

# Local Railway Items from Area Papers - 1892

**01/01/1892 Renfrew Mercury Carp, Almonte and Lanark**

An election railroad is doing duty in the North Lanark campaign. The following advertisement is published:- "Notice is hereby given that an application will be made to the Parliament of Canada at its next session for an Act to incorporate a company to build, equip, maintain and operate a line of railway in the province of Ontario, from a point at or near Carp, in the township of Huntley, in the County of Carleton, or from such a point in that vicinity as will enable a connection to be made with any railway that may be built between the City of Ottawa and the village of Arnprior, touching the town of Almonte, a distance of about 10 miles, thence to the village of Lanark, a further distance of 16 miles, thence to any point in the township of Oso at or near Sharbot Lake, where a connection can be made with the Kingston and Pembroke Railway, a further distance of about 24 miles; the total length of about 50 miles, with the benefits, privileges and powers usually granted to railway companies.

**02/01/1892 Ottawa Free Press Vankleek**

The lines from Glen Robertson to Hawkesbury having been completed, the Canada Atlantic railway will commence running trains Monday morning next to Dalkeith, Vankleek Hill and Hawkesbury.

**04/01/1892 Ottawa Free Press Ottawa Electric**

Shortly after midnight yesterday the electric snow sweeper was run over the tracks of the electric railroad and, although the snow was deep and soft, packing very closely, the revolving brushes made good work and left the line in first class order for the cars this morning.

**04/01/1892 Ottawa Journal Vankleek**

Dalkeith, Vankleek Hill and Hawkesbury stations on the Hawkesbury Branch of Canada Atlantic Railway are now open for traffic. Passenger trains leave Ottawa at 8 a.m. and 5 p.m.

**05/01/1892 Ottawa Citizen Vankleek**

The opening of the twenty-one mile branch of the Canada Atlantic Railway from Glen Robertson to Hawkesbury will afford railway facilities to one of the most thriving agricultural districts in Eastern Ontario. Heretofore the people of that section have had passenger and freight communications with commercial centres by way of the Ottawa river or the Canadian Pacific Railway to reach which the Ottawa had to be crossed either on the ice or by ferries. The construction of the new line will, however, create a new order of things, and the produce of the district can now be shipped directly and cheaply to Ottawa, Montreal, the leading markets of Canada and the United States generally. Besides an outlet will thus be afforded for the large output of the Hawkesbury mills, whose lumber can be shipped over the Canada Atlantic and its connections to Montreal, Albany, Oswego, New York, Boston and other important distributing points to which large quantities of Ottawa Valley cut now find their way. The stations on the new line are Glen Robertson, Dalkeith, Vankleek Hill and Hawkesbury. These stations will have the same excellent passenger service as is now afforded Ottawa and all the main stations on the Canada Atlantic, and two trains daily each way for Montreal, New York, Boston and connections. The boon conferred upon the people of that thriving district is one which will doubtless resound to the credit of the Canada Atlantic whose enterprise in opening up such an important section as that through which the Hawkesbury branch runs, deserves the commendation of everyone interested in the progress and prosperity of the province.

**08/01/1892 Almonte Gazette Belleville Perth**

The Perth car works are now engaged in making refrigerator cars.

**09/01/1892 Ottawa Free Press Renfrew**

The survey of the line of the Ottawa and Parry Sound railway has now reached Eganville's farm on the Madawaska, a point which is about twelve miles west of Bark lake. The country through which the survey has assed of late is reported to be unusually fine and admirably suited to railroad building.

**09/01/1892 Ottawa Free Press Ottawa Electric**

The Electric Railroad company now have the trolley arms for the cars made in St. Catharines instead of bringing them from the States.

**14/01/1892 Ottawa Free Press Maniwaki**

The government inspection of the last ten miles completed of the Gatineau Valley railway will take place next Tuesday. These ten miles now completed the road to twelve miles above the village of Wakefield.

**14/01/1892 Kemptville Advance Kingston, Smiths Falls and Ottawa**

It is reported that the Grand Trunk railway has assumed control of the Kingston, Smith's Falls and Ottawa railway, and that work will commence in the spring

**14/01/1892 Ottawa Journal Ottawa Electric**

INSTEAD OF THE STOVE

CAR NO. 23 O.E.R. FITTED WITH AN ELECTRIC HEATER

The First in all British America to Substitute Electricity for Coal - How it is Done - The Temperature Regulated.

The Ottawa Electric Railway company put car No. 23 on the Rideau Street and C.P.R. route this afternoon fully equipped with electric heaters - the first adoption of electricity for heating purposes in Canada.

An inspection of the car shows that the heaters are made of corrugated cast-iron, something like gridirons in appearance, and are placed out of sight beneath the seats of the car.

HOW IT IS DONE

The wooden panels underneath the seats are removed and fine wire netting inserted in the openings through which the heat is evenly distributed. Between the upper and lower parts of the heaters wire of a high electrical resistance is embedded in cement, and the heat is produced by the passage of the electric current through the wires, which in turn impart the heat to the cast iron. The same current is used that operates the motor of the cars. A "switch" is placed conveniently in the car by which the conductor turns on and off the current as may be required.

NEEDN'T BE DONE TO DEATH.

The switch admits of regulation of temperature to any degree consistent with comfort. An impression prevails amongst some people not acquainted with the system that the dresses of ladies riding in the car are liable to be burned from the heaters. This impression is erroneous for the reason that the heaters are too far back and are protected by a fine wire netting, which prevents outside material touching the heaters at all. The heaters are called the Burton heaters, and are only in use in St. Lewis.

The fitting up of car 23 was under the immediate supervision of electrical superintendent J.C. Mullen. It is likely that other cars will shortly be fitted up in the same way as No. 23. The same power that drives the car and lights it also heats it.

Electrically Heated car

Electric car No.23 will be heated by electricity, commencing to-day. The electric heaters are placed out of sight under the seats.

14/01/1892 *Kemptville Advance**Kingston, Smiths Falls and Ottawa*

It is reported that the Grand Trunk railway has assumed control of the Kingston, Smiths Falls and Ottawa railway, and that work will commence in the spring.

15/01/1892 *Ottawa Journal**Montreal and Ottawa*

A director of the Vaudreuil and Ottawa railroad states that work on the road will be pushed from Rigaud to Ottawa the first thing in the spring, and it is expected will be completed and trains running by the fall.

It is also stated that if the C.P.R., who now control the Vaudreuil road, cannot obtain from the government the exclusive right to enter the city via the canal bank as asked for, they propose to run the road to the Union depot at the Chaudiere. This they could do by running a little south of the city and connecting with the C.P.R. Prescott track. Once in the city they would be in a better position to make arrangements with other companies for entrance via the canal bank should the government decline to grant exclusive privileges.

Mayor Durocher, being seen, said that he had not heard that the C.P.R. were pressing claims for the canal bank route, but if they did, he would certainly urge the city council to renew their protests to the government against any company being allowed entrance by that route exclusively or on any terms more favorable than any other road.

15/01/1892 *Almonte Gazette**Renfrew*

Mr. Mountain and staff, locating the line of the Ottawa, Arnprior and Parry Sound railway, have reached Egan's Farm, on the Madawaska, about 20 miles west of Bark Lake. Mr. Mountain says that from Renfrew to Egan's Farm the line is one of the most favorable he has traveled over.

15/01/1892 *Almonte Gazette**Kingston (CN)**Cardinal*

Conductor Jefferson fell under a Grand Trunk train at Cardinal and was seriously injured that death resulted in a few hours.

15/01/1892 *Almonte Gazette**Carp, Almonte and Lanark*

As will be seen by a reference to our advertising columns, a public meeting will be held in the town hall on Saturday evening of next week to take action with reference to the proposed line of railway from Carp to Sharbot Lake. Let there be a large attendance.

15/01/1892 *Renfrew Mercury**Vankleek*

The Central Counties Railway, the new road from Glen Robertson, on the Canada Atlantic railway to Hawkesbury, on the Ottawa River, was opened for traffic on Monday of last week. The new line is 21 miles long, and will furnish much needed accommodation for the thickly settled portion of the county of Prescott, which has heretofore, been without a railway. The stations are Glen Robertson, Dalkeith, Vankleek Hill and Hawkesbury. The road will be operated by the Canada Atlantic Railway.

15/01/1892 *Almonte Gazette**Kingston, Smiths Falls and Ottawa*

It was announced in a Kingston paper that the G.T.R. will build and control the railway from Kingston to Ottawa by Smith's Falls. This will give them entrance to the capital.

15/01/1892 *Lachute Watchman**Lachute**St. Andrews Railway*

Last week the engines of the St. Andrews Railway collided at the Foundry street crossing smashing the cowcatchers.

17/01/1892 *Ottawa Free Press**Maniwaki*

The first shipment of freight over the Ottawa and Gatineau Valley railway passed over the line northward on Monday evening. The demand quite exceeds the accommodation of the railroad at present, and this good beginning is very encouraging.

21/01/1892 *Ottawa Free Press**Maniwaki*

Account of the third inspection for the first twenty miles - people in the party.

The party left at 9 o'clock on a C.P.R. car and on the way up inspected the stations at Ironsides, Chelsea, Cascades, Wakefield, North Wakefield and Farrelton, at each of which satisfaction was expressed. At Peche the new turning table and engine sheds were minutely examined and at Chelsea the passenger train of seven new cars, as well as a new powerful snow plough also underwent a careful inspection. The first twenty miles of the road are now fully ballasted and ready for traffic, which will be begun at an early date. The third ten miles which takes the train one mile into the Township of Lowe, was afterwards gone over. It is only graded as yet and will not be ballasted until the spring. At different points on the route Messrs. Beemer and Prince made elaborate arrangements with shippers for freight traffic. The freight engine is at present undergoing some repairs but owing to the iron workers strike ? completion is delayed. The party arrived back at the C.P.R. at 5.30 when it became known that arrangements had been completed with the C.P.R. officials for the running of Gatineau trains direct from the depot. It is expected passenger traffic will be opened in a few days.

21/01/1892 *Ottawa Journal**Maniwaki*

THE GATINEAU VALLEY.

Mr. Thomas Ridout, the Dominion government engineer, Mr. Louis A. Vallee, engineer for the Quebec government, accompanied by H.J. Beemer, President; C.H. Macintosh, M.P. vice-president and the leading officials of the Gatineau Valley Railway and a number of other gentlemen made an inspection of the third ten mile section of the Gatineau Valley Railway yesterday. The benefits which are certain to accrue in the development of the rich mineral country through which the line passes, by the building of the railway, are commencing to make themselves visible at many points along the way. At the Peche, the end of the second section, several houses have sprung up and the nucleus formed of what will be in the near future a prosperous and thriving village. From this point the inspection proper commenced. The first station is at North Wakefield, four miles above the Peche. The building is completed. Before reaching Farrington station, four miles further on, a bridge was crossed and the engineers considered that it would be advisable to strengthen it somewhat. With the exception of this everything else was found in excellent order. The road is now completed to McGoey's creek, a distance of thirty miles in all. Mr. Beemer on his return said the trip was the most enjoyable one, and the government engineers will well pleased with the work of construction.

21/01/1892 *Ottawa Free Press**Ottawa Electric*

Yesterday a lady gave the conductor of car No. 23 a fifty dollar bill from which to collect two fares saying it was the smallest change she had in her possession. Fortunately the conductor managed to prepare the change without any trouble at the electric railway office on Albert street.

Official inspection of the third ten mile section.

The third ten mile section of the Gatineau Valley Railway yesterday by Mr. Thomas Ridout for the Dominion Government and Mr. Louis A. Vallee for the Quebec Government. The line was found in splendid shape. Among others on the C.P.R. special car were President H.J. Beemer, Vice-President C.H. Mackintosh, M.P., Chief Engineer, W. Dale Harris, Assistant Engineers, G.C. Dunn and C. Roy, Superintendent of Construction J. Ryan, Roadmaster, J. Brennan, Contractors, A.H. Van Camp and A. Merville, Mr. Russell, Chief Engineer of the Ste. Anne's Road and H.O.S. Lewin.

The first stop was made to allow the inspectors to see the improvements being made at the first big culvert. Chelsea station was the next halting place and the well equipped cars of the company were examined. These consist of one first class, one second class, a mail and baggage car combined and four excursion cars. There is also one of the largest and most improved snow ploughs. The Cascades station has been completed and along this section a great deal of high fencing has been put up for extra protection to horses on the road.

At the Peche, the effects of the line, although not yet operated, are already visible. Several new houses have sprung up in this prosperous village. The engine shed is in process of construction and the turntable, supplied by Bannerman & Powers of Ottawa was thoroughly tested and found satisfactory.

A short distance above the Peche the third section starts and runs through a nice level part of the country, in which the work of construction was comparatively easy after the heavy work of the other sections. The first station is North Wakefield, four miles above the Peche and here the station building is completed. Between this point and Farringdon station four miles further on, is a bridge which it was agreed should be triple strengthened and with this exception everything was found perfect. The line is now complete as far as McGee's creek, making thirty road miles from the Junction and thirty-two miles from the C.P.R. depot. This point is just two miles from Low village and opens up the very heart of the mining district. Farringdon station is only two miles from Meachy's Lake and is an excellent spot for sportsmen.

The return trip to Ottawa was speedily made and everyone agreed with Mr. Beemer when he remarked, "We have had a most enjoyable ride out on the Gatineau Valley."

The thermometer at the Peche village early yesterday morning registered 30 degrees below zero.

21/01/1892 *Ottawa Free Press* *Ottawa Electric*

The second electric snow sweeper will be completed and in readiness for operation in a few days.

22/01/1892 *Almonte Gazette* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway Company will apply for an extension of time in which to bridge the Ottawa river and to complete the line to Pembroke.

22/01/1892 *Almonte Gazette* *Chalk River* *Castleford*

There was a wreck on the C.P.R. near Castleford on Saturday week. A broken axle or wheel on a freight train in the Castleford grade was the cause. A tool car and a gang of men were sent out from Carleton Place and it took over four hours to clear the track. Two cars were derailed.

22/01/1892 *Perth Courier* *Lanark County Electric*

ELECTRIC RAILWAY A scheme is talked of to build an electric railway between Perth and Lanark, outside parties to furnish capital and own the road. In this age of electricity we would not be surprised to see such a road go on.

29/01/1892 *Ottawa Free Press* *Ottawa Electric*

The second electric snow sweeper is now complete and will be used during the next snow storm. It is a facsimile of the first with the exception of the rail cleaner, which in the new machine is a stiff broom in place of a steel plough.

## THE NEW RAILWAY

Carp to Sharbot Lake

VIA ALMONTE AND LANARK VILLAGE

The Scheme Fully Discussed at Saturday's Meeting - A Report of the Proceedings - A Committee Appointed to Secure a Charter and Push the Matter

The railway meeting held in the town hall last Saturday afternoon, was well attended, and much interest was evinced. Quite a number of prominent men from the municipalities interested in the proposed new line of railway were present, and several of them took part in the discussion. On motion Mr. Bennett Rosamond, M.P., was appointed chairman.

On taking the platform Mr. Rosamond made a short speech, in which he expressed himself as being heartily in favor of the proposal to build a railway from Carp via Almonte and Lanark to Sharbot Lake, and he said he would do everything in his power to further the scheme. He then called on Mr. W. H. Stafford, who had been appointed secretary pro tem.

Mr. Stafford gave an explanation in regards to the proceedings that had already been taken and said the meeting had been called in order that an interchange of views might be had with regard to the proposed railway, and, if thought desirable, that a committee might be appointed to secure a charter from the government and push the scheme. He left matters in reference to the route, etc., to be dealt with by Mr. Bell, as that gentleman had taken a prominent part in bringing it before the public, and had gone to considerable trouble to procure information that would be of interest to the audience.

Mr. Andrew Bell, C.E., then took the platform and explained the scheme. To the eastward, he said it was well known that the "Ottawa and Parry Sound Railway" had been surveyed and was now partly under construction in connection with the Canada Atlantic Railway, from Ottawa via Arnprior and Renfrew to Parry Sound. Between Ottawa and Arnprior two lines had been located - one passing through March, Torbolton and the northern part of Fitzroy; the other through Huntley, &c, via Carp Village. If the Carp to Sharbot Lake scheme were fully determined on, it would decide the O. & P.S.R. to adopt the latter. To the west the Toronto and Ottawa Railway - really the G.T.R. - had laid their rails as far eastward as Bridgewater, and had their line mostly graded from there past Sharbot Lake to some distance this side of Maberly. It was to connect the Ottawa and Parry Sound Railway with the Grand Trunk system at Bridgewater that this new railway had been projected from Carp through Almonte and Lanark Village to some point at or this side of Bridgewater. It would give connection eastward via the C.A.R. with Ottawa, Montreal, Boston and New York; also, via the Ottawa and Parry Sound railway, with Georgian Bay, and thus by water with the north-west; and westward, via the G.T.R. system, with Toronto and all points west - all entirely independent of the C.P.R. It would also give a direct independent railway from Ottawa to Toronto, and, in addition, could connect somewhere in the vicinity of Sharbot Lake with the K. & P. leading to Kingston. The object to be obtained was to supply railway facilities to the large section of country between Almonte and the Kingston and Pembroke Railway, which is now devoid of such facilities; and also to secure a competing line, so as to give us cheaper freight rates and better railway accommodation in every way than we have at present. Mr. Bell pointed out particularly the advantages to Almonte of such competition. No large new industries would nowadays locate in a town unless it had competing lines of transportation, because where there is only one as in Almonte, the manufacturer is at the mercy of that one, and according to human nature, it was sure to exact the last cent. Competition in manufacturing had become so keen that freight rates were an important factor in determining location. Mr. Bell gave instances that had come under his own knowledge of large industries which would have settled here had we had a competing line of railway. It was our duty, therefore, to put ourselves at once in a position to secure the next one looking for a location. There was considerable unused water-power at Almonte, and as, on account of recent inventions, power can now be transmitted by electricity, there was no reason why the extensive water power two and four miles below Almonte should not be utilized for manufacturing purposes in Almonte. He believed that if we had had a competing line three years ago Almonte would now be two or three times the size it is. The advantage to Carp would be that it would be a junction town, thus ensuring all trains stopping there, and therefore giving good passenger and other accommodation. To Lanark Village and the surrounding country it would be a great boon, as they are now without any railway at all. It would stimulate and increase the manufactures which had already taken a hold there. By lowering freights it would increase the prices of grain - a direct advantage to every farmer within reach of the line. Mr. Bell said he had recently gone through the country to be traversed by the new railway, and described the line, it would be a very easy one to build. Between Carp and Almonte the country was level, and no difficulty would be met. At Almonte the line would cross the river near Mr. Caldwell's Sawmill and pass overhead under the C.P.R. Thence to Lanark the line would be nearly straight, through an easy country, consisting mostly of beaver meadow, solid swamp, &c. From Lanark westward three routes presented themselves. The northern one would pass on the north side of Lanark Village and through Dalhousie, to cross the K. & P. at Robertsville. The middle one would go through Lanark Village, cross the Mississippi near Plairfairville, thence north of Bennett's Lake, and join the grading of the T. & O. (G.T.R.) a little way west of Maberly. The southern line would pass Lanark a little south of the toll-gate on the Perth road; go through Fallbrook south of Bennett's Lake, and join the grading of the G.T.R. at McGowan's Lake, about three miles this side of Maberly. The choice of route from Lanark west should, he thought, be left for future consideration. The distances were as follows: from Carp to Almonte, 10 miles; Almonte to Lanark, 16 miles; Lanark to Sharbot Lake, 24 miles; Sharbot Lake to Bridgewater, 35 miles - in all 85 miles. If the southern route from Lanark westward were adopted only 37 miles of new grading would be required between Carp and McGowan's Lake. In any case as much as possible of the old grading of the G.T.R. would be utilized from Bridgewater. Until the charter was obtained negotiations could not be entered into with the C.A.R., or the G.T.R., but it was expected that after that co-operative arrangements would be entered into with either or both - they worked together. Mr. Bell stated that until instrumental surveys were made an estimate of the cost could only be approximate. All materials entering into railway construction were at present very cheap. He placed the average cost per mile, not including rolling stock of any kind, at \$10,000. It was expected that, as the proposed road would connect at both ends with other railways, operating arrangements, at least, could be made with one or other, even if full amalgamation were not made. As to how the money is to be raised he said he would leave that part of the subject to abler hands. It had been done before, and could be done again.

Mr. D. McElroy, of Carp, followed Mr. Bell, and said there was a strong feeling in favor of the proposed road in the Carp section. The people there wanted the road built. It would prove a feeder to the O. & P.S.R.R. and the C.A.R., and would run through a fine section of country. He strongly advocated having a public meeting at Carp to lay the question properly before the people. He urged that definite steps be taken without delay.

Dr. G.H. Groves, of Carp, compared the two routes from Ottawa to Arnprior, and gave reasons to support his contention that the Carp route was very much superior to that via Torbolton. He thought the first thing to do was to make an effort to have the O. & P.S. road built by way of Carp, and thus help the Carp and Sharbot Lake R.R. scheme. Every effort should be made to secure a charter for the C. & S.L. route at once.

Mr. James Donald, reeve of Dalhousie, advocated building the line west of Lanark via Robertsville and to connect with the K. & P.R. It would be a splendid road, passing through a section rich in timber and minerals, and that route would, he believed, be liberally bonussed by the municipalities through which it would pass. He believed the scheme a perfectly feasible one and he hoped its promoters would place it where it would do most good. He thought the route he suggested would be a much better one than the one Mr. Bell seemed to favor.

In reply to Mr. Donald Mr. Bell said the only points decided on were that the proposed new road would be built from Almonte to Lanark. West of Lanark the best route, and the one that offered the most liberal bonus, without doubtless be taken. There would be no difficulty in building over any one of the three routes.

Mr. Arch. McKinley, Mr. J.K. Darling and several others gave instances showing the advantages accruing from having competitive railway lines. The chairman showed how railway companies could carry freight over a long line at a cheaper rate than on a short line, and said the winter rates were necessarily higher than in the summer season, because the running expenses were much greater. This was in answer to some previous speakers. He strongly favored the effort to secure this new railway, as he believed it to be the most feasible scheme yet brought forward. We must have connection with the C.A.R. on the one hand and the G.T.R. on the other, else there would not be competition - the main point to be sought

for. He believes that if Almonte had had a competing railway the Edison works would have been established here instead of at Peterboro. He urged that some practical steps be taken.

Mr. Wm. Lee's, ex-M.P.P., of Fallbrook, was called on for an address, and responded. He was heartily in favor of the railway scheme that had been discussed, and he believed it was the most likely to succeed of any that had been brought forward in recent years. This was the third effort to get a railway through the same section, and the third time was always lucky. It would be easy to build, would tap a fine tract of country, and when running would be the means of starting up new industries and developing lumbering and mining resources that were now almost valueless through lack of a railway. He urged united action, and expressed the belief that if the promoters could get the C.A.R. and G.T.R. to join forces and give the scheme their countenance there would be no trouble in having the road built.

After some further discussion a committee was appointed to take hold of the matter and use their efforts to push the railway scheme through to a successful termination. The committee is composed of the following gentleman Messrs. B. Rosamond, M.P., T.W. Raines (Mayor), Andrew Bell, C.E., of Almonte; Dr. Groves, D. McElroy, G.N. Kidd, of Carp; W. C. Caldwell, M.P.P., John McClean (Reeve), of Lanark; James Donald, Reeve of Dalhousie; Andrew Baird, Reeve of Lanark Township; and Wm. Lees, ex-M.P.P., Fallbrook.

After the public meeting broke up as many members of the committee as were present held a meeting, at which Mr. B. Rosamund, M.P., was elected chairman, and Mr. W.H. Stafford secretary; and it was also decided to apply at once to the Ontario government for a charter for the proposed new road.

The committee is a strong one, and now that some practical steps have been taken, we trust that those in charge will do everything in their power to secure the object for which they are striving, and thus confer a boon on this whole district.

**29/01/1892 Almonte Gazette Chalk River Pembroke**

A rumor reached Pembroke on Tuesday that a man was run over by the Soo train at Moore's Lake, and that the conductor of the train had refused to go back for him. The man, it is said, has since died. So says the Standard

**05/02/1892 Renfrew Mercury Lanark County Electric**

An electric railway is being talked of, to connect Lanark to Perth.

**05/02/1892 Renfrew Mercury Carp, Almonte and Lanark**

A public meeting was held in Almonte last week to boom the project of a new line of railway from Carp to Bridgewater, passing through Almonte. Mr. Bell, C.E., explained the route as follows:- From Carp to Almonte, 10 miles; Almonte to Lanark, 16 miles; Lanark to Sharbot Lake, 24 miles; Sharbot Lake to Bridgewater, 35 miles; in all 35 miles. In the discussion, Mr. D. Shaw said the farmers around Renfrew received 5 cents a bushel more for their grain than did those residing 25 miles further north, owing to two lines of railway running into the village. A large committee was formed to forward the undertaking.

**09/02/1892 Ottawa Citizen Ottawa Electric**

The employees in the electric car station were photographed today by Mr. Topley. They took their positions on the electric sweepers.

**09/02/1892 Renfrew Mercury Brockville**

A passenger car has been attached to the weigh freight train running daily between Brockville and Carleton Junction.

**10/02/1892 Ottawa Citizen Chaudiere**

Quite a large quantity of pulpwood is arriving daily at the C.A.R. branch for the E.B. Eddy Manufacturing Company. About fifty cords a day is the average quantity. It is used almost exclusively now for the manufacture of paper.

**11/02/1892 Ottawa Journal Ottawa Electric**

Collision With Car No.19.

Fred Stevenson, one of Mrs. S.S. Slinn's bread drivers, has met with a serious accident. He says he was driving up O'Connor street to Allan's grocery store, corner of O'Connor and Albert, when car 19 of the electric road, which he did not see till it was close upon him, and the bell of which did not ring till it was right up to the crossing, and which was rushing past at a very high rate of speed, came up. On his left was the swiftly coming car and on the road on his right were a lady and some children. To turn to the right would be certain death to someone and there was no room to turn to the left. He did his best to get out of the way and was just clearing the track when the motor reached him. Seeing a collision was inevitable, he jumped just as the motor caught the sleigh and knocked it and the horse over and the rail of the sleigh caught him in the groin and abdomen. Mr. Alan ran out and with assistance caught the horse and assisted Mr. Stevenson to get into the sleigh and drive off. The car did not stop but disappeared with great rapidity. Mr. Stevenson has since been laid up. The neighbours say it frequently happens that cars dash past without ringing till close to the crossing.

**12/02/1892 Ottawa Journal Maniwaki**

All aboard for Wakefield.

The G.V. Ry to open for traffic on Monday.

The Gatineau Valley railway will open for traffic on Monday.

The first train will leave the C.P.R. depot, as at present arranged, at 6.20 p.m. and will run to Wakefield, 20 miles, arriving at 7.30. There will likely not be any formal ceremony about the matter. As Mr. Dale Harris, the chief engineer, said to the Journal "It will simply go." Twenty minutes past six will be the regular hour of leaving each evening, subject, of course, to alteration. At present there will only be one train per day each way. The return train will leave Wakefield at 6.40 in the morning, arriving in the city at 8 o'clock. This train will be a "mixed" one carrying freight and passengers.

THREE STATIONS

There will be three stations on the road, at Chelsea, the Cascades and the Peche. The station houses, which are already built, are neat and comfortable and look well. There will be an agent at each station. At the C.P.R. depot the receiving and dispatching of trains will be carried out by the C.P.R. employes under an arrangement between the two companies.

Mr. J.T. Prince, superintendent of the Pontiac and Pacific Railway, has been appointed superintendent of the Gatineau Valley. He will hold both offices. Mr. Prince is a popular officer and has the reputation of efficiency.

The passenger cars will only run to Wakefield but freight will be carried from the present end of construction ten miles further on.

THE ROLLING STOCK

The rolling stock will consist of first and second class cars and combination mail and baggage car. The stock are of first class make and the road bed is said to be good.

It had not been intended to open the line to passenger traffic until some time in the summer, but the company have thought it well to do so as soon as possible owing to the long standing complaints about the non-completion of the road. The third ten miles may be opened for traffic some time next fall. Eventually the line will run up to Dessert, 70 miles up the Gatineau.

The opening of even the first twenty miles of the road will prove a big thing for the surrounding country - and for Ottawa. The farmers can send their stuff to market without the long drive at present entailed.

Another feature of the road is that it will open up to Ottawaites, a road to what is undoubtedly the most picturesque and healthy summer resorts for many miles around, and at the same time, the cheapest. The natural beauties of Chelsea and Wakefield do not need description. They are too well known.

*12/02/1892 Ottawa Journal Ottawa Electric*

The Electric Street Railway company has purchased from the Sparks estate a lot and a half of land on Queen Street, east side of the car shops. It will be used for yard room.

*15/02/1892 Ottawa Citizen Ottawa Electric*

The electric sweeper of the Electric Railway Company was kept busy clearing the tracks last night after yesterday's storm which was the severest that has visited Ottawa this winter.

*16/02/1892 Ottawa Citizen Maniwaki*

The first freight and passenger train on the Gatineau Valley Railway passed over the line yesterday morning and arrived sharp on time in spite of the large quantity of snow on the track. There was a fair stock of freight and quite a number of passengers on board.

*16/02/1892 Ottawa Citizen Ottawa Electric*

That the Electric Railway Company will carry out their promise to run their cars by electricity all winter is now no longer doubted by the most pessimistic persons in the city. For the company have proved themselves capable to combat with success any snow storm that is likely to visit the city. The storm on Sunday was one of the severest that has ever come to the capital and the company easily removed the snow and had the cars running yesterday to the delight of its patrons. Many took advantage of the cheap and rapid transit afforded rather than tramp in the snow to their places of business.

*18/02/1892 The Equity, Shawville Maniwaki*

The Gatineau Valley Railway between Hull and Chelsea opened for traffic on Monday last. It is the intention to one train each way. Trains will leave the Union Station at 6.20 every evening arriving at Chelsea at 7.30. Trains will leave Chelsea in the morning and will arrive in Ottawa at 8 o'clock. Mr. J.T. Prince, superintendent of the P. & P. J. has also been appointed superintendent of the G.V.R.

*18/02/1892 Ottawa Journal Maniwaki*

First Ottawa and Gatineau Valley Railway timetable advertisement.

THE STOVES TO GO.

ALL THE CARS TO HAVE ELECTRIC HEATERS THIS WINTER.

Good Prospects of the Extension of the System to Private Houses, Stores and Offices - How Icy Water is Creating Heat.

Despite reports to the contrary, electric heaters are to be placed on all the electric cars and the apparatus is now being prepared under the direction of Mr. T. Ahearn at the car sheds on Albert st. The new mode of heating will, it is expected, be fully introduced before the end of the present winter. Car No. 23, it will be remembered, was recently equipped with an electric heating outfit but it was only worked for a few days as it did not turn out successful, the heat radiating power not proving up to the mark. But Mr. Ahearn has made several changes in the apparatus and with larger resistance wire used it is said the electric heaters will have greater heating capacity than coal stoves, with the additional advantage that it can be raised or lowered at will. The improvements in the system are the invention of Mr. Ahearn himself, who has made electric heating a study for the last ten years.

Mr. Soper, seen on the subject, said he believes the defects in the heating apparatus in car 23 had been successfully gotten over, and that in future there would be no difficulty in heating all cars by electricity.

HEAT FOR THE HOUSE, OFFICE AND STORE

Will the improved apparatus solve the problem of electric heating for private houses, stores and so forth?

"No, not yet, because, while it may be successfully used on the cars there would be still mechanical difficulties to be overcome in its applications to house heating, just as there were obstacles to be encountered and conquered when electric lighting was first introduced, making it too expensive and too troublesome for general purposes until specially adapted to other forms.

"But, said Mr. Soper, "the time is coming, and it is not far away when the remaining problems will be fully solved and electric heating general, and Ottawa the first city to use it."

"Is it not the extra amount of power, and consequent cost that makes the heating expensive now?"

"No as a matter of fact the extra amount of power consumed by an electric stove as compared with the lighting, is not very material, (though of course, an item), as it is not from the wire that the heating actually comes but from the radiating qualities of the material used around the wires, and into which the heat is infused the same as from the iron of a stove is heated by the fire inside.

"One of the objects of electricians in this connection, " he continued, " will be to secure a substance that will consume the least power and give out the most heat."

"Will electricity be applicable for other household purposes than mere heating?"

"Yes, all kinds of cooking will be done by it, and without the dust and smoke of a coal stove, and the smell of a coal oil stove, as satisfactorily as gas, and in course of time cheaper than them all."

THE MODUS OPERANDI.

Tell us something about the modus operandi of electric heating.

"Well," said Mr. Soper, " the renowned Tyndall, you know, called heat 'a mode of motion' and proceeded to show in his interesting scientific manner how molecular disturbance, or in other words the imperceptible moving about and rubbing against each other of the minute particles of matter in the universe produce heat, and that in no other way can it be produced; even the rays of the sun itself being without heat until they come in contact with and produce disturbance or motion in the atmosphere surrounding the earth's surface."

Give us a practical illustration in this case of the electric heating. How it [sic] the heat produced? How is it transmitted ? and why, if it really is heat, does it not heat the wires upon which it is conveyed?

THE WONDER OF IT

"These, " replied Mr Soper, "are questions that almost everyone accustomed to the well-known modern methods of heating would naturally ask, and in these days of hard common sense the questioner will require a common sense answer. To simplify point you to the roaring rush of water as it leaps from the dark ledge of the picturesque Chaudiere Falls to be dashed into spray many feet below, and say 'that fall of water is your answer' would not satisfy you; and yet, in an undeveloped manner, it would be a correct reply. Electric heating, then, as far as Ottawa is concerned, is the falling water of the Ottawa river converted into another form.

As is well known, the electric lighting and the electric railway stations at the Chaudiere are operated by the water powers there located, and as electric heating, as adapted in electric car No. 23, is produced from the same dynamos that operate the motors in the cars, it will simplify the description to begin at the water in the river, and follow it in it's various forms from its cold wintery bed under thick sheets of ice until by the magic of electricity it is disseminated in waves of cheerful heat throughout the car.

HOW COLD WATER PRODUCES HEAT

"First then, the weight Or fall of the water causes the water wheels to revolve, they in turn are connected with the immense generating dynamos, the armatures of which revolving in front of the pole pieces produce currents of electricity to be transmitted along the copper wires throughout the city, down the trolley poles to the motors underneath the cars, thence to the rails and back again to the dynamos. So far the effect has been magnetic and electric, that is the pole pieces of the motors have become magnetized in unison with those of the dynamos at the powerhouse, and have by the power of magnetic attraction caused the armatures of the motors to revolve. But no heat has been produced. Why? Because the heavy copper wires carrying the electric current from the powerhouse to the cars have been good conductors. In other words the wires have offered an easy path for the electric current to traverse; there has been little or no disturbance in the molecular composition and therefore there has been no heat produced.

