vankleek

The contractors for the Central Counties Railway, M.J. O'Brien & Co. have been making their mark. Grading was started at Glen Robertson July 16th, and about 12 miles were ready for rail by August 15.

The first rails were laid August 11, for the purpose of receiving on the ground some 1,600 tons ready for track laying. These now having been received, the work of laying the track was started on the 24th inst. and by September 15 it is intended to cover the 14 miles to Vankleek Hill.

28/08/1891 Ottawa Journal Ottawa Electric

Agreement between the mayor and the railway. Will remove the rails laid between the C.A.R. station and Bank street and double track Bank all the way to the Exhibition grounds.

We shall not remove the rails on Catharine Street until we have made a connection between our present Elgin Street line and Wellington street.

28/08/1891 Almonte Gazette Prescott Prescott

A car-load of tea passed over the St. Lawrence every day for about ten days, within the last two weeks.

29/08/1891 Ottawa Citizen Ottawa City Passenger

The repairs to the street car stables at New Edinburgh are now complete except for the iron roofing.

29/08/1891 Ottawa Journal Canada Atlantic Rideau canal drawbridge

The submerged engine belonging to the C.A.R. that has been at the bottom of the canal for some time past will, it is expected, be got out on Tuesday.

01/09/1891 Ottawa Citizen Ottawa Electric

The work of excavating for the extension of the double track of the electric railway on Bank street was commenced yesterday. About thirty men are employed.

02/09/1891 Ottawa Journal Ottawa Electric

Civic Street Railway Committee met yesterday and accepted the offer of the Ottawa Electric Railway to double track Bank Street and take up the Catherine street track.

At present there is only a single track on Bank Street from Cooper to the swing bridge and a single track on Elgin st. to the C.A.R. station, the track on Catharine st., not being graded, is not being used at present. (City would use the money appropriated for Catharine st. for the work on Bank st. - a friendly way out of a difficulty, i.e. city lack of funds)

Elgin st. cannot be extended south of the C.A.R. because of the shunting.

Also in the Citizen.

Wednesday, September 2, 1891 page 1

GREAT RAILROAD FEAT

A CANADIAN PACIFIC CROSSES CONTINENT IN THREE DAYS.

Mails From Japan Via the United States Will Reach England In Twenty Days - Rapid Transit - Lowers All Records.

New York, September 2.-The China and Japan mail bags, which, left Yokohama August 19, were safely delivered on the steamer City of New York at 5 o'clock this morning, and are now on their way to England. How this marvelous feat was accomplished is told as follows. The details are as interesting as those of Sheridan's ride: August 19 the Empress of India arrived at Victoria, B. C. There a special train, furnished by the Canadian Pacific, took the mail bags, eighteen in number (twelve for England and six for New York city), and started on a recordbreaking ride across the continent. Assistant Superintendent Bradley yesterday went up to Brockville, just across the St. Lawrence on the Canadian side. Morristown, N. Y., is just across the river on this side, and Superintendent Voorhees, of the New York Central road, had arranged to have a special train composed of one baggage-car and engine ready at Morristown to bring the mails to the city. Superintendent Jackson, of the railway mail service here, had arranged for two trucks to be at the Grand Central depot to meet and transfer the mail bags to the steamer at the dock on North river. She was to sail at 5 o'clock this morning. Could connection be made? At noon yesterday Mr. Bradley telegraphed from Brockville to his chief that the Canadian Pacific was four hundred miles away and two hours late. At 2:16 p. m. another telegram was received saying that the train was but three hundred miles away. Every second was valuable. At 6:10 the special passed Chalk river, 143 miles from Brockville, at fifty-seven miles an hour. It made the previous seventy four miles in ninety-three minutes, including twelve minutes for a stop. The last thirteen miles had been covered in eleven minutes. Down she came at a dash, the remaining eighty-one miles to Brockville, and arrived at the depot panting and puffing, having crossed the continent in three days. She arrived at Brockville at 9:20. The mail-bags were at once taken out, taken across the ferry, put on the special furnished by the Central people at Morristown. At 9:45 the train started and came through with a bang to New York, arriving here at 4:43. From Utica to Albany, 95 miles, was made in 90 minutes; from Utica to Hoffman's Ferry, 68 1/2 miles, in 61 minutes; from Poughkeepsie to Cold Springs, 21 miles, in 20 minutes; from Croton to Yonkers, 19 miles, in 16 minutes. The City of New York was to sail at 5 o'clock. Could the mails be transferred from the Grand Central depot in seventeen minutes? The Canadian Pacific people in this city and Superintendent Jackson, of the railway mail service, had seen the Inman people and arranged for the holding back of the vessel for a few minutes. Quick as lightning Assistant Superintendent Bradley, who had come down on the special, had the two foreign mail-bags dumped into the truck, and, jumping in, had the driver whip his horses into a breakneck speed through the streets. Away they went. The horses were equal to the emergency, and, shortly after 5 o'clock this morning, the dock was reached. The ship set sail at 5:10 a. m. The trial was a grand success. If the good vessel makes her voyage in the usual time Liverpool will be reached September 9; twenty days from Yokohama.

02/09/1891 *Ottawa Citizen*

Chalk River

YOKOHAMA TO NEW YORK

by Telegraph to THE CITIZEN.

Montreal, 1st. - the Canadian Pacific Railway fast mail train, which left Vancouver on Saturday last at 1 p.m. on the arrival of the Canadian Pacific Railway steamer Empress of Japan with the China and Japan mails, reached Brockville at 9. 03 this evening, having made the run in 76 hours, allowing for 3 hours lost by changes in time. A special left Morristown over the New York Central at 9.45 p.m. which will probably reach New York at 4.30 on Wednesday morning, making the time from Vancouver to New York about 83 hours and from Yokohama to New York in a trifle less than 13 days. If the mails catch the Inman line steamship City of New York, which sails at 5 a.m., they should reach London Wednesday September 9th, making the time from Yokohama to London via the Canadian Pacific Railway and New York in just 21 days. The special train on the Canadian Pacific was delayed about 3 hours by hot boxes, otherwise the connection with the city of New York would have been made with ease, as it may be missed by an hour. In that event the mails will go by the Hamburg - American steamship Columbia, sailing at 6 a.m..Thursday.

04/09/1891 *Ottawa Free Press*

Ottawa Electric

in connection with the delays which sometimes occur on Albert street near the ladies college at the end of the double track it is explained by the Electric Railway company that as originally arranged the double track was to be laid the entire length of Albert street, but owing to the construction of the sewer an arrangement was made with the Board of Works by which the Electric company agreed to lay only a single track at the side of the road in the meantime, and upon the completion of the sewer, to put down the other track. It is expected that this will be done in the spring.

A WONDERFUL RECORD

Across the Continent in 84 Hours - the C. P. R. Breaks the World's Railway Record - A Race Against Time - Through Almonte Like a Flash.

Probably the fastest train that ever passed through Almonte was that which flew through our town on Tuesday evening last, shortly after eight o'clock. It started from Vancouver, B.C. immediately upon the arrival of one of the C.P.R. steamers from Chinese and Japan ports, having on board for the first time the mails and a couple of passengers destined for England and the continent. It was bound for New York, and was being rushed through in order to make connection with one of the Atlantic greyhounds for Europe. The steamer left Yokohama at 8:45 a.m. August 19th, and arrived off Victoria, B.C. August 29th, making the run in 9 days, 18 hours and 35 minutes - the fastest time ever made between the two countries. The C.P.R. train left Vancouver at 4:08 a.m. on Saturday, and made the fastest time yet reached in crossing the continent. Winnipeg was reached on Monday at 8:40 a.m. The run from Banff to Winnipeg, a distance of 920 miles, was made in 23 hours, including stops, making an average of 40 miles an hour. At times a rate of 70 miles an hour was attained, and 50 and 60 miles an hour was quite frequent. Equally fast running was made on this end of the line, as the following will show: Port Arthur to Brockville, 892 miles, in 22½ hours; Chalk River to Almonte 94 miles in 1 hour 52 minutes; Almonte to Brockville, 53 miles, in 59 minutes. Engineer Connell was at the throttle of engine No. 271 as she ran over this division; Conductor Vanalstine was in charge, and Mr. H.B. Spencer was on board from Port Arthur, where a third coach was attached. The train was hurriedly ferried across at Brockville. In the journey across the continent the train made the run between Vancouver and Brockville, a distance of 2802 miles, and 77 hours, and the New York Central ran from Morristown to New York in 7 hours, making the total time from Vancouver to New York, a distance of 3,162 miles, 84 hours. This speed for such a distance has not before been made on any railway. For the shorter distance between Utica and Albany, the 95 miles were made in 90 minutes. The journey from Yokohama to New York not only beats the record of travel between these two points, but surpasses any known record in the world. The train arrived at Grand Central station, New York, at 4:43 o'clock. The "City of New York" was due to sail at 5 o'clock. The question was, "Could the mails be transferred from the Grand Central Station in 17 minutes?" the Canadian Pacific people had seen the Inman people and arranged for holding back the vessel a few minutes. Quick as lightning Assistant Superintendent Bradley, who had gone down on the special train, had the twelve foreign mail bags dumped into a truck, and jumping in, had the driver whip the horses into breakneck speed through New York's streets. The horses were equal to the emergency, and shortly after five o'clock the dock was reached and the ship set sail at 5:10 a.m. The trial was a grand success. If the vessel makes the voyage in her usual time Liverpool will be reached on September 7th, Landing the "Empress of Japan's" mails 20 days from Yokohama. The mails will arrive in London Wednesday, September 9th, and will have completed the distance between Yokohama and London in 21 days. Twenty-four days is the best time that has hitherto been made by the C.P.R. As a result of this record-smashing event it is expected that a bridge across the St. Lawrence will be built at Brockville, and a large amount of trade will be secured to Canada that has hitherto gone through other channels. In any case it is a grand advertisement for our Dominion.

04/09/1891 *Almonte Gazette**Chalk River**Alexandria*

A gang of men have been at work here lately putting a new covering on the railway bridge, many of the old timbers having become rotten through exposure to the elements. The plank walk on each side of the bridge has been taken away to the regret of many of our citizens, as it was a short-cut home to not a few. But the C.P.R. Co. Had no use for the walk after the removal of the watering tank from Almonte to Pakenham.

04/09/1891 *Renfrew Mercury**Chalk River**Renfrew*

Ten days or two weeks ago, the C.P.R. workmen commenced the filling in of the gully of Smith's Creek, beneath the trestle railway bridge; and raising the embankment from that point towards Main street, in order to make the change of grade which was worked out last year. Under the bridge a large stone culvert will be built to let the water of the Creek into the Bonnechere. Until this culvert is built - it is not yet commenced - only the ends of the trestle will be embedded in earth.

07/09/1891 *Ottawa Journal**Ottawa City Passenger*

The cars of the old street passenger railway were today gaily decorated with flags in honor of the labor day.

07/09/1891 *Ottawa Journal**Ottawa Electric*

The Electric Railway company were running the first open motor car Saturday and today.