AND NOW 'TIS DONE

"From the same wires, however, or from the same 'electric circuit' as they are called, two other wires are looped off after the circuit enters the car via the trolley pole, and are connected with the electric heater which is nothing more nor less than a coil of wire having a poorer conductivity than the heavy copper wires. The coil of wire composing the heater is a special and peculiar alloy and is one of the poorest conductors among the metals. The electric current endeavors to force its way through this wire, and in doing so creates a disturbance of its molecules, imperceptible, of course, but nevertheless a rubbing and pushing against each other, a motion - result, heat. More rapidly than can be described, the icy water of the Chaudierer has been actually transformed into heat, and at a distance of miles.

OTTAWA'S PROUD PRE-EMINENCE

"What are the possibilities of electric heating?" you may well ask. That, like electric lighting and electric power, it is destined to make a large and ever widening field for itself there can be little doubt. It's convenience, cleanliness and adaptability as compared with any other known means of heating, apparent at a glance, and with the almost unlimited water power of the Chaudiere at its door Ottawa will know no doubt lead the van in practical everyday heating of houses by electricity as it has in every other branch of electrical progress.

The lease of the Hawkesbury branch of the Central Counties railway to the Canada Atlantic railway was confirmed at a meeting of the shareholders of the Central Counties railroad yesterday.

The tremendous storm of Sunday night has completely blocked the St. Andrews Railway. All the trains on the C.P.R. were supplied with two engines and even then were late. The snow plough arrived here around ten o'clock and cleared the way.

20/02/1892 *Ottawa Free Press*

*Ottawa Electric*

*Ottawa Car*

Workmen are engaged at the electric car shops painting the cars. It is the intention to renovate the whole of them, a job which will take some time as only two cars can be finished each two weeks. The main panels are finished in carmine, similar to the vestibule cars. The work is in the hands of Mr. W. Wiley. (s.b. Wylie).

27/02/1892 *Ottawa Citizen*

*Maniwaki*

A TRAIN HELD UP.

Sensational Incident on the Gatineau Valley Railway.

Quite a sensation was caused at the C.P.R. yard yesterday morning over the seizure of the train of the Gatineau Valley Railway Company, which consisted of a first class passenger coach, one second class and a mail and baggage car. The seizure was made by Deputy Sheriff McLaughlin, under an execution issued in the name of Mr. Jas. A. Patterson for the sum of \$1,600.

The cars were on a side track in the yard when the deputy sheriff arrived on the scene. After taking possession of the cars he informed the C.P.R. officials of the seizure, and notified them that they were not to be taken out of the yard.

The officials of the railway were in a predicament about five o'clock, as at twenty minutes later the train was to leave. The C.P.R. Co. came to their aid, however, and lent the company three cars, so that the train left on time with the usual number of passengers.

It is said that the cars will be released today.

27/02/1892 *Ottawa Citizen*

*Maniwaki*

A TRAIN HELD UP

Sensational incident on the Gatineau Valley Railway.

Quite a sensation was caused at the C.P.R. yard yesterday morning over the seizure of the train of the Gatineau Valley Railway Company, which consisted of a first class passenger coach, one second class and a mail and baggage car. The seizure was made by Deputy Sheriff McLaughlin, under an execution issued in the name of Mr. Jas. A. Patterson for the sum of \$1,600.

The cars were on a side track in the yard when the Deputy Sheriff arrived on the scene. After taking possession of the cars he informed the C.P.R. officials of the seizure, and notified them that they were not to be taken out of the yard.

The officials of the railway were in a predicament about five o'clock, as at twenty minutes later the train was to leave. The C.P.R. came to their aid, however and lent the company three cars, so that the train left on time with the usual number of passengers.

It is said that the cars will be released today..

27/02/1892 *Ottawa Journal*

*Maniwaki*

A passenger train seized

Yesterday deputy Sheriff McLachlin seized in the C.P.R. yard one first class passenger coach, one second class coach and a baggage car, the property of the Gatineau Valley Railway company.

The seizure was made under an execution issued by a court in Toronto in the name of Jas. A. Patterson, for the sum of \$1,600. The Deputy Sheriff placed a man in charge and the cars are yet standing on a side track awaiting a settlement of the claim.

The Gatineau Valley company at once applied to the C.P.R. for cars sufficient for their passenger service until matters were adjusted, and the C.P.R. complied with the request. The Gatineau Valley service was continued today just the same as if nothing had happened.

The Gatineau Valley R.R. Co. explain that Patterson's claim is a disputed one that has been hanging fire for seven or eight years. It was made against the old company in connection with the engineering. When the present company took over the road, it paid the claims against the old company with the exception of two or three disputed items, of which Patterson's was one.

29/02/1892 *Ottawa Citizen*

*Lachute*

*Calumet*

Two Train Men Left

The C.P.R. train from Montreal arrived at the Union Station at 12.15 Sunday morning minus the conductor and brakeman, It appears that bot got off the train a little below Calumet to have a look at a derailed freight train and the driver, after the usual stop, drove on again, leaving the conductor and brakeman behind. They arrives in the city yetserday by the "Soo" express.

29/02/1892 *Ottawa Free Press*

*Maniwaki*

Friday morning, Deputy Sheriff McLaughlin, on behalf of Mr. J.A. Patterson, proceeded to the C.P.R yard and placed an embargo on the Gatineau Valley train which was then standing on a side track, notifying the C.P.R company that he had seized the same for a debt of \$1,500. The property comprised one first class, one second class the mail and the baggage cars, which have been used on the regular route up the Gatineau line. The C.P.R generously supplied a similar equipment for the line and the regular service was interrupted yesterday evening, this morning another train coming down from the Pontiac & Pacific railroad to take the place of the seized cars.

In an interview with the officials Saturday it was stated that when the old company transferred the charter to the present one, all the engineering and other claims were satisfied with the exception of Mr. Paterson's which was considered so exorbitant that the company would not pay it, arbitration having been proceeding for several years. It is a claim more particularly relating to the engineering work of the original company before Mr. Beemer had anything to do with the affair, and has nothing to do with the present construction. The claim will be contested.

The line is running very satisfactorily, there being a very fair passenger traffic and an excellent quantity of freight over the line. The big bridge across Stagg Creek on the fourth 10 mile section, has been commenced. Contracts have also been let for the timbers, stone and ties for this section so that as soon as spring opens, work will be proceeded with.

29/02/1892 *Ottawa Journal*

*Maniwaki*

Deputy Sheriff McLachlin says so far as he knows no settlement has been made by the Gatineau Valley Railway company with Mr. Patterson regarding the cars seized on Friday last. The coaches still remain under seizure.

02/03/1892 *Brockville Recorder*

*Winchester*

Yesterday, the C.P.R. commenced to run an elegant parlour car, the "Carillon," between Ottawa and Toronto on the day express trains, Noe. 9 and 19. This extra accommodation will be continued during the Parliamentary session, and probably throughout the busy summer season. (Branchline).



DASHED INTO A SIDING

ACCIDENT TO THE BROCKVILLE TRAIN THIS MORNING.

The C.P.R. Mixed to Ottawa Goes Through an Open Switch at Stittsville - Damage to Freight Cars - No Lives Lost.

As a result of an accident on the C.P.R. at Stittsville, the Brockville mixed train due here at 8:55 this morning did not arrive till 11:30. While running into Stittsville station, the train went through an open switch and dashed into a number of freight cars standing on the siding. TELESCOPED.

The rear freight car was telescoped and all the other cars more or less injured. Two of the freight cars ahead of the passenger coaches on the mixed train were also damaged considerably.

The passenger coaches escaped injury in a remarkable manner. The brakes on the coaches were jammed down with such force on nearing Stittsville station that when the front section of the train, consisting of freight cars, went off the main track onto the siding, the couplings between the freight and passenger cars were torn completely off and the freight cars dashed on leaving the passenger cars standing on the main track.

A JUMP FOR LIFE

Seeing the danger and the impossibility of averting a collision, the fireman jumped for his life. The engineer moreover stood to his post. Both escaped. The engine came off with only slight damage and no personal injuries were sustained by the passengers.

a telegram was dispatched at once to Ottawa for help and a wrecking train was instantly sent out. After a delay of 2½ hours the passengers were brought into the city.

the engineer was William Page, and Fireman D. A. Burns. They conductor was Harry Colborne, and the engine No. 178. It has not yet been ascertained how the switch came to be left open just as the Brockville train was due to arrive at Stittsville.

Judge Mosgrove was one of the passengers and he was unable to open court to-day at the usual hour in consequence of the accident. A large party of editors on their way to attended [sic] the Press association meeting were also on board and prevented being present at the morning session.

03/03/1892 *Ottawa Free Press*

*Carleton Place*

*Chaudiere*

The C.P.R. are erecting a large derrick at the Union Depot for loading stone upon the cars.

03/03/1892 *Ottawa Citizen*

*Maniwaki*

The Gatineau Valley Railway Company have settled the claim of J.A. Patterson and the train seized by the sheriff is once more doing duty.

03/03/1892 *Ottawa Journal*

*Maniwaki*

The claim against the Gatineau Valley railway cars seized on Friday by the sheriff, on an execution from Mr. Patterson of Toronto, has been settled and the cars are running again.

03/03/1892 *Ottawa Free Press*

*Renfrew*

Account of the proposed route of the Parry Sound Railway - G.A. Mountain.

04/03/1892 *Ottawa Free Press*

*Maniwaki*

The accommodation which has so far been insufficient to carry the large amount of freight offered for shipment over the line, has now greatly increased. The company will in future be able to keep up with the large demand of freight being offered.

The train seized last week for a claim by Mr. J.A. Patterson is now released and is once more doing duty, the claim having been settled by the company.

No express company has yet been introduced on the line, but the Superintendent, Mr. Prince, visits Montreal next week when he expects to make arrangements with some express company in regard to this matter.

09/03/1892 *Ottawa Free Press*

*Ottawa City Passenger*

The street railway busses now take Murray street for it from [sic] Sussex and proceed by way of Dalhousie street to and from New Edinburgh, the roadway being better on that route.

11/03/1892 *Renfrew Mercury*

*Belleville*

*Sharbot Lake*

The C.P.R. Company contemplates making extensive changes at Sharbot Lake. Surveyors have for several days been taking the lay of the land in that district, and the tracks at the crossing now on the north side of the lake will be removed to the south side to a point called Judges Swamp. This will be done to avoid a steep grade at Maberly.

11/03/1892 *Renfrew Mercury*

*Renfrew*

Mr. George A. Mountain, chief of the Ottawa, Arnprior and Parry Sound Railway surveying party and his staff are busy preparing their report on the line surveyed through the Nipissing district. The profiles and estimates will not be finished until next week, until which time no exact account of the possibilities of the projected line can be obtained. Mr. Mountain, however, states that his report will be a very favorable one and he has no doubt that the construction of the line will be begun in the spring.

The party, consisting of twenty-four men, left Ottawa on the 20th November, and returned Tuesday. During their absence, they surveyed 120 miles of road and travelled over 500 miles of rough country on foot. The cost of the expedition is estimated to be about \$60 per day during the whole trip. The surveyors met with extraordinary difficulties, having to cut their way through a wilderness of dense brush, travelling on snowshoes and dragging their supplies on sleds behind them. The country is not settled at all. During the whole trip only a few hunters and trappers were met.

The scenery is described as being simply grand, the district is dotted over with small lakes, teeming with trout, and game is so plentiful that the camp was supplied with partridge and venison until the men ere tired of it and asked for a change of fare. On one occasion, however, they would have been glad enough to have had game. A cache which they expected to find about fifty miles from the Georgian Bay settlement could not be located, and supplies for twenty-four men consisted of half a barrel of flour and two hams until messengers returned from the settlement.

The most valuable product of the country is the great forests of maple, birch and beech. These timber ridges, as they are called, are already being worked. While the work of construction on the Parry Sound Colonization Road was going on the demand for timber could not be supplied, owing to lack of cars, to carry the wood as it was cut. These limits are principally owned by Messrs. Perley and J.R. Booth, and when the projected road is completed a new and valuable source of lumber supply will be developed. The country is rich in minerals. Mr. Mountain has brought back a large collection of specimens of ore which he intends to have assayed. Nickel and silver are believed to be the principal minerals of the district. During the whole expedition the camp was remarkably free from sickness, the only cases being three attacks of "the grippe," all occurring at the same time. One accident is reported, a man having had his feet crushed under a rock, but on the whole the trip was remarkably successful/ Mr. Mountain's plans will be presented to Mr. J.R. Booth early next week when the course of procedure will be decided upon. - Ottawa Free Press.

12/03/1892 *Ottawa Free Press*

*Canada Atlantic*

*locomotive*

A new locomotive of powerful build has arrived in the freight department of the Canada Atlantic, and will be put into service at once.

18/03/1892 *Renfrew Mercury*

*Chalk River*

*Arnprior*

Monday night two C.P.R. locomotives put their strength together and pulled twenty-eight laden cars up the grade and around the curves of the lumber switch to the railway at Arnprior. It was a prodigious feat.

*19/03/1892 Ottawa Citizen Ottawa, Waddington & New York*

Mr. Ross, (Dundas) presented the petition of the Ottawa, Waddington and New York Railway and bridge Company, asking the passage of a bill to extend the time for commencement and completion of the work.

Also in the Montreal Gazette same date

*21/03/1892 Montreal Gazette Ottawa, Waddington & New York*

The Ottawa, Waddington & New York Railway and Bridge company are about to ask for an extension of time for the completion of their road and bridge.

*23/03/1892 Ottawa Journal Ottawa Electric*

The lights of the main line of the electric railway (Rideau Street and the C.P.R.) have been changed from red glass to plain stained white glass.

The green and blue on the Bank street and New Edinburgh lines will be red owing to confusion of colors.

After May 1st. the cars will run right through from New Edinburgh to the exhibition grounds. On this line there will be seven cars which will run at intervals of ten minutes each.

*25/03/1892 Ottawa Journal Ottawa Electric*

Car No. 21 was sent out from the electric car shed today repainted in carmine and heated by electricity. This makes the third car repainted and furnished with electric heaters. By degrees all the cars on the road will be so touched up and equipped. There will be no more yellow cars. In the paragraph about the change of the red lights on the main line to stained white glass, it should have read that the change is being made, instead of having been made.

*25/03/1892 Ottawa Free Press Canada Atlantic Russell*

The Canada Atlantic railway have made a new arrangement by which a train stops daily at Russell station, in Russell county. It is considered a great boon by the residents who are thus enabled to pay a visit to the city and return the same day.

*26/03/1892 Ottawa Free Press Maniwaki*

The Gatineau Valley railway now has five first class passenger cars, and intends increasing its passenger rolling stock shortly. It is the intention to build another twenty miles of road this summer, which will bring the line to a point about five miles above Aylwin, or fifty-three from Ottawa. At present it reaches to Farelton, thirty three miles distant. The new section will probably be completed by January next.

*31/03/1892 Ottawa Journal Lachute Hull*

A smash up in which one man was killed and another fatally injured, and many were badly shaken, occurred on the Canadian Pacific Railway near Hull station yesterday afternoon.

The "Soo" train from Montreal, due in Ottawa at half past three, ran through an open switch, wrecking the engine and tender, baggage express, and two colonist cars and killing the fireman Johnson Gloden of Montreal.

The train, being a through train, passed through Hull station without stopping, running at about 25 miles an hour. About two hundred yards south of the station is a switch. At that point begins an embankment that runs to a height of some 20 feet. The switch was open, and the train dashing along left the rails and thundered down the embankment. The engine tore over the earth and snow for some two hundred feet and then dug deep into the mucky soil.

Both driver and fireman stood to their posts. The baggage car, rising up, broke its fastenings to the tender and over turning the engine and tender, was carried through the air and dropped to the ground some fifty feet further on from which place it ploughed through the ground some fifty feet further, the express and postal car following.

More - Inquest details.

FATAL ACCIDENT ON THE C.P.R.

THE " SOO " TRAIN RUNS THROUGH AN OPEN SWITCH

And the fireman is Killed - Miraculous Escape of the Engineer and Passengers - An Inquest Will be Held.

Another fatal accident has to be chronicled through, somebody's carelessness in leaving a railway switch open. Fireman Johnson Golden of the C. P. Railway, was the victim, the accident taking place a couple of hundred yards from the Hull Station. Engineer Michael O'Connor and many passengers nearly shared a similar fate. O'Connell was badly scalded, but fortunately the passengers escaped.

It was the "Soo" train going West that met with the accident. It is due to pass the Hull Station at 3.20 p.m. Being ten minutes' late, however, the unfortunate fireman had that much larger lease of life. The switch that caused the accident led to a siding. As the "Soo" train does not stop at Hull it went through the open switch with considerable speed. Every car ran off except the last. The engine and the two cars next to it

TUMBLED OVER THE EMBANKMENT

and were badly smashed, while two other cars remained inclined. The engine was a total wreck. All that was left of it was a mass of broken and bent iron and steel, which lay at the bottom of the embankment which is fifteen feet high at that place.

DIED DOING HIS DUTY.

The fireman was found dead in the shapeless cabin of the engine. One hand had hold of the throttle, showing that he died trying to avert the accident he saw would happen. There were no severe marks of injury on his body, and death is supposed to have been caused by his neck being broken. His face was severely bruised, however. He was taken from the cabin of the engine by employees of the company and carried to the freight shed where he was stretched out on the floor. A red handkerchief was placed over his face, and he laid there till the arrival of a coffin.

It was thought that Engineer O'Connell had met a similar fate, but the searching party were given a glad surprise by finding him sitting on the snow some distance away. He was badly scalded about the body and legs, and suffering terribly, he was endeavoring to take off his boots. Medical assistance was at once summoned, and Drs. Henderson, Wright and Garrow, arriving soon after, attended to the injuries of the ??? who was then conveyed to his home in the city. The doctors stated he will recover.

MIRACULOUS ESCAPE OF THE PASSENGERS.

The passengers had a miraculous escape, especially those in the immigrant car, which went over the embankment with the engine and tender and baggage car. The immigrants were bruised and badly shaken, but received no serious injury. Those in the first and second class and dining cars and the sleeper, also escaped without injury, as the cars as stated above, did not go over the embankment.

The shrieks of the women and children in the cars added to the horror of the scene. They were unable to get out by the doors, and were assisted through the windows.

BIG LOSS TO THE COMPANY.

The loss to the company will amount to several thousand dollars. In addition to the engine and tender, the baggage and immigrant cars were badly damaged.

One of the passengers on the immigrant car named Bancroft speaking to the Citizen said that he would never forget the experience he had gone through. He was reading a paper when the accident occurred and the first thing he knew the car was turned over and every one seemed to lie sprawling on one another. It was a mystery to him how they escaped serious injury.

The conductor on the train was Mr. William Yuell, who was recently taken on by the company.

AN INQUEST WILL BE HELD.

An inquest will be held on the remains of Golden this morning at nine o'clock. It will be presided over by Coroner Graham.

The switchman was a Mr. Alexander Meilleux, who lives in Church-street, Hull. He claims that when he left the switch at one o'clock in the afternoon it was properly fixed for the "Soo" train, and how it came to be open will, no doubt, be a matter of investigation by the company.

Golden was a single man and belonged to Montreal. The engineer, O'Connell, was married.

The passengers were brought to this city by the Aylmer train, and last night continued on their journey.

*31/03/1892 The Equity, Shawville*

*Pontiac and Renfrew*

*Bristol*

We learn there was a temporary suspension of work at the Bristol iron mine last week owing to the strike on the C.P.R. The strike it seems cut off the supply of coal for the mines, and the process of roasting the ore had to be abandoned.

Finding of the jury on the death of fireman Golden.

The accident on the CPR at Hull on Wednesday afternoon, resulted in the loss of two lives, for in addition to the fireman, who was killed instantly, engineer Michael O'Connell, who, although badly scalded, was expected to recover, died from his injuries yesterday morning. The friends of the Dead engineer requested Coroner Marsh to hold an inquest as to his death. The coroner at once empaneled a jury, which, after viewing the remains last night adjourned until this evening. Michael O'Connell lived in Bayswater. He leaves a mother, wife and two children. Nearly 40 years of age he had been in the service of the CPR since he was a boy. He worked on the road when it was known as he Q.M.O and R.R. and had always been known as a careful, steady and hard-working engineer. His wife was Miss Mary Kenna, whose Brother Joseph, a fireman on the railway, was killed in a collision about a year ago.

The inquest on the engineer.

At 5 yesterday afternoon Coroner Mark empaneled a jury to hold the inquest on the remains of the engineer Michael O'Connell. The jury met at Byer's hotel at Bayswater and something to a residents to view the body.

After doing this they adjourned until this evening at 7:30 when they will meet at Byer's hotel to take the evidence of the witnesses. Among the witnesses will be the doctors who attended the deceased Alex Meilleur the switchman, and the station agent The jury is composed of the following gentlemen : J. Warnock (foreman), J. Martin, W. Porter, F. O'Malley, P. Baxter, J. Baxter, C. Rocoyn, G. J Young, A. Wilson, T. A. Scott, T. Arthur, J. Byers and W. Rennecks.

The Inquest on the Fireman.

The inquest as to the death of Fireman. Golden was held yesterday by Coroner Galeau, at the C. P. It. station, in Hull. The jurymen were Josh. Wright, (foreman), C. M. Wright, John McPyke, It. D. Donaldson, Theo. Viau, H.T. Bedard, Frank Davis, Wm. Barrett, Wm. Charron, M.B. Boyd, Telesphore Philion, and Jas. Davis. Mr. W. L. Scott, of Scott & Scott, watched the proceedings on behalf of the C. P.R.

The first witness was George Walker, of Hull, who witnessed the accident. The train, he said, was running at a high rate of speed. He saw the semaphore wire snap, and then the cars left the rails and dashed down the embankment. He did not know whether the switch was open when the cars left the track, but he saw it open afterwards. The switchman's name was Meilleur. he had never seen anyone move the switch except Meilleur. Dr. Paquet gave medical testimony attributing death to concussion of the brain and scalding steam.

The next witness was switchman Alex. Meilleux, who is also baggageman and has charge of freight shed. He considered the work too much for one man. He had been for twelve years in the same position, but before three men did the work. He was on duty yesterday when the "Soo" train passed. It was about ten minutes late. He did his duty with the semaphores as usual yesterday, and as far as he knew the switch was not open. He closed and locked it when the Aylmer train passed at 1.05 p. m.

The "Soo" train was going at a greater speed than usual, yesterday, being late. She was going fully forty miles an hour. After the train left the track he found the switch was open and unlocked. Witness said he had reason to believe there were switch keys in the possession of several persons. Some time ago he found one with his own little boys. Last spring he (witness) tendered his resignation, but it was not accepted. He subsequently admitted that since he had been doing the work of three men, the traffic, owing to opening of the Smith's Falls short line had been lighter than formerly.

Several jurymen asked a number of questions to elicit whether witness was overworked. Mr. W. L. Scott objected that the questions were irrelevant as it had been shown that he was able to attend to his duties on Wednesday. Witness continuing said conductors, brakemen, station agents and others had switch keys. He believed some one opened the switch Wednesday after he left it.

WHAT THE AGENT CERTIFIED

Station agent H. J. Kearney said he did not notice how the switches were when the "Soo" train passed, being busy inside the station at the time. He only saw the train as it left the track. During 11 and 12 a. m., when the switchman goes to dinner, it was his (witness) duty to look after the yard, but not at other times. On Wednesday when the "Soo" train passed, Meilleur was attending to his duties as usual. He did not know whether he closed the switch after the Aylmer train went out at 1.05. He went to dinner then and did not get back till shortly before the "Soo" train came in.

In reply to the coroner witness said he knew there was a rule of the Company requiring station agents to see that the switches were set and locked for the main line at least five minutes before the trains arrived, but owing to his other duties he was unable to attend to it. It was impossible for an agent at a place like Hull to carry out all the rules required of him. One switch was fully half a mile from the station. He was generally around the yard when trains come in. The switchman was sober and industrious. In his opinion it would be prudent now that the G. V. Ry. is running, to have an assistant for Meilleur. Only he and the switchman had keys. The old operator, who left the day before yesterday, had a key. He did not know where it was. The operator had been transferred to Calumet station.

THE VERDICT. The jury returned the following verdict : "That the deceased Johnston Golden came to his death by the overturning of the locomotive and the escaping steam in the "Soo" train, No. 3, on the C. P. R. at the accident by which the train ran off the track through an open switch, west of Hull station, on the afternoon of the 30th inst., and we the jury are of the opinion from the evidence that the agent and switchman neglected their duty in not seeing that the target and switch were properly set before pulling down the semaphore to allow the train to pass; and we also severely censure the C. P. R. company for having, in our opinion, inadequate help at Hull station for the safety of the public."

TWO MEN KILLED

By an Accident on the C.P.R. At Hull, Que. - The Result of an Open Switch.

The Soo express was three hours late on Wednesday evening. The delay was caused by a serious accident on the C.P.R. at Hull, Que. The switchman in charge, Mulleux by name, reports that at one o'clock the switch was set properly, but it was open when the Soo train came thundering along at 3:30 p.m., and the train ran off on the ties. The engine, baggage-car and several of the passenger cars went down the embankment and overturned. Our readers can imagine the severe shaking up those on board received. The fireman, Golden by name, was killed at his post of duty. Engineer Connell was fatally injured, and died this (Thursday) morning. The baggage-man was very seriously injured, and many passengers were hurt. Mrs. James Rosamond, Jr., of this town was on board the Pullman, but fortunately it did not leave the track, and she escaped uninjured. The cars were smashed to such an extent that a new train had to be put on, and the passengers were trans-shipped.

Vars

There was quite a stir here recently about the railway station, when Mr. R. A. Nelson and Mr. J. Armstrong of Bearbrook, were loading a car of settlers effects for Manitoba, where they are going to make their home in the future.

Continuation of inquest on Hull accident.

A new electric car is being finished up at the shop, which was made by Brill & Co., of Philadelphia. It is a trifle larger than the regular car, is finished very neatly in the interior with cherry, the exterior being painted in dark maroon and olive green. Another car is expected shortly.

Progress at the Ottawa and Parry Sound Railway.

A deputation consisting of Warden Kidd, Dr. Groves, James Wilson and D McElroy, waited on Mr. J. R. Booth in connection with the Ottawa and Parry Sound railway. They exhibited plans for a new survey through Huntley and Fitzroy, which the deputation claimed was slightly shorter and would cost less in construction than the route fixed upon by the company. Mr. Booth agreed to look into the matter.

The deputation presented the list of money actually subscribed for right of way through Huntley which amounts to \$5,000. The right of way through Fitzroy is put at \$7,000. Mr. Booth will forward the plans spoken of to Mr. Mountain, C.E. who is at present at Renfrew running a line to Portage du Fort.

In connection with Mr Mountain's survey between Renfrew and Portage du Fort, it is understood that if the people of Arnprior and the other townships refuse a bonus, the Parry Sound Railway company will use the Pontiac and Pacific Railway line as far as Portage du Fort, whence the line will be continued from that point up the Bonnechere taking in Renfrew village.

(quoted verbatim in the Almonte Gazette of 8 April 1892)

Mr. C.W. Spencer of the C.P.R. goes to Pembroke today to talk with the town council about building a new stone bridge across the Muskrat river at that place. Besides this work, it is thought the C.P.R. will build stone culverts between Pembroke and Mattawa to replace the present wooden ones.

Also in the Renfrew Mercury of April 15.

BORNE TO THE TOMB.

FUNERAL OBSEQUIES OF THE LATE MICHAEL O'CONNELL

The Cortege One of the Largest Ever Seen in Ottawa - Those Who Were Present- Resolution of Condolence - The Inquest.

- - -

THE LATE MICHAEL O'CONNELL

Two Important Witnesses Fail to Turn Up at the Inquest.

The inquest as to the death of the late Michael O'Connell, engineer of the C. P. R. train wrecked at Hull last week, was resumed at Bayswater last night.

John O'Connell, brother of deceased, who was called first, testified he visited the "I'm done for."

Kearney, the station agent, and Meilleur, the switchman, were next called, but to the great surprise of all present they failed to appear.

Legault, the brakeman on the train, was called, but could give no additional evidence to that given at the former meeting.

Mr. Scott, solicitor for the company, suggested the name of the next witness to be called, but Mr. Latchford objected to Mr. Scott suggesting the order in which the witnesses should be called, as that was the coroner's business.

Coroner Mark called Mr. C. W. Spencer, general superintendent of the eastern branch of the C.P.R. He states that if the employees on the road neglected their rules, they were dismissed or punished. He did not know how the switch on the day of the accident came to be open. He knew of no better arrangement of a switch for public safety than the one in question. He never knew of an accident to happen on those switches when they were properly adjusted. The company always expressed a desire that they should have the best appliances in all cases, regardless of expense. The cost of improvements was never considered as an object against their adoption. On the day of the accident instructions were given to ex-detective Montgomery to find out something for the company.

In answer to Mr. Latchford, witness said he was not positive as to whether the instructions were given in writing. The instructions were to the effect that he was to enquire if the station agent and switchman were at their post when the accident occurred, as it was thought their time was taken up by loafers, who sometimes congregate around the station. The object of inquiring was to ascertain the efficiency of the

STAFF AT THE HULL STATION.

A juryman - Did you know the deceased? Yes, very well. There was no man in whose hands I would rather place my life than his.

The witness stated that personally he thought the switchman and station agent were grossly negligent in their duty. While he considered that their negligence was the primary cause of the accident, still he considered that deceased might have seen the switch open if he had looked out for it, as it is in such a position as to be observed by trains going each way.

Mr. H. B. Spencer was next called. In reply to Mr. Latchford he said he did not think he asked Montgomery to interview Mailleux, the switchman. He had not seen Mailleux since the accident, nor had he any communication with him. Witness knew nothing of his whereabouts.

Mr. Latchford - Then I suppose he has not left for anything that you had suggested?

Witness - Not to my knowledge.

Mr. Latchford What kind of a switch do you call that at the Hull Station?

Witness A standard yard switch. They had another called the Cook switch. The object of the Cook switch was supposed to attain the safety of trains, but in his experience a train was just as liable to run off it as the standard yard switch. The only question he asked the station agent the day of the accident was why the switch came to be open for the siding, and he re-replied that he did not know. He asked the switchman the same question, and the switchman said he was positive that he locked it for the main line before the accident happened.

As there were quite a number of witnesses yet to call, the inquest was adjourned again till to-morrow evening. Summonses will be issued to-day for the arrest of the switchman and station agent.

Ottawa and Parry Sound railway.

The Proposed Bridge between Ottawa and Hull, and Canal Basin Central Station.

The Ottawa and Parry Sound company have completed all their surveys from Ottawa westward to Scotia on the N. & P. J. Railway with the exception of sixteen miles between Arnprior and Renfrew. It was the intention of this company to build westward from Ottawa via Arnprior, but every day develops something new in railway projects and the latest is that the road may not be built from here via Arnprior but that it may cross the Ottawa river on a line drawn from Eganville or Renfrew to strike the Pontiac and Pacific Junction Railway at Arnprior, which, it is claimed, would give just a short line as via Aylmer or via Arnprior, with the advantage of a road already built, and business established.

A CANAL BASIN DEPOT

If the Ottawa and Parry Sound company should adopt this route they would no doubt build from Aylmer to Hull, bridge the Ottawa, coming into town below Nepean Point and bring the road into the canal basin, thus carrying out the scheme proposed two years ago. If this was done, the bridge would be a combination to accommodate both railway and vehicular traffic, thus connecting Lower town with Hull and bringing into town the Gatineau Valley, Pontiac and Pacific Junction, and Ottawa and Parry Sound Railways into the heart of the city.

There is strong feeling among the men that the railway should be endorsed by the city council, and that the advantages it is calculated to bring to Ottawa, in common with all other centers of population at which it will touch, call for liberal encouragement. "The facts have only to be properly understood by the citizens generally," said one of the most prominent authorities on civic finances to-day, "to produce a unanimous public sentiment in favor of the road."

A new car has arrived from Philadelphia for the Electric Railway Co. It cost \$1,500 and is claimed to be the finest that ever entered Canada. It will take the road Thursday or Friday. The interior is finished in natural cherry and beautifully upholstered. It will be an open platform car and one of the largest size.

07/04/1892 *Ottawa Citizen**Lachute**Hull*

## THE O'CONNELL INQUEST

A Number of Witnesses Examined and Again Adjourned.

The inquest on the death, of the late Michael O'Connell was resumed last evening each witness called, was examined at considerable length and owing to the list being unusually long, it was found necessary to adjourn the inquest again till Friday evening.

Mr. H. B. Spencer was first examined about the papers that were in the pocket of deceased. He states he took them and gave them to an officer for safe keeping.

Mr. Spencer re-examined, said the statement that the C. P. R. was placing the Cook switch on all main lines as rapidly they could manufacture them was not true. He never knew of a Cook switch saving a train going at twenty miles an hour.

J. Kearney, the station agent was next called. In answer to the coroner as to why he was not at the last meeting to give evidence he said that he was not properly served. He was not afraid of anyone molesting him. When the accident happened he was standing on the platform. He could not say as to whether the telegraph targets were set for the train to stop or not. The targets were red, but were now faded. Station masters were ordered to examine the switches every five minutes before arrival of trains. He did not do so that day, because busy at other duties Had instructions to instruct new operators in their work. The operator delivered freight from the shed three or four times a day. Never asked for more help, but I asked Mr. H. B. Spencer to have the old operator sent back to replace the green operator. He was advised not to come to give testimony. In answer to Mr. Scott, he would not say by whom, but by no one connected with the road.

Expert Evidence.

Mr. Scott produced Hull Station books containing entries of freight during the day. Witness was asked to see if the entries were correct and retired to do so.

Mr. Donaldson, superintendent of the C. A. R., he said, considered the Stubb switch on their road as the best for the climate.

Between stations it ran 50 miles an hour. To make our time it is necessary to run at that speed; running through stations they went 15 miles an hour.

The rule was not to run faster than 15 miles an hour, but if stations properly protected, ran at 50 miles sometimes per hour. In such cases the station agent should examine the switches ten minutes before arrival.

J.J Dusatte, night operator, said he went to work at 4.30 p.m. on the 29th. Kearney and Meilleur were in his office when the train came around the curve. Before it passed Kearney walked into his own office and then went out on the platform; before that Kearney had been helping him to make a report. Meilleur had been around a short time before the train arrived, his reason for continuing the work more than 12 hours was because he had been asked to releave Morrison, the day operator. He knew all the business connected with his office, making car reports and billing freight.

Mr. Latchford - What did you say in that statement you signed, prepared by Mr. White, train reporter, about what Meilleur was doing five minutes before the train arrived?

Witness I swore that Meilleur had lots of time to attend to switch. Did not see Meilleur working for a short time before the arriva Kearney then re-appeared after reviewing the books. He found them correct, but a couple of books were not there, including the freight book for the O. & G. V. Ry. He had not complained that he was unable to comply with rule ordering station agent to see that switch was adjusted five minutes before the trains arrived. Knew of no instance where rule was kept except where there was a special running, and then they would receive special orders to attend to the switch. Inquest adjourned until Friday.

07/04/1892 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 22.

07/04/1892 *The Equity, Shawville**Pontiac Pacific Junction**Hull*

Account of the accident of the Soo exprss at Hull:

--Owing to the accident the P. & P. J. regular was delayed about two hours --

08/04/1892 *Almonte Gazette**Renfrew*

## ARNPRIOR NEWS

Voting on the railway bonus by law took place in Fitzroy on Monday, and the bylaw was carried by a majority of 84 votes. The vote was small, no doubt on account of the bad roads. On Saturday the ratepayers of Torbolton will vote on a similar by law.

08/04/1892 *Almonte Gazette**Renfrew*

## CARP NEWS

On Saturday last a delegation from Carp waited on J.R. Booth, president of the C.A.R.R.Co., in the interest of the Ottawa and Parry Sound extension via Arnprior. The delegates took with them subscription lists aggregating nearly \$5,000, to be offered the company as assistance in the event of the line to Arnprior passing through Huntley Township and touching Carp. The delegates were very cordially received, Mr. Booth frankly explained the position of the company in the matter. When the road was first projected the intention was to run direct from Ottawa to Arnprior, thence to Renfrew, with Parry Sound the objective point. Surveys were made and assistance solicited from the municipalities on the route named. Circumstances transpiring now may materially alter the route as at first proposed. The Pontiac and Pacific Junction road, as far as completed, is now in the market, and the owners are pressing the Parry Sound company to purchase and are offering the most favorable terms, so much so in fact, that engineers have been sent to run a trial line from Portage du Fort to Renfrew. Arnprior is seemingly indifferent. The amount the town may give in aid is not determined at present. This apathy may have a most injurious effect on the location of the line.

I understand that the warden of Carleton Co., Mr. Kidd, and others from Huntley, Fitzroy and Almonte, intend meeting the Arnprior council this week for the purpose of taking united action to secure the road through Huntley, Fitzroy and Arnprior. Mr. Booth stated that it was the intention of the company to touch Galetta, and a trial line would be run at once from Carp for that object.

08/04/1892 *Ottawa Free Press**Renfrew*

It was learned today that a number of surveyors who were recently employed on the route of the Ottawa and Parry Sound railway survey, are at present in the vicinity of Renfrew selecting a route for a line from Shawville to that place. This means a change in the route of the line from Ottawa to Arnprior. Mr. J.R. Booth is the mover of the new scheme, and it is alleged that he intends to secure the Pontiac and Pacific Junction Railway from Shawville on the latter route and a branch will be constructed to Renfrew to meet there with the original survey of the Ottawa and Parry Sound, thus doing away with the proposed line between Ottawa and Arnprior. Mr. Booth will have no trouble in securing the P. & P. J. as it is said the directors are anxious to dispose of it.

08/04/1892 *Almonte Gazette**Winchester*

A lodge of Locomotive Firemen has been instituted at Smith's Falls

08/04/1892 *Almonte Gazette**Carp, Almonte and Lanark*

A deputation will wait upon the Minister of Railways next week and ask for a grant in aid of the Carp, Almonte and Lanark R.R.

Progress at the Ottawa and Parry Sound Railway.

A deputation consisting of Warden Kidd, Dr. Groves, James Wilson and D McElroy, waited on Mr. J. R. Booth in connection with the Ottawa and Parry Sound railway. They exhibited plans for a new survey through Huntley and Fitzroy, which the deputation claimed was slightly shorter and would cost less in construction than the route fixed upon by the company. Mr. Booth agreed to look into the matter.

The deputation presented the list of money actually subscribed for right of way through Huntley which amounts to \$5,000. The right of way through Fitzroy is put at \$7,000. Mr. Booth will forward the plans spoken of to Mr. Mountain, C.E. who is at present at Renfrew running a line to Portage du Fort.

In connection with Mr Mountain's survey between Renfrew and Portage du Fort, it is understood that if the people of Arnprior and the other townships refuse a bonus, the Parry Sound Railway company will use the Pontiac and Pacific Railway line as far as Portage du Fort, whence the line will be continued from that point up the Bonnechere taking in Renfrew village.

08/04/1892 *Almonte Gazette* *Chalk River* *Carleton Place*

On Monday afternoon a C.P.R. employee named Markman, who was assisting in shunting cars near Carleton Place, had three of his fingers severely crushed between the bumpers. One of the digits had to be amputated at the second joint.

08/04/1892 *Almonte Gazette* *Chalk River* *Arnprior*

The Soo train going south was delayed here several hours on Wednesday by the tender breaking down. An axle broke while nearing the Arnprior station. Nothing but the tender left the rails.

08/04/1892 *Almonte Gazette* *Lachute* *Hull*

The C.P.R. Co. Censured.

The jury empanelled to look into the cause of the accident on the C.P.R. at Hull last week brought in the following verdict:

The deceased Johnston' Golden came to his death by the overturning of the locomotive and the escaping steam in the "Soo" train. No. 3. on the C.P.R. at the accident by which the train ran off the track through an open switch, west of Hull station, on the afternoon of the 30th inst., and we the jury are of the opinion from the evidence that the agent and switchmen neglected their duty in not seeing that the target and switch were properly set before pulling down the semaphore to allow the train to pass; and we severely censure the C.P.R. company for having, in our opinion, inadequate help at Hull station for the safety of the public.

08/04/1892 *Renfrew Mercury* *Renfrew*

A deputation consisting of Warden Kidd, Dr. Groves, James Wilson and D. McElroy, waited on Mr. J.R. Booth in connection with the Ottawa and Parry Sound railway. They exhibited plans for a new survey through Huntley and Fitzroy, which the deputation claimed was slightly shorter and would cost less in construction than the route fixed upon by the railway. Mr. Booth agreed to look into the matter.

The deputation presented the list of money actually subscribed for right of way through Huntley, which amounts to \$5,000. The right of way through Fitzroy is put at \$7,000. Mr. Booth will forward the plans spoken of to Mr. Mountain, C.E., who is at present at Renfrew running a line to Portage du Fort.

In connection with Mr. Mountain's survey between Renfrew and Portage du Fort, it is understood that if the people of Arnprior and the other townships refuse a bonus, the Parry Sound railway company will use the Pontiac and Pacific railway line as far as Portage du Fort, whence the line will be continued from that point up the Bonnechere, taking in Renfrew village. Ottawa Journal.

Renfrew has, indeed, been quite lively this week, with the surveying party parading the town once or twice a day with gaily painted and flagged poles. In fact, they might be mistaken for a small Twelfth of July procession. One of their preliminary routes is through the lower end of Mr. A.A. Wright's flower garden, across the end of Smith's creek bridge, through Mr. Wm. Airth's and the horse ring of the agricultural grounds. Another survey hugs close to the northern shore of Smith's creek from W. O'Connor's to the Show grounds. By Wednesday the party had reached the Bonnechere, which they cross near Mr. J.B. Gibbon's residence. It is Shawville, not Portage du Fort that they are aiming for.

Ottawa Journal is also quoted in the Almonte Gazette of 18 April 1892.

08/04/1892 *Ottawa Journal* *Ottawa Electric*

Car no. 24, the new palace car of the electric road was put on the rails yesterday and was generally admired. It is a beauty. This car, which was referred to in the Journal a few days ago, was made in Philadelphia. It is handsomely finished both inside and out. The ventilators are of stained and decorative glass and the edges of the front and rear windows are also decorative. The side windows are provided with patent roller shades. The fare register is of a new design, the fares of each trip and the total fares of the day or week being registered and marked with sliding numbers. The register bell is of a very musical tone. The car is fitted with the Ahearn electric heater.

08/04/1892 *Almonte Gazette* *Lachute* *Hull*

Mrs Kenna, mother-in-law of the late Engineer O'Connell, received the sum of seven hundred dollars in compensation for the loss of her son Jos. Kenna who was killed on the road a little over a year ago.

09/04/1892 *Ottawa Citizen* *Lachute* *Hull*

#### STILL NO VERDICT

The Inquest on the Late Michael O'Connell Again Adjourned.

Another adjournment was made last night in the inquest on the death of the late Michael O'Connell. Only two witnesses were examined. Hon. R. W Scott was present on behalf of the company and Mr. F. R Latchford for the friends of the deceased.

William Barbridy, engineer, testified that he had been running on the Soo train on different days for the past year and eight months, and was familiar with the Hull yard. His average run through that yard was from 25 to 35 miles an hour. As the engine crossed the public crossing at the east end of the station he could see the switch set at the west end of the yard for the main line. If he saw the switch open, he could close the steam off and put on the brakes in about one second. His next duty would be to throw the lever into reverse gear and open the sand box valve. Although going at 30 miles an hour, if he saw the signal from the public crossing, he thought he could stop the train by the time it got to the west switch. Alexander Maillieur, the switchman was the other witness examined. He stated that the intervals between the passing trains were sufficient to give him time to attend to the switches.

In answer to the coroner he said he never had occasion to complain to the C. P. R. that the trains passed too often to allow him to attend to the switches. He never had a mishap with the switches. When he was not engaged with switches he worked in freight shed around the station and carried water to the station. He had asked the operator on the day of the accident when No. 3 (Soo train) was due and the operator said he did not know what No. 3 was. He had set the switch right at fifteen minutes after one on the day of the accident and took the key with him. His habit was to fix the switch for the main line every day after coming down from fixing the Aylmer witch [sic] and he had done so that day.

In answer to Mr. Latchford witness said his duties at the station were switchman, baggageman assistant, freight agent and choreman. There was too much work in that yard, at switching alone, for one man.

A few more witnesses were to be examined and the inquest adjourned again till Monday evening, when it is expected, a conclusion will be arrived at.

**A CRASH ON THE ELECTRIC TRACK  
A MOTOR RUNS INTO A LOCOMOTIVE**

The head of the car knocked off and the motorman upset - only one passenger on board.

Electric car No. 11 and an engine of the St. Lawrence and Ottawa Railway came into contact this morning with considerable force at the diamond on the railway crossing to the east of St. Patrick Street bridge. The accident occurred at 8:40 with the result that the front was knocked out of the electric car and the motorman injured but not seriously.

**HOW IT OCCURRED**

The circumstances of the accident were like this : just as the electric car was descending from the bridge to the railway crossing the motorman, Brunette by name, noticed a team of horses attached to a rig behaving in a way that showed they wanted to run away. In order to be prepared for such an emergency he put on the brake, still going forward, but watching the horses. It happened that just at that moment an engine of the St. Lawrence and Ottawa Railway was passing up from the coal oil shed.

Bang into the locomotive.

The electric car ran right into the locomotive with the result that the whole front of the car was knocked out. As the engine and car came together the motorman, Brunette fell sideways on the brake, injuring his side somewhat and scratching the back of his hand. The car went off the rails close to the stone wall and within a few feet of the river.

The platform of the motor fell to the ground at the moment of the crash with the force of the contact, and the wonder is that Brunette did not fall forward under the wheels of the engine.

The car was thrown off the track and it took fully hours to get her on the rails again, traveling jackscrews having to be used for that purpose. She was brought to the car shops for repairs and another car put on the road in her place. The damage will, it is estimated, amount to \$100.

The motorman, Brunette, is working away on the car substituted for the injured one and the traffic is not impeded by the accident.

Only one passenger on board.

There was only one passenger on the car at the time but he was uninjured. A good many people went to look at the scene of the accident this morning. A collection of splinters from the damaged car show the force with which she hit the engine.

*11/04/1892 Ottawa Free Press Ottawa Electric*

Car No. 11 strikes a locomotive at the St. Patrick street bridge. Full account.

*12/04/1892 Ottawa Journal Lachute Hull*

Finding of the jury on the inquest into the Hull accident.

Censured station agent who did not see the disastrous switch, disapprove of switch and target, speed of train too rapid.

*12/04/1892 Ottawa Citizen Lachute Hull*

**WHO WERE TO BLAME.**

Verdict as to the Death of Michael O'Connell.

The Coroners Jury on the inquest as to the death of the late Michael O'Connell, completed their duty last evening, when after sitting four hours, they brought their verdict. They found that the deceased had come to his death, by reason of the Soo train on the C. P. R. running through an open switch and down embankment, on the 30th day of March. They censured the Station agent, Kearney, for not observing Rule 135. of the company, which stipulated that he should examine the switch five minutes before the incoming of a train. Through his negligence and that of the men under him - the switchman and the operator, the accident was caused. They strongly disapproved of the system of switch and target disconnecting, now in vogue, and were of the opinion that the speed of the train going through the Hull yard. was too fast, as it endangered life and property. In conclusion, the verdict read as follows :

We further severely censure the C. P. R. Company, for gross and inexplicable negligence in allowing their service to be so conducted.

In his charge to the jury. coroner Mark said: "From the evidence it appears to me, the C.P.R. authorities are free from blame referring to the death of Michael O'Connell. By violating Rule 135 the Station master Kearney in my opinion, is in a degree responsible for the accident.

Switchman Mollieur, though faithful in the performance of the same duty, as required of him at 3.30 p.m. on March. the 30th, for twelve years now past, on that day and hour he failed to close the switch, and so contributed to the accident.

But the lamented Michael O'Connell, and his fireman, contributed principally to the accident, by not watching the signal on the switch referred to showing switch open, said signal being in clear view, at a distance that gave ample time for the stopping of the train and so avoid the accident.

You must realize the responsibility of an engineer, to watch for important signals of danger, designed to govern engineers, and in this case there was the signal of danger above the switch, and he had at hand all appliances necessary for controlling the train, it was his duty to watch the signal, and use the appliances and if he had done so. the accident evidently would not have occurred nor he have lost his life as a consequence.

*12/04/1892 Ottawa Citizen Ottawa Electric*

Shortly before nine o'clock yesterday morning car No. 11 of the Electric Railway Company collided with a C.P.R. engine in the old St. Lawrence and Ottawa track on the other side of Patrick street bridge. Motorman Brunette had not time to stop his car before the collision as the engine made its appearance suddenly between Parson's & Smith's oil shed. The electric car struck one of the large wheels of the engine and was thrown off the track. Fortunately the only damage done was the tearing of the vestibule from the car. The motorman took refuge in the body of the car after succeeding in bringing it nearly to a standstill. He escaped with a few cuts that he sustained from broken glass. The damage will be repaired for about \$100.

*12/04/1892 Ottawa Citizen Maniwaki*

John Ryan, superintendent of construction of the Gatineau Valley Railroad had one of his legs broken on Saturday near Wakefield by falling off a hand car down an incline at the side of the track.

*14/04/1892 The Equity, Shawville Pontiac Pacific Junction*

Rumor that the P. & P. J. would be purchased by the C.A.R.

*14/04/1892 Ottawa Journal Ottawa Electric*

The electric street railway company have given Messrs. Wylie & Co. of Ottawa an order to build a sample car after the pattern of the new No. 24 car from Philadelphia. Mr. Ahearn says the company believes in encouraging home industry.

*14/04/1892 Ottawa Free Press Canada Atlantic*

Extensive new docks are being erected by the C.A.R. Co. along the Rideau canal on the west side between Ottawa East and the railway bridges and on the east side from near the Independent Coal company's yard. The docks are intended for the transshipment of lumber on to American barges bound for Whitehall and have 900 feet frontage altogether. Some thirty men are engaged in the work of building.



## ARNPRIOR NEWS

Railway matters are occupying the attention of the people here to a considerable extent, and an attempt will be made to have the people of Arnprior bonus the proposed road. It appears now that arrangements are to be made with regards to the route taken which shall be pleasing all around. The routes surveyed between here and Ottawa will neither of them be used, and an amendment to be made bringing the road by Carp, Kinburn and Galetta, with a spur line from one of these points to Fitzroy harbor. If it is true that the proposed routes will be so amended it will be clear to all that the company is looking for bonuses, as the most enthusiastic director of the road would hardly assert that the new plan is an improvement on the old. The local papers here are buckling on their armor to be ready when the proper time comes to boom a bonus to the road, as they hold - and not unreasonably - that Arnprior will be greatly benefited by railway competition. On Wednesday a deputation of Arnprior citizens went to Ottawa to interview the government on the matter, and it is also likely they will urge our claims for a post office building, but at the time of writing the result of their mission has not been learned.

15/04/1892 *Almonte Gazette**Carp, Almonte and Lanark*

## THE NEW RAILWAY

The Promoters of the Carp, Almonte and Lanark Railway Interview the Minister of Railways and Mr. J.R. Booth - a Government Bonus Wanted.

On Tuesday last quite a deputation from Lanark and Carleton counties went to Ottawa in the interests of the proposed new line of railway from Carp via Almonte to Lanark Village and further west. Among those who were on the deputation were the following: from Dalhousie- Mr. James Donald, Reeve; from Lennox- Mr. John McLean, Reeve, and Messrs. Robt. Robertson, James Watt, James D. Mcinnis, John Trainer, James Herron, John H. Wilson and J. W. Campbell; from Almonte - Mr. T. W. Raines, Mayor, and Messrs. A. Bell, C.E., Jazz. Rosamond, Jr., Wm. Thoburn, W. H. Stafford and W. P. McEwen; from Huntley, Mr. G. N. Kidd, Reeve, and Mr. D. McElroy; and several M/P's through whose constituencies the proposed line will run.

At two o'clock p.m. The deputation interviewed Mr. J.R. Booth, the well-known lumberman, who is principal promoter of the Ottawa and Parry Sound railway, and urged the importance of building that line via Carpto Arnprior, showing the advantages that would accrue to it from a connection with the Carp, Almont and Lanark Railway at Carp Village. Matters were fully discussed, and Mr. Booth expressed himself as being strongly in favor of the proposed line from Carp to Lanark, and stated his willingness to assist the scheme in every possible way. In the course of his address he remarked that the course of the O. & S. R.R. would take between Ottawa and Arnprior would depend largely on what the people of the latter place were willing to do in the matter. Thus far they had seemed indifferent.

At three o'clock the deputation proceeded to the office of Hon. J. G. Haggart, Minister of Railways, where they were introduced by Mr. Bennett Rossmund, M.P., who also explained the object in view, viz., to solicit from the Government a bonus of \$3,200 per mile for the Carp, Almonte and Lanark Railway. The minister was addressed by Messrs. Jas. Donald, T. W. Raines, J. Mclean, D. McElroy, R. Robertson, A. Bell and others, who went into the scheme at considerable length, and urged the claims of Eastern Ontario on the government for aid towards securing improved railway facilities. Hon. Mr.Haggart in his reply said he was familiar with the country to be traversed by the proposed new railway, admitted the strong claim of this section of the province for railway aid, and stated that if the promoters of the road would send him a formal application for aid, with a copy of the charter, and full particulars, he would bring it before the government and would endeavor to have it favorably entertained. In the course of his remarks he said he knew no place in the province that required a railway more or better deserved aid towards securing it than Lanark village. Mr Haggart spoke of the government's full treasury, and said it was a policy to assist in building railways throughout the country, in this way giving back to the people a proportion of the amount received by the government as a result of the N.P. He explained the system of distributing the grants and said that no grant had been made last year, and expressed his belief that in future the grants for aid to railways would be smaller than they had been in the past. However he knew the needs of the country through which the C.A. & L. road would pass, and he would endeavor to have it favorably considered by the Government. The deputation then withdrew.

15/04/1892 *Renfrew Mercury**Renfrew*

AID ASKED FOR THE OA & PS RAILWAY. Dr. Dowling, M. P. P., introduced a deputation consisting of J. R. Booth, ex-mayor McDougall, and F. Fleck of Ottawa, as well as several local men of importance. The company wished to ask for government aid in building that part of the road which extended through the colonization and unorganized districts. There was no rail service to 15 townships, and the people had been clamouring for years for rail facilities. Dr. Dowling dwelt on the great advantage that the railway would prove to the district, and the members of the deputation supported him in this. The matter was promised due consideration.

The Arnprior papers were trying to stir up public interest in having the O. P. S. routed through Arnprior instead of reaching Renfrew by way of the Pontiac and Pacific Junction R. R., and by a branch, thence, across the Ottawa R. from Shawville as was now proposed.

15/04/1892 *Almonte Gazette**Westport*

The Brockville and Westport R.R. failed to get power from the Ontario legislature to change their route.but obtained an extension of eight years in which to complete their road.

15/04/1892 *Almonte Gazette**Lachute**Hull*

At the inquest on the death of Michael O'Connell, the jury brought in a verdict censuring the C.P.R. and its employees.

16/04/1892 *Ottawa Journal**Maniwaki*

Ottawa and Gatineau Valley railway timetable advertisement. Trains leaves Ottawa 5.20 p.m.; arrives Farrelton 7.45 p.m. Departs Farrelton 5.20 a.m.; arrives Ottawa 8.00 a.m.

19/04/1892 *Ottawa Free Press**Ottawa Electric*

The Electric Railway company has acquired the vacant lots belonging to Mr. Geo. Smith, adjoining their sheds on Albert street, and will enlarge the latter during the summer.

19/04/1892 *Ottawa Journal**Ottawa Electric*

The electric railway company expect to have the Rideau street double track completed and running Wednesday evening.

The first of the open cars ordered by the Electric Railway from Messrs. Wylie of Ottawa has been handed over and is now being equipped with motors and is being painted, all the work being done in Ottawa.

20/04/1892 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The first electric car made in Ottawa was completed yesterday by Mr. J. Wylie who has the contract for manufacturing the cars required in the future by the Ottawa Electric Railway Company. The car is an open one and is now being painted and equipped with motors at the car shed on Albert street.

20/04/1892 *Ottawa Citizen**Ottawa Electric*

The Electric Railway Company will complete the laying of the double track on Rideau street this week. A large staff of men are at present engaged at the work, which the company are rushing through as quickly as possible.

20/04/1892 *Ottawa Journal* *Ottawa City Passenger*

Now that the horse cars are on the tracks again, the company is continuing its service to Hull, two busses running from the car terminal in the arrival of each car. It is said the company's traffic to and from Hull has largely increased since the extension of the service. In the past many people who walked from Hull to the cars did not feel it worth while to ride the rest of the way.

21/04/1892 *Ottawa Journal* *Ottawa City Passenger* *Rockcliffe*

The Rockcliffe line of the City Passenger railway will be opened tomorrow.

21/04/1892 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

Breaking ground.

At 4 p.m. on the Ottawa side mayor McDougall with a spade and wheelbarrow. On St. Patrick street near the ferry landing.

In Hull mayor Champagne performed a similar ceremony.

Ground was broken because the charter calls for work being commenced during this month but the company have three years to build the bridge.

Repeated in the Shawville Equity, 26 April, but said it occurred on 19 April.

21/04/1892 *Ottawa Journal* *Montreal and Ottawa* *Caledonia Springs*

J.R. Charlebois, contractor for the Ottawa and Montreal railway is in the city.

"We are moving along well with the building of the road but we are making no effort to unduly rush things. What we are desirous of having, and what will we have once it is completed, is a first class road between Montreal and the capital."

"By the first of July, of this year we expect to be able to reach Caledonia Springs by train."

Already running between Rigaud and Montreal-- will be operated by C.P.R.

21/04/1892 *Ottawa Journal* *Ottawa Electric*

Car No. 19 ran off the track last night at the Ann street crossing.

The double tracking of the end of Rideau Street is progressing. One side is laid through and the other side is at Coburg street today. Some 30 men are employed.

22/04/1892 *Ottawa Citizen* *Ottawa Electric*

A large gang of men are busily engaged taking the saw mill machinery out of the Pierce mill, preparatory to its being fitted up as a Power House for the Ottawa Electric Street Railway.

22/04/1892 *Almonte Gazette* *Renfrew* *Arnprior*

The Ottawa & Parry Sound R.R. wants a bonus of \$30,000 from Arnprior but nothing yet has yet been decided.

22/04/1892 *Renfrew Mercury* *Renfrew* *Shawville*

The staff of engineers of the Parry Sound & Ottawa Railway Company struck town on Tuesday morning with a picket line from the Schneaux (snow) rapids - a continuation of the line previously run from Renfrew. Their impressions of the of the country for railway construction are favorable. This surprised no one, as the feasibility of such a route had been well-known for some time; but the presence of a strange party of railway engineers was enough to make our citizens prick up their ears, so to speak, and swell out the physical proportions of the real estate men very perceptibly: and little wonder, as the prospect, dim if you will, of placing Shawville on a through line of railway is something that doesn't loom up every day. Equity.

22/04/1892 *Renfrew Mercury* *Chalk River* *Renfrew*

Gravel trains have been at work this week in filling up the trestle bridge gully at Smith's creek. There have been many spectators, interested in the quick unloading of the gravel laden cars. An immense machine, like a snow plough, is held in place by a strong wire cable: and as the train is pulled forward by the engine, the plough slips along from car to car, clearing them rapidly of the gravel.

26/04/1892 *Ottawa Journal* *Ottawa, Waddington & New York*

THOSE TWO COMPANIES

At a meeting of the standing orders committee today a petition was passed for a bill to grant a charter to the Ottawa, Morrisburg and New York railway. This is what is know as the Hickey bill. The original bill, spoken of as the Ottawa & Waddington road, was introduced in the House some time ago. Both bills ask for the charters over the same road. Mr. Taylor M.P., has charge of the Hickey bill while Mr. Ross, M.P. has the other in hand.

27/04/1892 *Ottawa Free Press* *Aylmer branch* *Aylmer*

Last night the station offices at Aylmer were entered and ransacked by burglars. The thieves effected an entrance from the rear by bursting a window and appear to have gone about their work in a thoroughly methodical manner. The heavy safe was cracked open and a number of valuable papers were destroyed whilst the little money there was in the cash drawer was abstracted. Not content with this the burglars appeared to desire free passes for different points of the compass and went through the several ticket cases carrying off a large number. The express matter next claimed their attention and it was seen likewise ransacked with disastrous effect. The whole thing looks like a thoroughly professional job and they appear to have taken their time at it. In all about \$200 in cash and express matter has been taken and up to the moment there is not the slightest clue as to the thieves. They appear to have made their exit by the same means as they accomplished their entrance.

28/04/1892 *Ottawa Journal* *Canada Atlantic*

The new wharves which the C.A.R. are erecting along the canal are almost complete.

28/04/1892 *Ottawa Citizen* *Canada Atlantic* *Rideau Canal*

The C.A. Railway company have about completed their new wharves on the canal. When the rails are laid cars will be able to be loaded from the barges.

29/04/1892 *Renfrew Mercury* *Chalk River* *Arnprior*

It is surprising the amount of wood and iron used when the old railway bridge over the Madawaska, at Arnprior, was built. In the winter this was all gathered up and placed beside the track a little to the south of the bridge, to be disposed of in whole or in part to anybody wanting it. Already a considerable portion of it has been bought up in small quantities, and Mr. J.G. Watson, who owns it, thinks he will experience but little difficulty in selling the whole of it at a fair profit.

29/04/1892 *Almonte Gazette* *Renfrew*

The surveyors of the Ottawa & Parry Sound Railway have got through with the survey between Shawville and Renfrew, and they have brought the two places witiin fourteen miles of each other.

30/04/1892 *Ottawa Journal* *Carleton Place* *Britannia*

The C.P.R. suburban train service to Britannia commences on Monday and will be the same as last year.

02/05/1892 *Ottawa Citizen* *Ottawa Electric*

Motorman Brunet, of the Electric railway, who was suspended recently, has been reinstated.

*02/05/1892 Ottawa Free Press Aylmer branch Aylmer*

The C.P.R company commenced running the suburban trains to Aylmer and Britannia today. The hours for departing and arriving are the same as for last season.

*02/05/1892 Ottawa Free Press Carleton Place Britannia*

The C.P.R company commenced running the suburban trains to Aylmer and Britannia today. The hours for departing and arriving are the same as for last season.

*03/05/1892 Ottawa Citizen Maniwaki*

The construction of the last 20 miles on the Gatineau Valley Railway between Wakefield and Maniwaki, has been commenced. The Gatineau Valley Railroad commenced the conveyance of mail matter to the different stations along the road last evening. It was conveyed previously by stage under contract.

*03/05/1892 Ottawa Free Press Ottawa Electric*

The first open electric car for summer use was run on the main line of the electric railway today. All the cars will be in use this week. The traffic to Rockcliffe is increasing, many visitors returning loaded with May flowers.

*03/05/1892 Ottawa Journal Maniwaki*

The construction of the 20 miles of the Gatineau Valley railway between Wakefield and Maniwaki has commenced. The Gatineau Valley railway now carries the mails. This was formerly done by what was known as the Gatineau mail stage.

*03/05/1892 Ottawa Free Press Buckingham*

The Canadian Pacific Railway have started their branch line running from Buckingham basin to Buckingham village, and it proves a great convenience to shippers from the mines as well as passengers.

*04/05/1892 Ottawa Journal Ottawa Electric*

Car No. 1 (open) ran into horses.

*05/05/1892 Ottawa Journal Ottawa Electric*

The Electric Railway company is constructing a siding on Creighton street near St. Patrick's street bridge, and when this is completed, which will be in about ten days, "through cars" will run all the way from New Edinburgh direct to the exhibition grounds without change.

*06/05/1892 Almonte Gazette Arnfrew Arnprior*

On the 27th of May the qualified ratepayers of Arnprior will vote on a by-law authorising the corporation to take \$30,000 stock in the Ottawa, Arnprior and Parry Sound R'y.

*06/05/1892 Almonte Gazette Aylmer branch Aylmer*

The C.P.R. office at Aylmer was recently robbed of \$250.

*07/05/1892 Ottawa Free Press Canada Atlantic locomotive*

Two extra heavy locomotives for freight hauling purposes have been added to the rolling stock of the Canada Atlantic railway.

*07/05/1892 Ottawa Free Press Aylmer branch Aylmer*

Three weeks ago the C.P.R station at Aylmer was burglarized and some \$40 was stolen from the safe, which was left unlocked. As a result the officials here went to Aylmer yesterday and discharged Station Agent Ingersoll, who has hitherto been regarded as a very popular employee.

*09/05/1892 Ottawa Journal Other Hurdman*

STRIKE AT HURDMAN'S.

Construction hands want another hour's of reduction.

Thirty-five men go out and the remainder continue work - Mr. Robt.t Hurdman's statement.

Some 35 out of 50 men employed by Buell, Orr, Hurdman & Co. laying a new platform and rails around this mills, refused to go to work this morning unless the firm granted them the 10-hour day instead of the 11-hour day, which they have been working. Etc

*10/05/1892 Ottawa Journal Brockville and New York Bridge*

THEY CAN BUILD A BRIDGE

At a meeting of the Railway Committee of the House of Commons to-day and act to revive and amend the act to incorporate the Brockville & New York Bridge Company was passed. Hon. John Haggart stated that the government would require to have the plans for the bridge submitted to them for their approval. They would require to be not less than sixty feet in height from the water level and a sufficient distance between the piers to permit of navigation. The late John Page, chief engineer of canals, gave the opinion that no hindrance would be placed in the way of navigation if this was carried out.

## CHECK-MATE

## THE GAME OVER FOR THE HORSE-CAR ROAD

Parliament Says the Citizens Own the Streets.

Those who Want Civic Privileges Must Take Them Subject to the conditions of the Civic Representatives - A Big Victory

The horse-car companies bill, as amended by the sub-committee of parliament, was published to-day. It gives the city the complete upper hand. It has yet to be discussed by the full railway committee of parliament, but any further change will almost certainly be in the direction only of further vindicating the city's rights.

In the amended bill, the chief points are two. 1. The street railway company is made subject to the city's regulations, whatever they may be. 2. It is made subject also to the street railway statutes of Ontario.

## PROCEEDINGS THIS MORNING

The sub-committee of the railway committee of parliament met this morning at 10:30, all the members being present except Mr. Edgar, Mr. Wood (Brockville) occupied the chair. The bill as re-printed, was presented to the members of the committee and was unanimously agreed to.

A eleven o'clock the general committee met. There were present, representing either the city or the horse-car road, Mayor Durocher, G. P. Brophy, T. Ahearn, A. McLean and Messrs. MacTavish, Christie, Gormully, Greene and Ferguson.

When the order was called Mr MacTavish said that any day next week would suit him to proceed with the discussion.

Mr Christy asked that it be taken up on thursday.

It was set down for Tuesday of next week.

## HOW THE BILL IS CHANGED

The horse car companies bill is passed by the subcommittee, with the following additions or exceptions:

1. To clause 3, regarding the motive powers which the company may use, the following words are added, "but not by steam." No locomotives in the streets.

2. To the same clause, the following vital sub-section is added:

As regards so much of its line of railway as is or as maybe within the city of Ottawa, the company shall exercise the powers conferred by this act only upon such streets and on such terms and conditions and for such periods as the council of the said city shall approve.

In other words, the whole bill is useless null and void until the horse car company accepts the city's terms.

3. To clause 6 there is an addition equally fatal to the company. The clause originally reaffirmed the perpetual charter. Now the clause is prefaced by the words, "except as in this act is otherwise provided," and the following is added:

The operation of so much of the company's line of railway as may be within the province of Ontario shall be subject to the statutes of Ontario from time to time in relation to street railways.

As the streets railway statutes of Ontario provide for expropriations, this addition to the clause will kill the perpetual charter.

4. Clause 11 of the original bill is thrown out altogether. It provided that the company could buy and hold the stock of any other street railway company.

## WHAT IS BEING SAID

The representatives of the city will raise one or two further points, but the victory is already so complete that it is thought the company may withdraw the bill a together.

A withdrawal of the bill would mean that the company proposed continuing the horse cars indefinitely. In this case the city will probably apply at the next session of the Ontario legislature to expropriate the road in spite of the perpetual charter.

If the company allows the bill to go on, it will probably be with the idea of letting matters rest for the present, and trying to get a more subservient city council to deal with next year.

Yet this will be rather problematical, for now that parliament so entirely upholds the city's contentions, and vindicates the opposition to a one-sided monopoly, hardly any council would dare to sacrifice civic interests without a fair quid pro quo.

## IT WAS IN THE RIGHT HANDS

everybody is speaking in congratulations of the civic street railway committee, who fought the matter through. Chairman Crannell comes in for a lot of praise, and the city solicitor, Mr. MacTavish and his associate counsel, Mr. J. A. Gemmill, Q. C., also complimented. The committee besides Mr. Crannell, are Ald. Hill, Campbell, Stroud, Cluff, Stars, Lemay and Fords.

## TA-RA-RA BOOM DE-ELECTRIC RAILWAY

## THE COMPANY IS AS FAST AS ARE THE CARS

A Fire-proof Iron Shed Contemplated - Improvements all Along the Line - Home Industry Encouraged

The Electric Railway Company have purchased the property on Albert street east of the car shed, and is considering the erection of a large iron, fire proof car house. It is the intention of the company to use the new building for storing the cars, and the present car shed for workshops.

When all the new rolling stock are finished there will be an equipment of 30 cars which will tax the capacity of a good sized building. The new car house will extend from Albert street on the front to Queen in the rear. The property in the rear, it will be remembered, was purchased from the Sparks estate some time ago. The new building will be ornamental and a decided Improvement to the locality.

## ENCOURAGING HOME INDUSTRIES

With a view to encouraging home industry the company has given an order to Mr. Wylie, car builder, Kent Street, for 7 cars, 4 open and three vestibuled. One of the vestibule cars will be used as a "special occasion" car and may be leased by persons desiring trips over the line for several hours at a time. Mr. Wylie has just finished the last of an order for four open cars and the company is highly pleased with his work. Mr. Ahearn says that the cars will do credit to the [sic] city. To further encourage home industry an order was given yesterday to Mr. P. Latour, blacksmith, for seven trucks for the new cars. The running gear which is not in Mr. Latour's line will be made by Mr. A. Fleck, jr. It is the intention of the company that in future all equipments will be made in Ottawa.