The electric cars seemed quite unable to cope with the crowds of people going out to the games this afternoon and at almost every corner crowds were congregated waiting for a chance on the next car.

07/09/1891 *Ottawa Journal**Canada Atlantic**Booth Piling Grounds*

Mr. J.R. Booth has made some extensive repairs recently by fixing up the docks and blasting away rock to make more room for piling.

08/09/1891 *Ottawa Journal**Ottawa Electric*

The Electric Street railway yesterday conveyed some twelve thousand persons over their lines without any accident being reported.

Two of the vestibule cars for the electric street railway were shipped from St. Catharine's yesterday, and two will be shipped next week.

The double tracking on Bank st. will reach the C.A.R. tomorrow evening. By the end of next week the double track will be laid right out to Lansdowne Park.

08/09/1891 *Ottawa Citizen**Canada Atlantic**Rideau Canal drawbridge*

The C.A.R. locomotive precipitated into the canal some time ago was raised on Monday, placed on the track and run into the sheds. The work of raising was by means of pontoons, being under the supervision of Superintendent Donaldson and Mr. Holsby.

08/09/1891 *Athens Reporter**Westport*

The B&W train can now travel from Westport to Brockville in exactly one hour and 49 minutes. This is considered very good time for a new road.

09/09/1891 *Ottawa Journal**Ottawa Electric*

Ottawa Electric Railway intend to double track Rideau street. When asked why they didn't do it in the first place they said they didn't anticipate the amount of traffic.

The work of double tracking Bank st. is being rapidly proceeded with and the electric company are making an excellent work of it. The old single line is being retained and a single rail laid down on each side thereof at a car's breadth distance so that the double track will be half composed of the present single track. The ties for the new construction are laid between the old ties on each side. The down track is completed and a capital roadway is left for carriages to pass up and down. The work does not interfere with waggon or passenger traffic and residents outside of the city limits are able to drive in and out as usual. The horses are getting used to the cars, and carriage traffic on Bank street has resumed its old-time activity.

09/09/1891 *Ottawa Journal**Canada Atlantic**Rideau Canal Drawbridge*

The work of raising the C.A.R. engine that was submerged in the canal for some time past has been successfully completed by means of pontoons under the supervision of Superintendent Donaldson and Mr. Holtby.

Within three days of a month ago, C.A.R. engine 33 and tender were driven into the canal at the Elgin street depot through the open drawbridge of the canal. A few days afterwards the tender was safely raised and put on the rails but the engine was not so easily recovered. A number of circumstances and unavoidable preventatives intervened to hinder the desired accomplishment but Mr. Donaldson, the esteemed superintendent, was indefatigable in his exertions and his trials of different means. Eventually the pontoon system was found to be the most applicable and after several days work the monster was safely drawn ashore Monday night. The method used was the filling the pontoons with water and erecting cross beams under the engine. The pontoons were then pumped out and as they emptied, they gradually rose bringing the locomotive with them. When five feet from the bottom, she was run on to sunken rails and afterwards hauled on the bank.

09/09/1891 *Ottawa Journal**Chalk River**Carleton Place*

Crushed by Coupling Cars

Albert Corr, a single man 21 years of age has been brought to the Protestant hospital suffering from a crushed hand which he sustained while couoling cars on the C.P.R. at Carleton Place. The first finger and the top of the thumb had to be amputated

10/09/1891 *Ottawa Citizen**Chalk River*

The mail which left Yokohama by the "Empress of Japan," at 8:00 a.m. on 19th August, was distributed in London by the first delivery yesterday morning, just twenty-one days from the time they were put on board. This one unprecedented feat will do more to make the business community of Great Britain understand the importance of the Canadian Pacific Railway than a dozen agents could ever accomplish.

The C.P.R.'s Mail Record

London, 9th. - Londoners this morning have an unusual theme for conversation. It is the wonderful Canadian Pacific mail record, and everyone is talking about this great event. The City of New York, with the mails from the far east on board, arrived at Queenstown yesterday and this morning the mails were delivered at the London post-office, thus completing the journey between Yokohama and London in under 21 days. This record beats all previous efforts, and leaves the post-office guide badly in the lurch. That official time-table gives the China and Japan mails thirty-one days, via Vancouver, and forty-three days via the Suez Canal. The fact that the C.P.R. have done the distance in less than half the time required for the Suez Canal, is much commented on, and it is needless to say that comparison is calculated to raise the Canadian route very much in favor among business men, not to speak of the post-office and military authorities. It is probable that the next step will be to dispatch a fast mail from England to the east, for the purpose of seeing if the record will hold good in both ways. Commenting on the quick transit of the mails, the TIMES this morning says that this record is pregnant with untold issues for the future of the Empire. At the same time the paper points out that Canada must not rest until the service from one end of the route to the other is completely under British control. In Canadian circles it is hoped this wonderful record will revive interest in the Canadian Atlantic mail project which seems at the present time to be in a languishing state.

11/09/1891 *Renfrew Mercury**Shawville and Renfrew*

The Pontiac and Renfrew Railway project did not die with the election, This week, Mr. A.A. Wright received notice from Shawville that a meeting of the Committee would be held there on the 10th, and asking that the Refrew section of the Committee should come over.

11/09/1891 *Ottawa Citizen**Ottawa Electric*

Work on the Electric Railway Company's Creighton street extension is progressing favourably and the work will be completed in a few days. A platform has been erected on the street upon which the carts drive and dump the ballast into the trucks, which are run off where required on the line.

11/09/1891 *Renfrew Mercury**Chalk River**Sand Point*

A correspondent of the Advance complains bitterly of the conduct of C.P.R. officials towards passengers who get on and off at Sand Point. Trunks and valises ate pitched off on the rocks a couple of acres away from the station; or carried on beyond to other stations, rather than wait to accommodate travellers, even when they tender their checks to the conductors.

15/09/1891 *Renfrew Mercury**Eganville*

The Enterprise advises the K. & P.R. to build an independent line from Calabogie to Pembroke via Eganville; instead of taking advantage of running powers over the C.P.R. line from Renfrew to the county town. The running right over another Company's line, without the free wish of that company, will not work well in the Eganville editor's opinion.

18/09/1891 *Almonte Gazette**Chalk River**Almonte*

Almonte Town Council 14 September 1891

Moved by Mr. Wylie seconded by Mr. Bell, That this Council petition the Railway Co. in the matter of having a sidewalk built across the railway bridge. Carried.

21/09/1891 *Ottawa Free Press**Ottawa Electric*

Two more vestibule cars for the electric railway have arrived and will be put on the track at once. The Rideau street double track will be finished and a full service provided for the opening of the exhibition.

21/09/1891 *Ottawa Free Press**Canada Atlantic**Elgin Street*

The C.A.R. repair shops turned out No. 51 Mogul on Saturday morning, that locomotive having been almost rebuilt, making it one of the finest on the line. The engine which was submerged in the canal is being rebuilt.

22/09/1891 *Ottawa Journal**Ottawa Electric*

Two more vestibule cars have arrived from [sic] the Electric Street Railway Co., and are being fitted up by Mr. J.C. Mullin and his staff of assistants. They will likely be ready for the road tomorrow.

25/09/1891 *Ottawa Free Press**Ottawa Electric*

The new double track on Rideau street to the Protestant hospital was used for the first time this morning. A switch at the corner of Cumberland street was all that had to be removed at noon in order to make the two tracks complete from Metcalfe street to the Rideau Hill.

28/09/1891 *Ottawa Journal**Vankleek*

The Central Counties Railway will be completed to here on Saturday night. There will be a great excursion from here to Ottawa on 29 inst. It will only cost one dollar to go and return.

01/10/1891 *Ottawa Journal**Ottawa Electric*

The Electric Railway Co.'s shed on Albert street is being extended back to Queen street which will make it 66 feet longer than at present.

02/10/1891 *Almonte Gazette**Chalk River**Arnprior*

ARNPRIOR NEWS

When the new railway bridge over the Madawaska is completed, it will be one of the best along the line. The water in the river at this point being nearly forty feet deep, makes it necessary to construct huge coffer dams.

02/10/1891 Kemptville Advance Kingston (CN)

The Grand Trunk railway double track west of Belleville was formally opened Saturday. The double track from Kingston to Montreal will be completed and opened throughout on October 29th.

06/10/1891 Montreal Daily Witness Canada Atlantic Glen Robertson

A Tree on the Track

And a train thrown off, and two laborers in the hospital

A train was thrown off the track on the Canada Atlantic near Glen Robinson [sic] this morning, and two railway navvies were very seriously injured.

An engine and some freight cars with tools and navvies left Glen Robinson. It had been started only a few minutes when the train was suddenly stopped by a tree across the track.

The engine did not leave the track, but the cars in which the navvies were, were thrown down an embankment, and the occupants were more or less injured. Dominique Duplino and Sept Turette each had their legs broken, and one was badly injured on the head. Both were sent to Montreal, and they arrived on the 11.20 train at Bonaventure Station. The General Hospital ambulance was in attendance, and carries the sufferers to the hospital. The doctors amputated one of Duplino's legs

07/10/1891 Ottawa Citizen Ottawa City Passenger

The board of directors of the Ottawa City Passenger Railway met yesterday to arrange for the final transfer to the company of the right of way for the branch to Rockcliffe Park. It was also reported the directors took under consideration the adoption of the storage battery system upon the entire route. "The City Council has been petitioned," said one of the directors last night (rest illegible)

08/10/1891 Ottawa Journal Ottawa Electric

The electric cars were heated this morning for the first time. Early passengers fully appreciated the comfort of having warm cars in which to go to business.

Through cars are now running between the Exhibition grounds and New Edinburgh.

08/10/1891 Ottawa Journal Vankleek

A very large number from here took advantage of the cheap excursion rates on the Central Counties and Canada Atlantic Railways to attend the Ottawa Exhibition.

The Central Counties Railway will be completed to Hawkesbury about the 25th of this month.

08/10/1891 Ottawa Free Press Ottawa Electric

The Creighton street track of the electric railway was opened for traffic yesterday. Two cars now run between the Langevin block and New Edinburgh by this route.

THE STREET RAILWAY CHANGES HANDS
NOT THE ELECTRIC CONCERN, BUT THE HORSE-CAR ONE.

Mr. T.C. Keefer Sells Fifty Thousand Dollars of Stock to Parties Represented by A.J. Christie Q.C.

No bit of news has created more stir in the city in a short space of time than the information that a controlling interest in the old city passenger railway - the horse car concern - has passed into unknown hands. This was the statement that circulated on the street this afternoon.

It appears that at a meeting of the directors of the company on Wednesday, Mr. T. C. Keefer, the president, informed the other directors that he had disposed of his interest in the railway. Questioned as to whom the purchase so was, Mr. Keefer is stated to have answered that he is not in a position to say, but that the purchase had been made by unknown parties through Mr. A. J. Christie, Q. C.

It is said that the amount of Mr. Keefer's interest in the street railway, all of which is sold, was \$50,000. This is more than half the stock of the road. The amount of the company stock is not known - that is a point which the public has long vainly endeavored to ascertain - but it is not over \$90,000. The figure is placed by some at \$86,000.

WHO IS THE PURSHASER?

all sort of conjectures were made on the street this afternoon as to the purchaser. Some thought Ahearn & Soper might have bought out Keefer with a view to getting control of the old road and consolidating it with the new electric road. Others fancied that Ahearn & Soper's rivals, the Standard Electric company, spurred by the success of the new road, might be the buyers, intending to convert the system into an electric line. Another supposition was that H. N. Bate & Co., who have more than once shown an active rinterest in street railway matters, and who tendered for the charter for the new electric road when it was first mooted, has taken this means of acquiring a valuable franchise. The fact that Mr. Christy is Mr. Bate's son-in-law lent color to this conjecture.

NOTAHEARN & SOPER

THE JOURNAL saw Mr. W. Y. Soper this afternoon and asked him if the electric street railway company had gobbled up Mr. Keefer's stock. Mr. Soper said his company had not bought Mr. Keefer's stock. He thought it might be a good speculation for somebody with a view of using electricity on the road, but his company had nothing to do with it. Possibly the Standard Electric company had.

MR. CHRISTIE DUMB

Mr. A. J. Christie, Q. C., was next tackled. Mr. Christie laughed when the first question was put to him. "Don't ask me" he said " I can't tell you anything."

"But just let us know who your clients are."

"Couldn't do it. Professional etiquette, you know. My lips are sealed."

"Is it Mr. Bate?"

"I won't say another word," said Mr. Christie, laughing again.

AND MR. HARRY BATE DOESN'T KNOW.

Mr. Henry Bate was found near Bate and Co's. warehouse. Mr Bate had spied THE JOURNAL'S young man making a bee line for the warehouse, and was smiling broadly when the visitor spoke to him. " I suspect what you're after." he said.

"Have you bought Mr. Keefer's railway stock?"

"No, I haven't."

"Has Mr. H. N. Bate?"

" I don't know. He is off on a tour around the world," said Mr. Bate, laughing.

"Well, what are you laughing at? Come, let me know something about it."

Mr. Bate laughed all the more. "I am amused at the questioning," he said, "I have been stopped two or three times today on the street with the same inquiry. I know nothing about it. It is natural we should be suspected, as we were once interested in offers for the construction of the new road, but I do not know anything about this new deal."

This was all the satisfaction that could be got out of Mr. Bate, except a party [sic] remark : "What's the matter with Mr. Christie having bought it himself?"

NOT THE STANDARD COMPANY

A JOURNAL reporter also called on Hon. E.H. Bronson, one of the directors of the Standard Electric company.

Mr. Bronson said the Standard Electric Company had not bought Mr. Keefer's stock, nor had anyone bought the stock for it, nor had he any interest in the deal. Asked if he knew who had, Mr. Bronson hesitated a moment and replied that he had his suspicions

"Would you name the parties, Mr. Bronson?"

"Well I would rather not, they may be unfounded, and perhaps I had better not give illegible to them."

This is all Mr. Bronson would say. So the problem remains unsolved, but if Mr. H.N. Bate and Mr. A. J. Christie between them do not have a good deal more to say about the old railway company in the future than they have had in the past, it would be very funny.

09/10/1891 *Renfrew Mercury*

Chalk River

Arnprior

The C.P.R. bridge over the Madawaska at Arnprior, now being built of stone and iron, by. J.W. Munro, will cost \$10,000. It is the third bridge built over that spot since the railway commenced running.

09/10/1891 *Ottawa Citizen*

Ottawa Electric

New Edinburgh

The electric cars are now running regularly to New Edinburgh and are being heavily patronized. The vestibule cars are now heated and the stoves are being placed in position in all cars. Passengers, yesterday, complimented the company on the warm and comfortable condition of the cars.

10/10/1891 *Ottawa Citizen*

Maniwaki

The final official inspection of the Gatineau Valley Road will be made today by Mr. Ridout of the Dominion Government and Mr. Vallee of the Quebec Government. The inspection will be over the first twenty miles and the road will then be opened for traffic. The special train will leave the Union Depot at 9 a.m.

GATINEAU VALLEY RAILWAY

Inspection of the Road as Far as it is Completed.

A VERY GOOD PIECE OF WORK

The Scenery Along the Route Unsurpassed in Grandeur.

At nine o'clock Saturday morning a special train, consisting of one first-class car, tender and engine, pulled out of the Union depot and sped across the Chaudiere Bridge towards the junction of the Canadian Pacific Railway with the Gatineau Valley road. On the car were Mr. H. J. Beamer, president of the company; Mr. C. H. Mackintosh, M. P., vice-president; Mr. Thomas Ridout, C. E. inspector of the Department of Railways and Canals; Mr. L. A. Vallee, chief engineer of the Quebec Government; Mr. W. D. Harris, chief engineer of Gatineau Valley Railway, and his assistant, Mr. Lewin; Mr. J. T. Prince, superintendent of the Pontiac Pacific Junction Railway; Mr. J. W. McRae, president of the Ottawa Electric Railway; Mr. W. R. Kenny, solicitor of the road; Mr. James Isbester, and representatives of THE CITIZEN, Free Press, Toronto Empire, and Montreal Gazette. The run out to Chelsea was made in good time, but from that point to the Peche the train proceeded very slowly to enable the engineers to inspect the road, and at several points stoppages were made and the road-bed, culverts, etc., critically examined.

AT GILMOUR'S CREEK

A long halt was made, and the immense filling there, where over a hundred thousand cubic yards of material have been dumped, was carefully inspected. This is the spot where the contractor has had the hardest job on the line. The gully is wide, and about seventy feet deep. The first filling was made with blue clay, over a culvert of bent railroad iron, the first of its kind used. The clay, however, proved greasy, and spread to an immense extent, rendering necessary a large quantity of filling with gravel. Pretty nearly all of the clay has now been washed out, and the embankment looks solid enough, but a little further filling may be necessary. The rock cutting in some sections is very heavy, and in one place a good quality of marble was struck, with which it was at first intended to build the abutments for the bridge across the Peche River at Wakefield Village; but it was found so hard to work that the idea was abandoned and the cut limestone for the work brought from Hull.

THE STATIONS

At Iron sides, the Cascades and Wakefield are well built, substantial and commodious and would do credit to a much older and longer road. At Wakefield there is a large frost-proof tank with a small stationary engine to pump out the water from the adjacent river. The ballasting of the road is now completed, and the road bed is as firm, solid and easy to ride on as almost any Road in the country, and is, indeed, far better than many roads which take high rank. At Wakefield, the present terminus of the road, twenty-two miles from Hull, the engineers and visitors took wagons and drove to North Wakefield, a distance of three miles. The road is graded through this section and the ties are down on the a large portion of it. A large gang of men, about three hundred, is employed, here and in the Township of Low, where the right of way has been all bought, and the location of the road and grading are being pushed forward. The right of way for the whole of the completed section of twenty miles has been bought and paid for, Mr. Kenny, the solicitor for the road, however, thinks that liberality is not a moral characteristic of the Gatineau farmer, and that the company has been made to pay pretty well for all the land it took, besides incurring a great deal of expense in making a new road in several places where the highway had been taken in order to get a good line for the railway. The hills come pretty close down to the river most of the way to Wakefield, and it is hard work to find room enough for both the highway and the railroad. In many places small encroachments have been made on the river, and parts of the banks utilized for the road.

AT WAKEFIELD VILLAGE

the space between the houses and the river is so narrow that it was only with difficulty that enough space could be found for both roads, and to accomplish it an embankment had to be run along the front of the village, which will, however, be an improvement to it, as it will save it from flooding when the river is at flood in the spring. The drive to North Wakefield enabled the visitors to see what kind of new road had been made to replace the highway taken and the general impression was that the new road was better than the old one. Besides inspecting the road, the engineers heard at several points what some parties had to say with reference to land taken from them. None of these cases involved any serious dispute, and the claimants seems satisfied that the company meant to deal fairly with them. The inspection, on the whole, was highly satisfactory. Both Engineers expressed themselves as highly pleased, and appeared satisfied that the contractor had made a first-class job of it. There was no formal reception anywhere along the line, not anything in the way of a set luncheon or dinner; but refreshments were provided in the car, and a snack taken shortly after midday. The train returned to Ottawa about four, the excursionists being thoroughly delighted with the trip, which was a most enjoyable one. The scenery of the Gatineau between Ottawa and the Peche is pretty well known to Ottawaites; but it has seldom being seen to better advantage than at present, when the autumn tints are just at their best, beautifully illuming the forest with gorgeous purples and reds and gold, bountifully scattered by nature with a liberal hand. The beauty of the Gatineu attracted many visitors this summer, and not a house or a part of one, could be had in Wakefield. There is some talk of building a big hotel on the point about the Peche river, near the station. The location is a charming one, and, no doubt, when the road is open for traffic a good deal of summer travel will be directed to it.

THE CAT OUT OF THE BAG

AHEARN & SOPER THE PURCHASERS OF T.C. KEEPER'S STOCK

But so far, the Electric Street Car Company not Interested- Talk on the Subject in Town.

"Yes," said Mr. W. Y. Soper when called upon once more at the office of Messrs. Ahearn & Soper this morning, "I am now at liberty to state that our firm has purchased Mr. Keefer's stock in the Ottawa City Passenger railway company.

"You asked me Friday if the Electric Railway company had made a purchase, and I of course answered in the negative, as the purchase was made through Mr A. J. Christie on account of the firm of Ahearn & Soper alone, and was not bought directly for the Electric Railway company. For reasons which I need not explain I could not give you this information before. I would like you, however to make one correction in the report of the interview with me of Friday. You probably unintentionally reported me as saying that possibly The Standard Electric Company was the purchaser. I made no such statement. Your reporter in conversation expressed an idea that perhaps the standard company were the purchasers, but I did not. " Mr. Soper added that the transaction made with the full approval of Mr. C. McRae and Mr. Brophy, president and vice president of the electric railway, as well as the other directors of that company.

Asked the reason for the purchase, Mr. Ahearn who entered the office at this point, said:

"Our firm and our friends being largely interested in Chaudiere Electric Light and Ottawa Electric Railway companies stock made it very desirable that we should secure the controlling interest in the Ottawa City Passenger railway company, which we have secured with the full approval of our business associates. "

"Is it your intention to convert the old road into an electric railway?"

"No, not at present. As I said before, our principal object was to protect our existing interests and our programme for the future has not yet been considered."

THE ELECTRIC COMPANY'S CONNECTION

Mr. J. W. McRae, the president of the electric road, and Mr. G. P. Brophy the vice president were found in Messrs. Ahearn & Soper's office

"We were aware, " Mr McRae said "that Mr. Soper was to purchase Mr. Keefer's stock."

"And you approved of it?"

"Yes, we approved of it fully" replied Mr. Brophy.