## IMPROVED SERVICE

When the new cars are ready there will, as stated, be 30 cars available for service. During the exhibition the arrangements are intended to be such that the largest crowds can be satisfactorily handled. Four new open cars will be ready for use by the Queen's birthday.

A five minute service is shortly to be instituted on the main line with a car always in waiting at the Union depot. A ten minute service will be given on the Bank street and New Edinburgh line.

A test is to be made in one of the new cars, of heating by hot water from the Ahearn electric heater. Should the test prove satisfactory, all the cars will be heated by hot water coils next winter. The water will be kept in tanks in the end of the cars.

Mr. F. I. Daniels, who, on his wedding tour in the States saw the electric cars in all the leading cities, says he never was on any that equal the Ottawa cars in any respect.

Mr. Ferguson, M. P., suggested that a delegation be sent to Ottawa to interview Mr. Booth as to the proposed changes to the route of the railway. Dr. Dowling, M. P. P., W. George, R. Turner, and J. Reeves were appointed. They met Mr. Booth, Mr. Fleck, manager of the Canada Atlantic Railway, and Mr. Mountain, chief engineer of the OA & PS R. R., and Mr. Ferguson, M. P. It was pointed out that Eganville, in accepting a Dominion grant to have the Booth line connect, had lost out in having the Kingston and Pembroke R. R. extending its line there, and if the Booth line were extended to Pembroke, then Eganville, by losing all chance of railway, would be ruined. J. R. Booth agreed to have his chief engineer Mountain re-examine the area.

The delegation hoped that if the Booth railway came, it would be carried right into the village, instead of a mile and a quarter south of it. When asked as to the time of the construction, Mr. Booth stated that if the involved townships (Grattan, Sebastopol, S. Algona, Haggarty and Brudenel) would give small bonuses, that he would, this fall, have men upon the line working from Eganville eastward. The delegation was successful in impressing upon Mr. Booth, the great amount of trade the line passing through Eganville and west of it would secure, and they returned home well satisfied with their interview.

Mr. T.A. Ahearn treated a party of young folks to a drive over the electric railroad yesterday afternoon in a private car. The occasion was the birthday of his little son Frankie.

Mr. Ross, Dundas, has charge of one of the Morrisburg railway bills, which is entitled "The Ottawa, Waddington, New York Railway & Bridge Co." The other, entitled "An act to incorporate the Ottawa, Morrisburg and New York Railway company, and to change the name thereof to the Canadian American Railway company," is under the charge of Mr. Taylor. There is likely to be a big fight between the two companies when the orders come up for discussion.

Capt. Farlinger, of Morrisburg, one of the directors of the first mentioned company, was at the committee meeting to-day.

The Arnpriorites expect, when their new railway is completed, to get a ticket to Ottawa 55 cents cheaper than at present is charged by the C.P.R.

The Kingston people want the Dominion Government to subsidize the Kingston and Pontiac R.R. which is a continuation of the Kingston and Pembroke R.R.

The first railway car built in Ottawa appeared on the tracks of the Electric Railway yesterday afternoon, and is as creditable to the manufacturer, Mr. W.W. Wylie, as it is to the enterprise of the Electric Railway.

The new car, car No. 6, is an open one with a double roof, and was built throughout at the Ottawa Car Works, Kent street. Its design is much superior to that of the open cars hitherto in use, while the finish of natural wood, highly polished, with veneered roof of birdseye maple, and the polished brass trimmings, give it a most elegant and luxurious appearance. Instead of the ordinary flapping curtains generally in use on open cars, the curtains of car No. 6 roll up and down, a decided improvement. Altogether the first Ottawa made car is a complete success.

Speaking to the Citizen, Superintendent Hutchison said "We are satisfied with the result of our endeavor to have cars built in Ottawa, and have ordered six additional ones to encourage Ottawa manufacture, and wherever possible, we shall do so." Mr. Hutchison added that special arrangements are being made to accommodate the Queen's Birthday traffic on the 24th inst., by which time a number of new cars would be ready.

Captain Joe Gilchrist so well a favorably known as working Superintendent of the Central Lake phosphate mines has left with about thirty men to work on the Gatineau Valley R.R.

An Italian laborer on the Gatineau Valley railway accidentally fell off a handcar on Saturday at Farrelton and had a leg broken. He is now under the care of a doctor up the line.

So readily do people accommodate themselves to the evolutions of this age of progress that the good people who till the fertile acres between Glen Robertson and Hawkesbury are already beginning to wonder how they got along without railway to the outer world. A trip over the 21 miles between these terminal points of the Canada Atlantic's first offshoot takes the traveller through one of the finest agricultural stretches in Eastern Ontario. And a pleasant journey it is, over a road bed as smooth and substantial as the far famed trunk line of the C.A.R. itself, and past pretty stations, models of neatness and durability. Already pretentious rows of freight sheds, and at Vankleek Hill a large grain elevator, erected as a private enterprise during the winter, show the extent to which the railway is looked upon as an indispensable accessory to commerce. Already a considerable quantity of grain has been shipped from this point, and much more remains to be moved during the course of the summer, the shippers being thus enabled to take advantage of favoring fluctuating of the market. But, with all the agricultural capabilities of the district through which it runs, the new branch is not dependent for business upon the carriage of farm products. The bulk of its traffic is the transportation of through freight in the shape of timber from the Hawkesbury mills. The town situated on the south shore of the Ottawa has benefited not only commercially but in appearance, from the building of the railway; for a great deal of expensive and substantial work has been done at this point. The station grounds, which a little less than a year ago, was little better than a swamp, has been converted at no inconsiderable outlay for grading and filling into as pretty a piece of railway property as one would wish to see. The yards are commodious and convenient affording exceptionally good facilities for the handling and shipment of freight. The heavy trestlework across the hollow has been completed and a track now runs right into the Lumber Company's yards. From Station Agent Tomkins, who appears well posted and deeply interested in the work of the railway, I learned that these mills give employment to 500 men besides many teams. Their cut last week averaged 3700 logs per day; and this output the concern expect to increase as the season advances. The mills run day and night, both the building and the piling grounds being lighted by electricity. All the lumber produced by these extensive works, in addition to the mills along the route, is shipped over the Canada Atlantic, the volume of which traffic can be estimated by the fact that as a mere commencement, the railway company has carried over its line something above two million feet of lumber in the past two days. Hawkesbury boasts two other steam saw mills, a woolen factory and a furniture factory and at present a company formed for the manufacture of agriculture implements is looking at a suitable site whereon to begin operations here. What the freight operations have done to advance the industrial welfare of the district, a first rate train service has accomplished in the matter of passenger traffic. For years the people of this section were dependent upon the meagre facilities afforded by crossing the Ottawa frequently a hazardous and rarely a pleasant task, and travelling east or west by the railway on the Quebec side. These drawbacks, added to the cost of stage and ferries, limited travel to the demands of positive necessity. All this has been changed by the construction of the Hawkesbury branch of the Canada Atlantic which has not only given direct communication, but has stimulated the C.P.R. to compete for passenger traffic of this once neglected section, by offering free stage and ferry from Vankleek Hill and Hawkesbury to parties desiring to connect with that line. IN this latter enterprise the C.P.R. is handicapped, however, by the additional nine mile of stage travel for the Hill and the ferry over the Ottawa. Nevertheless, the establishment of this alternative route is no mean tribute to the importance of this thriving district. Seeding along the railway line from Glen Robertson to Hawkesbury has been finished some time, and in many places the grain shows a vigorous growth of one to two inches above the soil, giving every promise of another prosperous season for the farmers.

## Railway Committee Work

A charter of incorporation is sought by two companies who seek to construct a railway from Ottawa to Morrisburg, thence connecting by a bridge across the St. Lawrence with an American line. The one is known by the familiar title of the Ottawa, Waddington and New York Railway and Bridge company, and the other as the Ottawa, Morrisburg and New York Railway company, or, as it now seeks to be called, the Canadian-American Railway company. The Ottawa and Waddington company started about twelve years ago, but owing to disputes among the stockholders it was split up into two sections. A new company was formed under the leadership of Dr. Hickey, formerly M.P. for Dundas, and the new organization vainly strove for some time to get the charter held by the old company. These attempts were futile until about two years ago, when Parliament, becoming convinced that the promoters of the old Ottawa and Waddington were not proceeding as they ought with the construction of the road, granted a charter to a new company. The time specified for the construction of the line has expired without the latter taking any action, and the state of affairs to-day is that both the old and the new company, with the latter of which Dr. Hickey has now nothing to do, are both asking Parliament for a charter for the construction of the same road.

They Can't Agree.

Before the Railway committee Mr. J.I. McCracken, for the old Ottawa & Waddington, and Mr. Whitney, M.L.A., for the new company, argued the case. It was stated that efforts to amalgamate the rival interests had failed, and it being impossible for the committee to reconcile the conflicting statements the bills were referred to a sub-committee. Mr. Ross, M.P. for Dundas, produced petitions from a number of townships in favor of the old Ottawa & Waddington company..

20/05/1892 *Ottawa Citizen* *Ottawa Electric*

Men are at work laying the turnout for the electric railway on Crichton street, preparatory to the through service from New Edinburgh to the Exhibition Grounds, which will commence next week. The run will be done in ten minutes.

20/05/1892 *Renfrew Mercury* *Chalk River* *Carleton Place*

The engine on which the late Michael O'Connell and his mate met their death at Hull has been turned out of the shops at Carleton Place without a visible mark of her mishap. She was all shining and sprightly and greatly delighted the spectators.

20/05/1892 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

The second open car manufactured by the Wylie Car Company for the electric railway will be put on the road today.

20/05/1892 *Renfrew Mercury* *Renfrew*

The new survey made by Mr. Mountain and his staff with the object of ascertaining if the proposed railway cannot be brought into the village of Eganville, instead of passing, as by the first survey, a short distance on the south, proves to be 4,000 feet or three quarters of a mile longer. It will also involve additional cost for rock cutting, to the amount of \$12,120: making the total cost some \$20,000 more than by the first line; exclusive of the difference in the right of way.

21/05/1892 *Ottawa Free Press* *Renfrew*

Mr. Mountain, chief engineer of the C.A.R. is now engaged in running a new line from Portage du Fort to Eganville, which will give the C.A.R. connection with the Pontiac and Pacific Junction, and will also be used in connection with the proposed Parry Sound railway.

25/05/1892 *Ottawa Free Press* *Ottawa Electric*

The through line of electric cars between New Edinburgh and the Exhibition grounds began running this morning. There are six cars on the line and the time allowed each for the round trip of eight miles is one hour. Everything worked very satisfactorily for the first attempt and the through cars will continue running hereafter.

25/05/1892 *Ottawa Free Press* *Maniwaki*

A sad accident happened on the Gatineau Valley railway last night, which, if it does not prove fatal, will leave him helpless for life. It appears that Mr. McLaren, a plumber who resides at 39, Perkins street, returned from Michigan to this city on Monday and was persuaded to accompany a number of friends on the U.P.B. excursion to Wakefield. On the return the train stopped at Kirks ferry, a little beyond Chelsea, and Mr. McLaren jumped off. In his haste he missed his footing and

## ROLLED UNDER THE CAR

which passed over both arms crushing them so badly that amputation was necessary. He was at once conveyed back to Wakefield where medical attendance was secured and this morning was brought back into Ottawa. No blame can be attached to the railway authorities as the accident was purely beyond their control. The excursionists were not aware of the accident and the train proceeded homeward, leaving the sufferer behind.

26/05/1892 *The Equity, Shawville* *Pontiac Pacific Junction*

The P. & P. J. have a gang of men at work at present lowering the grade between Shawville and Clarke's station.

27/05/1892 *Renfrew Mercury* *Belleville* *Perth car shop*

The car shops at Perth are working on an order for 20 horse cars and 50 compressed air dump cars. The shops have worked very steadily all winter.

27/05/1892 *Ottawa Free Press* *Ottawa City Passenger*

Board of Trade debate on the advisability of converting the horse railway to electricity - in favor of electricity.

27/05/1892 *Morrisburg Courier* *Vankleek*

A deputation from Glengarry and Prescott counties have waited upon the Government and asked for a subsidy for the Central Counties Railway which runs from Glen Robertson to Hawkesbury

27/05/1892 *Almonte Gazette* *Chalk River* *Arnprior*

## ARNPRIOR NEWS

On Monday evening two horses belonging to Mr. Charles Sproule, who resides near Waba, narrowly escaped being killed by the cars. They were grazing on the railway, and on the approach of the Soo express took to the track and cantered along a short distance in advance of the train. One of them dropped out of the race, but the other kept it up and after safely passing over the Waba bridge continued in its flight until it reached the Madawaska. It attempted to cross this bridge also but when about halfway over its feet slipped down between the ties, making it powerless either to go ahead or retrace its steps. The train men supplied a rope and after the animal's legs were securely bound a number of able-bodied passengers pulled it along the ties to the other end of the bridge. It was then led to Arnprior, where a veterinary surgeon attended to its wounds. This little episode delayed the train for some time.

Shawville, May 19, '92.

A.A. Wright, Esq.

A meeting of P. & K.J.R. Co. will be held here on Wednesday May 25th at 1:30 p.m., to elect officers and arrange a delegation to wait upon Dominion and Provincial Governments. We will have petitions asking for subsidies ready for signature. If possible have your Directors attend; but if they cannot do so, please name a Vice-President and give us authority to sign his name to petition. Can some of you go to Ottawa and Quebec? I sent notice of last meeting to Mr. Stewart, he being a director, but received no reply.

Yours truly

J.B. Shaw for P. & K.J. Ry. Co.

27/05/1892 *Almonte Gazette* *Chalk River* *Arnprior*

The C.P.R. chased a horse on the track above Arnprior a few days ago. The horse fell into a culvert, and the train had to be stopped and the horse pulled out with a rope.

27/05/1892 *Almonte Gazette* *Kingston (CN)* *Lyn*

William Stafford, G.T.R. station agent at Lyn, is very ill, and but little hope of his recovery is entertained. While helping to load some cattle at the yards there some six weeks ago he was tossed by one of the animals and fell, striking the platform. He paid little attention to it at the time, but it turns out there was a concussion of the brain.

28/05/1892 *Ottawa Journal* *Union Forwarding* *Quyon*

Arnprior Watchman. Strange as it may seem, it is a fact notwithstanding, that the body of the first railway car ever constructed in Canada may be seen lying upon an old scow at the village of Quyon, P.Q. Mr. John G. Watson, our marble dealer, informed us that this is the genuine article, and that an old gentleman, Mr. Davis, a resident of the Quyon, rode it and is able to relate something of its history. Would it not be a good idea to place the relic on exhibition at the World's fair to be held in Chicago next year?

Also in the Renfrew Mercury of 27 May.

01/06/1892 *Ottawa Journal* *Maniwaki*

Ottawa and Gatineau Valley railway timetable advertisement.

Commencing June 1st. Trains leave Ottawa 5.30 p.m. arrive Farrelton 7.25 p.m. trains leave Farrelton 7.00 a.m. Arrive Ottawa 9.00 a.m.

Canadian Pacific Union Station.

01/06/1892 *Ottawa Journal* *Ottawa Electric*

A new open car is now being rigged up at the electric car shed. It will be No. 10.

02/06/1892 *Ottawa Citizen* *Renfrew*

Surveying of the Ottawa, Renfrew and Parry Sound Railway is now completed and construction of the road is expected to be commenced in the course of a few days. There are two roads surveyed from the city to Arnprior, one taking in the Carp and the other the village of Torbolton. Mr. J.R. Booth - the leading stockholder in the road, will inspect the two routes this week, and decide which one to be used.

02/06/1892 *Ottawa Journal* *Renfrew*

Mr. J.R. Booth, the leading stockholder of the Ottawa and Parry Sound Railway company will, this week, inspect the two lines surveyed out of Ottawa and will determine which one to adopt. After that the work of building the railroad will begin immediately.

02/06/1892 *Kemptville Advance* *St. Lawrence and Ottawa* *Kemptville*

Daniel O'Connor, of Papineauville, Que., formerly of North Gower passed here on Saturday as conductor of a working train which had 16 cars of railway ties to be distributed along the St. L. & O. branch

03/06/1892 *Almonte Gazette* *Prescott* *Prescott*

The C.P.R. Co. will build an elevator at Prescott to contain 1,000,000 bushels.

03/06/1892 *Renfrew Mercury* *Renfrew* *Eganville*

The Enterprise says that Mr. Jas. Reeves has received the following letter from Mr. J.R. Booth, regarding bringing the O. & P.S. Railway line through the village of Eganville:-

"Mr. Mountain has reported and shown me the plan and profile of both lines, the last one showing some slight changes that would bring it about a mile from the town. I see by the plans that two very serious objections exist in the town line, viz., a heavier grade than on any other part of the whole line, and a bad curve, both of which would be a serious matter to contend with, more particularly the grade, which would mean at least 4 or 5 cars in a train for all time, then the cost of construction would be about \$24,000 more, which is quite an item, but if as good a line could be had by your town as the other I would make an effort to do it. Under these circumstances I fear I cannot hold out any inducements that the line can be made as I know you would like it. Railroad Companies now-a-day, where competition is keen and close, find that these objectionable grades are the most objectionable matter they have to deal with; and as you are doubtless aware, the Canadian Pacific are obliged to spend large amounts to remedy these defects, and cut down the objectionable grades. It is more than probable that if the line was to go as you desire, we would in a few years be compelled to adopt the route with the lighter grade.

"Mr. Mountain reports that quite an expensive piece of filling would have to be done to bring the line within a mile of the town or Dr. Dowling's lots, but this I would not mind.

"I hope your people will take these difficulties into consideration and do what they can to help in getting the road commenced as soon as possible, by the different municipalities providing the right of way, and have the line come via Eganville, Renfrew and Arnprior. Action taken by them in this matter will have a very material effect upon the Company, when a decision has to be made as to which route will be adopted.

04/06/1892 *Ottawa Free Press* *Ottawa City Passenger*

The appeal of the bus driver Butler, in the employ of the Ottawa Passenger Railway company against the decision of Magistrate O'Gara in the case of Ottawa vs. Butler, was argued on Thursday in Toronto, judgment being reserved. This is the case brought against the company for running busses over their route during the interval between the use of sleighs and the regular cars.

04/06/1892 *Ottawa Citizen* *Union Forwarding* *Quyon*

Strange as it may seem, it is a fact notwithstanding, that the body of the first railway car ever constructed in Canada may be seen any day lying upon an old scow at the village of Quyon, P.Q. Mr. John G. Watson, our marble dealer, informed us that this car is the genuine article, and that an old gentleman, a Mr. Davis, a resident of Quyon, rode in it, and is able to relate some of its history. - Arnprior Watchman.

06/06/1892 *Ottawa Free Press* *Ottawa Electric*

Arrangements were made today by the Electric Railway company to provide a car for Mrs. McLeod Stewart around the city. Mrs. Stewart has been an invalid for many years and has never left her home since her illness.

06/06/1892 *Ottawa Free Press* *Canada Atlantic*

Account of a press trip to Montreal via Clark's Island and the Lachine Rapids. Included a ride in the cab of No. 14, the fastest engine at present owned by the company.

Ground was broken this morning for the new car shed on Albert Street. The work will be pushed through.

Electric car No. 10 (open) was turned out of the car shops yesterday. The first load it carried was the vice regal party on their return from Electric Park. They went out in close car No. 24, the Philadelphia car.

The electric cars were in waiting at the electric park last evening. Lit up in a row they made a pretty sight. The vice regal party occupied the first car.

17/06/1892 *Ottawa Free Press**Renfrew**Arnprior*

Mr. Fleck, secretary of the Ottawa and Parry Sound railway, went to Arnprior on Wednesday and handed over to the municipality the bonds and agreements made with the company. The debentures raised by the village are in the hands of Mr. George Burns, of the Bank of Ottawa, this city. It is now rumored that the contractors for the line between Ottawa and Arnprior will commence work next week.

17/06/1892 *Almonte Gazette**Renfrew**Arnprior*

The by-law granting a bonus of \$30,000 to the Ottawa, Arnprior and Parry Sound R.R. has received its third reading in the Arnprior council, and the money will be paid over as soon as the council receives a guarantee that the new road will for a period of thirty years continue to be wholly independent of the C.P.R., or any other railway under its control.

18/06/1892 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

This includes photograph of the works "W.W. Wylie, Carriage & Sleigh Manufacturer".

There is no more popular carriage and car factory in Eastern Ontario than that owned and conducted by Mr. W.W. Wylie at the corner of Kent and Slater streets, which is a three story building with a commanding appearance added to which is ample yard space.

The leading specialty of this eminent firm is the electric street railway cars and the evidence of their excellent work in that department can be seen daily on the streets of Ottawa. The firm has at present orders for other seven cars, four open and, three close, one of the latter being intended as a superb official car. Having these contracts on hand enables Mr. Wylie to give sufficiently large orders to Buffalo firms for the best qualities of lumber and lumber is the first essential of carriage building.

Not alone in car building does this firm excel as a visit to their factory will denote. The large staff of hands being continually engaged in building all kinds of rigs and carriages of the usual kind as well as handsome private equipages.

#### THE MOTIVE POWER

of the factory is a powerful electric motor and it may be mentioned that the firm does all its own work for the blacksmith's shop with electric fans for the fires to the upholstering work on the second floor. Above this is the handsome show rooms which are only temporary, as the firm intend to build a spacious addition to the premises. The paint shop is also on the second floor as well as other departments of the business. Machinery in a workshop like this is a vital part and it may be added that Mr. Wylie has shown his enterprise by having the latest, most improved and most expensive machines and mechanisms of different kinds possible to be had for his trade. The firm is full of go.

22/06/1892 *Ottawa Citizen**Canada Atlantic*

The C.A.R. Company have found it impossible to provide a sufficient number of cars on Saturday for their annual picnic to Clarke's Island, and the picnic has been indefinitely postponed.

22/06/1892 *Ottawa Journal**Buckingham*

Through the spreading of the rails at the landing the branch train failed to connect with the early morning express from Ottawa on Thursday.

24/06/1892 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

During the past few days decided improvements have been noticeable in the vicinity of the C.P.R. depot. Ald. Scrim, to the letter of the contract, has converted the space fenced in at the front of the depot to a veritable flower garden, and the authorities are instrumental in enhancing the appearance of the place, and abating the annoyance to passengers by keeping the hackmen on their new stand on Ottawa street until called for.

24/06/1892 *Ottawa Journal**Aylmer branch**Aylmer*

In addition to the regular C.P.R. trains to Aylmer tomorrow, the Anglican Union Sunday School picnickers will have three special trains. The picnic ground will be at Mulligan's Grove, Aylmer.

25/06/1892 *Ottawa Journal**Buckingham*

The average passenger rate on Canadian railroads is three cents and some people are dissatisfied. If they lived in Buckingham and paid at the rate of ten cents per mile on the branch train they would have something to growl about.

29/06/1892 *Ottawa Journal**Buckingham*

If the Canadian Pacific railway would give us a station in the town instead of a one horse platform the fair sex would not growl so much over finery spoiled by rain while waiting for the cars to come along.

30/06/1892 *Ottawa Journal**Canada Atlantic**Bank Street*

Collision between a freight train and electric car No. 23. Stopped at crossing, train of cars going down to the Chaudiere, stopped and the cars reversed on the rebound.

01/07/1892 *Almonte Gazette**Chalk River*

Mr. J.W. Munro, of Pembroke, has the contract of building the trestles on the C.P.R. between Pembroke and Chalk River.

01/07/1892 *Renfrew Mercury**Renfrew*

#### The O. & P.S. Railway

As Renfrew recently received intimations that it was now expected to assist in getting the road to Arnprior, in order to prevent that town as well as Renfrew "being left in a pocket," the following paragraph, which appeared in the Arnprior Watchman, of the 17th inst., may be of some interest to our readers:-

"The new railroad is coming to Arnprior. Let nobody be scared into the opinion that there is the slightest possibility of it going any other direction. Arnprior has assisted it to the extent of \$75,000 and the country through which it will pass between here and Ottawa, have also assisted the enterprise. That it will continue immediately from Arnprior, or that it will go right on to Renfrew and through to Parry Sound, we doubt very much, unless material aid is voted by the upper townships: but that it will make the most profitable route scarcely admits of a question when it is known such money makers as Booth & Co. are at the helm. Pontiac can offer everything in the way of inducements but business. That it cannot create, with the country in its present condition. A monopoly of the trade of Pontiac means the monopoly of a white elephant. And Mr. Booth's career thus far gives us the opinion that he is not dealing in white elephants just now. The upper townships, we believe, will assist the road and secure its immediate construction. We would not be at all surprised, nor displeased, were the road built to Arnprior within the specified time, and remain here a year or more until the anxiety of those without a road becomes worked up into practical heat, and good bonuses offered the company to continue. That it will reach Arnprior even earlier than some of us anticipate there can be no doubt."

The Arnprior Chronicle of the 17th, contained the following:-

"J.R. Booth, Esq., President of the Ottawa, Arnprior and Parry Sound Railway, made a trip over the proposed routes between Ottawa and Arnprior this week, with a view to selecting which way the line should be built. Yesterday (Thursday) he was at Fitzroy Harbour and today will be at Galetta, examining the crossings over the Mississippi. As soon as a decision is arrived at, we learn that the work of construction between Ottawa and Arnprior will be commenced."



The C.P.R. has had a large gang of men at Chalk River for the past week or two building a large stock yard. The work has been going on under the superintendence of Mr. Edward Best, bridge foreman. The stock yard will be 720 feet long and 170 wide and will be divided into apartments. It is for the use of cattle men to feed and rest their cattle on the road east and west. - Observer.

Some of the people of Arnprior seem to be very much disturbed in temper because the people of Renfrew do not take enthusiastically to the hints which have been thrown out that it will be necessary for them to contribute something no matter if not a very great amount in the way of assistance to the construction of the Ottawa, Arnprior and Parry Sound Railway. Why Arnprior should be so troubled about the matter is not quite clear, seeing as it is triumphantly asserted that Arnprior, having contributed \$45,000, is certain to get the section between Ottawa and Arnprior built, and in operation, probably within a few months.

Then the writer at the Arnprior Chronicle berates the Mercury reporter over the subject. 'Is it necessary,' says the Chronicle, 'for the railway to go to Renfrew at all, as it would be shorter to cut straight to Douglas, leaving Renfrew a few miles to leeward.'

Rumours in Renfrew strongly suggested that Renfrew not argue with Mr. Booth, in so doing, the road would get to Renfrew Village without any financial contribution. Booth denied this, saying, 'The Government had absolutely refused to grant one dollar for that part of the road. The decent plan is to inform the rate payers, have public meetings, and if there is a strong desire, then they will have it in their power to endorse the scheme as enthusiastically as they please.' (For some reason, there was opposition to the railway both from the public and the Mercury.)

Mr. Booth has made some clever moves on this great checkerboard of his, but it looks now as if his playing was losing its effectiveness.

Shortly after, several Renfrew gentlemen who were provisional directors of the old Renfrew and Parry Sound Railway (afterwards converted into the Ottawa & Parry Sound) went to Ottawa and conferred with Mr. Booth. They set out to correct misunderstandings, and explained that it would be difficult to carry a bonus by-law in Renfrew, on account of existing railway indebtedness (presumably to the CPR). Mr. Booth expressed a desire to have at least \$15,000 worth of stock in the road taken either by individuals or the village, in which case, he would have the road running into Renfrew by the fall of 1893.

Shortly after this article, the Hon. Mr. Haggart gave notice of the following railway subsidies on July 4, 1893:

O.A. & P.S. R. R. for 30 miles from Eganville to Barry's Bay —\$3,200 per mile

O.A. & P.S. R. R. for 30 miles from a point on the CPR to Eganville — \$3,200 per mile

O.A. & P.S.R. R. for 55 miles from Barry's Bay towards the Northern Pacific Junction R. R., a subsidy not exceeding \$6000 per mile on the first 27½ miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second 27½ miles.

The Minister stated that the full length of this road would be 250 miles. 52 miles was already subsidized, or 107 including this vote. The estimated cost was \$23,000 a mile (or \$4,600,000). The object of the enterprise was to provide a route from the Georgian Bay and Upper Great Lakes to Montreal by way of a connection at Ottawa with the Canada Atlantic. The Minister said that the railway would be completed within two years (1894). The contract was being let for a considerable portion of the line. J. R. Booth would be building the line into Renfrew this summer out of his own capital. Mr. Booth had entered into a contract with Michigan capitalists for the construction of large mills on the lakes in the north, and it was in pursuance of that arrangement that he had made arrangements for pushing on the work.

The Mercury quoted the Arnprior Watchman: "Because we have assisted Booth to the extent of \$75,000, the railway is coming to Arnprior.' That it will go right on to Renfrew and through to Parry Sound, we doubt very much, unless material aid is vested by the upper townships. With J. R. Booth, it will take the most profitable route. That it will reach Arnprior even earlier, some of us anticipate there can be no doubt.

The Arnprior Chronicle of the same date said that "J. R. Booth made a trip over the proposed routes between Ottawa and Arnprior this week, with a view to selecting which way the line should be built. Yesterday he was examining the crossings of the Mississippi, and today will visit Galetta.

Electrical Storm Burns Newboro Station

A severe electrical storm passed over here last night, leaving much damage in its wake. The home of John Freeman in Athens was struck, ripping the cornice off, the current passing down the drain-pipe into the cistern, where it was grounded. All the solder was melted off the drain-pipe. The B&W station at Newboro was struck and burned to the ground. A lot of express and freight was lost in the fire. The heavens were lit up with an almost continuous blaze of light, and the thunder peals were terrific. Several trees were struck, some stock killed, and a large barn near Brockville was burned, owners name as yet unknown.

Incident to car No. 2.

The Grand Trunk Rail inaugurated a new departure last week in the numbering of all their trains. This is done by an ingenious devise [sic] by placing metal figures on a bar in front of the headlight of the locomotive and will be much appreciated by the travelling public.

The omnibuses running from the Chaudiere terminus of the horse street track to Main street, Hull, have a very rough road to travel, and invariably

The C.A. Ry. has made temporary repairs to the bridge over the railway at Bell Street. Several big holes existed in the planking that made it extremely dangerous to horses. Some of the boarding between the flooring and the handrails were off, making pass of the bridge perilous to children.

The C.A.R. are placing Mr. Peter Robinson's patent gravity bolt on a portion of their line near the Elgin street depot, in order to make a fair test of its efficacy.

An official of the G.V. Ry. was interviewed today by the Journal as to the cause of the Bank Street Church picnickers being delayed an hour at the Gatineau Valley and C.P.R. Junction, Tuesday evening. He said the delay was solely due to a misunderstanding in arrangements between the two companies. The C.P.R. sends out an engine to the junction for every G.V. Ry. excursion owing to the fact that they will not allow the engineer of the G.V. Ry. excursion (special) train, who is an ex-employee of theirs to run on the C.P.R. main line to Ottawa. On this occasion, through the cause stated, the proper connection was not made, but the trouble will not occur again.

There was no truth, he said, in the allegation that the train was stopped because the driver was a non-union man,

The management of the Bell st. and McLeod st. Sunday schools have arranged with the Canada Atlantic Ry., to hold an excursion and picnic to Eastman's Springs Friday July 8th. Trains will leave Elgin street station at 8 a.m. and 2.15 p.m. The C.A. Railway have consented to have two coaches leave from Lebreton street at 7.30 a.m. to accommodate excursionists from Mount Sherwood.

**07/07/1892 Ottawa Journal Renfrew**

Last night the contract for the first 40 miles was let to Mr. Fauquier of Toronto.

**07/07/1892 Ottawa Journal Ottawa Electric**

An electric car for the Winnipeg Street Railway is being built by Mr. W.W. Wylie the Ottawa car builder. When completed it will run for a while to be tested on the electric road here.

**07/07/1892 Ottawa Free Press Prescott**

Notwithstanding the statement in this morning's Citizen to the contrary, the Free Press is able to assure its readers that the transfer of the St. Lawrence & Ottawa railway to the Grand Trunk will shortly be made public. More.

**08/07/1892 Ottawa Citizen Pontiac Pacific Junction**

Letter regarding Pontiac railway subsidy.

**08/07/1892 Renfrew Mercury Renfrew Eganville**

A deputation representing the Ottawa, Arnprior and Parry Sound Ry. Co., composed of Messrs. Fleck and McDougall, of Ottawa and Dulmage, of Arnprior, visited Eganville on railway business. They were met by Mr. Costello, Reeve of Brudenell, Mr. Roche, Reeve of Hagarty, Mr. Ryan, Reeve of South Altona, Mr. Maher, Reeve of Sebastopol, Mr. Whalen, tp. clerk, Brudenell, Mr. Connors, councillor, Sebastopol, Messrs. McRae and Gourlay, councillors of Eganville, Dr. Dowling, M.P.P., and Messrs. Wm. Gorman, W. George, D. Lacey, R. Turner, and J. Reeves of Eganville, and a number of others. The deputation laid before the Reeves the request of Mr. Booth that the municipalities should provide the company with a free right of way. They asked no bonus, but that the municipalities should show their interest in the road by purchasing for them the right of way. A lively discussion took place in which the delegates stated, that if the right of way was purchased, the grading of the line to the amount of between twenty and thirty thousand dollars would be proceeded with this fall west of Admaston, and they presumed the contracts for the ties and telegraph poles would also be given out this winter. It was finally decided that the parties through whose land runs should be seen, and their agreement obtained to sell the right of way through their lots at a price per acre for the land taken. That when the total cost of the land was known, a meeting of the Reeves should be held and the cost of purchase should be equitably divided between all the municipalities represented. That the councils should then be asked to introduce the necessary by-law for the issue of debentures for the amount of their proportion of the cost of the right of way, and submit the same to the vote of the ratepayers. That these debentures should bear five per cent interest and be payable in twenty years and when issued they should be handed over to Mr. Booth at par, in payment for stock to the amount of the debentures. Mr. Booth paying to the owners of the lands the amounts agreed upon for the purchase of the right of way. After the by-laws have been published, the delegates will return and will address public meetings in each of the municipalities interested. All persons present at the meeting were favorable to granting the reasonable requests of the delegates. - Enterprise.

**08/07/1892 Ottawa Free Press Ottawa City Passenger**

The street railway tracks along Sparks, Sussex and Wellington streets are being put in a line with those thoroughfares. Repairs are much needed near flecks' foundry.

**08/07/1892 Montreal Gazette Ottawa, Waddington & New York**

In the Railway committee this morning the report of the sub-committee, appointed to enquire into the two bills, the Ottawa, Waddington and New York railway and Bridge company, and the Ottawa, Morrisburg and New York railway company, was received. The sub-committee recommended that the charter for the first be passed after inserting a clause that twenty-five miles of the road must be completed within two years. The other bill was withdrawn.