"The fact that Messrs. Ahearn & Soper purchased the stock meant in reality, of course, that the Electric Road purchased it, said THE JOURNAL suggestively.

"Well, " replied Mr. McRae, with a smile, "it tended that way. "

"The electric company's real connections with the horse car road will begin at the annual meeting of that road in December, I suppose."

"practically, " was the reply.

"What about turning it into an electric road ?"

"Well, the board has not considered that point, but, " said Mr. McRae, "I think I am safe in saying it will be done as soon as the requirements of the city call for it. "

"Is it true you propose to continue the line to Hull?"

That was one of the objects of the purchase. We desire to enter Hull, and could not do so as long as we had no control of the horse car road. But we are unable to say anything further of our intentions at present. "

Mr. Bronson's View

Hon. E. H. Bronson, one of the principal holders of the remaining stock on the horse car road, said he was not prepared to say at present what he thought of the electric road getting control. But he thought that if the Electric company gave the stockholders as good dividends as they are now getting they would have no reason to complain. As far as he was concerned personally, he thought it would be in the interests of the city to have the whole street railway system under one management. The transfer system could be better worked.

12/10/1891 *Ottawa Free Press**Maniwaki**Engineer McFall*

Account of the official inspection of the Gatineau Valley Railway.- the train was in charge of William Hutchison, conductor and William McFall driver,--

12/10/1891 *Ottawa Journal**Maniwaki*

The Gatineau Valley Railway was officially inspected on Saturday. Mr. Thos. Ridout, inspector for the department of railways and canals, and Mr. Lavallee, chief engineer of the Quebec government were present. There were also present on board : Mr. H.J. Beemer, president of the company; Mr. H.C. Macintosh, M.P., vice-president; Mr. W.D. Harris, chief engineer of Gatineau Valley railway; and his assistant Mr. Lewis; Mr. T.J. Prince, superintendent of the Pontiac Pacific Junction Railway; Mr. J.W. McRae, president of the Ottawa Electric Railway; Mr. W.B. Kenny, solicitor of the road; Mr. James Bestir and representatives of the press.

The train consisted of a locomotive and tender and one first class car, and started from the Union depot. proceeding to the Gatineau Valley junction and thence to la Peche. A close examination was made of culverts, road beds, stations, cuttings, fillings etc. The stations stopped at were Ironsides, the Cascades and Wakefield, where there is a frost proof tank and a pumping engine, the present terminus 22 miles from Hull. From this point north the grading is going on rapidly, the right of way for another 20 miles having been acquired.

In the vicinity of Wakefield the railway and highway lie side by side with little room to spare, the hills coming down sometimes with great abruptness to the very edge of the roadbed. At Wakefield the river had to be encroached on and an embankment made along the village front on the water's edge, and at several points the highway had to be taken by the railway and a new highway constructed.

At Wakefield the cars were left and the party drove three miles to North Wakefield, where a number of claims for land were discussed.

The inspection is expected by the company to be pronounced satisfactory. The roadbed is claimed to be equal to that of many more pretentious roads, and the work generally solid and good. A rough and ready lunch was served on the car. The scenery through which the road passes is most picturesque, and has already been described in the Journal. The road will be in full running order for passenger traffic next summer and will no doubt be largely patronized by Ottawa people desirous of visiting a section of the country, which, although close at hand, has been to most of them up to this time an inaccessible wilderness.

THE ELECTRIC SWEEPER

IT WILL BE HERE IN A COUPLE OF WEEKS

And then There may be Music in the Civic air- Description and Operation of the Sweeper.

Mr. J. E. Hutchison, superintendent of the electric railway, has arrived home from New York after purchasing an electric sweeper for the road here. The sweeper will be manufactured by Messrs. Lewis & Fowler, of Brooklyn, and will be here about the first week in November.

A photograph of a sweeper, similar to the one ordered, was shown to THE JOURNAL and from its appearance it will certainly prove an ornament to the road whatever its operation may be. As to its success, that remains to be seen.

Mr. Hutchison says it has proved to be a genuine success in Utica, N. Y. But still he thought there was no place better suited than Ottawa to give it a fair test. If it worked successfully here it would likely work any place where there was snow.

The body and the truck of the sweeper are about the same size as those of an electric car. At each end is placed a rotary cane brush some three feet in diameter. These brushes revolve in an opposite direction to that of the wheels and are placed at an angle of 45 degrees to the track, so as to throw the snow up and to the right of the track. They are turned independently from the wheels as there is a separate motor for each. One advantage claimed in this is that the car may be standing, and the brushes revolving.

As to the snow, after it is swept to one side, Mr. Hutchison said the company would pack it and make it grade down to the track and in places where it would be too deep they would probably cart some of it away. The snow here was not so wet and heavy as in some places where these sweepers are in use and therefore would be easier to handle although the chief difficulty to encounter here was the quantity.

16/10/1891 *Ottawa Free Press**Ottawa City Passenger*

A large load of hay upset on the horse car tracks opposite Fleck's foundry early this morning and occasioned much trouble and vexation on the part of the driver, a farmer from Nepean. This has always been a dangerous spot for passing horses as the rails are high above the level of the street and many vehicles have come to grief there.

16/10/1891 *Ottawa Journal**Winchester**Kemptville*

Kemptville

Two freight trains on the main line of the C.P.R. collided near here this morning. No lives were lost but the engineer and foreman jumped and escaped with slight injuries. Considerable loss to rolling stock

16/10/1891 *Kemptville Advance**Winchester**Bedell*

Railway Collision near Kemptville

On Wednesday morning about 8 o'clock two freight trains collided about one mile east of Kemptville Junction. Conductor Grant and engineer Neilson on locomotive No. 346 with a freight train of about 25 cars were just making Buchanan's curve going east when they saw an approaching train coming in the opposite direction. The drivers of both trains whistled "on brakes," reversed their engines, and seeing a general smash-up inevitable, the hands jumped and most fortunately escaped uninjured. The train going west consisting of about 18 freight cars was in charge of conductor Hunt and engineer Hyndman. Both engines were badly broken, one being derailed, the tenders demoralized, one freight car smashed, end heavy castings, etc., broken like pipe stems. The contents of one car containing dry goods, boots and shoes, cartridges and a miscellaneous assortment of merchandise was piled on either side of the road. The track was badly torn up. Word was quickly sent east and west and in a short time a large staff of workmen arrived by special engines from both directions and about noon the track was cleared again. The cause of the accident is said to rest upon night operator Jarvis, of Winchester Station, who gave conductor Grant orders to cross at Kemptville instead of Mountain Station. This particular locality is becoming notorious as it was at Buchanan's crossing that an old man was killed by an express train a few weeks ago.

19/10/1891 *Ottawa Journal**Maniwaki*

There are symptoms of serious trouble on the Gatineau Valley railway. Many of the laborers and mechanics who have been working on the road claim that they have not been paid for a considerable time and they threaten to strike. There are some four hundred men all told working on the road.

Enquiry at Chelsea yesterday as to the exact position of affairs did not at first develop much. One of the contractors employees asserted that there was no ground for complains. He said the laborers were mostly Italians who did not understand English, and were constantly giving trouble on that account.

ANOTHER SORT OF STORY

Shortly after that a mechanic who had been working on the construction of the stations on the line was found. He said:

"None of the men on the road have been paid any wages for four week. We are employed by H.J. Beemer."

"How do you live?"

"Live? We live on the farmers and hotel keepers along the line. We owe Moore's hotel at the Cascades (eight miles above Chelsea) fifteen hundred dollars."

"Then they probably expect you will get paid some day."

"They take the chances. We get the due bills from the boss, but we can't get them cashed except by paying 10 to 15 per cent discount and not always then."

"Who is responsible?"

"Mr. Beemer is responsible. It is not only here he plays the game either. I and some others worked for him on the Montreal and Western road at St. Jerome, and I ain't paid yet for two month's time, neither were any of the others."

A BULLY WITH A PISTOL

Last week some of the men between Chelsea and Peche decided to strike, and a number of them went along the line to induce all the other laborers to strike. At the Cascades station, eight miles above Chelsea, as they neared the platform, Walking boss Ryan jumped on the platform and swore with a string of oaths that he would blow the head off the first man who stepped on the platform. The men, of course, fell back. Ryan has not yet been arrested for carrying firearms illegally.

"ACCEPTING" THE ROAD

As noted in the papers last week, the part of the road from Hull to the Peche, twenty-one miles, was formally inspected by the government engineer and "accepted." The men are asking whether it is right that the government should release authority over any portion of a subsidized road while the laborers on it have not been paid for weeks. It is easy to say that the men can quit work - but if they do they only get a due bill which they either cannot cash at all or can only get cashed by paying a heavy discount. A mechanic working on the road stated to a Journal reporter yesterday that when he went to the head office of the railway to try to get some wages, he was told by a clerk that he would get his claim paid if he were willing to give ten percent off it. This looks like a systematic attempt to squeeze the men.

The men working at the ballast pits above Chelsea stopped the steam shovel Saturday afternoon and declared they would work no more until paid, but it is alleged they resumed work today.

Queer Italians

Trouble on the Gatineau Valley Road

"Mr. Harris is in Montreal," was the reply to the Journal's query at the Gatineau Valley railway office this morning as to the whereabouts of the engineer in chief.

"Have you anything to say about the article on the strike in last night's Journal?"

"Nothing except that there is a strike."

"Are there any men working?"

"There may be a few around the Peche, but not anywhere else."

"Do Mr. Beemer and Mr. Harris know of the trouble?"

"Oh yes, they know there is a strike but I do not think they know any particulars."

"What about a settlement?"

"I guess before the week is over the men will all be paid up. I do not think, if it was not for the action of two or three of the leaders, there would have been a strike at all. Most of the men would be content knowing they would ultimately be paid. The majority of the men are Italians. It only takes about \$3 or \$4 a month to feed them and the rest they put in their stockings. They always have money. When we go to pay them they ask for it in \$20 bills. The people at the store say the Italians always have money to pay for what they buy. Therefore they are not anxious about their pay. The last time the men struck, the paymaster was in Ottawa on his way up to pay them. Coming as he did the day after they struck, the men got the idea that it would be good policy to strike again, when the occasion arose as it would hurry up a settlement.

"What about 8 having due bills?"

"I know nothing of that. See someone else."

A QUEER ITALIAN

In this connection it may be mentioned that one man whom the Journal saw at the Cascades station, and who gave a clear account of the situation, and spoke strongest of all on the subject, was a good many removes from an Italian. He was an English mechanic, and as the Journal reporter left, he remarked:

"Give the public the story straight. We are all Equal Righters up here, and we look to the Journal.

21/10/1891 *Ottawa Journal**Maniwaki*

Mr. C.H. Macintosh M.P., vice-president of the Gatineau Valley railway company said to a reporter yesterday that while he had nothing to do with the construction of the road, he was well aware that the men working there had not been paid for some weeks. This was in consequence of the present misunderstanding in Quebec between the Lieut.-Governor and his advisors. No orders in council had been passed and a large sum of money due by the province to the Gatineau railway company remained unpaid. Mr. Beemer, the president, informed him in Montreal last week, during which the company held several meetings, that he had been obliged to instruct his manager to suspend work, but that all the men said they would rather continue work and wait for a settlement.