**08/07/1892 Montreal Gazette Ottawa, Waddington & New York**

A vigorous effort is being made to secure a renewal of the subsidy of the Ottawa, Waddington and New York railway. Tho promoters of the road claim, as the interests of the two rival companies have been amalgamated, if the subsidy be granted the construction of the line in the near future is a certainty..

**11/07/1892 Montreal Gazette Ottawa, Waddington & New York**

Bills assented to

Act to revive and amend the acts respecting the Ottawa, Waddington and New York Railway and Bridge Company.

**11/07/1892 Ottawa Free Press Renfrew Arnprior**

The first sod was turned today, at Arnprior, in the construction of the Ottawa and Parry Sound railway. There were no formalities observed, work along the line being simply begun in real earnest. It is understood that the contracts for the construction were signed this afternoon.

**11/07/1892 Ottawa Free Press Renfrew Carp**

Today (Warden Kidd) said a gang of men were engaged in the village (of Carp) locating the route for the Parry Sound railways between Ottawa and Arnprior. He expected that construction work would commence about Friday.

**12/07/1892 Ottawa Free Press Sussex Street Montreal road**

The residents of the rapidly growing suburb of Janeville have taken it into their heads that they want a passenger depot established on the old St. Lawrence and Ottawa railway, at the crossing on the Montreal road. With a view to obtain a full expression on the point, several of them have asked Constable Moreau to call a meeting, and one will shortly be held. It is stated that if the G.T.R., on taking over the line will grant the residents this boon they will provide the site for the depot and the yard free of cost. Should the meeting adopt resolutions in favor of the station, a subscription list to pay for the site will be opened.

**14/07/1892 Ottawa Free Press Ottawa Electric Ann street**

Work on the Ann street electric railway track has virtually commenced work, men being engaged in distributing ties and rails along the proposed route today.

**14/07/1892 Ottawa Citizen Ottawa Electric Ottawa Car**

The Ottawa Electric Railway Company will forward an electric car this week to Winnipeg, where an electric system is being adopted. The people of Winnipeg desire cars similar to the ones in Ottawa, and this one will be sent as a sample. It will be completely equipped and ready for operation as soon as it arrives there.

**15/07/1892 Renfrew Mercury Renfrew**

Mr. Fauquier, one of the contractors for the building of the Ottawa & Parry Sound railway, in speaking to the Journal this morning said that the work of construction would probably commence the last of this week, but undoubtedly the beginning of next. The country being cleared and comparatively level between here and Arnprior will not be difficult of construction and the chief part of the work will be done with horses and scrapers. Mr. Fauquier says that in all probability the first sod will be turned next Monday. He says the road will be ready for the iron between Ottawa and Arnprior, a distance of 39 miles, by November 1, if everything goes as well as anticipated. The building will be rushed as fast as the right of way can be secured. He says the firm are fully prepared to get to work as soon as the engineers who are now working above the Carp get the survey completed. - Ottawa Journal.

Messrs. Brewder and McNaughton have received the contract for the stone work of the bridges on the Ottawa and Parry Sound railway. There are only two, one at Carp and one over the Mississippi. - Free Press.

The first sod was turned today, at Arnprior, in the construction of the Ottawa and Parry Sound railway. There were no formalities observed, work along the line being simply begun in real earnest. It is understood the contracts for the construction were signed this afternoon. - Free Press, July 11th.

There has been nothing definite done in connection with the Ottawa and Parry Sound railway. This afternoon Mr. Mountain, the engineer of construction, Mr. Arthur Bruce, another engineer, and his brother, a surveyor, went up the line to settle the route. Mr. A. Fleck returned yesterday, and reports no progress. It is authoritatively stated that 40 miles will be built this year. - Free Press.

For the last three days a number of contractors have been in the city in waiting for the settlement of the Ottawa and Parry Sound Railway contract. Last night the contract for the first 40 miles from Ottawa was led to Mr. Fauquier, of Toronto, who was the lowest tenderer. It is learned that the line will go through the Carp and connect with Torbolton. Mr Fauquier stated last night that he would be ready to start the work in a couple of days and it will be pushed with the utmost dispatch. Twelve tenders in all were in for the work, and of these four were very close in the figures.- Ottawa Journal

At a late meeting of the directors of the Carp, Almonte and Lanark railway, the following resolutions were adopted:

"That the secretary be instructed to open a stock book on Monday, 4th inst., for subscription of stock. That's a committee be appointed consisting of B. Rosamond, M.P., W. C. Caldwell, M.P.P., D. McIlroy, Dr. Groves and Dr. Raines, to wait upon the municipalities interested to solicit aid from them by way of stock subscription, and that every exertion be made to have the road completed at the earliest possible day.

That A. Bell, C. E., and a staff be instructed to make a preliminary survey of the route, and to begin the same at once, so as to ascertain the best and cheapest way. "

The meeting then adjourned until the 16th inst., to hear report from the committee.

ARNPRIOR NEWS

Fauquier & Co., of Toronto, have been awarded the contract for the building of the railway from Ottawa to Arnprior. It is expected that operations will be commenced next week. As the road is to be built by Galetta, Kinburn and Carp, Fitzroy Harbor and Torbolton will be left out in the cold. It is thought that a spur line will eventually be built to the harbor.

The first electric car trucks ever made in Canada are now being constructed by Mr. P. Latour the well known blacksmith of this city. He is making them for the Local Electric Car Company.

The formal inspection of the third ten miles of the Gatineau Valley railway by Mr. Thos. Ridout, Dominion government engineer, came off pleasantly. The party that went up included Mr. W. Dale Harris, Chief engineer of the G.V.R.; G.C. Dunn and H.T. Haven, assistants; J.T. Prince, General superintendent; J.T. Prince jr., J. Ryan and J. Rowley, superintendents of construction; John Brennan, roadmaster; G.W. Pangbourne, Master mechanic; W.R. Kenny, Aylmer, solicitor for the company; J.A. Gemmil, J. MacDonald Oxley, A. Lindsay, P.O. department and T.M. Woodburn, the latter four of whom were guests.

The weather was perfect and the wonderful scenic attractions of the route were brought out in all their beauty. The people of Ottawa are rapidly getting familiar with the road as far as the Cascades, but few have been beyond that point. The scenery beyond the Cascades far surpasses the finest on this side. For many miles the road clings closely to the river bank following its sinuosities with remarkable fidelity, every foot of the way testifying to the highest engineering skill, and the most conscientious of construction work. The farther the train proceeds the finer is the panorama of the river, mountain, cliff, valley and open reaches filled with prosperous farms.

The ten miles inspected yesterday lie between the Peche and Farrelton. The latter village is with the advent of the road becoming quite lively and businesslike. Mr. Ridout is understood to have expressed himself well pleased with the road. On the return trip a tasty luncheon was served.

Mr. Fauquier will start work at the Carp on Tuesday

Men and Teams Sent up.

Mr. Fauquier, the contractor for the Parry Sound Railway, this morning sent off a number of men and teams for starting the construction of the new railway from the Carp.

Mr. Wylie, who has gone into the car manufacturing business recently on Kent street, is having an addition erected to his establishment.

Mr. Wylie of Kent street, who is now becoming famous for his cars, is having an addition built to his factory.

In connection with the rumored probability of the erection of new C.P.R. workshops at Skead's Mills, Mr. H.B, Spencer, superintendent of the eastern district states that he has no intimation so far of such a project. The property owned by the company at that place is at present being utilized for sidings. If shops were even to be erected in this section at all, he said, it would likely be at that place as the site is a splendid one for the purpose.

Locating the entrance into Ottawa.

The location of the Ottawa and Parry Sound railway from Graham's Bay, above Britannia where it crosses the C.P.R. track to the city, will be made in a few days. Mr. J.R. Booth was out yesterday and walked over the ground between the points mentioned. It is understood that in any case the road will run across the Holland, Cowley and Stewart farms, south of the Richmond road. The location will, it is said, be between the Richmond road and the next concession road to the south. But as yet there is nothing definite

Forty teams and rigs were to have gone to work on the construction of the Parry Sound Road at the Carp this morning, according to a gentleman who was in from there today.

The sample electric car made by Mr. Wylie of Ottawa for the Winnipeg st. Railway Co. was on the electric tracks for a test run last evening. It went well. The car was to be shipped today.

The work of the construction of the Ottawa and Parry Sound railway commenced at the Carp yesterday. The work between Ottawa and the Carp will not be commenced for some time, the full title to the right of way not having been acquired yet.

19/07/1892 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The frame work of the second electric car truck made in Ottawa was put together yesterday. Mr. Latour will deliver his trucks to the Electric Street Railway company this week.

20/07/1892 *Ottawa Journal* *Ottawa Electric*

The new car shed on Albert street will shortly be completed. The board of the electric company will have offices there.

20/07/1892 *Ottawa Free Press* *Renfrew* *Carp*

The Ottawa and Parry Sound railway have purchased the gravel pit of Mr. Jas. Rivington at Carp from which point the railway starts. The price paid is stated to be \$4,000. Another company of men will leave the city tomorrow morning to begin work on the new road.

20/07/1892 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

Messrs. Ahearn & Soper yesterday shipped an electric car, fully equipped to Winnipeg. It will be used on the electric railway there. Mr. J. Mullin will go the Capital of the Prairie Province to look after the car.

20/07/1892 *Ottawa Citizen* *Ottawa Electric* *Albert street barns*

Work on the new car shed on Albert Street is progressing favorably. The board of the Electric company will have offices in the new building.

20/07/1892 *Ottawa Citizen* *Ottawa City Passenger*

Rockcliffe is well patronized this weather by picnic parties. They go down on the horse car railway and enjoy themselves in the shade of the pines.

20/07/1892 *Ottawa Free Press* *Ottawa Electric*

Rapid progress is being made by Mr. Frank Leamy with a gang of thirty-two men in the construction of the electric street railway on Ann street between Bank and Bell streets. This is a distance of 3,720 feet or nearly three quarters of a mile.

Early this morning the rails were laid from Bank to Lyon streets, a distance of two blocks and the metals had been spiked between Bank and Kent, while spiking was in progress between Kent and Lyon.

The ground is very uneven and in order to obtain anything like a workable grade a great deal of extra work will have to be done. The road bed from Bank street sinks for some 250 feet and for this distance the track will have to be lifted about eighteen inches. Then for seven or eight hundred feet the street and track grade run level, after that comes a stretch of lifting, till the greatest hollow is reached between Lyon and Bay streets. This extends for some 200 feet and immediately after comes a slight incline. At Division street comes a curve which the electric railway line will have to follow. After Lyon street on the south side is skirted by very pretty bush.

IN addition to the men engaged in laying lifting and spiking, five men are engaged in drawing poles, four men in peeling them, and three or four in digging the holed for planting them. The curve from Bank street will not be put in until the construction is otherwise completed. Three thousand fine tamarack ties, warranted sound, have been laid along the route of the new extension. These were supplied by the Rathbun company. The construction of this piece of work will be completed in about a fortnight's time.

--

In addition to this work the Electric Railway company intend double tracking the line from the single track on Albert street to the C.A.R. track crossing on Broad street at the Chaudiere end of the line.

The line will also be double tracked on Bank street, from Catharine street to Isabella street, putting in heavy new doubled diamonds at the crossing of the C.A.R. track. This will be done this season.

21/07/1892 *Ottawa Journal* *Renfrew*

Ottawa's Latest Railway.

Contractor Fauquier has now fairly started in his Parry Sound railway construction and intends to lose no time. Men and teams have been leaving for the cCarp where headquarters have been established for some days past and there are now over 300 men working on the line. From the Carp the work will be run both eastwards and westwards.

21/07/1892 *Ottawa Citizen* *Renfrew* *Carp*

Railway construction.

Another gang of about 50 men left the city yesterday for the Carp to work on the construction of the Ottawa, Arnprior and Parry Sound railway. Some 300 men altogether are now employed on the work. From the Carp as a center, construction is being carried on westwards towards Arnprior, and eastwards towards Ottawa. William Remington, a farmer living near the Carp has obtained over \$3,000 for gravel on his farm which was purchased by the railway company for ballasting purposes.

22/07/1892 *Almonte Gazette* *Belleville* *Perth*

An order has been received at the C.P.R. Perth car-shops for 100 grain cars.

22/07/1892 *Almonte Gazette* *Renfrew*

PAKENHAM NEWS

THE NEW RAILWAY. - work has already begun on the Ottawa and Parry Sound railway. The line crosses the Mississippi river between the Government Bridge and the falls at Galetta. A gang of quarrymen have arrived here to get out the stone ( from Mr. Lang's quarry) for the piers. The stone will be floated down the river in scows to be made for that purpose, and a small steam tug will be placed on the river to haul the barges back for reloading.

22/07/1892 *Ottawa Citizen* *Renfrew* *St. Louis Dam*

Wharf at St. Louis' Dam.

Mr. J. R. Booth's large wharf at St. Louis' dam is rapidly approaching completion. The wharf extends from Foster's tannery to the centre of the roadway leading to the Experimental farm. The facing of the wharf is finished, and the inside portion is being filled in with gravel. It is said that a channel will be dredged along the side of the wharf, so that lumber can be shipped from Mr. Booth's yards in that vicinity, by boat, via the Rideau Canal. It will also be shipped by rail as sidings from the C.A.R. are being laid to the wharf.

## CARP NEWS

At 7 a.m. on the 19th inst ground was formally broken for the Ottawa and Parry Sound Railway about half-a-mile east of Carp village, and were at that early hour a large number of our prominent villagers turned out to witness the unusual event. The warden of the county and Reeve of Huntley, George N. Kidd, Esq., had the honor of turning the first sod. Rousing cheers will given for J.R. Booth, president of the road, and Warden Kidd. In concluding, Mr. Mountain, engineer-in-chief, presented Warden Kidd with the shovel used in the ceremony, which will no doubt be preserved for generations as a souvenir of this very interesting event.

At the Carleton House in the evening Warden Kidd entertained those who had been directly associated with him on the various delegations that have so materially assisted in having the line located through Huntley township. About thirty, including the engineering staff and contractors, sat down to a champagne supper. Around the table we noticed some prominent representatives of Fitzroy. In reply to toasts excellent speeches were given by Messrs. Mountain, Bruce and Simpson, engineers, the Messrs. Fauquier contractors, Warden Kidd, Mr Adam Hodgins, Deputy Reeve of Huntley, Dr. Groves, Mr. McElroy, Mr. John Argus, clerk of the municipality, and others. The speeches were interspersed with choruses. The party broke up about to midnight, after spending a very pleasant and agreeable evening - one that will long be remembered by those enjoying the warden's hospitality.

(Received too late for our last issue)

Great excitement prevails in Carp over our railway. On Friday, 8th, engineers arrived and made the usual preparations for commencing to locate, securing the necessary axe men and making Carp the basis of operations. The engineers in charge Messrs. Bruce Bros. and Simpson, with an efficient staff, have already made fast friends of our citizens.

On the 11th the first location picket was placed in position, Messrs. McElroy and Carruthers, of the village having the honor of driving it down. It is, we understand, customary with parties having this distinguished privilege conferred upon them to acknowledge the compliment by tendering the genial and gentlemanly staff a spread in which "green seat" should play a very prominent part.

The Messrs. Fauquier, contractors for the line from Ottawa to Arnprior, came on Saturday, and intend for some time to make Carp their headquarters. Saturday afternoon, Monday and Tuesday was spent in examining the line, and Wednesday they proceeded to rent suitable offices and fit them up. The agents are out in the township hiring teams and men. We understand that work will be given to any number of teams at \$3 per day. We are informed that they will furnish constant work for two hundred men.

22/07/1892 *Renfrew Mercury* *Renfrew*

The Mercury quoted the Arnprior Watchman of July 15: "The chances favour Arnprior being the terminus for a time at least." Renfrew, of course, looks for this, but we understand that Renfrew's indifference to the scheme, or rather independence has raised Mr. Booth's ire, and that unless she puts up the amount called for, her citizens will be compelled to listen to the tantalizing echo of the locomotive whistles on the new road about three miles outside of town. The Mercury chided the Watchman, saying that the act of Parliament to incorporate the Ottawa, Arnprior and Renfrew Railroad, March 23, 1888, provided for the construction of a railway from Ottawa to Renfrew, via Arnprior and Braeside, and that an amendment of May 4, 1891 only added the Ottawa & Parry Sound Railway as an addition to the OA & PS. So far, then, the railway must come to Renfrew by statute, and Renfrew-ites had not been asked to 'put up the amount alleged to have been called for,' and that Mr. Booth would use his own capital

23/07/1892 *Ottawa Free Press* *Renfrew* *Carp*

A gentleman from Carp village states that there are almost two hundred men working on the Ottawa and Parry Sound railway near that place. The work is progressing rapidly.

23/07/1892 *Ottawa Journal* *Renfrew*

The Ottawa and Parry Sound Railway.

The work of construction on the Ottawa and Parry Sound Railway is now in full swing, some three hundred men being employed in the various branches of the work. Stone for the bridge across the Mississippi is being quarried near Pakenham and floated down on scows to Galetta. The bridge across the Mississippi will be of iron with stone piers.

The working gangs started from Carp, one gang working towards Ottawa and the other towards Arnprior. Mr. Bruce, C.E., has charge of the construction west, while Mr. Hibbard C.E., looks after that part coming towards Ottawa. Mr. Mountain, C.E. has charge of the whole line and has a busy time of it just now looking after such a multiplicity of things. The contractors, Messrs. Fauchier [sic] Bros, will do their utmost to have the road between Ottawa and Arnprior ready for iron early in the fall. West of the Carp there is considerable rock cutting to be done.

25/07/1892 *Ottawa Free Press* *Renfrew*

There were two miles of grading done on the Ottawa and Parry Sound railway in the first two days, Tuesday and Wednesday last week.

26/07/1892 *Ottawa Journal* *Eganville*

Gossip, however, has it that the C.P.R. will survey the line from Cobden to Parry Sound and when they have their plans completed, the company will apply to parliament at its next session for a charter for building the new line.

It is some two hundred miles from Cobden to Parry Sound. Cobden is ninety miles from Ottawa. Should this alleged proposal of the C.P.R. be carried into effect the Ottawa and Parry Sound railway would have a very powerful rival for the lake traffic, the C.P.R. having the advantage of striking their main line after traversing only some two hundred miles of territory.

Others have it that the C.P.R. are about to build a line from Cobden to Eganville where the Parry Sound would be tapped. For this short route there is said to be an existing charter. - also in Renfrew Mercury 29 July.

26/07/1892 *Ottawa Citizen* *Canada Atlantic*

A most complete wrecking car has just been completed at the C.A.R. workshops.

26/07/1892 *Ottawa Journal* *Canada Atlantic*

Conductor Cole transferring to Coteau to take charge of the Coteau - Boston train.

26/07/1892 *Ottawa Journal* *Ottawa Electric*

The electric track on Ann street is expected to be completed by Saturday.

26/07/1892 *Ottawa Citizen* *Ottawa Electric*

Electric car No. 24 was photographed yesterday by Mr. Pittaway. This car is the prettiest on the road and will be used on all special occasions when excursions arrive in the city. When photographed, the union jack was flying on one end and on the other, floated the stars and stripes, out of compliment to the Westinghouse Company of Pittsburgh, the most prominent and largest manufacturers of electric railway apparatus in the world.

26/07/1892 *Ottawa Free Press* *Eganville*

Engineer Ramsay and his staff of surveying engineers have completed a survey of the country between Cobden and Parry Sound with a view to locating a line of railway between these two points. The rumor is that it is the intention of the C.P.Ry. directors who already have the connection between the city and Stittsville to construct a line which would be in operation before the line now under construction by the C.A.R. Be that how it may the arrival of the surveying staff in Cobden have caused no small sensation and excitement went up to fever height. Enquiry at the official headquarters of the C.P.R today could illicit no further information than that given above. The high officials were all courteous but said nothing. It was learned that the C.A.R. had been informed of the proceedings of Mr. Ramsay and his staff, and viewed the whole matter as a mere desire on the part of the C.P.R to straighten out their line between Eau Claire and the western points.

Mr. H.B. Spencer was seen by the Free Press this morning, and whilst not admitting or pretending that there was nothing to tell, quietly and decisively said that he could answer no enquiries.

The C.P.R route between Cobden and Parry Sound, would it is understood be some 200 miles shorter than the proposed Ottawa and Parry Sound route. It is also understood that when the scheme now under consideration is made public it will not be found without full sanction by charter. A few days will tell the whole story.

26/07/1892 *Ottawa Citizen* *Ottawa Electric*

Mr. Leamy, contractor for the laying of the electric railway track on Ann st., expects to have the work completed by Saturday. Thirty-five men are now on the work.

27/07/1892 *Ottawa Journal* *Ottawa Electric*

Mr. A.G. Pittaway yesterday photographed electric car No. 24, the prettiest car on the line. It is to be used for special occasions.

27/07/1892 *Ottawa Free Press* *Ottawa City Passenger*

The lad Filliman who was injured by the horsecar near the Sapper's bridge on Rideau street yesterday afternoon, suffered great pain last night.-- The boy claims that he asked the driver of the car to stop, but the latter claims he did not hear him. However, the spot is an extremely dangerous one, when the driver has to be extra careful in handling his horses on account of having to cross the electric tracks at one of the worst grades in the city.

27/07/1892 *Ottawa Journal* *Eganville*

It is said the C.P.R. has a charter for what is known as the Northwestern railway running from a point on the C.P.R. main line to Georgian Bay.

This charter, it is understood, will be utilized for the present railway.

In the meantime Mr. Ramsay and his surveying staff are busy at work surveying from Cobden in the direction of Eganville, but the people from up there don't attach any weight to this trial survey because the natural route leads up the valley of the Bonnechere and this valley terminates at Renfrew. Cobden is about twenty miles west of Renfrew. Also in Renfrew Mercury July 29.

27/07/1892 *Eganville Enterprise* *Renfrew* *Carp*

Forty teams and lots of men are working at Carp on the OA & PS Ry. and more of both are being added every day.

27/07/1892 *Ottawa Free Press* *Renfrew*

Mr. M. Haig informed the Free Press this morning that he has just returned to the city from Carp, and speaking of the construction of the Ottawa and Parry Sound railway, said that the new road had been ballasted for about six miles on each side of the village. About sixty or seventy team of horses and four hundred men are now engaged on the work. Men were yesterday measuring and making plans for the construction of the bridges across the Carp river and across the Mississippi at Galetta. The people of Galetta, he said, are in ecstasies over the prospect of the railway entering the town and with the excellent water power at that place a rapid advancement is being looked forward to. Mr. George Whyte of Galetta has granted the railway company sufficient land on which to erect a depot.

27/07/1892 *Eganville Enterprise* *Eganville*

The Enterprise reported that CPR officials had said: "that construction would commence within three weeks and be built as far as Eganville before Mr. Booth would be able to commence his line. Surveys would be commenced immediately, working east to Cobden and west to Parry Sound. When the survey was complete, the CPR would apply for a charter from Parliament."

28/07/1892 *Ottawa Journal* *Renfrew*

Mr. Fauquier expects to have all the grading completed by September 15. He has now 100 teams and 150 men at work. He is building east and west of Carp.

28/07/1892 *Ottawa Citizen* *Canada Atlantic* *Shepherd & Morse*

Shepherd and Morse have completed one of their large sheds at their Rideau yard, for the storing of lumber. The other shed will be completed shortly.

28/07/1892 *Ottawa Journal* *Renfrew* *Carp*

Mr. Fauquier, contractor for the construction of the Ottawa and Parry Sound railway, was in the city to-day. In conversation with THE JOURNAL he says he expects to have all the grading completed by September 15. He has now 100 teams and about 150 men at work. He is building east and west of Carp.

29/07/1892 *Renfrew Mercury* *Renfrew* *Carp*

The first permanent stake on the location of the O.A. & P.S. Ry. was driven near Carp village on Monday week by David McElroy, Esq., who has taken a lively interest in the construction of the road. The engineers and staff are busy at work and hope to give a good account of themselves during the long days and pleasant weather which has at length set in.

One day last week, a gentleman of Renfrew thought he noticed Mr. W.A. Ramsay, chief engineer of the Canadian Pacific Railway driving through town with a lady. He was sufficiently interested to go up to Plaunt's hotel and examine the register of guests. Sure enough, the names of "W.A. Ramsay and wife, of Montreal" appeared thereupon.

A railroad mans doings are always fair game for inquiry in this day of railroad enterprises: and a little inquiry elicited the information that Mr. Ramsay had driven by way of Cobden to Eganville and intended to return to Renfrew. The fact that Messrs. Duncan McIntyre, Jas. Worthington and others held an old charter for a road from Cobden to Eganville at once flashed upon the gentleman's memory and he communicated his intelligence to The Mercury with the query of "What's up?"

The matter was not long left in doubt. On Saturday evening the news flew about Renfrew that Mr. C.W. Spencer, superintendent of this Division of the C.P.R., was in town, that he was closeted with some citizens, that the C.P.R. had purchased the Pontiac and Pacific Junction Railway, and intended to extend that road across into Renfrew county and build it right on to Parry Sound: and that this would be done at once.

As a matter of fact, Mr. Spencer asked Mr. A.A. Wright for the use of his private office and asked Messrs. A. Barnet, M.L. Russell, and S. McDougall to meet with him and Mr. Wight there.

As a result of the conference then held, the following requisition was circulated and signed on Monday morning:-

Renfrew July 25, 1892

To. P.S. Stewart, Esq.

Reeve of the Village of Renfrew

Sir - As we understand that the Canadian Pacific Railway Company propose to build a railway, at once, from Cobden or Renfrew, or some point on their line between these two places, to Parry Sound, and as one of their officials has requested that a meeting be called, to see what assistance Renfrew would give, if any, if Renfrew were made a starting point and a Divisional Point on the new line, the undersigned would respectfully request you to call a meeting of the ratepayers for the consideration of this matter.

A.A. Wright

M. Devine

A. Barnet

D. Stewart

J. Brydge, Jr.

T.D. Galligan

H. Stevenson

T. Stafford

James Clarke

M.L. Russell

S. McDougall

W.E. Smallfield

W.A. Mackay

James Ward

A. Anderson

J.K. Rochester

G.W. McDonald

In compliance with this requisition, the Reeve, who was just about to start on his summer outing to Old Orchard Beach, issued a call for a public meeting of the ratepayers on Wednesday evening. A large number of ratepayers responded to the call, the Hall being well filled. In the absence of the Reeve, Mr. D.F. Barr, councillor was moved to the chair. He knew nothing of what was the object of the meeting beyond the announcement of the poster: and called on some of the signers of the requisition to give definite information.

Mr. McDougall said that he had expected that some official from the C.P.R. would be present to make full explanations. As he understood the matter, the C.P.R. Company proposed to build from Cobden westward; but that Mr. Spencer had an idea that Renfrew would be, in the long run, a better starting point - a line from here would be through level country, and would save five miles in the through route. He thought that Mr. Spencer's idea was that Renfrew might provide the right of way to Douglas.

Mr. Barnett added that Mr. Spencer had said that some day the C.P.R. might take over the K. & P.R., and then in connection with this new road make Renfrew a Divisional point. Carleton Place was too far east for a Divisional point. Mr. Barnett said that they had told Mr. Spencer that there was not much chance of Renfrew giving a bonus - we were too heavily burdened already. But Mr. Spencer thought that we perhaps might do anything towards securing the right of way, or providing the extra land they would need here for sidings and workshops. Mr. Spencer said they had an old charter and subsidies for the road. It would cost the company \$180,000 or \$200,000 more to build from Renfrew than from Cobden, but the route would be more direct.

The Chairman said that he understood that where there were two charters for a road in the same locality, the first to build received the subsidies.

Mr. Barnett said that he hardly thought the C.P.R. expected to get the subsidies granted by the Government to the O.A. & P.S. Railway.

Mr. Jas. Craig said that it was singular that at this late date, when another railway was assured, the C.P.R. should rush to the front in this manner. The O. & P.S. was now under construction, and part of the right of way between Renfrew and Eganville was purchased, and he (Mr. C) had been retained to go over the route and settle for the rest at an early date. The O. & P.S., he was authorized to say, would be built to Renfrew, and that without costing the town a cent. We have been suffering under C.P.R. rates so long that it would be bad policy to antagonize any rival line. It was not wise to antagonize the C.P.R. either; but still our sympathies should be with the rival line. This move may be a game of bluff on the part of the C.P.R. It was hard to say. But it would be folly to take any action that would dissuade the O. & P.S. from coming here, or cause it to sell out. If the O. & P.S. were frightened off, and the K. & P.R. bought up we would still be under the thumb of the C.P.R.

Mr. S. McDougall said that matters were in a delicate position. There was always a natural sympathy with a competing line, and an anxiety to get more than one railway into a town; but if the C.P.R. went ahead and pushed the building of their line first, would money be loaned by capitalists to build a parallel route? And in that case the O. & P.S. might never be finished to Renfrew.

The Chairman said that he knew that C.P.R. freight rates were cheaper to Cobden and Portage than to Renfrew (on account of the Pontiac road); and that since some of the Renfrew merchants had been getting their freight by K. & P. and the Grand trunk, the C.P.R. was giving a better service. This was the value of having a competing line.

Mr. Geo. Eady would like to see as many railroads as possible coming to Renfrew, but was inclined to think that the C.P.R. might be bluffing in this game. The right of way from Renfrew to Douglas - if that was what the company wanted - would cost from \$10,000 to \$20,000. He had had some experience as an arbitrator when the K. & P.R. was purchasing its right of way.

Mr. Barnett thought that a bonus from Renfrew was pretty much out of the question: but it might be well for the town to give land enough for workshops and sidings, and exemption from taxation to any company putting up workshops here and guaranteeing to employ so many hands a year. This was not necessarily to the C.P.R.; nor to any particular company - but say to the first one putting up the works.

Mr. P. Devine said that Mr. Booth had assured some Renfrew gentlemen that the O. & P.S. line would be completed to Renfrew by September, 1893, or earlier. On the one freight of apples alone the city of Ottawa had been saved \$100,000 in one season by having competing lines. He had no particular fault to find with the C.P.R. but Renfrew had not much to thank that company for either. We had the shabbiest accommodation of any place along the line, and the station was even put on the wrong side of the road. Their rates could hardly be any higher: and they take advantage of every technicality to tuck on the price. It would be foolish to throw any obstruction in the way of the Ottawa & Parry Sound line.

Still he would like all the roads we could get. And if the C.P.R. had any straight business-like requests to make to Renfrew, we should give them fair consideration. He also thought well of Mr. Barnett's idea of encouraging the building here of work-shops.

Mr. Jas. Caswell also spoke favorably of the exemption from taxation of any work-shops: and the meeting seemed to sympathize with this idea also.

But as there were no definite particulars before the meeting from the Railway Company's stand point: and it was thought probable that the Company would later on make some requests, the following motion of Mr. Geo. Eady, Jr., seconded by Mr. S. McDougall, was carried nem.con:- "While cordially sympathizing with all railway enterposed which seek or tend to improve the material interests of the town, this meeting does not feel that it has sufficient information before it to take any action."

*29/07/1892 Renfrew Mercury Eganville*

The Eganville Enterprise, in its issue of the 27th inst., says that not much attention was paid to the report which spread abroad in the village on Saturday, that the Canadian Pacific intended to build a branch line from Cobden to Eganville, until Mr. C.W. Spencer, Mr. Ramsay and Mr. H. Carry, C.E., all of the C.P.R., arrived, when it caused quite an excitement. In conversation with several of the villagers, they stated that the C.P.R. would build a line through to Parry Sound, that it would be commenced within three weeks and built as far as Eganville before Mr. Booth would be prepared to commence his line. They also stated that surveys would be commenced on Tuesday (today) from Eganville as their headquarters, working east to Cobden and west to Parry Sound, and they made arrangements with the Foy House for the staff of twelve men who are to be engaged in it. They also engaged Mr. Kinkaid and instructed him to hire four men for choppers. They left in the afternoon, returning to Cobden by way of Douglas. One of the party remarked before leaving that the trade of this section was too valuable for the C.P.R. to lose. - The Enterprise inquires whether this is a bluff to intimidate Mr. Booth from building his line and says the sympathies of the people of this section are with Mr. Booth.

*29/07/1892 Ottawa Free Press Ottawa Electric Ottawa Car*

Messrs. Ahearn & Soper have just placed an order for two more electric snow sweepers similar to those in use last winter. Mr. Wylie will do the woodwork, Mr. A.J. Fleck, jr., supplying the ironwork, the whole being done in the city.

*29/07/1892 Almonte Gazette Kingston (CN)*

A big fight occurred on the G.T.R. train on the 12th of July between Iroquois and Prescott. When the train reached Prescott the obstreperous ones were arrested and placed in the lock up.

*29/07/1892 Almonte Gazette Renfrew Carp*

#### CARP NEWS

The first sod - on Tuesday, 19th inst., at 7 a.m., the first sod on the O.A. & P.S.R.R. was turned at Mr. Wm. Rivington's farm near this village. The ceremony was performed by G.N. Kidd, Esq., Warden of Carleton County, and was witnessed by a large concourse of the inhabitants, amongst whom were several gentlemen from Ottawa - Dr. G. Falls, Dr. Pearson, John Kidd, Esq., barrister, and F.O. Hirsch, Montreal. As the sod was duly placed in position in the center of the road the assembled crowd manifested their approbation by rounds of cheering and applause. The ceremony was witnessed by Geo. A. Mountain, C.E., A.H.N. Bruce, C.E., Robt. Bruce, C.E. Arthur Simpson, Esq., Messrs. Fauquier Bros., Dr. Groves, Messrs. D. McElroy, Thos. J. Armstrong, Wm. Barton, Thos. Hodgins, John Carruthers and others. In the evening the warden entertained the engineers, contractors and chief promoters of the railway scheme to supper. The table being cleared, Mr. Kidd, in proposing the health of Her Majesty, said he considered this the most important day Carp had witnessed for many a year. He was very pleased to have the privilege of thus meeting the chief engineer and his staff, together with the contractors and so many interested friends. Thereafter Dr. Groves proposed the health of the president of the road, John R. Booth, Esq. In the absence of Mr. Booth, Mr Charles Mohr, Reeve of Fitzroy, responded. Mr. Thomas J. Armstrong proposed the health of the engineering staff, to which Chief Engineer Mountain, Messrs. Bruce and Simpson replied. Mr. Sullivan, one of the staff, sang in fine style "Our Jack's Come Home Today." The toast of "The Contractors" was next given by Mr. David McElroy. Introducing the toast Mr. McElroy proposed a conundrum, "Why did the road not go via Tolbolton?" Answer: because it was too monotonous, had too much mohr (moor) and no Mountain nor Groves on that route!" Messrs. Fauquier and Brennan replied. Mr. Mohr proposed the health of the chairman, to which Mr. Kidd responded in a lengthy speech. Auld Lang Syne and God Save the Queen brought the harmonious gathering to a close at an early hour.

*29/07/1892 Almonte Gazette Renfrew Carp*

An Ottawa paper says the new railway has been ballasted for about six miles on each side of Carp village. 60 teams and 400 men are employed. Mr. George Whyte of Galetta has granted the railway company sufficient land on which to erect a depot there.

*29/07/1892 Renfrew Mercury Eganville*

An alert Renfrew citizen spotted Mr. W. A. Ramsay of Montreal, chief engineer of the CPR, driving down the main street of Renfrew. It was noted that Ramsay was meeting with people who held an old charter for a road from Cobden to Eganville. It was soon revealed that the CPR had purchased the Pontiac and Pacific Junction Railway, and planned to extend it across into Renfrew County and build it right on to Parry Sound, and that this would be done at once. Suggestions that Renfrew would be made a divisional point with workshops, etc., were made. Renfrew's Mr. Barnett told the CPR that there was little chance of giving a bonus; the Village was too heavily burdened as it was. The CPR thought that Renfrew may help securing the right-of-way, or donate land for sidings and workshops.

The CPR's superintendent estimated that it would cost over \$180,000 more to build from Renfrew than from Cobden, but that the route would be more direct.

Mr. Barnett said that he understood that when there were two charters for a road in the same locality, the first to build got the subsidy. The Mercury felt that we had been suffering under CPR rates for so long that we should not antagonize the OA & PS or the CPR. Was it a game of bluff on the part of the CPR? The merchants felt that freight rate competition would be a good thing. In Ottawa, rail competition had saved \$100,000 alone in shipping apples. Renfrew didn't have much to thank the CPR for. 'We have the shabbiest accommodation of any place along the line, and the station was even put on the wrong side of the road. Their rates could not be higher, and they take advantage of every technicality to tack on the price. So it would be foolish to throw any obstruction in the way of the OA & PS.' Mr. Carswell spoke favourably of the exemption from taxation of any workshops. However, the meeting felt that they did not have enough definite information to make any definite decisions.

*29/07/1892 Almonte Gazette Chalk River Almonte*

A pilgrims' special train passed through here last week. It contained between two and three hundred French Canadians from Minnesota and Dakota on their way to Ste. Anne de Beaupre.. There were many cripples among them.

*29/07/1892 Almonte Gazette Eganville*

#### Another New Railway.

And not the C.P.R. are taking steps toward building a branch line from Renfrew or Cobden via Eganville to Parry Sound. Agents of the company have been reconnoitering as to the prospect of securing bonusses from Renfrew, Eganville and other municipalities, and surveyors are at work. Should the proposed line be built it is said that it will run almost parallel with the Ottawa and Parry Sound R.R. The distance from Renfrew to Parry Sound is about 170 miles.



**30/07/1892 Ottawa Free Press Ottawa Electric**

It is expected that the Ann street branch of the Electric Railway will be completed in time for regular services on Saturday next. Until the new curves for the Bank street are made, a car will be transferred to the new line and will run regularly making connection with the main line. It is intended to give a twenty minute service along the line, two cars running from the Langevin block and thus increasing the service on Bank street.

**30/07/1892 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The fire brigade were called out last evening at about half past five, in the roof of the C.P.R Union depot. For a time the blaze looked very threatening but the railway company's hose and other provisions in each depot in case of fire, were soon at work and soon had the blaze almost extinguished before the reels arrived. No damage was done except that the roof was slightly destroyed.

**01/08/1892 Ottawa Journal Eganville**

Work commenced - opposition to Booth. C.P.R. will run east and west out of Eganville.

**01/08/1892 Ottawa Journal Ottawa Electric**

Mr. A.G. Pittaway this morning photographed car No. 11 of the electric railway. This car has just been completed by Mr. Wylie of Ottawa.

**02/08/1892 Ottawa Citizen Ottawa Electric Ottawa Car**

The Winnipeg Free Press and Sun of August 27th[sic] says: "The Winnipeg Street Railway Company are very much pleased with the new Westinghouse electric car which arrived lately. Mr. Mullin, the electrician of the Ottawa street railway came up to start it on its first trip, when the speed made was at the rate of 27 miles per hour. Last night it hauled two trailers as a train with 227 passengers on board. Ottawa and Hamilton roads have both adopted this system.

**03/08/1892 Ottawa Journal Prescott Experimental farm**

About 175 members of the Glengarry and Stormont Farmers Institute arrived in the city yesterday afternoon by C.A.R. They went in a special C.P.R. train to the Experimental Farm and were shown over by Prof. Robertson, the acting director and were much pleased by what they saw.

**03/08/1892 Ottawa Free Press Maniwaki**

Men who have been engaged in construction work on the Gatineau Valley railroad are leaving in large numbers to do the same work on the Parry Sound railway.

**03/08/1892 Ottawa Free Press Renfrew Carp**

A contractor on the Ottawa and Parry Sound railway informed the Free Press this afternoon that the work of building the road at Carp was advancing most favorably. Already five or six miles of road have been graded and with the large number of men and horses the construction of the road is progressing marvelously. The boom at the Carp village, he said, was great. Every house is filled from cellar to attic with working men and a number of boarding houses are being erected along the construction. He stated that the work would be commenced at Arnprior in about a month, proceeding in the direction of Carp, and the road would be running between Arnprior and Ottawa about the first of October. The most difficult part of construction was between Carp and Ottawa. Speaking of the proposed competing line to be built by the C.P.R he considered it would rather benefit than injure the Ottawa and Parry Sound railway.

Mr. Booth is sending up a gang of millwrights and laborers to do the trestle work on the Ottawa, Arnprior and Parry Sound Railway.

Also in the Renfrew Mercury 5 August.

**05/08/1892 Renfrew Mercury Eganville**

With trade in the towns and villages rather quiet at this particular season, the chief business of the people for the past week or two in this neighbourhood has been the consideration of the possibilities and probabilities of the railways projected hereabouts. Rumors are plentiful. Facts are rather otherwise.

This much is fact, however: that on Thursday of last week Mr. C.W. Spencer came back to Renfrew, and was driven by Mr. Barnet up the valley of the Bonnechere as far as Douglas; going up on one side of the river and coming back on the other; and that on Wednesday of this week, Mr. W.A. Ramsay, chief engineer, and his staff of surveyors came to Renfrew and commenced a survey of the route on the north side.

In conversation with Mr. Barnet, we learn that Mr. Spencer was favorably impressed with the route from Renfrew: though there are some slight disadvantages; but that, of course, no definite decision as to the starting point would be made until the surveyors had been over the ground and reported to the directors.

More.

This week's Eganville Enterprise says:- On Saturday, Mr. C.W. Spencer, General Superintendent, accompanied by Chief Engineer Ramsay, again visited Eganville, met Reeve McCann and asked that some of the villagers should meet him. About 25 or 30 of the citizens assembled in Foy's hotel, when he explained to them the resolve of the C.P.R. to build to Parry Sound, and asked that the right of way should be given to them. After some discussion as to the route the road would take in passing the village, both Mr. Spencer and Chief Engineer Ramsay gave it to be understood that the line along John street would be taken. A resolution was then passed that the right of way through the village should be given free. The right of way through the village will be found to be an expensive one, as buildings have to be removed, and damages paid for properties cut off from access to the street. The C.P.R. are building the line for their own accommodation and it would be built bonus or no bonus. Eganville is in want of a railroad and it is quite right that reasonable aid should be given to the first one which will accommodate it, but we think it would have been better to have given a reasonable bonus and allowed the company to have purchased the right of way themselves. However, the honor of all those who voted for the resolution is virtually pledged to the company to use every exertion to see that the resolution is carried into effect. Eganville has suffered so many disappointments in railroad matters that it is hard to realise that we are likely to have the cars running into the village before the winter sets in, and yet we now believe such to be the case. There is a good deal of speculation as to whether the O.A. & P.S. Ry. will now build their line.

**05/08/1892 Almonte Gazette Eganville**

The C.P.R. Co. wants Renfrew village to say what they will give if the railway will start its proposed branch to Parry Sound from Renfrew instead of from Eganville. The Renfrew people are in a quandary, some of them fearing that the C.P.R. is playing a game of bluff to shut off Mr. Booth's line. The people of Renfrew have asked for more light before they do anything, lest they might lose both roads.

**05/08/1892 Ottawa Citizen Chaudiere Chaudiere**

For some time past it has been reported that Mr. J.R. Booth contemplates extensive improvements in the terminal facilities of the C.A.R. at the Chaudiere. The first practical step in this direction was taken yesterday when Mr. Booth purchased the plant, lumber mill, yards and water power of Messrs. Perley and Pattee at the Chaudiere. It was impossible for Mr. Booth to extend the C.A.R. to his mill platform except by the acquisition of Messrs. Perley & Pattee's mill property. A track can now be extended from the present terminus of the C.A.R. at Bridge street to Mr. Booth's lumber yard and then across the slides and into the mill property purchased from Perley & Pattee. This scheme will certainly result in a considerable saving to Mr. Booth, as the newly sawn lumber can be taken by cars direct from the mill to the yards. The purchase of Perley & Pattee's mills and piling grounds is one of the largest property deals that has ever taken place in Ottawa. Mr. Booth will take possession of the newly acquired property at the end of the sawing season. Yesterday many of the employees of Messrs. Perley and Pattee received notices that their services would not be required after next fall.

This morning an electric car was transferred to the Ann street track and everything being in readiness traffic was at once commenced much to the satisfaction of residents of the western part of the city. Until the Bank street curve is put in, one car will run on the Ann street line and a transfer will be made at that point, but it is proposed to supply a through service later on. The line is working satisfactorily.

TO BELL STREET BY ELECTRICITY.

OPENING OF THE ANN ST. RAILWAY EXTENSION TO-DAY

From Bank St. to Mt. Sherwood in 3½ Minutes - A Through Service to the Langevin Block in a Week or so - A Midnight Tussle with an Eight ton Car

At 3:30 this morning, while the man in the moon was smiling his ideas to Mars and trying to make out some of Schiaparelli's double canals, and Old Sol was yawning in the east preparatory to his daily rise, the residents of Ann street were awakened by a dinging of bells and sundry noises suspiciously like the rushing of an electric car.

It was an electric car sure enough - and the trial run was being made on the extension to Bell street in Mount Sherwood.

At 7:35 this morning the first regular trip was run from Bank st. westward. On the second return run no less than 15 passengers were registered. All day long the car was well patronized. Trips were made every few minutes. From one end of the street to the other no little excitement prevailed among the inhabitants. Small boys and small girls crowded round begging rides - and stood on the tracks to the imminent risk of their small bodies. It was a kind of gala-day in the neighborhood.

To get car 34 from Bank Street to the new line and do sundry work connected therewith, took from 12 o'clock last night to 3 o'clock this morning. An electric car weighs about eight tons and is not to be run about like a horse car. A temporary track of ties and rails had to be built from the Bank street track to the end of the Ann street line, a distance of 30 feet or so, the curve not having yet arrived.

The curve is being manufactured at Johnstown, Pa., and will be here in a week or so. When it is in, two cars will be put on and will run with a 20-minute service from the Langevin block up, thus giving an additional service on Bank street. In the meantime only one will run from the corner of Bank and Ann streets, transfers being given from Bankstreet.

The trip from Bank street to Bell occupies from 3½ to 4 minutes. The cars, when THE JOURNAL took in the trip this morning, ran quite smoothly. The road is ballasted from Bank to Bay streets, and the balance westward is being rapidly filled in. Mr. Ahearn was over the branch several times to-day, and it suited his fancy to a dot.

On this line a new wrinkle in trolley wiring is being tried. The wire is steel instead of copper like the others, and the trolley wheel is set instead of revolving. The idea of the steel wire is to provide something more durable than copper which wears down too fast under the constant friction. To give proper conductivity, the crosswise will be copper. At present they are steel. The situation is simply being reversed. The steel trolley wire worked well today and with less "flashings" than a copper wire.

Ann street is a pretty little thoroughfare. With the presence of the cars the neighborhood should grow like a green bay tree.

The extension strikes Mount Sherwood at a point that is as the center of a horseshoe as regards the requirements of the people. It is within easy reach of the whole locality.

The New Railway

Mr. Andrew Bell was in Ottawa this week and had a conference with a number of the officials of the Canada Atlantic Railway relative to the proposed line from Carp to Sharbot Lake. He says they are very favorably disposed towards the road and have expressed a willingness to everything in their power to assist the enterprise. Mr. Bell is now more confident than ever that the scheme will take practical form, and that steps will be taken to have the road built. We sincerely hope that his most ardent expectations will be realized.

Work on the O.A.& P.S. Railway

A number of Italians left the city yesterday to work on the Ottawa, Arnprior and Parry Sound Railway. The work now extends about five miles east and west of carp. Ninety teams and between two hundred and three hundred men are employed.

The construction work on the Ottawa and Parry Sound railway is progressing rapidly through the township of March where it crosses third line through a portion of Mr. Arthur Read's farm. The farmers of that vicinity are to apply for a station in the neighbourhood of Mr. Read's farm.

Accident to car No. 22.

The construction work on the Ottawa and Parry Sound Railway is progressing rapidly through the township of March, where it crosses the third line through a portion of Mr. Arthur Read's farm. The farmers of that vicinity are to apply for a station in the neighborhood of Mr. Read's farm.

---

CARP NEWS

From our own correspondent.

The Fauquier Brothers, contractors for the Ottawa and Parry Sound railway, with their usual energy are pushing the work rapidly on. Some twelve miles is now under construction, and on six or seven miles the grading is completed. One or two gangs left Carp this morning- Tuesday - for "Christians" some ten miles from here and about halfway to Ottawa, working from there towards Carp. Some four miles from here, at Owen Doyle's, is an extensive rock cutting; this cutting, some 300 yards, had caused the engineers and contractors a great deal of anxiety, but the rock turns out to be of a nature easily worked and will require but very little blasting. About half a ton of dynamite has been stored in the vicinity in expectation that the rock would prove very difficult to remove. H. McElroy & Sons have a large camp at this point, with sufficient accommodation to board and house forty or fifty men. Mr. Wm. Bleeks, who has charge of this camp, succeeds in making the men comfortable. Men are continually coming and going around Carp and in the evenings the village is quite crowded. Both hotels are taxed to the utmost capacity, but so far nearly all have been accommodated. From 7:00 a.m. till 6:00 p.m. the Cap is in its normal state and a stranger would never think that in the immediate vicinity of the village a railroad was rapidly being constructed. The engineering staff leave tomorrow for Galeyta. By the courteous and gentlemanly behavior they have made many friends among our citizens. Also the musical talent is above the average; their open air concerts have afforded us considerable enjoyment, and will be sadly missed.

---

PAKENHAM NEWS

From our own correspondent.

THE RAILWAY STEAMER

The steamer "Ocean Wave," which has been placed on the Mississippi here in connection with the new railway, has made several trial trips to Galetta, and is pronounced a good craft.

Messrs. Ahearn & Soper yesterday ordered three new open cars of Mr. Wylie. The order for the truck works has gone to P. Latour.

**13/08/1892 Ottawa Citizen Renfrew Carp**

About fifty Italians from Montreal passed through the city on their way to Carp to work on the Ottawa and Parry Sound Railway.

**15/08/1892 Ottawa Citizen Eganville**

The Renfrew Mercury says: It really looked as if the C.P.R. meant business in connection with their new line to Parry Sound, when Messrs. Spencer and Ramsay, who were here on Friday, were inquiring for different members of the village council and announcing that Duncan McIntyre and some other of the C.P.R. directors were coming up to inspect the proposed routes the next day. During the night Messrs. Duncan McIntyre, R.B. Angus, - Cassels and T.G. Shaughnessey did arrive; and bright and early next morning they were off - driving over the route from Renfrew to Eganville, along the north shore of the Bonnechere; and then driving on from Eganville to Cobden; and going down the line in a special in the evening.

The nearest approach to any definite information as to which route they decided to adopt - whether from Cobden or Renfrew - is that on Tuesday morning of this week, Mr. Ramsay, chief engineer, engaged a vacant store in Mr. T. Stafford's block in Renfrew, as headquarters for an engineering staff. As he would not take another suitable building because the owner would not guarantee them more than two month's tenancy, it is presumed that they expect to be here for some time; and it is also taken as an indication that Renfrew is to be the starting point of the new line.

The surveyors are now busily at work "locating" the line from both Renfrew and Eganville. The track will follow the course of the main line for about three and a half miles west of Renfrew, branching off to the west at the Payne farm, in rear of Dennis O'Connor's.

**15/08/1892 Ottawa Free Press Ottawa Electric**

Messrs. Ahearn & Soper have increased their order with Mr. P. Latour from 3 to 12 trucks. The castings are being done at Smiths Falls and the springs, the first made in Canada, will be made in Montreal.

**16/08/1892 Ottawa Citizen Ottawa Electric**

The pretty surroundings of the new electric railway station at the Chaudiere are being greatly admired. They give quite an imposing appearance to Victoria island where the picturesque has heretofore been altogether swallowed by the practical.

**17/08/1892 Ottawa Free Press Ottawa City Passenger**

The horse cars of the Ottawa Passenger railway have been supplied with patent fare registers similar to the electric cars.

**17/08/1892 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The offices at the Union depot are being thoroughly overhauled and repaired. The second class waiting room was completed this morning and certainly looks better than it ever did before. It looks clean and neat and will be found much more comfortable by those having to use it than it has hitherto.

**17/08/1892 Eganville Enterprise Renfrew**

The surveyors are now locating the the line between Renfrew and Eganville, working from both ends, the preliminary surveys have been completed. It is reported that the work of grading will be commenced this week.

Also in the Renfrew Mercury 26 August.

**18/08/1892 Brockville Recorder Ottawa Electric Ottawa Car**

For \$50,000 Ahearn & Soper of Ottawa will supply 20 electric motors for the Montreal street cars.

**22/08/1892 Ottawa Citizen Winchester Avonmore**

A Smash Up on the C.P.R.

Two trains collide on the O. and Q. Division

A brakesman man is killed and much property destroyed - how the collision is said to have occurred.

A bad Smashup occurred a few miles from Avonmore on the Ontario and Quebec division on the C.P.R. early yesterday morning. It resulted in the death of James Woods of Smith's Falls, and heavy loss to the company.

A freight train going east had only passed Avonmore a couple of minutes when it crashed into another freight train coming in an opposite direction. The drivers and firemen on both engines jumped and escaped, but James Woods, brakeman who was on the eastbound train was between two cars when the trains met, and was instantly killed.

Both engines met with such terrific force that they reared up in air and then tumbled over alongside the track. The freight cars near the engines were smashed to pieces while the empty ones in either trains were completely telescoped.

When the news of the accident reached Smith's Falls a wrecking train was dispatched immediately to the scene of the accident with a gang of men to clear the wreck and to repair the track which was ripped up and destroyed for quite a distance. The remains of the unfortunate brakeman were brought back to his home in Smith's Falls which is about 50 miles west of Avonmore.

Traffic was stopped on the line all day yesterday while men were engaged clearing the track, and the through Toronto train had to come around by Ottawa yesterday morning. It is yet unknown who is responsible for the accident which will be a matter for investigation by the company.

**22/08/1892 Ottawa Journal Winchester Avonmore**

A bad smash on the C.P.R.

The Ontario and Quebec division of the C.P.R. near Avonmore yesterday morning was the scene of a collision and loss of life. An Eastbound and a westbound freight train crashed into each other and James Woods, a brakeman, on the eastbound train was caught in the collision and instantly killed. The drivers and firemen of both trains jumped and thus saved their lives.

The trains were running at great speed and met with such tremendous force that both were lifted from the rails and tumbled into the ditch. Freight cars near the engine were splinteredd to pieces and empty ones behind telescoped.

A wrecking train went out from Smith's Falls when the news of the accident reached there and work at clearing the track which was badly torn up began. The remains of the killed brakeman Woods were brought to his home in Smith's Falls for interment.

As yet it is not known who is responsible for the accident and an investigation by the company will likely be held.

**22/08/1892 Ottawa Citizen Renfrew**

Mr. Delaney, contractor of Manotick, will start a gang of men to work this morning on the Ottawa, Arnprior and Parry Sound road, near Judge Mosgrove's residence on the Richmond Road. They will work in a westerly direction.

**23/08/1892 Ottawa Journal Ottawa Electric**

Electric car No. 9 went off the track this morning at the corner of Broad and Albert sts., where the new double track is being laid. It was coming up from Union station. A stone in the groove was the cause of the mishap. No injury, Through traffic was delayed for a little while.

**23/08/1892 Ottawa Journal Renfrew**

Ties for the Ottawa and Parry Sound railway are being taken out down the line of the C.A.R.

**23/08/1892 Ottawa Citizen Renfrew**

The C.A. Railway Company are getting out ties for the Ottawa and Parry Sound road.

It is rumored that the C.A. Railway Company will shortly purchase land from Mr. Stewart, on which they will erect workshops.

24/08/1892 *Ottawa Journal* *Maniwaki* *Low*

A new station house is being put up in the township of Lowe by the Gatineau Valley railway company. The rails are laid that far and traffic from that point will be opened next week.

24/08/1892 *Ottawa Free Press* *Canada Atlantic*

The Canada Atlantic Railway company is having a dozen handsome new passenger coaches manufactured for the line. A couple of them arrived this week and are now in the yard between Elgin and Bank streets.

24/08/1892 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The Electric Street Railway company have received three more new cars from Mr. Wylie.

24/08/1892 *Ottawa Journal* *Renfrew*

Mr. Booth is now securing right of way for the Ottawa and Parry Sound road between the city and a point five miles out.

24/08/1892 *Ottawa Citizen* *Canada Atlantic*

It seems as if the Canada Atlantic employees were not going to hold a picnic this year. They were to have one on June 27th, but it was postponed and no other date has yet been fixed.

24/08/1892 *Ottawa Citizen* *Maniwaki* *Low*

The Gatineau Valley Railway station in the township of Lowe is being built. The rails are laid as far as the station, and traffic will likely be extended to that point in the course of a week.

24/08/1892 *Ottawa Journal* *Ottawa Electric*

The Electric Railway company had a man employed today pouring water on the curves on Albert and Metcalfe and Metcalfe and Wellington, to see if a stop could be put to the scraping sound complained of. Supt. Hutchinson [sic] says it worked well. The process will likely be continued.

25/08/1892 *Kemptville Advance* *St. Lawrence and Ottawa* *Bedell*

A Daring deed

While Mr. and Mrs. Hadden of the junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

25/08/1892 *Brockville Recorder* *Westport* *Phillipsville*

Kenny & Lillie's dental car is here with Mr. Kenny as operator ready to empty and fill all the mouths in the vicinity.

25/08/1892 *Brockville Recorder* *Westport* *Newboro*

Preparations are being pushed rapidly ahead for the erection of a much more handsome station than the old one destroyed by lightning two weeks ago. Having every confidence in the officials of the road, and realizing the great amount of push, energy and perseverance of its very able manager, Mr. R.G. Hervey, we are satisfied the new one will be an honor to the village and a credit to the B.W. & S.S.M. R.R.

26/08/1892 *Ottawa Journal* *Prescott* *Bedell*

The Kemptville Advance says: While Mr. and Mrs. Hadden of the Junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones, which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

26/08/1892 *Ottawa Journal* *Eganville*

The C.P.R. have now commenced track building on their Parry Sound branch. They now have some 70 men at work in Renfrew village. They expect to reach Eganville village, which is twenty-two miles west of Eganville, by Christmas.

26/08/1892 *Ottawa Journal* *Ottawa Electric*

The Electric Railway company are busy double tracking their line on Broad street. Today they are busy putting in the double track at the curve across the Richmond Road, but traffic was in no way inconvenienced or delayed.

26/08/1892 *Almonte Gazette* *Renfrew* *Galetta*

ARNPRIOR NEWS

The building of the railway bridge at Galetta has commenced.

26/08/1892 *Almonte Gazette* *Winchester* *Avonmore*

A Smith's Falls Man Killed.

A collision occurred last Sunday on the C.P.R. at Avonmore, 55 miles east of this divisional headquarters, resulting in a loss of life and property. Conductor Lavan was bringing a freight train west when he met another freight train carrying a white signal, which means that another freight is behind and has the right of way. Under the circumstances Lavan should have laid over for further orders, but he came on and "ran against the white," as they say in railroad circles. As a result he collided violently with the second eastbound freight. Brakeman James Woods, of Smith's Falls was killed and a locomotive and a dozen cars smashed. Woods' wife, when informed that there had been an accident in which her husband was badly injured, was so overcome that they did not tell her of the fatal result.

The New Railway Under Construction

"All aboard for Douglas and Eganville!" There seem little doubt, now, that the new line the Parry Sound branch of the C.P.R. - will soon be running at least as far as Eganville. One day last week a switch was built out where the new track is to branch off from the main line: and an official car was located there for a day or two. On Tuesday of this week, work was actually commenced on construction: Mr. J.R. O'Brien, who had been engaged as foreman, having some fifty men employed. At present it seems likely that the Company will itself construct the line, instead of having it done by contract. They are advertising for 1,000 men and 300 teams, and expect to have 500 men at work by the end of next week. The work will all proceed from this end, the rails - which are on the way to Renfrew - being laid at once, as the grading is finished. The right of way, it is said, has been purchased between Renfrew and Douglas. The line starts at the farm of Joseph Payne, back of D. O'Connor's, and goes on through the properties of Robt. Henderson, Thos. McKeddie, John Peever, A. Carswell, Chris Crzozier, John McKeddie, Peter Dalglish, Robt. Moir, H. Keeleese and C. Crozier. Beyond that point we have not the names of those through whose farms the line runs, but the foregoing will give our readers an idea of the route.

The laying of the rails will probably commence next week.

The engineers have removed their offices to the shady side of Main street - into Mr. P.S. Stewarts residential building, opposite the Merchants' Bank. Renfrew will probably be their head office till the line is completed to the Soo.

Mr. Cleophas Deroche is running the large boarding house required by the construction gang.

This week's Eganville Enterprise says:-

The surveyors are continuing the locating of the line to Eganville. The ones working from Renfrew had reached Douglas and those from Eganville have reached the Fourth Chute. The right of way from the main line to Douglas has been purchased and as soon as the locating is completed the work of construction will be commenced. Mr. Plaunt, of Vanbrugh, commenced on Monday (yesterday) to engage men for the work. It is expected that the locating will be completed Wednesday and that work will commence this week.

The Cobden correspondent of the Pembroke Standard this week says:-

"The railroad which is to be built from the main line of the C.P.R. to Parry Sound, and which we fondly hoped would start from here, is now, it appears, going to start from a point five miles on this side of Renfrew. C.W. Spencer is reported to have said in Ottawa a short time ago that had it not been for the 'pigheadedness' of some of the property owners of Cobden the management of the company, in all probability, would never have thought of starting to build the road from any point other than this. Cobden is becoming a veritable graveyard for blasted hopes. Many are now buried here and it is strange if their spectral forms do not haunt some of those who have earned for themselves the expressive, though non-euphemistic epithet 'pigheaded.'"

26/08/1892 *Renfrew Mercury* *Renfrew* *Carp*

Three hundred men and one hundred teams are working on the line at Carp, and ten miles has been graded in the townships of Huntly, Fitzroy and March. Mr. Mountain is chief engineer and Messrs. Bruce and Hibbard have charge of the work. The contractors are the Fauquier Brothers, who build about three-quarters of a mile a day. The construction H.Q. is at Carp. The Mississippi will be crossed at Galetta; stone for the bridge will be limestone quarried at Pakenham and floated to site on a scow.

J. R. Booth will build the first three miles of line outside of Ottawa to test what is the exact cost of construction. It is expected to operate the forty miles between Ottawa and Armprior by electricity, there being splendid water power at both ends of the line.

27/08/1892 *Ottawa Journal* *Eganville*

The C.P.R. are evidently going to push their Parry Sound branch with all possible speed. They are advertising for 1,000 men and 300 teams and expect to have 500 men at work next week. Grading and rail laying will be pushed forward with all alacrity. About 50 men are now working on the line under Mr. M.J.R. O'Brien. The line is being constructed from Renfrew westward.

27/08/1892 *Ottawa Citizen* *Prescott*

While Mr. and Mrs. Hadden of the Carleton Junction were coming to the lower depot on their railway bicycle on Saturday evening they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead of a bicycle it is difficult to imagine how serious an accident it might have been. The Kemptville Advance understands the C.P.R. authorities are likely to investigate the matter.

27/08/1892 *Ottawa Citizen* *Eganville*

The C.P.R. have about fifty men employed on their proposed new line from Renfrew to Eganville. Mr. J. O'Brien is foreman. The company is advertising for 1,000 men and 300 teams and expect to have 500 men at work by the end of next week. The work will all proceed from Renfrew. The rails, which are on the way there, are to be laid as soon as the grading is finished. The work of laying them will commence next week.

27/08/1892 *Ottawa Free Press* *Eganville*

The C.P.R. are advertising for 1,000 men and 300 teams to work on the construction of their line from Renfrew to Eganville. About fifty men are now engaged on the job, it being expected that the work of laying the rails will be commenced next week.

27/08/1892 *Ottawa Citizen* *Renfrew* *Galetta*

Work has commenced on the Ottawa, Armprior and Parry Sound Railway bridge over the Mississippi river at Galetta. The method of bringing down the stone from the Pakenham quarries by means of a scow towed by a small steamer has been found to work very well.

29/08/1892 *Ottawa Journal* *Ottawa Electric*

The Electric car company have the curves on their line watered every morning and during the day as a preventative to the horrible noise that emanates from the rails as the cars round the curves. The cold water application makes the shriek less piercing.

30/08/1892 *Ottawa Journal* *Ottawa City Passenger*

The City Passenger Railway Company have equipped their employes with official caps, and this departure, it is said, will soon be followed by a full uniform suit. The cars may go slow but the employes are going to look as fast at any rate as the electric laddies if they don't go the same pace.

31/08/1892 *Ottawa Citizen* *Canada Atlantic*

The picnic of the C.A.R. employees to Clark Island on Saturday promises to be as successful as it usually is --

31/08/1892 *Ottawa Journal* *Renfrew*

J.R. Booth has decided to route the Parry Sound road through Pembroke.

01/09/1892 *Brockville Recorder* *Brockville* *Brockville*

The new train arrangement on the C.P.R. is proving quite a convenience for people living between here and Carleton Place. A passenger car is attached to the regular freight train leaving here at 6 p.m. for Carleton Place and a similar train arrives here from Carleton Place at 11.45 a.m.

Work was begun last night on the New Edinburgh bridge repairs, but owing to the regular car service being in full traffic until nearly eleven o'clock and the mill teams commencing work at five this morning, very little progress was made with the work. It is expected that arrangements will be made to close the car traffic at an early hour tonight.

Arrangements have been made by which the street cars will not run over the New Edinburgh bridge after seven o'clock each evening until the flooring of the bridge is completed.

01/09/1892 *Brockville Recorder* *Eganville* *Eganville*

The C.P.R. are advertising for a 1,000 men and 300 teams to work on the construction of the line from Renfrew to Eganville. About fifty men are now engaged on the job, it being expected that the work of laying the rails will commence next week.

02/09/1892 *Ottawa Citizen* *Canada Atlantic*

Arrangements have been completed for the sixth annual excursion and picnic to Clark Island Park tomorrow. -- The company will have 20 coaches on the special train leaving Elgin street depot at 7 a.m. In addition connection will be made with Chaudiere by train leaving Broad street at 6.30 a.m., stopping at Lebreton Street. Mr. Codd will have a special refreshment car on train -- Electric cars will run in time to connect with train at Elgin street depot, leaving at 7 a.m. and arriving at 9.30 p.m.

02/09/1892 *Renfrew Mercury* *Eganville*

Atlantic & North-Western

If there is anything in a name, then the new line of railway which the C.P.R. has started to build from Renfrew to be no side line built for bluff, as has been suggested or surmised by those who thought their interests left out in the cold. "The Atlantic & North-Western" is its title: and out of that, anyone with a vivid imagination can build a great future. That within a short time a large proportion of the western traffic will come over the line a good many people conjecture: and some even think that next summer the C.P.R. steamships to and from Fort William will connect with the railway at Parry Sound instead of Owen Sound.

At all events, the work is being pushed forward rapidly. Nearly every morning gangs of men from various places arrive and are at once taken up to the work. On Monday two or three carloads of rails were sent up to the point of construction.

Men are easier to get than teams. Horse owners want more than the \$2.75 a day offered for a team and teamster.

Quite a lengthy trestle will be required along Robert Henderson's farm. The track through his place is about half a mile away from the main line. Councillor Kosmack was hunting for the engineers on Monday, to see what arrangements could be made for a good crossing at the "Cedar Bridge" hill. The railway crosses the road there right on the brow of the hill: and it will be difficult for the corporation of Admaston to go on reducing the incline of the hill, as they have been doing.

Last week we gave the names of a few of the farmers through whose property the new road would run. This week we are able to add to the list. After leaving Christopher Crozier's, through the farms of H. Behm, F. Menke, Thomas Hynes, Albert Hanniman, Franz Thom, Johnson Patterson, Wesley Phillips, Wm. Morrow, Wm. Kohnke, Geo. Phillips, H. Barr, J. Code, - Peever, D. Dewar and Jas Stocks; and at this point it crosses the river, within a mile of Douglas.

--  
Thos. Murray was in town last Saturday. Speaking with him on the Parry Sound railway construction, the gentleman told our reporter that his firm had tendered for the 10 miles now being made by the C.P.R. The section tendered for by Mr. Murray is very easy of construction and the job is not expected to last long. Pontiac Advance.

02/09/1892 *Montreal Witness* *Renfrew*

A RAILWAY DEAL: The Canada Atlantic had a notion that it would like to extend its line from Ottawa to Parry Sound. The CPR, which is credited with keeping, even in sleep, one eye open, thought it would like to get there too. The Canada Atlantic has the Grand Trunk but not the whole country, at its back. The CPR about owns everything and Mr. Van Horne is credited with being in England just now for the sole purpose of capturing it. However, the CPR got there first. They started from Renfrew, and by next Christmas they will be in Eganville, a distance of 26 miles. The Canada Atlantic threatened to 'get there' by a more northern route, but it is more than likely that the company will elect to take a rest. Mr. J. R. Booth is a heavy investor in it, and as he is a man of great enterprise, he may yet think out a scheme that will checkmate that of the CPR.

02/09/1892 *Ottawa Journal* *Canada Atlantic*

Picnic of the C.A.R. employes at Clark's Island tomorrow.

There will be 20 coaches at the C.A.R. employes' picnic tomorrow which leaves at 7 a.m. Connection will be made by train leaving Broad street crossing at 6.30 a.m. and stopping at Lebreton street. Mr. W. Codd has the refreshment contract and has a special dining car on the train and large marquees on the grounds.

02/09/1892 *Renfrew Mercury* *Maniwaki*

The Aylmer Gazette says the Gatineau Valley Railway Co. expect to have their fourth ten mile section completed for freight purposes early next month. The work is being vigorously pushed forward.

02/09/1892 *Almonte Gazette* *Eganville*

The C.P.R. are advertising for 1,000 men and 300 teams to work on the construction of their line from Renfrew to Eganville. The work of laying the rails will likely commence this week.