Mr. Macintosh held that as to the non payment of the men, Mr. Beemer is not to blame. The Dominion government could not pay until the engineer had reported, and this has been done. Had the province followed suit not a farthing would be owed the laborers. The company provides certain sums, which, added to the subsidies are supposed to be sufficient to meet all demands. Most of the men have worked many months and been regularly paid, and are quite well off. Several parties have, he understood, been prompting for the men to manifest dissatisfaction. However, they will be made happy in a short time, as the finances have been arranged; apart from this the province of Quebec has in hand about \$90,000 of the company's money, as he understood it, which ought to be forthcoming soon. Both Mr. Beemer and Mr. Harris have overcome great difficulties with the work, and deserve sympathy and support, instead of censure.

(This was also covered by the Citizen)

23/10/1891 *Almonte Gazette**Belleville**Perth*

Mr. Dennis McElligott, long known as "Dinny", while engaged in shunting cars in the C.P.R. yard, Perth, a few days ago, was struck on the back of the head by a stick of timber, the bone being laid bare. It was a narrow escape.

23/10/1891 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

CPR is about to put a fence down the middle of Broad Street from the aqueduct bridge near Wellington to Oregon. Reason - to keep cabmen outside the yard.

23/10/1891 *Almonte Gazette**Chalk River**Arnprior*

ARNPRIOR NEWS

A fresh coat of paint has imparted a better appearance to the C.P.R. station here

23/10/1891 *Almonte Gazette**Renfrew**Arnprior*

ARNPRIOR NEWS

Some people around here are beginning to wonder whether or not the proposed railway from Ottawa to Arnprior and parry Sound wasn't all an election dodge.

23/10/1891 *Ottawa Journal**Maniwaki*

John Ryan, walking boss for the Gatineau Valley Railway called on the Journal yesterday and said: "The information you got that I drew a revolver on the strikers at the Cascades station is false. I did not show a revolver, I do not carry one."

"What did occur?"

"When the men came to the station, I said that they must not interfere with anybody who continued to work. I said that if any men did so it would be unpleasant for him. But I had no pistol. The party who stated that was lying. There were fifty or sixty men around and they will testify that that was true."

Mr. Ryan said that the statement that Moore's hotel near Cascades station was a creditor of the men for \$1,500 was absurd. He thought they might owe the hotel \$200 or thereabouts. As to the mechanics on the road, their chief complaint was really against the Montreal and Western road, on which they were working before coming to the Gatineau.

24/10/1891 *Ottawa Citizen* *Maniwaki*

Montreal 23rd. A special meeting of the Ottawa and Gatineau Valley Railway Company took place at the offices St. James Street (Montreal) today, to close arrangements for finishing the third section, and to accept the cars and locomotives for operating the road to the Peche as soon as the Dominion and Provincial governments accept the work. The president said that the cars were now in bond at the Pacific Railway tracks in Aylmer, as there was no other place to accommodate warehousing.

The attention of the board was called to several articles appearing in an Ottawa newspaper, the Journal, reflecting upon Mr. Beemer. That gentleman stated that he had been grossly libeled both in interviews, where no names were given, and also in an editorial. In the first place, he was not the contractor, as all conversant with the business knew; the company was building the road to save payment to middlemen. In the second place, it was insinuated that contract or built roads at the expense of the laborers, and might put the public money into its own pocket. It so happened that no public money was paid until the work was done, and the men on the Gatineau expressed willingness to wait until the subsidies were received; otherwise the company would have stopped work. He had personally become responsible, and the men were all satisfied. Again, not one dollar was invested by the company, by him or by officials, in buying wage tickets at a reduction. He had personally advanced over \$80,000 in pushing the work, and anyone found buying time tickets, if connected with the company, would be at once dismissed. He intended to take such course as would redress his own grievances, for the newspaper in question had injured his credit and done great injustice to the company as well. Mr. Macintosh, the vice president, said that in all fairness he must say that the newspaper referred to had in some degree retracted a day or two ago, and he was convinced that the president's explanation, given with all candour, would meet with the treatment it deserved from that newspaper. He was satisfied that the people of Ottawa, both city and county, understood the situation and were aware of the difficulties the company had encountered in construction as well as in being kept out of the provincial subsidies, amounting to nearly \$90,000 as well as \$20,000 due by the Dominion.

The president stated that the pay master was now on the line settling with the laborers. 7
The meeting then adjourned.

25/10/1891 *Almonte Gazette* *Canada Atlantic* *Ottawa*

The blacksmiths bellows in the C.A.R. shop at Ottawa filled with gas and exploded throwing heavy irons across the shop, one piece in its descent striking Nelson Dio a heavy blow just above the right eye cutting a gash three inches long in the scalp.

25/10/1891 *Almonte Gazette* *Chalk River* *Mississippi*

The bridge gave way

The railroad bridge near the Canada Lumber Co.'s mills, crossing the Mississippi river, gave way on Monday of last week. Some of the timber broke but the iron work of the bridge remained firm, and the train got over without injury. Men are busy repairing the structure. The train had a narrow escape.

25/10/1891 *Almonte Gazette* *Kingston (CP)*

There is a movement on foot to continue the K. & P.R.R from Renfrew to Pembroke. They have running rights over the C.P.R.

26/10/1891 *Ottawa Journal* *Vankleek*

The contractor is busy building the station for the Central Counties Railway.

27/10/1891 *Ottawa Journal* *Canada Atlantic* *shop*

The Canada Atlantic Railway has just completed a new piece of enterprise by which all their passenger rolling stock is heated by steam, instead of the so called "deadly car stove". For some time past the company has had one train equipped with steam but now the four Montreal trains, two Boston trains and all the reserve cars are heated in the modern style. The Canada Atlantic is the only company in Canada whose entire car outfit is equipped with steam. The system is the "Sewell" and the work was wholly done by Ottawa workmen. Besides being more satisfactory in every way than the stove, the new system is said to be entirely safe.

28/10/1891 *Ottawa Citizen* *Canada Atlantic* *shop*

The Canada Atlantic Railway Company will heat all their passenger cars by steam in future instead of stoves, which have been done such damage in the past in case of wrecks.

29/10/1891 *Ottawa Journal* *Vankleek*

Passenger trains soon.

Completion of the C.A.R. branch from Vankleek Hill

On Monday of this work (sic should be week?) the rails of the Central Counties Railway were laid into Hawkesbury village completing 21 miles from Glen Robertson Junction with the Canada Atlantic. The contractors, Messrs. W.J. O'Brien (should be M.J.?) have executed the work with unusual dispatch. Grading commenced July 16th and the last rail was laid three months and ten days from that date. Ballasting is about finished to Vankleek Hill, 14 miles and trains for passengers will be put on that portion on or before Nov. 15.

30/10/1891 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

When Mr. B.W. Folger, superintendent of the K. & P.R. was in Renfrew last week, he made some remark about the new station. "I thought that was dead and buried," was the response of the person to whom he was talking. "Oh no," said Mr. Folger, "it is going to go on."

30/10/1891 *Renfrew Mercury* *Chalk River* *Arnprior*

The cost of the new railway bridge over the Madawaska, at Arnprior, has been stated in a number of papers, to be \$10,000. The contract sum, it is now announced, is nearly ten times that price.

The engine not being of sufficient power nor the pumps of sufficient capacity to pump out the coffer dams at the new R.R. bridge at Arnprior, an additional engine and pump are being adjusted. The two together are calculated to discharge the water at the rate of about 6,500 gals. per minute.

30/10/1891 *Renfrew Mercury* *Chalk River* *Carleton Place*

Carleton Place is now the divisional headquarters for the passenger crews, whose loop of run will be to Chalk River in the West, that to Ottawa in the east and that to Brockville in the South. Lighter locomotives, in place of the great Western expresses, will be used, from Carleton Place, to the above points - the C.C. rejoices that this will add six or eight crews to the residents of Carleton Place.

30/10/1891 *Almonte Gazette* *Chalk River* *Renfrew*

New and heavier rails are being laid on the C.P.R. track at Renfrew. The old rails will be used for branch lines in Manitoba, where the traffic is not so heavy.

30/10/1891 *Almonte Gazette* *Chalk River* *Renfrew*

A handsome union station will be built at Renfrew by the C.P.R. and K. & P.R.R. Co.'s.

31/10/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

The pay car of the P. & P. J. railway came up the line this week to square up several month's indebtedness to the employees of the road.

A terrible death.

David Brown, the son of a carpenter living in McGee Street, Ottawa, was killed at Smith's Falls on Monday morning. He and his brother were "beating their way" from Toronto and got off the train at the junction, when he was run down by another train and cut to pieces. No inquest will be held. He was 24 years of age, and unmarried.

06/11/1891 *Ottawa Journal* *Ottawa Electric*

The snow sweeper for the electric will arrive in the city on Monday.

The brick work for the addition to the electric railway car shed is completed and the roof is now being put on.

06/11/1891 *Renfrew Mercury* *Chalk River*

On the 26th, Mr. Alexandria Miller, of Goshen, had a steer and two cows killed on the new piece of C.P.R. track, still unfenced, an acre or two below the spot where Mr. Jas. Carswell's cattle were killed a week or so previously.

07/11/1891 *Ottawa Journal* *Ottawa Electric*

One of the winter electric cars, with scraper attached, has been put on the road and is ready for business. Fetch on your beautiful snow.

09/11/1891 *Ottawa Journal* *Ottawa Electric*

The cutting down of the crossings between the electric railway tracks for the operation of the winter car scrapers is now going ahead on Elgin Street. The electric cars are being rapidly "vestibuled" for the winter's frosts. The vestibules re put on in sections and can be removed in the spring. The Mogul snow sweeper has arrived at the CPR station.

09/11/1891 *Ottawa Citizen* *Ottawa Electric*

The Mogul snow sweeper for the electric railway arrived at the C.P.R. yard from New York yesterday and attracted many visitors.

The regular cars are being fitted with vestibules at each end as rapidly as possible. One of them is now in service on the Bank street route. The vestibules are attached for winter use only, and are built in sections so that they may be removed in the spring. They are so arranged that the entrance door is always on the right hand side of the car in the direction in which it is going, that is nearest to the side walk.

Several hooks, called "transfer hooks" have been placed along the sides of the interior of the electric cars near the roof. Immediately upon the conductor collecting a transfer ticket, he is required to punch it and place it upon one of the hooks. All other tickets and cash fares are registered in the usual way.

10/11/1891 *Ottawa Citizen* *Ottawa Terminal*

Meeting of special committee appointed on C.A. Railway matters. - some means to rid the city of the nuisance caused by the shunting on the C.A.R. Result was inconclusive.