02/09/1892 *Renfrew Mercury* *Kingston, Smiths Falls and Ottawa*

The principal residents of Richmond village at the call of Reeve Hugh O'Reilly and Mr. Henry McElroy, met last week to confer with Mr. Drummond, a capitalist from Montreal and Mr. Gildersleeve, president of the Kingston & Pembroke railway, with reference to granting a bonus in aid of the construction of the Kingston, Smiths Falls and Ottawa railway. After some discussion it was decided to call a mass meeting of the ratepayers on Tuesday night, the 30th inst., and further talk the matter over.

02/09/1892 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

Mr. Wylie has an order to make six more vestibule and six open cars for the electric line.

02/09/1892 *Ottawa Free Press* *Ottawa City Passenger*

The Ottawa Passenger Railway company has just purchased six horse cars from the Hamilton company and is buying teams for them from around Plantagenet. This addition will enable the company to give seven minute service. The cars this fall will be supplied with stoves from the electric cars, all the latter being heated by electric heaters.

02/09/1892 *Renfrew Mercury* *Renfrew*

The stone for the bridges on the Ottawa and Parry Sound railway is splendid clear limestone from the Pakenham quarry.

02/09/1892 *Almonte Gazette* *Brockville*

A passenger car is now attached to the regular freight train running between Carleton Place and Brockville, which is proving a great convenience. If the C.P.R. Co. would put a passenger coach on the regular train between Carleton Place and Pembroke they would earn the thanks of a long-suffering public.

*02/09/1892 Almonte Gazette Winchester Avonmore*

The late W.J. Wood of Smith's Falls who was killed in the C.P.R. collision last week, carried an insurance of \$3,000 of which \$2,000 was in the A.O.U.W. and \$1,000 in the Orange Society.

*03/09/1892 Ottawa Journal Ottawa Electric*

Electric car No. 30 ran off the track at the C.A.R. crossing about 7.30 this morning and delayed the traffic for over half an hour. The accident was caused by an open switch and the car had to be put on the track again with jacks.

*03/09/1892 Ottawa Journal Canada Atlantic*

Twenty-one cars containing some 900 C.A.R. employes, their families, friends and the general public left the C.A.R. depot this morning for Clark Island park, the occasion being the annual picnic of the men. Eighteen cars were crowded, the other three being left for the accommodation of those to be picked up along the road. It was expected that in all about 1,500 persons would be in the park today.

*03/09/1892 Ottawa Free Press Ottawa Electric*

A serious accident which was happily unattended by injury to anyone, happened this morning on the Bank street electric car line. About 7.45 car 30 left the exhibition grounds for the inward run, and when attempting to cross the C.A.R., where the double line is being laid, it left the tracks and swung around in a most alarming manner, and remained stationary broadside across the rails completely blocking traffic. A telephone message brought out a gang of men with jacks and other appliances, and after an hour's hard work the car was placed in its normal position little the worse for the accident. It was afterwards discovered that the accident was due to an open switch at the Catharine street junction.

*05/09/1892 Ottawa Citizen Canada Atlantic*

Clark Island picnic, 21 cars with engine No. 61. The engine was prettily decorated with red, white and blue ribbons.

*06/09/1892 Ottawa Journal Canada Atlantic*

Brief account of the C.A.R. employes picnic. Confirmed twenty-one cars used.

*07/09/1892 Ottawa Free Press Maniwaki*

The first shipment of live stock over the Gatineau Valley railway arrived yesterday from the township of Lowe, in the shape of a bunch of 108 lambs. They were consigned to Mr. R.N. Bishop of Bank street.

*07/09/1892 Ottawa Free Press Ottawa City Passenger*

The horse car rails along Sparks street are again in a dangerous condition for vehicles. In some places they are several inches above the street level. This is particularly noticeable opposite the Russell House, where wheels are almost wrenched off every minute in the day.

*07/09/1892 Ottawa Free Press Renfrew*

A gentleman who has just returned from a business trip to Galetta, speaking to a free Press reporter this morning, said that the building of the Ottawa and Parry Sound railway is being pushed forward with great rapidity. The furthest extension of operations on the line has reached within eight miles of Arnprior, a gang of over forty men being now engaged between Kinburn and Galetta. It is also expected that another contingent of men will be placed at Galetta to work in the direction of Arnprior next week. The road is now graded in sections from where it crossed the C.P.R. six miles outside the city to Kinburn village. Timbers for the construction of culverts and bridges are cut at Booth's mill in the city and shipped to Stittsville from where they are drawn to the construction. It is probable that traffic will be opened between Arnprior and Ottawa by the end of November.

*08/09/1892 Ottawa Free Press Ottawa Electric Ottawa Car*

Mr. T. Ahearn has just completed arrangements with the president of the Railway Equipment company of Chicago by which the latter will have the sole right to manufacture and sell all the Ahearn electrical heating apparatus in the United States. The company has hitherto been the only one to handle electric heaters for cars thus far in the States.

*08/09/1892 Ottawa Free Press Eganville*

Mr. H.B. Spencer, assistant superintendent of the C.P.R. returned this morning from Pembroke and a trip over the route of the Renfrew and Parry Sound line. He states that there are three and one half miles of metals laid already and that the work of construction is being carried on vigorously.

*08/09/1892 The Equity, Shawville Renfrew Galetta*

Work has been commenced on the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi River at Galetta. The method of bringing down the stone from the Pakenham quarries by means of a scow towed by a small steamer has been found to work very well.

*08/09/1892 Ottawa Citizen Eganville*

A gentleman who arrived in the city yesterday from Renfrew states that about 150 men are now engaged on the C.P.R. extension to Parry Sound. Efforts are being made by the company to reach Eganville by Christmas.

*09/09/1892 Almonte Gazette Winchester Kemptville*

Apile of stones was found on the railsof the C.P.R. near Kemptville last week. An investigation will be held.

*09/09/1892 Renfrew Mercury Renfrew Galetta*

The 'corner stone' of the OA & PS bridge over the Mississippi at Galetta was placed, and the work of construction is being pushed vigorously by the contractors, Fauquier Bros. A large number of men and teams are now at work grading between Kinburn and Galetta.

*09/09/1892 Renfrew Mercury Eganville*

A. & N.W. Railway Notes

In describing the route to be taken by the Atlantic & North west Railway, the Mercury last week was in error in stating that the line would cross the Bonnechere at Stock's Farm. It was the intention at one time to cross there, but the latest is that the road will go right up to Douglas village on the north side m passing close to the doors of Mr. McNab's grist mill, and crossing some little distance above the bridge.

A large quantity of trestle timber is being unloaded on to the Mathieson Farm, from trains on the main (C.P.R.) line: and taken by teams to the trestles on the new line. The steam pile driver has been working away for some days at the trestle on Henderson's Farm

A semaphore has been erected on the main line on the Jamieson Farm: for use with construction trains.

The number of workmen and teams is constantly increasing: though a few drop off as the work gets further away from their homes.

Mr. Kosmack saw Mr. Ramsay, the chief engineer of the A. & N.W.R., with reference to the crossing at the Cedar Bridge, and in company with him, pointed out, on the spot, the difficulty, with the proposed grade of the railway, in getting an easy road up the hill, from the bridge. Mr. Ramsay promised to look into the matter and submit a proposal to the Council, at their meeting on Sept. 3rd, and be present if he could. Probably a press of other business prevented Mr. Ramsay from fulfilling the engagement.

The Enterprise says the C.P.R. wants Eganville to give free right of way, station grounds and shunting grounds, and hints are given that if this is not done, the line will be built to the south of the village, The proposed line is along the riverbank, in rfear of the stores occupied by John George and J.C. Hardy, and would necessitate the purchase of the store of Mr. Casey the buildings of Mr. John Brydges, the Briggs' tannery, as well as two or three streets and several vacant lots. The proposition is to have the station where Brydges' store now stands, and the shunting grounds on the commons near Coyne's landing. Altogether it would involve the expenditure by the Council of \$10,000 or \$15,000: and the Enterprise is dead against it.

**09/09/1892 Ottawa Citizen Ottawa Electric**

The work of joining the double tracks of the electric railway on Bank street on either side of the C.A.R. crossing is about completed.

**09/09/1892 Renfrew Mercury Renfrew Galetta**

The "corner stone" of the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi at Galetta was placed in position on Monday, and the work of construction is being pushed vigorously by the contractors. A large number of men and teams are now at work grading between Kinburn and Galetta.

**13/09/1892 Ottawa Free Press Canada Atlantic Chaudiere junction**

Twenty carloads of lumber left the Chaudiere junction of the Canada Atlantic railway yesterday afternoon for Montreal and American points.

**14/09/1892 Ottawa Journal Renfrew**

Men are now working on the Parry Sound road close to Ottawa and the line will likely strike the C.A.R. near the St. Louis dam. At the west end of the line the work is also being pushed vigorously.

**15/09/1892 Renfrew Mercury Eganville**

The work on the new line is going ahead at C.P.R. pace. Mr. W.A. Ramsay, the chief engineer, informs us that the trestle, (400 feet long and 35 feet high) on the Henderson farm will be completed fit for trains to go over this week; and that the first four miles - to the Cedar Bridge - will also be graded by the end of next week. Grading is going on all the way to Douglas; and next week that work will be commenced between Douglas and Eganville.

**15/09/1892 Ottawa Free Press Ottawa Electric**

The Electric railroad company had twenty-five men at work during the night at the corner of Bank and Ann streets. A new curve was placed at the junction of both thoroughfares.

**16/09/1892 Ottawa Free Press Ottawa Electric**

Incident with car No. 25.

**16/09/1892 Renfrew Mercury Chalk River Renfrew**

A force of men were hard at work last week, gravelling the station yard between the K. & P.R. and the C.P.R. tracks, where the busses stand. No more mud holes about the C.P.R. for Renfrew.

**16/09/1892 Almonte Gazette Eganville**

Railway contractors in the city state that the line from Renfrew to Parry Sound will be ready for traffic by the end of this month - Free Press.

**16/09/1892 Parry Sound Star Renfrew**

The Star is pleased to be able to pronounce that arrangements have been completed with a new construction syndicate by which work on the Parry Sound Colonization Railway will be resumed at once, and will be pushed forward as far as possible through the winter, and that the line will be completed some time next summer. The work of chopping and clearing and rock-blasting, where necessary, will be carried on throughout the winter, and track-laying will be commenced in the spring as early as possible. A handsome new passenger coach has been placed on the line, and a daily passenger and freight service will be continued throughout the winter on the part of the railway already completed. viz: from Bear Lake to Scotia on the Nipissing and Parry Sound Railway.

**16/09/1892 Ottawa Journal Carleton Place Bells Corners**

A young lady of Gloucester st. recently bought a first class ticket for Bells Corners at the C.P.R. ticket office at the depot. When she presented it to the conductor shortly after the train left the city, he threw it back in her lap, saying gruffly, "We don't stop at Bell's Corners, you'll have to get off at Britannia." The lady replied that she had bought the ticket and he must let her off there. The conductor said the agent had no right to sell her a ticket for Bell's Corners as it was no longer used, and walked off.

The lady thought she had right on her side, but for fear of being carried past the Corners decided to get off at Britannia and find someone to drive her the rest of the way. As she was getting off the conductor came up and said she could get on again and he would stop for her. She did so, and the train stopped that day at the old tumble down station at Bell's Corners.

She says she thinks the agent who sold her the ticket was a new man or a temporary hand, as she has since heard that the company has not for some time been in the habit of selling tickets to the Corners except on the fair days, and then it is quite a favor.

Bell's Corners used to be a station, but as the C.P.R. could not come to terms for the purchase of the land to made the road to connect the station and the traveled road, for the convenience of the passengers, they shut the station up. At present the station can only be reached by a forbidden short cut through a field owned by a man who has a board up threatening prosecution, or by a circuitous route of a mile or more, by which vehicles cannot go.

**19/09/1892 Ottawa Free Press Ottawa Electric**

Electric car No. 34 has run for six weeks and two days, 120 miles per day, without repairs.

**19/09/1892 Ottawa Free Press Maniwaki**

Towards nine o'clock on Saturday a serious and painful accident happened at Farrelton station on the Gatineau Valley railway, where by a young man lost both legs. Farrelton is the present terminus of the road and the usual mixed train was shunting at the station preparing for the return journey. Mr. Van Camp was conductor, J. Wilson, engineer, David Rice, fireman and John Rice, brakeman. John Rice was engaged coupling two cars while the train was moving very slowly and when emerging from between the vehicle his foot caught in a frog, he falling on his face, his foot still being held tight under the rail. In this position the car passed over him with fearful results.-- more.

**19/09/1892 Ottawa Free Press Ottawa Electric**

Workmen are engaged laying a switch from the Electric Street railway line into the new shed on Albert street.

**19/09/1892 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The C.P.R. is laying a new platform at the Union depot from the end of their Soo platform to the old platform where the menageries and circuses always stop.

**20/09/1892 Ottawa Free Press Maniwaki Lowe**

The new station building at Lowe, on the Gatineau Valley railway, is now almost completed and the construction of the line has now reached three miles above that point. The railway officials state that the progress of construction is much impeded by the mountainous nature of the country.

**21/09/1892 Ottawa Citizen Ottawa, Waddington & New York**

The annual meeting of the Ottawa Waddington and New York Railway and Bridge Company was held here yesterday and the following officers elected: Messrs. C. Odell, C.E., Montreal, president; Dr. W. J. Anderson, Smith's Falls, vice president; John I. MacCracken, Ottawa, treasurer; Thos. C. Keefer, A. Farlinge, [sic] J. B. Alderson and J. K. Redington, directors. The promoters of the enterprise expressed confidence in the outlook, and they say that so soon as the organization of the company upon the U. S. side of the line is complete the work of construction will be proceeded with. It is certain at all events, that a good many of the difficulties which beset the company during the earlier days of its existence have been smoothed away.



**21/09/1892 Ottawa Free Press Ottawa Electric**

Electric car No. 28, the first car to go into the new shed on Albert street, got derailed last night and caused a blockade. Passengers from cars arriving at the sheds were transferred past the blockade and sent on.

**21/09/1892 Ottawa Journal Ottawa Electric**

The new electric car shed is nearing completion. All that is wanted is the roof. A track was laid into the shed yesterday and the first car ran into the shed this morning. For some time past the old shed has proved too small to accommodate the rapidly increasing rolling stock and on a couple of occasions a couple of cars have had to stand on the street all night.

**22/09/1892 Brockville Recorder Westport Lyn**

Charles Clow, a section hand on the B. & W. railway, sustained fatal injuries at Lyn Wednesday. He was returning from work when the handcar on which he rode jumped the track throwing him off. A second hand car which was following too close to stop and Clow, as he lay on the track was struck on the head. Upon examination by Dr. Judson, it was found that his spine had sustained such injuries as to paralyze his entire body. The poor sufferer lingered in great agony until two o'clock next morning when death put an end to his suffering. Deceased was a son of Archibald Clow and leaves a wife and several children.

**23/09/1892 Ottawa Citizen Eganville**

Construction is being pushed rapidly forward says the Enterprise, about 500 men are now employed on the road. The rails are laid as far as the cedar bridge, in the township of Admaston, where there is considerable trestle work to make. It is said that they will have this finished by the end of this week and the rails will then be laid as far as Douglas as it is expected that grading to that point will be completed by that time. The road is being ballasted as far as the rails are laid. The line is being cut out west of Douglas and the work of grading it will commence this week and they are preparing to quarry the stone for the bridge across the Bonnechere.

**23/09/1892 Almonte Gazette Winchester**

Three carloads of silk passed south on the C.P.R. for Montreal Sunday last

**23/09/1892 Renfrew Mercury Eganville**

The Enterprise says:- "Mr. Spencer, of the C.P.R., was in Eganville again on Thursday, 8th inst., and insisted that the promise of a free right of way and station grounds made to him at the meeting in Foy's hotel, should be carried out, and threatened that unless it was done, Eganville would be left without a station and that the trains would pass the village at a rate of forty miles an hour. The Enterprise says that the cost of carrying out the promise would be \$15,000, and that such a grant would be certain ruin to Eganville interests; and it contends that the C.P.R. Co., must eventually give Eganville good treatment, for the sake of securing its trade.

**23/09/1892 Ottawa Journal Eganville**

The C.P.R. Renfrew extension.

The C.P.R. from Renfrew is being pushed forward rapidly, some 500 men being now employed on the work. It is expected that the rails will be laid as far as Douglas by the end of the week.

**28/09/1892 Ottawa Free Press Ottawa City Passenger**

The Street Railway company are purchasing a number of horses for their New Edinburgh stables. The average term of usefulness for a horse on the road is from three to four years and they are principally supplied by farmers in the surrounding country.

**29/09/1892 Brockville Recorder Brockville and New York Bridge**

International Bridge - For some time past Engineer Smellie, with a staff of men has been engaged taking levels and taking out a line from the BW&SSM bridge over the GTR across Smith's Island with a view to ascertaining its suitability as a site for the proposed International bridge. The work is being done under instructions from the Brockville and New York Bridge Company and the American company that has the charter in the United States. It is not known definitely what height the bridge will require to be and it is not yet certain that this route will be the most advantageous, though it would undoubtedly be the best location to suit the interest of all the roads interested.

The work has been going on quietly for some time past, so quietly in fact that no one seems to have heard of it until parties out rowing on the river discovered the surveyor's at work and their stakes set up on Smith and Refugee Islands. The proposed line strikes the river opposite Smith's Island near what is known as the old Sabine place.

**29/09/1892 The Equity, Shawville Pontiac Pacific Junction Clarke's**

On Thursday last, Messrs. R. McRichie, William Clarke and Colon Campbell, superintendent of the Russell galena mine Calumet Island, loaded a car load of galena ore at Clarke's Station, which is destined for Swansea, England.

**29/09/1892 Brockville Recorder Prescott Prescott**

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

**29/09/1892 Brockville Recorder Maniwaki**

An employee of the Ottawa and Gatineau Valley Railway, who has been employed in the construction of that line above Lowe, was in Ottawa Monday seeking legal advice for the prosecution of a fellow laborer who had almost bitten off a finger in a row between them a few days ago. Since the combat the finger had to be amputated and his hand is now dreadfully swollen.

**29/09/1892 Ottawa Free Press Ottawa City Passenger**

The Ottawa Street Passenger railway now issue transfer tickets to passengers travelling from the end of their line at the Chaudiere to Hull, as is done by the electric road.

**30/09/1892 Renfrew Mercury Eganville**

Eganville and competing railways - transcribe article.

**30/09/1892 Renfrew Mercury Eganville Eganville**

A meeting of the ratepayers of Eganville was held on the 16th inst., for the purpose of discussing the advisability of granting a bonus to the A. & N.-W. Railway Company to induce them to bring their line through the village. - Dr. Chanonhouse and Messrs. Childerhouse and Lacey advocated giving a bonus of \$3,000; Mr. James Reeves is not believe that the people of Eganville would derive any benefit by the railway coming in; and Dr. Dowling thought the people could not afford to pay anything; but if they gave any bonus, he thought about \$1,500 divided between the two roads, to cause competition between them, would be the best that could be done. A motion by Dr. Chanonhouse, seconded by Mr. Wm. Gorman for a bonus of \$3,000, was lost on division.

In the course of his remarks in opposition to a bonus to the C.P.R., Mr. James Reeves read a letter from Mr. J.R. Booth, saying that he was determined on pushing on his road as rapidly as possible.

The majority of the owners of property along John street have offered to enter into a bond, agreeing that should the Council give to the C.P.R. twenty-six feet of the centre of that street that they will ask for no damages to be done to their property by such occupation. This is the most sensible move yet and would enable the Company to pass through the village with comparatively little expense in the purchase of the right of way.

**30/09/1892 Renfrew Mercury Renfrew Ottawa**

Account of the meeting of the Ottawa Board of Trade on Tuesday.

**30/09/1892 Renfrew Mercury Eganville Renfrew**

ON Friday evening, a gang of navvies who had been working on the A. & N.-W. Railway, came into town. Some of them had been paid off, and straightaway proceeded to deposit some of their cash in the whiskey tills - with the usual result. They grew hilarious, and one of them had accidentally (!) jostled against P.C. McDermott and then begged his pardon, they started an Indian dance in front of the Ottawa House. McDermott ordered them to move on. One of the men, a big fellow named Joseph O'Grady, commenced to swear vigorously. McDermott took hold of him and told him to come along, he wanted to talk to him. About Clark's store, O'Grady tried to upset the Chief, and there commenced a tussle. McDermott used his baton, and got the chain handcuff on the rowdy; but the latter was a heavy man, and as his companions grew somewhat menacing, McD. Requested assistance from some of the villagers standing around. This request met with a ready response from Messrs. F. Hilliard, J.D. McNicol, D.A. Ward, J.A. Fraser and others. O'Grady was then taken along to the lock-up on the quick march. Some of his friends followed : and one of them, James Mitchell, grew so obstreperous that Magistrate Eady ordered him to be put in the cells also. Next morning, O'Grady and Mitchell were brought before Mr. Eady, who fined them each \$5 and \$3.50 costs, or 21 days in gaol with hard labor. O'Grady's friends paid his fine. Mitchell was taken to Pembroke on Saturday evening. Both men are Montrealers and bragged of having been through the justice mill frequently before.

**30/09/1892 Ottawa Free Press Eganville**

The A.& N.W. railway line has now been graded as far as Douglas and the right of way cut four miles beyond that village. The progress of the work was delayed this week by a lack of rails, but these will be forwarded there at once. Mr. C.W. Spencer has made an inspection of the line, and he is of the opinion it will be in running order by the end of October, when a train will be started from Eganville.

**30/09/1892 Almonte Gazette Eganville**

The C.P.R. extension from Renfrew is being pushed forward rapidly, some 500 men now being employed at the work. The rails are now laid as far as Douglas.

**30/09/1892 Renfrew Mercury Kingston, Smiths Falls and Ottawa Ottawa**

Account of a meeting of the Ottawa Board of Trade. Board decided to recommend the scheme to City Council.

**30/09/1892 Renfrew Mercury Eganville**

The A. & N.W. Railway has now been graded as far as Douglas; and the right of way cut out for some four miles beyond that village. A slight delay in the rapid progress of the work has been caused by the lack of rails, but it was expected that this would be remedied by Thursday. Mr. C.W. Spencer was in town this week, inspecting the new road. On his return to Ottawa he said they expected to have trains sunning from Ottawa to Eganville by the 20th of October.

**30/09/1892 Eganville Leader Eganville**

A meeting of Eganville ratepayers was recently held to discuss the possibility of granting a bonus to the Atlantic and North West Railroad (later, the CPR) to induce them to bring their line through the village. Dr. Channonhouse suggested \$3,000. Mr. James Reeves did not believe that the people of Eganville would derive any benefit from the railway coming in. Dr. Dowling, M. P. P. thought that the people could not afford anything — but he thought that if they gave a bonus, about \$1,500 divided between the two roads, to cause competition between them would be best. However, the vote was lost.

Mr. Reeves read a letter from Mr. J. R. Booth saying that he was determined on pushing on with his road as rapidly as possible. He said that if the townships put out enough money to buy the right-of-way through them, that some grading would be done and contracts let for timber and tie contracts for a 50 mile radius. It was reported that Mr. Booth had purchased the Parry Sound Colonization Railway. This is the line from the Northern Railway to Parry Sound which was at one time reported to be under CPR control.

Residents of John Street agreed that should Council give the CPR twenty-six feet of that street, they will ask for no damages.

**30/09/1892 Renfrew Mercury Renfrew Eganville**

In its "Railroad News" last week the Enterprise said:

In a letter to a person in Eganville, Mr. J.R. Booth said that if the township carried out the giving of sufficient bonuses to purchase the right of way through them, that some grading would be done this fall, and tie and timber contracts would be given out this winter for 50 miles.

It is reported and on good authority, that Mr. Booth has purchased the Parry Sound Colonization Railway. This is the line from the Northern to Parry Sound which at one time was reported that the C.P.R. had control of. This shows that Mr. Booth is determined to build his line.

**01/10/1892 Canada Lumberman Lachute**

A gang of drunken shantymen on the C.P.R. train on the way from Montreal to Ottawa made a brutal attack on a brakeman, kicking and pummelling him in a shameful manner. When the train reached Ottawa two of the most violent of the company were arrested. The C.P.R. authorities say they are determined to make an example of those men who attempt to terrorize over their employees

**01/10/1892 Ottawa Free Press Ottawa Electric**

Yesterday afternoon the Electric Railway company put three trailers in rear of cat No. 11 and used them on the exhibition route. They unitedly carried 561 persons on one trip and looked like a regular excursion train.

**03/10/1892 Ottawa Journal Ottawa Electric**

Box 231 on the electric car shops was pulled for the first time this afternoon and gave the reels a run. Lightning struck the fuse box on Wylie's factory. No damage.

**04/10/1892 Ottawa Free Press Renfrew**

Proposal that city should grant a bonus to the Parry Sound railway. Article.

**04/10/1892 Ottawa Free Press Maniwaki**

Carpenters have begun to erect a station at Vanosta [sic] on the Gatineau Valley line, and the contract for the Kazabazua station has been awarded. It is anticipated that the line will be graded as far as Kazabazua by the 25th inst. and otherwise completed so that the [passenger traffic will be opened from Ottawa to that point, a distance of forty seven miles by Christmas.

Chief Engineer, W.D. Harris states that the most difficult portion of the line is now almost constructed and hereafter the work will go forward more rapidly. The company does not propose to extend the line further than the Kazabazua this year. A number of the workmen on the construction were in town yesterday receiving their monthly salaries.

**06/10/1892 Ottawa Free Press Ottawa Electric**

Motorman Hugh Lunny was the driver of the four trailer cars on the electric railway line last week, and the conductors were Brown, Parsons, Dunn and Anderson, all of whose photos appear in the group picture of the train.

**06/10/1892 Ottawa Journal Ottawa Electric**

The electric cars are now running through from Sparks to Bell st. Two cars will run specially on this service.

**06/10/1892 Ottawa Free Press Renfrew**

Two barges loaded with railway ties were towed up the Ottawa river yesterday from Rockland to be used in the construction of the Ottawa, Arnprior and Parry Sound railway. They were taken up the canal and unloaded at the St. Louis dam this afternoon. It is learned that almost all of the grading of the line has been completed between this city and Arnprior and that ties are being laid on certain portions of the road.

**06/10/1892 Brockville Recorder Prescott Prescott silk**

The most valuable freight train that has passed south on the Utica road this summer left Ogdensburg Friday night last. It consisted of three cars of silk from China and Japan valued at about \$210,000; four cars of tea and Chinese merchandise; four cars of nickel matte and one of red oxide paint. Lumber and general merchandise made up the balance of the train, the value of which is roughly estimated at \$250,000.

**06/10/1892 Ottawa Free Press Ottawa Electric**

Incident with car No. 21.

**07/10/1892 Almonte Gazette Renfrew**

Last week the annual meeting of the Ottawa & Parry Sound Raulway Company was held, when the following were electrd directors: Messrs. J.D. Booth, Claude McLachlin, Charles Mohr, Wm. Anderson, C.J. Booth, N. Mackintosh and J.F. Booth.

**07/10/1892 Renfrew Mercury Eganville**

In answer to the Mercury's query if there was any foundation to the rumour that the C.P.R. would abandon the A. & N-W. Railway, now under construction, the chief engineer, Mr. W.A. Ramsay, laughed and said that a trip up the line would probably dispel that idea from the mind of anyone who held it. They now have two miles and a half railed and ballasted; and expect to have all the rock cutting done and the grading to Douglas finished some time next week, and if the steel comes along promptly, as they now expect it to do, the rails will be laid to Douglas by Saturday, Oct. 15th. A large force is at work above Douglas; arrangements have been completed with the Eganville Council for the line to go through that village: and Mr. Ramsay expects the line to be completed to that point by the 15th November at the very latest. Besides this, an evidence that the company means business is the fact that locating parties are out west of Eganville, and have already located the line for 15 miles beyond that village.

**07/10/1892 Ottawa Journal Ottawa Electric**

The iron roof of the electric car shed arrived yesterday. It came from Hamburg, and the ship was quarantined for nearly a month at Grosse Isle. In the meantime the shed has been standing roofless. Contractor Stuart says he examined the iron this morning but did not discover any cholera microbes.

**07/10/1892 Almonte Gazette Prescott Prescott**

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

**07/10/1892 Renfrew Mercury Renfrew**

OTTAWA & PARRY SOUND RAILWAY: A meeting of the Ottawa Board of Trade was held on Monday night, at which the principal subject discussed was an application from Mr. A. W. Fleck for a bonus for the Ottawa and Parry Sound Railway. Addresses were made by Mr. Mountain, the engineer of the road, and Mr. C. J. Smith, the traffic manager of the Canada Atlantic Railway, as to the importance of the trade the O. & P. R. R. would develop, and the benefits which would accrue to Ottawa from the building of the road. Mr. Mountain incidentally mentioned that contracts had been let for the first portion of the road, and that they would be completed within the specified time, which was the 20th of the present month. Senator Clemow and Hon. Mr. Bronson were among the other members of the Board who spoke in favour of building the road. The latter favoured the city granting a bonus of \$100,000 to the road, on condition that the line be kept independent, so that it should not be swallowed up by either the CPR or the GTR. Ex-Mayor McDougall moved a resolution that the Board would respectfully ask the City Council to submit a by-law to the ratepayers for \$125,000: \$100,000 for stock in the railway and \$25,000 in promoting a grand central railway depot in the city. An amendment was moved by Mr. J. W. McRae, seconded by Mr. Egan, to the effect that a committee be appointed to prepare a detailed report to be presented to the city council, recommending that a substantial bonus be granted to the road, such report to be first ratified by the Board, and that the following be appointed a committee to deal with the matter: J. M. Garland, C. Magee, F. McDougall, Hon. E. H. Bronson, Senator Clemow, J. W. McRae and H. K. Egan. The amendment was carried unanimously.

**07/10/1892 Almonte Gazette Kingston (CN) Lansdowne**

Woman Instantly Killed

Lat week the engine of Sir Henry Tyler's special train oin the G.T.R. ran over a woman named Moss DeWolfe near lansdowne and instantly killed her. She attempted to cross the track in front of the train and was caught and thrown violently so one side against the fence. She was about 80 years old.

**07/10/1892 Ottawa Free Press Eganville**

Operation at the construction of the Parry Sound railway, otherwise the Atlantic and North Western as it is to be known are being pushed forward with accelerated speed and general satisfaction. At present there are over 600 men employed and 156 teams. It is the purpose of the contractor to have the rails laid as far as Douglas by tomorrow night. The road is graded as far as Eganville. They are laying the steel at the rate of one mile and a half per day. As an evidence of the energy and push being shown it is confidently expected that the road will be open for traffic to Eganville by November 15th.

**07/10/1892 Renfrew Mercury Westport Newboro**

A Cornwall lady whose valise was stored in the Newboro station at the time it was struck by lightning and burned, has been awarded \$98.30 for loss sustained. The award is highly creditable to the liberality if the company, as they were not legally liable, the loss being due to an "act of God."

**07/10/1892 Renfrew Mercury Eganville**

Admaston Council

(Mr. Kosmack) also stated that the new branch line of the C.P.R. now under construction from Renfrew to Eganville, crosses the public road which leads over the cedar bridge exactly on the brink of the hill on the north side of the Bonnechere, where a station would be erected. The hill was very steep and the grade of the road would requier to be improved so as tyo make it possible for teams drawing heavy loads from the south side of the river to reach the station. He had conferred with the chief engineer on the matter and had his promise that he would take it into consideration and lay a proposition before the Council today.

**08/10/1892 Ottawa Journal Ottawa Electric**

The electric railway company proposed putting on two more sweepers this winter. The wood work of the new sweepers will be done at the car shops on Albert street and the iron work will be done at the Vulcan Iron Works.

**08/10/1892 Ottawa Journal Renfrew**

The application of the Ottawa, Arnprior and Parry Sound railway for a level crossing over the Canadian Pacific Railway in Nepean township, some six miles west of Ottawa, was not decided yesterday at the meeting of the railway committee of the privy council. It was postponed in order that Mr. Schreiber, the government engineer, might inspect the plans and profiles and report thereon.

**08/10/1892 Ottawa Free Press Renfrew**

Account of Railway Committee of the Privy Council meeting - crossing of the C.P.R

**08/10/1892 Ottawa Free Press Maniwaki**

A large gang of Italian laborers came down this morning from the G.V. construction above Farrelton. They did not come down because there was no work for them to do but because they struck for higher wages. They never left the Union depot, but hired again for work on the Renfrew and Arnprior branch of the C.P.R., and proceeded to the scenes of their future labor this afternoon.

**08/10/1892 Ottawa Free Press Eganville**

The construction work of the new C.P.R. line to Eganville is going ahead rapidly, and the grading will soon be completed through to Douglas. Workmen are now cutting through rock to the river towards the terminus. An iron bridge will be erected over the Bonnechere, the contract for which has already been let. It will be finished about the middle of November.

**10/10/1892 Ottawa Free Press Renfrew**

Rochester street was this morning a scene of hurry and bustle, when at 7 o'clock gangs of men with their picks and shovels and other implements, gathered to commence work on the Ottawa terminus of the Ottawa, Arnprior and Parry Sound railway. Soon afterwards the foreman came along and the work begun.

The new line will connect with the C.A.R. line running from the Elgin street depot to the Chaudiere, within a few feet of the west side of the crossing on Rochester street. At that point the old line makes a curve towards the Richmond road and it is at the spring of this curve that work has been commenced. Here a gang of thirty five men are busy making a grade of the same elevation as that of the old line. This is about fourteen feet above the level of the ground. These are kept supplied with gravel for the fill by ballast trains which run from Hurdman's Cut, in fact close to Hurdman's bridge.

**A FINE BRIDGE**

On Preston street some twenty-one stone cutters are engaged preparing the stone for the high bridge which will carry the line over the street and which will be about equal in height to the existing bridge on the Chaudiere extension. There are also a number of carpenters and others engaged bringing the number up in all to between seventy and eighty men already at work.

After crossing Preston street the line enters the Sparks estate, and here more cutting will have to be done. The line crosses Fourth avenue near Mr. Cameron's and Mr. Geo. Rochester's houses, and running through to Hintonburg, passes the residences of Mr. J. Lorne McDougall, auditor-general, and enters on the Holland farm. All along the line smaller gangs of men are busily employed, and in a few days the scene will be one of immense activity, approaching to some of the pictures of life on the C.P.R. construction when it was rushing to the close.

**WASHING DAY**

In connection with this a very droll scene is described. Yesterday the Italian gang repaired to the cleansing waters of Dows' Lake and converted it into a huge wash tub. The men, supplied with plenty of soap, waded in knee deep, and then commenced scrubbing at garments of various descriptions. As soon as one garment was washed and wrung out it was pitched to a man on the bank, who proceeded to convert the Experimental farm fence into an elongated clothes line. Another man on the bank kept the washers supplied with garments. This proceeding lasted for a great part of the day.

The line is to be rushed at express speed throughout its entire length.

**11/10/1892 Ottawa Free Press Maniwaki**

Construction train conductors on the Gatineau Valley railway say they have to work fourteen hours per day for \$40 per month with no allowance for overtime.

**12/10/1892 Ottawa Journal Ottawa Electric**

Car No. 32 of the electric line broke an axle on Creighton st. at three o'clock yesterday afternoon. The broken car was not removed until a late hour last night and passengers had to transfer to another car which was fortunately on the terminus side of the broken car at the time of the accident.