13/11/1891 *Renfrew Mercury* *Chalk River* *Renfrew*

Work has been commenced on building the culvert under the "first" trestle bridge, over Smith's Creek, just west of the village, and which bridge is to be replaced by a "fill in" of earth as soon as the culvert is completed. We learn from Mr. W. Burns, C/E., that some twenty or twenty-five men will be employed on the work for two or three months. The work will probably be worth some \$7,000 or \$8,000. Mr. W.G. Reid, of Montreal, is the contractor.

14/11/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

E. Meredith will buy tamarack and hemlock railway ties anywhere on the line of the P. & P. J. railway during the winter of 1891 92.

14/11/1891 *The Equity, Shawville* *Pontiac and Renfrew* *Bristol*

It is stated that the Bristol iron mine are to resume operations on Monday next.

14/11/1891 *Ottawa Journal* *Ottawa Electric* *Chaudiere*

ALL RIGHT THIS TIME

A CLOSE CALL FOR PASSENGERS ON AN ELECTRIC MOTOR

A casualty was very narrowly avoided last evening at the Chaudiere. Electric car No.14 was descending the hill at Broad Street just as a C.A.R. lumber train was backing into the Chaudiere yard. Motor man Lunny did not see the danger signal which gateman Eastman had placed on the car track while he swung his "all right" signal to the approaching lumber train, until a short distance of the crossing. He put on the brake but the rails were slippery, and the car would not stop. Then he reversed the motor, which worked well, and just as the first car of the lumber train struck the front platform of the electric car started back up grade. There were five passengers on the car at the time of the accident, and all were thrown about the car.

Mr. A. Burrows, the drover was hurt in the hip but not enough to prevent his taking the train for his home in Smith's Falls. A lady passenger, Mrs. Higman, got a bruise on the head. The motor man was also thrown from the platform. The damage to the car will likely reach about \$20. It was a narrow escape from wreck by the passing lumber train.

14/11/1891 *Ottawa Free Press* *Ottawa Electric*

An alarming electric street railway accident occurred near the C.P.R station last night-- one of the open end cars running on Rideau street to the Union depot, had proceeded down Albert street to the junction of that street and Broad street, which is on the Richmond road. At this turning on to Broad street there is a steep grade down to the station. Midway between the beginning of the grade and the terminus of this section a side or bye line of the C.P.R crosses the street. This line is used solely for freight and it was here that the accident took place. The electric car had rounded the corner of Albert and Broad streets and had just entered on the down grade on the curve when the bell of the train was heard and at the same time the string of freight cars was seen crossing the street very slowly. The motor man at once applied the brake. No use! The wheels spun around without the aid of electricity and the momentum of the electric car caused it to run full tilt

INTO THE TRAIN

whilst the passengers screamed. More.

A CLOSE CALL.

Collision Between an Electric Car and C. A. R. Freight Train

The first casualty of consequence which has befallen the electric street railway in the four months of its existence occurred at five minutes to eight o'clock last night at the Chaudiere. Car number 14, of the main line, was descending the hill at Broad street, approaching the C.P.R. station, just as Canada Atlantic lumber train was backing into the Chaudiere yards. Motorman Lunny did not see the red light signal which C.A.R. Gateman Eastman had placed on the middle street car track while he swung his "all right" signal to the approaching train, till within a very short distance of the crossing. He put the brakes on, but the rails were slippery and the car slid on the rails. Then he reversed the motor which, fortunately, took instantaneous effect, and just as the first car of the lumber train struck the front platform the electric car started back up grade.

The damage was, however, serious enough as it was. Five passengers were in the car and when the collision occurred all were thrown from their seats by the shock. Mr. Andy Burrows, the well-known drover, was injured about the left hip and leg, but managed to walk to the Canadian Pacific Railway depot, where station Officer Graves assisted him on board the train for Smith's Falls, which is Mr. Burrows' home now. A lady passenger, Mrs. Higman, was thrown against the opposite seat and bruised somewhat about the head. The motorman was thrown uninjured from the platform, which is badly twisted. The hood, too, was torn off. In half an hour Mr. Ahearn and Superintendent Hutchison had the wrecked car straightened out and back in the shed.

The damage to the car will not amount to more than \$20, but it was certainly a narrow escape for all five passengers, for had not the reversing gear worked instantaneously the car would have certainly been ground to pieces by the passing lumber train.

16/11/1891 *Ottawa Free Press**Ottawa Electric*

The electric railway conductors honored the arrival of the first snow by appearing this morning with button-hole bouquets of the wild strawberry, a plant that ripens just before the first snow fall. The berry is a brilliant red and looks very pretty upon the dark blue uniforms.

17/11/1891 *Ottawa Free Press**Ottawa Electric*

The electric car shed has been extended through to Queen street, the whole of the new tracks being elevated over a huge pit wherein the men can work at every car from beneath. The cross tracks are to be abolished and in place thereof one track will be used to run the car to the rear of the shed, when a travelling track will carry it to any position that it may be desired to occupy.

18/11/1891 *Ottawa Journal**Canada Atlantic**Central Depot*

OTTAWA AND THE C.A.R.

SHUNTING, AND THE UNION DEPOT SCHEME

Interesting Discussion at a Meeting of the Special Committee on Shunting Grievances.

The special committee of the city council to look into the complaints re the Canada Atlantic railway crossing on Bank street and so forth held a meeting last evening, Ald Cox presiding. The other alderman present were Messrs. Durocher, Cunningham and Scrim. Mr Marcus Smith on behalf of a number of residents who reside in the southern parts of Central and Wellington wards attended to give any information in his possession with regard to the shunting and blocade of traffic by the trains of the company.

HOW TO REMEDY THE EVIL

Chairman Cox explained why the committee was called together. He said in the interest of the city something ought to be done with regard to the grievances complained of. The C.A. Company were charged with daily blockading travel on one of the leading streets of the city. Mr. John McRae had addressed a communication to the city council suggesting a way out of the difficulty. This could be done according to Mr. McRae by the C.A.R. coming up the east side of the canal to the projected Central depot at Sapper's bridge. Then again, instead of getting access to the Chaudiere as by the present route they could carry the road along the bank of the canal crossing near the Exhibition grounds, which would be considerably farther out, continuing until they met their Chaudiere extension.

MUST NOT GO AHEAD TOO FAST

Ald Cunningham said all this would necessitate the building of large sections of new road, which would be likely to prove a costly affair. He thought there was no use in talking about a Central depot until a bridge was built across the Ottawa River. The Canada Atlantic company had done a great deal for the city and he thought the city should go slow in regards to telling the company just what they should do.

Ald Cox and Scrim were of the opinion that in the interest of the city and as a protection to the people living in the vicinity of the C.A.R. track crossing the streets for shunting purposes would have to be got rid of in some shape. The general public is crying out against stopping up the streets.

THE SHUNTING DIFFICULTY

Mr. Marcus Smith remarked that the shunting nuisance has become an outrage; public traffic was intercepted. Nobody in any civilized community ever say such a nuisance tolerated, and if the city does not protect the people against it the people will be obliged to ask for an injunction to stop it. Ald. Cox said they would have public opinion with them in an effort to get this shunting nuisance abolished. The company had a large quantity of land near Elgin Street, now used as a car pasture, which could be turned into a shunting yard if the company so willed it. Then the discussion came back to the suggestion of Mr. McRae with regard to the C.A.R. following the east bank of the canal.

HOW ABOUT THE ARNPRIOR RAILWAY?

Ald Cunningham said it was perfectly natural for Mr McRae, president of the Electric Railway company, to desire to get everything out of the way of the electric cars. There was a railway coming in from Arnprior and it would strike the city about the Experimental farm. If the C.A.R. would move their track from its present location how could a connection be formed with the road coming in? As he understood the question before the committee they simply had to deal with a grievance represented here by Mr. Smith. They had nothing to do with the suggestion about a route from illegible. These suggestions were one question, Mr. Smith's grievance was another. Before moving into the matter illegible to have the written opinion of the city solicitor as to the position of the city on the question of the grievances brought before the committee.

It was resolved to have the written opinion of the city solicitor, and it was also decided to illegible with the mayor and city solicitor at the meeting of the railway committee of the privy council on the 24th for the purpose of looking after the city's interests when the proposed amendment to the charter of the Canada Atlantic Railway company come before that body.

The committee then adjourned.

18/11/1891 *Ottawa Free Press**Canada Atlantic**locomotive*

The rolling stock of the Canada Atlantic railway is being added to by a large freight locomotive which goes into service next week.

20/11/1891 *Renfrew Mercury**Vankleek*

The first train over the new branch of the Canada Atlantic railway from Glen Robertson to Hawkesbury, on the Ottawa river, passed last week. The line, however, is not yet graded.

OTTAWA'S NEW RAILWAY
PASSENGERS WILL SOON BE WHISKED TO PARRY SOUND

Forty Miles of the Road now Under Contract and Will be Finished Next Year. -Some of the Advantages of Linking Ottawa and parry Sound.

To the average citizen who travels littl [sic] and consequently does not give much attention to distances, Parry Sound has a far away echo about it. When Toronto is mentioned it seems comparatively near home, but Parry Sound appears to be ever so far away. Yet a crow could fly much sooner to the Sound than it could Toronto. A straight line on the map when figured into miles shows that we are 247 miles away from Toronto, while from Parry Sound is only 210 miles.

A SETTLED FACT

It is now a settled fact that a railway - in fact a trunk line - is now being built from Parry Sound which cannot fail to be of immense benefits to one and all in Ottawa.

It may be mentioned that forty miles of this railway is now being constructed, Mr. Reid, of Montreal, having the contract. This portion of the road will be completed next year. The whole total length of the road when it reaches Ottawa will be 210 miles, and it will probably strike the city about the Experimental farm.

IN CARLETON COUNTY.

It will traverse in Carleton County the townships of Nepean, March and Fitzroy, and reach Arnprior. From Arnprior it will traverse the valley of the Bonnechere, passing through the townships of McNab, at Admanston and illegible, in Renfrew county, when it will reach Eganville.

It will then pass through the southern portion of the district of Nipissing, and run the full length of the district of Parry Sound, finally reaching the port of Parry Sound on Georgian bay.

This line, it is claimed, will give a beel line from the lakes to the seaboard and when built will become the outlet of the grain trade from the northwestern states as the trunk line will be by all odds the shortest way to the ocean ports.

This trunk line is divided into two parts and two charters have been granted. One is for the construction of the road from Ottawa to Arnprior.

McLaughlin Brothers the well known lumbermen, are at the head of this undertaking. The other portion of this trunk line, that is from Arnprior to the Sound, is in the hands of Mr. John R. Booth.

SOME OF THE ADVANTAGES OF THE ROAD

The elevator men of the west are said to be in favor of helping on the scheme with all their might and offer to construct elevators at the Sound and at any other distributing points that may be necessary. It is claimed by some who have given this subject study that this line would take the place of the long talked of Ottawa ship canal with a much quicker transit and bring all the grain trade of the west to a very doors. The great lakes and their immense trade would act as feeders to this line, and the line would give this lake trade the shortest route to the seaboard. Besides all this, it will tap the rich mineral country in the southern portion of Renfrew county and in the northern portion of Frontenac.

It is said that the Hon. C. F. Fraser, of Brockville, is advocating the building of a line from Brockville and from other portions of the frontier to make connection with this trunk line from the west.

20/11/1891 *Ottawa Free Press* *Ottawa Electric*

Electric car No. 19 has been supplied with a powerful headlight and all the other ones will be similarly equipped.

Six new open cars have been ordered by the Electric Street Railway Co., three of them for the main line , two for the exhibition route and one for New Edinburgh route.

20/11/1891 *Renfrew Mercury* *Ottawa Electric* *Chaudiere*

A serious collision between an electric car and a lumber train on the C.A.R. at Ottawa was very narrowly averted one evening last week. The lumber train was being backed into the Chaudiere yard, as the electric car was descending the hill at Broad street. The motor man put on the brakes but the rails were slippery amd the car did not stop. The motor was then reversed, and backed the electric car up grade, just as the front platform was struck by the lumber train. There were five people in the electric car, and all were thrown about: but none were very seriously hurt.

20/11/1891 *Almonte Gazette* *Chalk River* *Arnprior*

A brakeman named Goodfellow had his hand badly crushed last Friday at the Arnprior station.

20/11/1891 *Almonte Gazette* *Chalk River* *Renfrew*

C.P.R, workmen are at present engaged in building a culvert under the first trestle bridge over Smith's Creek, just west of Renfrew village. The intention is to replace the bridge with a "fill in" as soon as the culvert is completed. It will take 20 or 25 men two or three months to complete the work which will cost \$7,000 or \$8,000.

21/11/1891 *The Equity, Shawville* *Pontiac Pacific Junction*

The P. & P. J. Railway is unable to supply a sufficient number of cars this fall to accommodate the grain dealers of this village alone and it is reasonable to assume the exportation boom extends to other places on the line.

26/11/1891 *Ottawa Citizen* *Ottawa Electric* *Ottawa, Broad Street*

Counsel for the Ottawa Electric Street Railway and the C.A.R. [sic] appeared before the Railway Committee of the Privy Council yesterday and announced that they would leave it to Mr. Schreiber to decide what system of protection should be adopted at the Broad street crossing where a street car collision occurred recently.

26/11/1891 *Ottawa Citizen* *Ottawa Electric*

Broad Street Crossing: Counsel for the Ottawa Electric Street Railway and the C. A. R. appeared before the Railway Committee of the Privy Council yesterday and announced that they would leave it to Mr. Schrieber. Chief Engineer of Government Railways, to decide what system of protection should be adopted at the Broad street crossing, where the street car collision occurred recently.

27/11/1891 *Almonte Gazette* *Kingston (CP)*

One day last week, the K. & P. train running between Sharbot Lake and Kingston was boarded by two men who, it is alleged were endeavoring to beat their way to Kingston. One of them, as the story goes, was a little "under the weather," and was standing on the rear platform. In going through a rock cut he was apparently looking along the outside of the train when his head struck against the side of the rock cut, knocking him off. He was noticed and the train was backed up, the passengers and the train hands expecting to find a corpse, but no, the man was on his feet, and asked those who came up where was his hat. He had a scalp wound and a dislocated shoulder, but no other injury of any account.- Renfrew Journal.

27/11/1891 *Almonte Gazette* *Chalk River* *Renfrew*

The building covering the tank on the C.P.R., about a mile and a half below the town, was set on fire by a passing engine about ten days ago. The fire took place through the night when no person was around and was making good progress when another train came along. The train was stopped and the men set to work and put out the fire - Renfrew Mercury.

27/11/1891 *Ottawa Free Press* *Canada Atlantic*

Mr. John White, the contracting plasterer of this city, has just finished the job of plastering seven different stations on the Canada Atlantic railway.

28/11/1891 The Equity, Shawville Pontiac and Renfrew Bristol

The P. & P. J. railway has resumed the work of hauling iron from the Bristol iron mine.

01/12/1891 Ottawa Free Press Ottawa Electric

The electric snow sweeper is ready for operation whenever a fall of the "beautiful" takes place. The cab has been placed in position but there are some minor matters to be finished, and the whole has to be painted. The two large steel scrapers are also in readiness for a sudden demand on their services.

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.

02/12/1891 Ottawa Citizen Vankleek

C.A.R Enyerprise

In a very few days the Canada Atlantic Railway's two latest enterprises will be in full swing. Ballasting of the 21-mile branch from Glen Robertson to Hawkesbury was completed yesterday and the road is now ready to be formally transferred by the contractors to the company. It is a substantial piece of work and will give railway facilities to a fine section of farming country, besides connecting a couple of villages with the main line of the Canada Atlantic Railway. The road will likely be opened this week.

About the 10th inst. The road expects to open from Valleyfield to Malone, N.Y. It is thirty-one miles long and will give the Canada Atlantic Railway independent connection with the Ogdensburg and lake Champlain division of the Central Vermont system and, if the New York Central scheme of a northern extension from Herkimer is carried out, with the trunk line of that important railway.

03/12/1891 Ottawa Free Press Maniwaki

Squads of men are returning to town from the third ten mile section of the Gatineau Valley railway, complaining of the treatment accorded them by the contractor's bosses.

04/12/1891 Almonte Gazette Kingston, Smiths Falls and Ottawa

C. F. Gildersleeve states that the route of the Kingston, Smith's Falls and Ottawa Railway will be from Ballantyne through Washburn, Brewer's Mills, Seeley's Bay, Morton, (with connection to Jone's Falls), Elgin, Portland, Lombardy to Smith's Falls, thence in an almost direct line through Montague, Goulburn and Nepean townships to Ottawa. The road will be built as soon as financial arrangements can be made.

06/12/1891 Almonte Gazette Chalk River Pakenham

PAKENHAM NEWS

The well known contractor, Mr. John Munro of Pembroke, is here at present putting in the stone work under the iron bridge over the Mississippi River, which was recently raised between two and three feet. The whole job has been well and skillfully carried out, without delay to the trains. As a contractor Mr. Munro has long since gained the confidence of the C.P.R. Co. and the public generally.

07/12/1891 Ottawa Free Press Ottawa Electric

The new electric sweeper was sent out for the first time this morning. It ran over the tracks in a short time, and worked very satisfactory, although there was not enough snow to make the test conclusive.

08/12/1891 Ottawa Citizen Ottawa Electric

The Electric Railway Company easily contended with the snow on their tracks yesterday, their snow plow doing the necessary, by a trip over the line, commencing about 3 a.m.

10/12/1891 Ottawa Free Press Ottawa Electric Ottawa Electric

At a few minutes to one o'clock today a collision occurred at the corner of Sparks and Metcalfe between an electric and a horse car. Both were so badly smashed that they had to be immediately taken to the car shops for repairs. The horse car, with one lady passenger, was going west along Sparks street, when it stopped at the crossing between Gravis' and Shillington's corners. Almost simultaneously with the arrival of the horse car, electric car No. 16 came along. It was moving slowly and had reached the nearest crossing on Metcalfe street before the driver of the horse car moved. The latter, seeing the danger, whipped up his horses, but was then too late, and both cars came together with a crash. The horse car was lifted clear off the rails, the axle of the hind wheels being bent, and the wood work on both cars smashed to pieces. The passengers were greatly frightened, but fortunately nobody was injured.

December 12 - Mrs. Alphonse Daford of 281 Sussex street, who was sitting in the horse car on Sparks street when the collision between it and the electric car occurred on Thursday, is under medical treatment. She is suffering from injuries to the head, lung and knee, and this morning was expectorating blood.

10/12/1891 Ottawa Journal Ottawa Electric

STREET CAR COLLISION

AN ELECTRIC CAR SMASHES INTO A HORSE CAR.

Nye and Another Lady Passenger in the Horse Car Severely Shaken - The Damage to the Cars.

A collision occurred about 12:30 this afternoon at the intersection of Sparks and Metcalfe st, when electric street car 16 struck horse car No.10.

THE COLLISION

The electric car was passing from Albert towards Wellington st., and the horse car traversing Sparks st. going west. The driver of the latter thought, as he afterwards stated, that the motorman had stopped the electric car. Such, however, was not the case. The electric car came on striking the other full in the center of the side with a terrible crash, the lighter vehicle having its side shell stove in and being lifted half off the metals, whilst the vestibule of the electric car was demoralized.

BADLY SHAKEN UP

Fortunately there were only two ladies in the horse car, but both were severely shaken, one, Mrs Nye, wife of Mr. Nye of the Russell House cigar store, receiving a serious shock to her nervous system. They were speedily released and Mrs Nye conveyed to her home, on Sparks street. The passengers in the electric car received very little shaking. The cars were returned to their respective shops for badly needed repairs.

WHAT MR. SOPER SAYS

Mr. Soper of the Electric Co. said the accident was being investigated by superintendent Hutcheson. [sic] The instructions to the motorman with reference to crossings were very strict. The damage was light and would not exceed \$20 or \$25. The fact that the damage was so slight showed that the cars could not have been going very fast.

The motorman's name was Lafleur.

Later inquiries made at the residence is of Mrs. Nye elicited the information, that although badly shaken and having a lump on the back of her head she is not otherwise injured.

11/12/1891 Ottawa Journal Buckingham

Buckingham. The C.P.R. branch to this town will be closed for traffic today, Thursday.

11/12/1891 Ottawa Citizen Ottawa Electric

Shortly before one o'clock yesterday a collision took place between an electric and a horse car at the corner of Sparks and Metcalfe streets. The horse car was going west and the electric car moving up Metcalfe street. Both cars were considerably damaged, the horse car being lifted off the rails and nearly overturned. Two ladies were in the horse car at the time, and although they received a severe shaking up, were not seriously hurt. Mrs. Nye, wife of L. N Nye, tobacconist, was one.

11/12/1891 Renfrew Mercury Chalk River Carleton Place

The railway shops at Carleton Place are now lighted by electricity from the Company's own dynamos. There are five arc lights inside, and there will be five more inside.

12/12/1891 Ottawa Journal Ottawa Electric

The electric car company has given an order for six open cars and one vestibule car to Mr. W.W. Wylie carriage maker of this city. They will be done during the winter.

12/12/1891 Ottawa Free Press Ottawa Electric

Accident involving car No. 21.

12/12/1891 Ottawa Citizen Ottawa Electric Ottawa Car

Mr. W.W. Wylie, manufacturer, whose works are situated at the corner of Slater and Kent streets, has contracted to construct six open cars and one vestibule car for the Electric Railway Company, which will give him all their work in future if the cars prove satisfactory.

Mr. Wylie is getting new machinery and will start work as soon as it can be got in running order. It will be operated by Electricity, supplied by the Chaudiere Electric Light Company. The new industry will give work to almost 30 men.

Mr. Wylie has considerable experience as a car builder, having been employed for many years by the Liverpool Tramway Car Company, who gave him a good recommendation.

The cars being constructed for the Electric Company, it is said, will be even superior to those now used.

14/12/1891 Ottawa Citizen Ottawa Electric

Another Street Car Collision.

A collision resultinc in the killing of one horse and the serious injury of another happened on Saturday afternoon on Albert street. The Metcalfe stage was driving along by the electric line when the driver pulled across the track to reach the stables. Before the motorman could put on his brakes the car struck the horses, which were hurled some distance from the rig. One had a leg broken and had to be killed, and the other was badly cut. Seated in the coach were the two children of the proprietor, Mr. Hornidge. Fortunately they were not hurt. Mr. Honidge's driver, a steady and reliable man, also escaped. He says he can prove by witnesses that the car was going at an excessive rate of speed, and maintains the gong was not rung to warn him. On the other hand, the motorman avers that he rang repeated warnings.

15/12/1891 Ottawa Journal Aylmer branch Aylmer

A passenger to Aylmer and back on the C.P.R. gives an amusing account of his experiences, the train taking longer to make the return journey than a horse and buggy would have done. Most of the time was taken up in hitching on and off lumber cars and shunting. The journey both ways, by train, however, costs 50 cents against two dollars and a half by buggy, and travellers who meditate in the facts are proportionately thankful.

16/12/1891 Ottawa Journal Ottawa Electric

The men on board the electric sweeper say that yesterday they were hailed by a gentleman who took the machine for a passenger car and shouted to them to take him on. They told him the car stopped for nothing, the storm not excepted.

17/12/1891 Ottawa Journal Ottawa Electric

Conductor Armstrong of car No. 11, while helping a partly intoxicated man off the car in New Edinburgh last night, got a pair of black eyes for his courtesy. He is off duty for repairs.

17/12/1891 Kemptville Advance Winchester Bedell

Stolen Goods Found

On Tuesday Thomas Ross a C.P.R. detective of Toronto accompanied by Constable Nettleton, arrested John Brown, a section boss living near the Junction, for having taken goods at the time of the accident on the 14th of October. Brown confessed the whole affair, gave up the goods which consisted of 6 pair of rubber shoes, two rubber coats, and a thermometer was then brought in town, tried before Magistrates Conley and Selleck and sent to Brockville. In answer to whether he knew of other parties taking goods at the same time he answered that he did and quite a number of them, so it is possible that others will be found in the same box.

19/12/1891 Ottawa Journal Ottawa Electric

The second electric sweeper ordered by the electric railway company will enable the company to place one sweeper in the Upper town division and one in the Lower town division. With this power at their command the company expects to make the snow fly in great style when the next fall comes. By the bye, a propos the snow sweepers, owners of valuable and spirited horses are advised to take special precaution in showing the animals the machines to accustom them to the sight of the rotary brushes. the best thing to do is to let them see the sweepers at a distance at first and turn down the side streets until they get used to the sight. The sweepers are not likely to be on the track long at any time.

19/12/1891 The Equity, Shawville Pontiac Pacific Junction Shawville

About 45 car loads of grain have been shipped from the Shawville station thus far this season.

19/12/1891 Ottawa Journal Ottawa City Passenger

The City Passenger Railway Co. announces that in future American silver and nickels will be taken at par on their cars and sleighs. A similar practice prevails on the electric cars.

Crushed by a streetcar

Mr. Ira Morgan is fatally injured

How the accident occurred

He dies in hospital at 3.15 this morning

Mr. Ira Morgan, of Metcalfe, one of the most widely known residents of Russell County, was carried in the ambulance to the Protestant Hospital at half past ten o'clock last night, with several ribs fractured and his spine broken. The doctors did not expect he would survive his injuries.

At twenty minutes to ten o'clock he was seen to board the fore end of an electric car near the corner of Sparks and Metcalfe streets. He missed his hold, swung round in front of the car and fell to the ground. The car went slowly on for about five feet further. Then the motorman stopped it quickly, and reversed. But the low steps of the car had passed over his body, and Mr. Morgan was pulled out by two gentlemen, badly broken in body, but still conscious. He even assured his rescuers that he was not by any means fatally hurt. They carried him to the drug store on the corner and the proprietor, Dr. Shillington, at once commenced an examination of his injuries. The streets were thronged with people at the time, and in a very few minutes a dense crowd gathered about the door, eager to learn the extent of the injured man's hurts, for Mr. Morgan was known to nearly everybody in the city.

The Doctor's Report

Ten minutes after the accident occurred Drs. Wright and Powell arrived: and very soon Sir James Grant was also in attendance. The patient was still conscious, and while the doctors were examining his back he frequently requested them to replace the covering as he felt very cold. Among those who stood around anxious to hear the doctors' reports were County Councillors Cowan and Craig, County Solicitor Powell, County treasurer Cowan, Mr. A.S. Woodburn, Mr. C.W. Mitchell and Mr. W.Y. Soper of the Electric Street Railway Company. Dr. Powell said: "From the cursory examination I have been able to make, I believe several ribs are broken, and a portion of one of them must have pierced the lung as the air is puffing up beneath the skin. The spine is also broken but the spinal cord is intact."

"Will he survive?"

"There is a chance that he may live, but his case is extremely critical." That was all Dr. Powell could say. Sir James Grant and Dr. Wright concurred in this opinion. By the time the ambulance came Mr. Morgan had been bandaged up, and such temporary measures taken to relieve him as could be resorted to. Dr. Shillington accompanied the patient to the hospital.

How it Happened

Mr. Alexander McCullough was an eye-witness to the accident. He said: The car was coming down Metcalfe street slowly, just before it reached the crossing from the telegraph office, I saw Mr. Morgan walk towards it. He took hold of the hand rail on the forward end of the car, swung round and fell on his face right in front of it. The steps went over his back. Mr. Robert Brown and I ran to help him, and before we got there the car was stopped. It didn't go more than five feet after Mr. Morgan fell; if it had he would have been crushed under the wheels for sure. Just as the motorman reversed, I called out: "For God's sake go easy; there's a man under the car." The steps, of course passed over him again, and the conductor helped Mr. Brown and me to drag him out. I did not think he was badly hurt, for he said to us, "Oh; I am not killed yet; I am alright." Then we carried him into Dr. Shillington's drug store."

Mr. H.V. Goolah, barber, told substantially the same story. "I watched Mr. Morgan," he said, "go across from Graves Bros. corner, up Metcalfe, as if to meet the car which was crossing very slowly down from the switch. I watched him closely, as he seemed to be walking carelessly. Going right up to the front vestibule, in the left side, where there is no door, he made a grab for the handrail. I don't know whether he caught it or not, but down he went in front of the car on his face, with his head over the nearest rail. I thought he was gone, but they stopped the car in a second, just in time to prevent the wheels going over him."

From these statements as well as other evidence observable both before and after the accident, and only too conclusive as to contributory causes, it seems clear that the electric railway employees were in no way to blame for the casualty.

Taken to the Hospital

Dead

21/12/1891 *Ottawa Free Press*

Montreal and Ottawa

The Canadian Pacific company commenced running the first regular passenger train over the Montreal & Ottawa railroad this morning. The new line at present extends from Montreal to Rigaud.

21/12/1891 *Ottawa Journal*

Winchester

Bedell

Arrested at Kemptville.

The Smith Falls Record say: Mr. Brown, boss of section east of Kemptville junction, was arrested to-day for larceny. Some weeks ago a collision occurred below Buchanan's Crossing in South Gower and several cars smashed to atoms. The contents, cloth, groceries, etc., were left in his.

Brown's, care, and as several articles never reached their destination, a special detective was engaged by the company to ferret out the matter.

24/12/1891 *Ottawa Citizen*

Lachute

St. Andrews

St. Andrews Railway.

St. Andrews, 23rd. - The first passenger train was put on the St. Andrews Railway today and will run in connection with the Canadian Pacific Railway, and will transfer passengers and freight at Lachute for Montreal and Ottawa. Two important manufacturers have already applied to the council for special privileges, which the latter is ready to comply with. St. Andrews possesses one of the best water powers in the Ottawa Valley, and now that it is connected with the greatest railway system in Canada, should be before long, a manufacturing town.

25/12/1891 *Renfrew Mercury*

Belleville

Perth

The C.P.R. carshops at Perth have finished their orders for grain cars, and are now on repairs. A good order for refrigerator cars has been received, and will keep the staff going for some time.

25/12/1891 *Lachute Watchman*

Lachute

St. Andrews

The St. Andrews Railroad Opened

It has come at last and now regular trains are running between St. Andrews and Lachute every day. The first trip was made on Wednesday evening (23rd), leaving St. Andrews at 5.50 p.m. and arriving in Lachute at 5.08 [sic]. The night was a most disagreeable one, but notwithstanding quite a number of villagers assembled to view the departure of the first passenger train. The train hands were, Supt. Heath, Conductor Hess, Fireman Laroque, Brakesman Hessman while R. Neil ran the engine. The passengers were Messrs. Geo. Simpson, I. Sauve, M. Wanless, C. Ladouceur, H. Ladouceur, C.T. Wales, W.J. Simpson, G.F. Calder, C. Calder, J.W. Cottingham and Geo. Campbell. The run, strictly speaking, was made in 16 minutes, including one stop. Several passengers for St. Andrews came off the Montreal train and were delighted to have escaped a long miserable drive in a dark rainy night. The train leaves St. Andrews every morning at 9 a.m. and 5.50 p.m. Returning leaves Lachute on the arrival of the westbound train. Passengers for St. Andrews coming from Ottawa on the evening train can hold the train until their arrival by telegraphing from Calumet. The fare to Lachute is 25 cents.

28/12/1891 *Ottawa Citizen*

Ottawa City Passenger

Notice is given in the Canada Gazette that an application will be made by the "Ottawa City Passenger Railway Company" to parliament next session, for an Act to amend the Act of Incorporation of the said company, to enable it to extend its line of railway across the Ottawa River by way of the Union Suspension Bridge to, in and through the streets of the City of Hull, to use electric, pneumatic or other power upon its line of railway and cars for the operation thereof; to increase the capital stock and enlarge the borrowing powers of the company, to connect with the other companies and to change the name to "The Citizens Passenger Railway Company."

28/12/1891 Ottawa Free Press

Ottawa Electric

While en route to the fire at Thackray's mill this morning the rig of Chief Young overtook an electric car on Albert street and, though the car was going at full speed, the horse overlapped it.

31/12/1891 The Equity, Shawville

Pontiac and Renfrew

Bristol

H.N. Topley of the Geological Survey, has just returned from the Bristol iron mine. Detailed description of the mine, its facilities, quality of the ore etc.

The facilities for shipping are excellent, as there is a railroad $4 \frac{3}{4}$ miles from the mine connecting with the Pontiac Pacific Junction railroad at Wyman's station. Ottawa in the near future is destined to become the centre of the railway system and should the lumber business fail the shunting of the blast furnaces and roiling mills would fully compensate for their loss, as men could be employed night and day throughout the year.