**13/10/1892 Brockville Recorder Westport**

Warden Avery, Sharbot Lake, says the BW&SSM had an engineer surveying the road from Westport back to Maberly, Sharbot Lake and up north, last week with a view of extending the road.

**14/10/1892 Almonte Gazette Renfrew**

Mr. Booth has purchased the Colonization Railway. This is the line reported some time ago to have been purchased by the C.P.R., and continues from the Northern to Parry Sound.

**14/10/1892 Ottawa Free Press Eganville**

All the ties for the construction of the C.P.R. branch line from Renfrew to Parry Sound have been sent up to the line. Mr. T. Walldate, the company's inspector of ties and lumber, who has been in the city for some days, left for Sudbury this afternoon.

**14/10/1892 Almonte Gazette Renfrew Nepean**

There is trouble between the C.P. and the O.A.&P.S. railway company over a crossing in Nepean and the government engineer will be called upon to decide the dispute.

**14/10/1892 Renfrew Mercury Renfrew**

**TROUBLE BETWEEN THE CPR AND O & PS:** There is trouble between the Canadian Pacific & the Ottawa & Parry Sound Railway Companies, regarding the crossing of the two lines in the township of Nepean. The matter was before the Railway Committee of the Privy Council last week, when the O & PS applied for a level crossing of the CPR at this point. The Ottawa Free Press reports as follows: Mr. Christie appeared for the applicants, & was assisted by Mr. J. R. Booth, who is building the line, & Mr. Fleck, secretary of the company. Mr. T. G. Shaughnessy, vice-president of the CPR opposed the application, & asked that the new road be compelled to cross either under or over the CPR. Mr. Christie said no such objection had ever been raised by any railway and he asked the customary decision in such cases. The cost of an overhead crossing would be immense, while a subway would place their line below the level of the river. Mr. Mountain, the engineer of the OA & PS line, produced plans to prove the contention of Mr. Christie. Judge Clarke, for the CPR, said theirs being a through line, care should be taken not to interfere with the traffic and Mr. Shaughnessy said that the grade was heavy there, and it would be difficult to stop a heavy train. Mr. Christie replied that his line was also a through one, and crossings were often made where much heavier grades existed. The committee decided to send Mr. Schreiber, the government engineer, to the point in question, and on his report they will give a decision. (Ottawa Free Press)

**14/10/1892 Almonte Gazette Eganville**

The new railways.

Renfrew Journal: the latest railway rumor floating around is that the C.P.R. is about to abandon the building of the Atlantic and North-West branch to Eganville, now that they failed to scare Mr. Booth from proceeding with his line. It is stated that the C.P.R. officials came to this conclusion at a meeting in Montreal on Monday. There is no confirmation of this rumor as we go to press. Meanwhile the road is graded most part of the way to Douglas, and beyond that on the way to Eganville there is much work done. The Ottawa & Parry Sound Railway is also progressing, and its prospects for the future are bright. The Board of Trade of Ottawa, at a meeting held the other night strongly recommended that the city should grant the new road a bonus of \$125,000. This is thought to be due to the new line as opening up a direct route from the great Lakes to the sea by way of Ottawa, and as part of the Canada Atlantic railway system which has been such a boon to Ottawa and whose management has always been friendly and liberal. Further, the city of Ottawa voted a bonus of \$100,000 to the Atlantic Railway and through some technicality were afterwards able to evade payment, though they got the road and its benefits.

14/10/1892 *Almonte Gazette*

*Eganville*

*Eganville*

The people of Eganville have refused to grant a bonus of \$3,000 asked for by the C.P.R. to ensure the construction of their branch line into that village, but have offered to pass a bylaw giving them free right of way through the corporation. The C.P.R. authorities have accepted the latter offer, and as soon as the necessary bylaw is passed and the conveyance of the property made, work will be commenced.

14/10/1892 *Ottawa Journal*

*Renfrew*

OTTAWA'S NEW LINE

J.R. BOOTH GETS HOLD OF THE TERMINAL LINK

And With it the Government Bonus to be \$6,400 a Mile - The Story That the C.P.R. Swallowed the Link a Fake.

"Yes, I have bought the Parry Sound Colonization railway," said Mr. J. R. Booth to THE JOURNAL to-day. "I did not intend to have made the matter public for some time yet, but as it has leaked out I might as well say that I have purchased it and it will never become a part of the Ottawa and Parry Sound trunk line."

"And the purchase price?" inquired THE JOURNAL.

"Oh, I won't tell you anything about that. You may say I have bought the road, however."

WHAT THE PURCHASE MEANS

The Parry Sound Colonization Railway was projected many years ago, a charter obtained and the road built from Emsdale on the Northern Pacific Junction line for 20 miles west, the work being done by Mr. W. G. Read of Montreal. The total length of the line is 50 miles so that 30 of it has yet to be built. The road has been subsidized all the way to the Sound by both governments to the extent of \$6,400 a mile. By acquiring the charter Mr. Booth of course comes in for the bonus. Any competing line would be obliged to build their road out of their own pocket without a bonus.

ALREADY IN OPERATION

The branch acquired by Mr. Booth runs through a comparatively level country and the 20 miles already constructed by Mr. Read have been ironed and in operation for some time.

This is the piece of road which some weeks ago was reported to have been purchased by the C.P.R., and when that company projected a line from Renfrew to the Sound. Mr. Booth has now the advantage that he will have \$6,400 per mile to help him build the 30 miles yet to be constructed, whereas if the C.P.R. intended to continue to the sound they will have to build it entirely at their own expense.

THE OTTAWA AND ARMPRIOR SECTION

Mr. Booth is now pushing the construction of the line in the eastern section so that in a very short time the grading will be finished between Ottawa and Armprior.

He went out this afternoon to visit the section about seven miles out, where a large force of men with horses, plows and scrapers are engaged at work.

14/10/1892 *Almonte Gazette*

*Kingston (CN)*

Kingston is offering a bonus of \$300,000 if the G.T.R. will remove their Belleville and Brockville shops to that city.

18/10/1892 *Ottawa Citizen*

*Ottawa Electric*

*Ottawa Car*

Two handsome vestibule cars for the electric railway are almost completed at Wylie's establishment on Kent street. It is said that these cars even surpass the present vestibule cars in appearance.

19/10/1892 *Ottawa Citizen*

*Locksley*

The people of Pembroke are anxious to have a branch line of the Ottawa, Armprior and Parry Sound Railway run into their town. The council have passed a resolution expressing their willingness to assist the promoters of the new road in every way that is possible in the construction of the desired branch. The general feeling is that it would be a great boon to Pembroke, and if it is carried through there is little doubt but that Douglas will be the junction of the main line and the branch. From this point to Pembroke, the distance is only about 18 or 20 miles.

20/10/1892 *Ottawa Journal*

*Ottawa Electric*

In the car building line things are lively in Ottawa. The Electric car company has given an order to W.W. Wylie, car builder, for six new vestibule cars and one "sweeper" and Ahearn and Soper have given the same manufacturer an order to build 12 vestibule cars and 5 sweepers. Value is about \$60,000 -- The first lot, two of which are nearly ready, will be used on the Ottawa road - second lot will go to various parts of Canada.

Six vestibule cars will be similar to the pattern of car No. 24. Wilton carpet. Brass castings - Mr. Thos. Lawson, painting and decorating by Mr. Wilcox. The painting on the exterior will be maroon and light green with gold lettering after the style of car No. 24.

Same day - report of an accident with car No. 9 on Bank Street.

OTTAWA'S NEW ROAD  
 SPLENDID PROGRESS OF THE O.& P.S. RAILWAY  
 Rapid Work from the Construction with the C.A.R. - Prospect of Getting Car Shops and Elevators in Ottawa

The construction of the Ottawa end of the Ottawa and Parry Sound railway is progressing with notable rapidity. A Journal representative visited the section from Rochester street westward this morning and found the scene a busy one. At Rochester street the new road is connected with the Canada Atlantic and from that point west the work is being rushed as fast as men and horses can do it.

The dip in the land t Preston street is overcome by a trestle bridge, which when completed will be 1,100 feet long. More than half of the trestle work is now completed. The bridge is some twenty-eight feet in height, built in a solid compact manner. The piers which support the bridge on each side of Preston street are constructed of concrete and will be stronger than the ordinary mason work. The trestle work will be all filled in with earth drawn from near Hurdman's bridge in flat cars. Some of the filling on the east side has already been done.

To he west of the trestlework gangs of men and horses are busy grading and have broken ground as far west as St. Mary's church in Bayswater. The work is comparatively easy here as there is no rock to be dealt with but further westward there is a good mixture of rock with the clay.

**ALL ABOARD FOR ARNPRIOR**

A conspicuous figure at the work this morning was Mr. J.R. Booth who went around at a lively gait superintending things generally. He told the Journal that he expected that all the grading between Ottawa and Arnprior would be completed in eight or ten days and just as soon as the grading was completed the iron would be laid.

The contractors for the section from Bell's Corners to Arnprior have all the grading done and are busy at the bridge work at Galetta. The work, it is expected, will be accomplished in about eight days and by that time, all the sub-contractors east of Bell's Corners will have their grading completed and will meet the grading gang now west of the trestlework or city end. At this end there are some 120 men employed in various departments. The only difficulty expected in the work of building will be that section of railway which traverses the townships of Haggarty, Sevastopol and Mattawachan. Here the country is pretty rocky and sterile and some heavy work will have to be done. Fortunately for the company, however, there are not many miles of this rough country.

**THE LAST LINE**

Mr. Booth's purchase of the Parry Sound Colonization Railway which runs from Emadale on the line of the Northern Pacific Junction railway to the Sound will much facilitate matters generally for this branch now becomes a part of the main line. A typographical error in the Journal a few days ago when referring to this subject, made the article say that it would "never" become part of the main line. Instead of "never" it should have read "now."

**GOOD PROSPECTS FOR OTTAWA**

When the Ottawa & Parry Sound railway is completed and is in running order an Ottawaite who takes a fancy to see the new district can do so by a six hours' ride.

It is understood that should the city deal generously with the railway in the matter of granting a bonus, the car shops and elevators will be located in Ottawa.

20/10/1892 *Ottawa Free Press* *Eganville*

The application of the C.P.R. for a bonus from the village of Eganville has not been granted by that municipality, but an offer has been made of a free right of way through the village. The latter has been accepted by the company and work will be commenced shortly.

20/10/1892 *Brockville Recorder* *Westport* *Newboro*

The contract for the new B. & W. station at Newboro has not yet been let. The tenders submitted were way above the company's estimate. Only one Brockville tender was received. As the company offer to transport material and labor free we do not see why Brockville builders could not so the work cheaply. Supt. Mooney says he is still willing to receive offers for the work.

21/10/1892 *Ottawa Citizen* *Renfrew*

Within the course of a few weeks track laying will be commenced on the Ottawa, Arnprior and Parry Sound Railway commencing at the junction of the road with the Canada Atlantic in Rochesterville. The grading of the new road has been carried on in a very enterprising manner between Ottawa and Arnprior, and is now completed to within short distances of each of these points.

21/10/1892 *Ottawa Journal* *Eganville*

It is expected that the grading on the Eganville branch of the C.P.R. which starts at Renfrew will be completed to Renfrew by November 15th. The ties and iron will all be placed between Renfrew and Douglas in the course of a week.

21/10/1892 *Ottawa Citizen* *Eganville*

The grading of the Eganville branch of the C.P.R. as far as the crossing of the Bonnechere west of Douglas, is now completed, with the exception of a rock cut near the Douglas bridge, which will be finished this week. All the trestle work is completed, except one, about 4 miles east of Douglas which will also be completed this week. The laying of the ties and steel is steadily progressing and will probably be completed as far as Douglas this week. All the graders are now working upon the south side of the river with the exception of one gang who are finishing up the work on the north side. The rock cutting at the Fourth Chute is going on rapidly and will be completed by the 1st of November. On Monday a gang of choppers moved to Eganville and commenced chopping out the right of way at this end and by the end of this week their work will be completed. If the weather remains favorable there is little doubt but that the line will be graded into Eganville by the 15th of November.

21/10/1892 *Almonte Gazette* *Renfrew*

**An Important Railway Purchase.**

Mr. J. R. Booth has got ahead of the C.P.R. in the matter of purchasing the Parry Sound Colonization Railway, which extends about fifty miles east of Parry Sound and connects with the Northern Pacific Railway, and which has been running a good business for some time. The C.P.R. has been anxious to purchase the line, and if so, Mr. Booth has got ahead of the big company. The acquisition will greatly aid the construction of the Ottawa and Parry Sound line.

21/10/1892 *Ottawa Free Press* *Renfrew*

Mr. Brewder, of the firm of Brewder & McNaughton, contractors, is in the city for a day or two, having come down from his contracts on the Ottawa, Arnprior and Parry Sound Railway. He is personally superintending the building of a bridge over the Mississippi river at Hobb's Falls and expects if the weather holds to have the bridge ready for metal laying in a couple of week's time. The bridge at the Carp is being rapidly pushed forward and will be finished before winter. Mr. McNaughton is at work on the Hunter's Creek bridge, which will be thorough in a few days. Mr. Brewder states that work on the whole construction is being rapidly rushed, and done well. The construction is being completed as it goes along wherever possible, and a good start in track laying has been made last week from the junction with the C.A.R. at the head of Rochester street. As soon as the trestle bridge across Preston street is completed a busy time with the metals will commence. Also in the Renfrew Mercury 28 October.

**21/10/1892 Renfrew Mercury Eganville**

The grading as far as the crossing of the Bonnechere, is now completed with the exception of a rock cut near the Douglas bridge. All the trestle work is completed, except one, about four miles east of Douglas, which will also be completed this week. The laying of the ties and steel is steadily progressing and will probably be completed as far as Douglas this week. All the graders are now working on the south side of the river with the exception of one gang who are finishing up the work on the north side. The rock cutting at the Fourth Chute is going on rapidly and will be completed by the 1st of November. On Saturday a gang of trestle builders moved to Eganville and commenced preparations for the moving back of Mr. James Bulger's hotel at which work they are now engaged. On Monday a gang of choppers commenced chopping out the right of way at this end and by the end of this week their work will have been completed. On Monday evening a gang of graders arrived in town and will commence work today (Tuesday). If the weather remains favorable there is little doubt but that the line will be graded into Eganville by the 15th of November. The only doubt about the cars running into the village this winter is whether the steel rails can be obtained. Enterprise.

**22/10/1892 Ottawa Free Press Renfrew**

Discussion at City Council about a bonus for the O.A. & P.S.

**22/10/1892 Ottawa Journal Kingston, Smiths Falls and Ottawa**

A North Gower delegation.

A delegation comprising Reeve Craig, George Craig and E. Kidd of North Gower was present at the meeting to lay before the board the advisability of using its influence to get the Kingston, Smith's Falls & Ottawa railway to pass through that township instead of by way of Richmond. All three addressed the meeting setting forth the claims of the township of North Gower for a railway to pass through it, and pointing to the inconvenience of carting the produce of the farm to Osgoode station on the St. Lawrence & Ottawa Railway. So much was this felt that this fall the farmers were sending shipments by the canal to Montreal, thus bringing that city into competition with Ottawa for the trade of the township. Senator Clemow and Commissioner Pratt spoke in favour of North Gower, but at the same time they did not see that the board could do anything until after both routes were surveyed, more especially a resolution was already passed by the board asking the city council to grant a bonus to the road without any references to routes.

A resolution was passed asking the Kingston & Smith's Falls railway to take into consideration the route referred to by the delegates before siding definitely on any other.

**22/10/1892 Ottawa Free Press Renfrew locomotive**

Two more engines of popular build have been added to the rolling stock of the Canada Atlantic railway.

**22/10/1892 Ottawa Free Press Ottawa Electric**

The employees of the Electric Street railway at the car shops are being kept busy just now preparing the cars for winter and completing new ones.

**22/10/1892 Ottawa Citizen Ottawa Electric**

The Electric Street Railway Company is making preparations for winter. Yesterday several cars had their vestibules attached.

**24/10/1892 Ottawa Free Press Renfrew**

The work on the Ottawa, Arnprior and Parry Sound railway is now making great headway. The trestle bridge over Preston street and the old St. Lawrence and Ottawa track is nearly completed. Large gangs of men are filling in the dump along the trestle, except where the roads cross, and every fifteen minutes a ballast train is received and emptied.

**25/10/1892 Ottawa Journal Ottawa Electric**

The electric cars are now being vestibule and the electric heaters being put in. Four vestibule cars were put on yesterday.

**27/10/1892 Ottawa Journal Renfrew Galetta**

All the masonry work on the Ottawa and Parry Sound railway bridge at Galetta has now been completed and is ready for the iron work.

**27/10/1892 Ottawa Citizen Hammond Rockland**

Public meeting held to consider a bonus for a branch from South Indian. -- W.C. Edwards an advocate of railways but Montreal and Ottawa would be the best choice. Decided to wait to see what Clarence township would do. --

**27/10/1892 Ottawa Free Press Renfrew**

The Ottawa, Arnprior and Parry Sound railway is still being rushed, though circumstances which caused a cessation of part of the work at the bridge over Preston street. The first part of the trestle is a busy scene, On each side of Preston street large caissons have been erected, and a number of men are engaged in filling them with concrete which is to compose the material of the abutments. The concrete is made of small syenite about the same size as that used in macadamizing, and Hull Portland cement made by C. Wright & Co. The caisson on the north or city side of Preston street is some twenty feet thick, containing an arched tunnel over the sidewalk for foot passengers, whilst that on the south side is A SQUARE, MASSIVE ABUTMENT.

The trestle work has already been carried over the roadway and runs up to the C.P.R. old St. Lawrence & Ottawa railway limits, where it abruptly stops. Beyond, on the Sparks estate, the work is being pushed forward, whilst on both sides gangs are busy building up the embankment to the trestle.

The reason for the stoppage of work at the C.P.R. boundary arises from the notification of Mr. Booth and the Ottawa, Arnprior and Parry Sound railway company, of the fact that the C.P.R. object to any building or construction on the ground under their control. This, if insisted on, will necessitate the construction of a steel bridge with a span of over one hundred feet. At present negotiations are pending and an amicable arrangement is hoped for.

**28/10/1892 Renfrew Mercury Renfrew Galetta**

Work on the Ottawa, Arnprior and Parry Sound Railway bridge across the Mississippi at Galetta is rapidly nearing completion. The two shore abutments are finished, and the centre pier pretty well advanced. It is expected that in about ten days all of the stone work will be completed and ready for the bridging. The contractors are now at work within a mile of Arnprior, and expect to have their work finished about the 15th of next month.

**28/10/1892 Renfrew Mercury Eganville**

The Eganville Star says:- "Already our village is beginning to feel the effects of the railroad. Every house in it appears to be occupied and still families from other places are anxious to move in but are unable to find suitable houses. It would be well if some of our enterprising citizens would build several homes to meet these demands. Eganville has many natural advantages which are bound to make it a town of considerable importance."

Ottawa and Parry Sound and the CPR before the cabinet  
Mr. Christie QC, hints at ulterior objects and the CPR solicitor retorts quite warmly.

The application of the Ottawa, Arnprior and Parry Sound railway for railway crossing over the Canadian Pacific Railway was heard again before the railway Committee of the privy Council today.

There were present: Hon. John Haggart in the chair, Sir John Thompson, Hon Mackenzie Bowell and Hon. John Carling. A.J. Christie, QC appeared for the Ottawa and Parry Sound Road, and ex-Judge Clarke and Mr. Shaughnessy, vice president for the CPR and Mr. J.R. Booth and Mr. Mountain, engineer of the Parry Sound road, were also in attendance.

The first application was for an overhead bridge over the St. Lawrence and Ottawa Railway about half a mile from the Richmond road, Ottawa. The only dispute between the two companies was as to the width of the span. The CPR wanted the bridge to be 100 feet of a span while the O.A. & P. said that 40 feet were sufficient.

Mr. Christie said the St. Lawrence and Ottawa was a small railway operated in connection with the Canadian Pacific. The width of 40 feet was sufficient for two tracks although only one track was required. There was no likelihood of two tracks ever being needed. He then cited several crossings which already had been ordered by the committee showing that this width of span was large enough. Among those he mentioned the Brockville and Westport road crossing the Grand Trunk, the span being 44 ft, the crossing of the Canadian Pacific at Rockfield near the Lachine bridge, one of the most important crossings in Canada was 42½ in the skew and 35½ at the right angles. There was also the bridge at St Catherine Street, Montreal, which was 54 ft in the skew and 35 feet at right angles. He also refer to certain crossings in the United States showing that the objection to the width of the span was unreasonable.

Sir John Thompson - I thought it was a level crossing you wanted.

Mr. Christie - that is the other application. When we want to go over head they want us to go under, and when we want to cross on the level they ask us to go over head.

Mr. Clarke spoke in general terms against the 40 ft span, showing the necessity of providing for sufficient accommodation for the future. The difference in the two bridges would only be about \$3,500. The company owns the land at the crossing for 300 feet across.

Mr. Christie said that this would mean that no railway could cross the St. Lawrence & Ottawa unless by span of 300 feet if it meant anything at all. This was the first time that ever such an application as 100 feet was made to the committee, and the committee might as soon ask, on the same principle, for 300. The opposition to the crossing was for an ulterior purpose. "I might remind the committee that two or three years ago," said Mr. Christie, "I asked for a crossing and the Canadian Pacific opposed it. Two or three months later the St. Lawrence & Ottawa became part of the Canadian Pacific and they applied for the very same crossing themselves."

Mr. Clarke - I object because it is not fair to bring in here what the company did in some other case.

Mr. Christie - it refers to this case.

Mr. Clarke - it is absurd.

Mr. Christie - I want to show that your objections are for ulterior motives.

Mr. Clarke - it is not true.

Mr. Christie - the question is true.

Mr. Clarke - I say the ulterior object is not true.

Mr. Christie - very well, let the matter drop.

Mr. Clarke - It is sheer nonsense

The question as to cost was then discussed, Mr. Christie showing that the 100 feet span would cost about \$10,000 more while Mr. Clarke and Mr. Shaughnessy maintained the figures were too large. The latter said that there was stationed guards at this point.

Mr. Booth pointed out that some years ago Mr. Perley had used this part as a station for lumber purposes, but he was now out of the business. This concluded the argument in the case. A decision will be given tomorrow.

The next application was that of the Ottawa, Arnprior and Parry Sound railway for a level crossing over the Canadian Pacific some 34 miles west of Ottawa. The report of Mr. Schrieber on the matter was presented. It was favorable to a level crossing, but the difference between an overhead and level was not very much except in the extra cost. The difference of cost would be about \$40,000. The other proposition submitted by the C.P.R. for a subway some 4,000 feet from the proposed level crossing would cost about \$73,000. The figures of Mr Mountain on the other hand gave dollars \$51,000 for the overhead bridge while the Canadian Pacific said that \$33,000 was sufficient. As to masonry, Mr. Mountain said that it cost the Canada Atlantic \$12 per yard, while Mr Shaughnessy said the C.P.R. were only paying \$7.23.

Sir John Thompson, But Mr. Schrieber seems to favor a level crossing, then it does not matter should we decide on such things as to the cost of the bridge.

Mr. Shaughnessy said that the level crossing would be dangerous

Further argument and the judgment was postponed until tomorrow.

28/10/1892 *Renfrew Mercury* *Eganville*

Owing to slow delivery of the steel, the Atlantic & North-West Railway did not get into Douglas quite as promptly as anticipated; but by Wednesday night they were within two mile sof that village: and probably by Saturday night, 29th Oct. the first ocomotive will run into the coming city.

Up beyond Eganville, we learn, the surveyors of the rival roads are locating their lines side by side.

28/10/1892 *Renfrew Mercury* *Renfrew*

PARRY SOUND RAILWAY: Mr. Brewder, of the firm of Brewder & McNaughton, contractors, is in the city for a day or two, having come down from his contracts on the Ottawa, Arnprior and Parry Sound railway. He is personally superintending the building of a bridge over the Mississippi River at Hobb's Falls and expects if the weather holds to have the bridge ready for metal laying in a couple of weeks' time. The bridge at the Carp is being rapidly pushed forward and will be completed before winter. Mr. McNaughton is at work on the Hunter's Creek bridge, which will be through in a few days. Mr. Brewder states that work on the whole construction is being rapidly rushed and done well. The construction is being completed as it goes along wherever possible, and a good start in track laying has been made last week from the junction with the CAR at the head of Rochester Street. As soon as the trestle bridge across Preston Street is completed a busy time with the metals will commence. Ottawa Free Press.



Parry Sound Case.

The application of the Ottawa, Arnprior and Parry Sound Railway for an overhead crossing with a 40-foot span, over the C. P. R. in the vicinity of the Experimental Farm and about half a mile from the Richmond Road, was then taken up

Ex-judge Clarke, in behalf of the C. P. R. objected to the granting of a crossing with less than a 100 foot span.

Mr. Christie, in support of the application said that a 100 foot span at that point was necessary and uncalled for. [sic] This branch of the C. P.R. is known as the old St. Lawrence and Ottawa Railway was a very small line and where they asked to cross there was no business carried on of any sort and there would likely be none for some time. There was only a single track there, and a 40 foot opening over it was sufficient for a double track and for all necessary purposes. They made inquiries from several companies in the States as to the average width of openings and from the New Haven and Hartford Company received a reply that they only required a 16 foot abutment over a single track and a 28 foot abutment over a double track.

The C.P.R. Side of it.

Mr. Clarke said that a great difficulty being experienced by railway companies now was procuring of sufficient space for their operations. As time went on they found their work increasing and if that span was made only 40 feet they would likely be compelled to have it widened in the future and that would necessitate considerable trouble. There was no immense sum of money involved and no engineering required about the work at all. Mr. Christie was not fortunate enough to inquire from parties who have had to make a clear span of 100 feet. They themselves, had to do so for the Grand Trunk. There ought not to be a principle established where by one company would cause inconvenience to another by having an insufficient opening and expropriating a portion of its land to build abutments upon.

Mr. Christie. Q. C. - At no time before has such a crossing been asked by any company, and if the committee decided to establish the precedent of having clear spans over single tracks than they are powerless in the matter.

Hon. Mr. Bowell - What about when it is near a station ?

Mr. Christie - Then, the company always requires three or four tracks. This line is half a mile away from the company's station and any person acquainted with the particulars of the case, will know well that the objection has been taken with an ulterior motive.

Mr. Clark - I object to such a statement. It is not true.

Mr. Christie - Well, there is no need for such a span, and it is likely the committee will say for an imaginary thing that we have to spend \$10,000 extra to please you ?

Mr. Clarke - Mr. Chairman, Mr. Shaughnessy has just informed me that this crossing is on the station ground.

A Question of Bonus.

Mr. Christie - If the company have left a passenger off there during the past 20 years we will submit to your proposition.

Mr. Clarke - There is a platform erected there.

Mr. Christie - Yes, it was erected by Messrs. Perley & Pattee for lumber purposes, but they have abandoned their piling grounds in that vicinity and there is no shipping going on there whatever.

Mr. Shaughnessy, who was also present on behalf of the C. P. R., said that the point in question was just what the company wanted to keep clear of crossings altogether. They would not object if it were outside the city, but being inside the city limits, where the traffic was always increasing, they considered it absurd that the O. A. & P. S. would not put in a sufficiently large span while they were about it.

Mr. J. R. Booth stated that if ever they required the opening increased they could have it done with little difficulty. They were going to put in iron structure there and it seemed perfectly useless to go to the expense of putting in such a large span when it was not required.

Mr. Clarke - Of course there would be some compensation anyway in the event of their expropriating any of our property on which to erect abutments if they build the 40-foot span, and there would be no claim made at all if they erect the clear span.

Mr. Christie - We are not afraid of any compensation that will be asked for That is a matter, however, for arbitration.

Mr. Schreiber, in answer to a question by Hon. Mr. Bowell, said he thought the difference in a 40 and a 100-foot span would be about \$4000 or \$5000 for an iron structure.

Mr. Mountain, chief engineer of the C. A. R. said he had made a calculation, making a difference of \$5 500 in the superstructure work alone, \$10,300 on the whole thing. He calculated the necessary work on the abutments at \$13 a cubic yard.

Mr. Shaughnessy said the engineer informed him that they were getting work of a similar character done for \$7.25 a yard.

Mr. Christie - It must be second class work.

Mr. Shaughnessy - There may not be frills on it, but it is good enough for that purpose.

The committee stated that they would give their decision in the matter this morning.

Mr. Schreiber's Report.

The report of Mr. Schreiber on the question of a level crossing by the O. A. and P. S., over the C. P. R. in the township of Nepean, was then presented. It stated that the distance from the level crossing applied for and the subway crossing suggested by the C. P. R. was 4000 feet on the present site of the O. A. and P.S. route, he slightly favored the level crossing.

Both Ex-Judge Clarke and Mr. Shaughnessy pointed out what they claimed to be disadvantages of the level crossing, namely the cost of attending to the switches and the heavy grade at the west side, which made it very difficult for trains to slow up before coming to the crossing.

The committee said they would also give their decision in this matter this morning.

Parry Sound vs. C.P.R.

Another skirmish before the Railway Committee

The railway committee of the Privy Council met again today when the application of the Ottawa, Arnprior and Parry Sound Railway for two crossings over the Canadian Pacific road were taken into consideration.

There were present at the meeting: Sir John Thompson; Hon. John Haggarty, Sir Adolphia Caron and Hon. John Carling. Mr. Clarke, solicitor; Hon. R.W. Scott and H.B. Spencer were present for the Canadian Pacific and Messrs. A.J. Christie, J.R. Booth, E.J. Chamberlain and G.A. Mountain attended for the Ottawa and Parry Sound.

#### THE LEVEL CROSSING APPLICATION

The argument for the application for the level crossing over the C.P.R. some six miles west of Ottawa, was proceeded with by Judge Clarke, who went into the question of the cost of the overhead bridge instead of a crossing.

Sir John Thompson - I mentioned yesterday that if a level crossing would do as well there was no use of going into the cost of the bridge. To that you replied that a level crossing would be dangerous. That such was the case you were going to prove today.

#### ALL LEVEL CROSSINGS SOMEWHAT DANGEROUS

Mr. Clarke - I intend to do that.

Sir John Thompson - Are not all level crossings more or less dangerous?

Mr. Clarke - Yes, they are to some extent more or less dangerous.

Sir John Thompson - Then whenever you come to ask for a level crossing we will have to ask you to build an overhead bridge. Your contention would mean that.

Mr. Clarke - There is also the question of expense.

Sir John Thompson - And is not \$40,000 the difference between the cost of the level crossing and the bridge one of sufficient consideration?

Mr. Clarke then proceeded to show through examining Mr. Schreiber on his report, that the bridge would cost \$40,000. He referred to the price of the masonry.

#### MR. CLARKE GETS ANGRY

Mr. Christie - Do you men to say that masonry could be done for the figures you say during the past two or three years?

Mr. Clarke (speaking angrily) - If you will listen to what I am saying you probably will see what I am endeavoring to show. I don't propose to discuss the matter with you. There is no use of discussing it with a man who would tell me that it was trash. I was talking.

Mr. Clarke then took up the question of danger, disputing that part of Mr. Schreiber's report which said that the grade on the C.P.R. lay 3,000 feet west of where the level crossing was asked for.

Mr. Schreiber adhered to the fact that there was no danger. There was some cross firing between Mr. Clarke and the witness.

Mr. Clarke - You are arguing the case?

Mr. Schreiber - No, I am not arguing the case.

Mr. Clarke - You are, and I have got you now. You are biased.

Mr. Schreiber - No, I don't think that I am biased.

Mr. Clarke - I don't mean anything improper. I mean that you are biased as a professional man who would support his own conclusions.

#### ANOTHER SPAT

Another spat took place on the question of distances, Mr. Clarke stating that Mr. Schreiber's reasoning was wrong.

Mr. Schreiber - I will show you all the distances on the plan.

Mr. Clarke - I will not permit you to look at the plan.

Mr. Schreiber - Then I can't point out the distances.

Mr. Clarke - But I want to test your memory.

Mr. Schreiber - If you don't show me the plan then I won't tell you.

In reply to Mr. Christie, Mr. Schreiber said that there were crossings now at very much more unfavorable places than this.

To Mr. Haggart, Mr. Schreiber replied that the interlocking switches prevented the trains from having to stop but that would be on few occasions. There was no danger of derailing.

#### C.P.R. ENGINEER'S EVIDENCE.

Albert Hudson, a locomotive engineer of the C.P.R. was next examined. His evidence was to the effect that a crossing at the point specified would be dangerous as a rush was required to get up the grade west of it, or it would be difficult to stop running east. Bell's Corners station was abandoned because of the difficulty of stopping there owing to this grade.

To Mr. Christie the witness said that he was now in the employ of the C.P.R. C.W. Spencer told him why the Company abandoned Bells Corners station. He did not know that it was because the company not obtaining the right of way that they gave up Bells Corners station.

The committee adjourned at one o'clock until this evening at 7.30 when the matter will be taken up.

A joint station for the G.T.R. and C.A.R. is now being constructed at Coteau. Mr. Tomlinson, of this city, is the contractor. The cost will be about \$4,000.

Discussion in Railway Committee over crossing C.P.R. in Nepean.

## ARGUING THE CROSSING CASE

## THE PARRY SOUND PEOPLE AND THE C. P. R..

Two Long Sessions of the Railway Committee of the Privy Council and no Decision Reached as yet.

An application of the Ottawa, Arnprior and Parry Sound Railway for two crossings over the C. P. R. was taken up for consideration again Saturday morning (29/10) by the Railway Committee of the Privy Council. The members of the committee present were Sir John Thompson, Hon. John Haggart, Hon. John Carling and Sir Adolphe Caron.

Ex-Judge Clarke proceeded to show that the cost of an overhead crossing where the level one was applied for, would be comparatively small, and contended that such a crossing should be placed there, in view of the danger they would be exposed to with a level one.

Sir John Thomson inquired: if it was not a fact that all level crossings were dangerous.

Mr. Clarke replied that they were to some extent, but the trifling difference in this case in the cost between the two crossings, was a matter to be considered.

Sir John Thompson stated that by this contention, they would have to ask the C.P.R. to make all crossings overhead in the future. The estimated cost of \$40,000 for the overhead one was quite a consideration.

Mr. Clarke said it would not cost \$40,000. The masonry would only cost \$7 or \$8 per yard instead of \$13 in the estimate.

Mr. Christie - Do you mean to say you could get masonry done for those figures during the past two or three years?

Mr. Clarke - If you listen to what I am saying, you will probably understand me. At any rate, I do not want to discuss the matter with you.

Mr. Clarke then disputed that part of Mr. Schreiber's report stating that there was no danger of a level crossing and that the grade was 3,000 feet west of where the crossing was asked.

## Lawyer Versus Engineer.

Mr. Schreiber adhered to his report throughout, and as a result, some fiery tidbits passed between him and Mr. Clarke.

Mr. Clarke held that his reasoning was wrong in regard to the 3000 feet.

Mr. Schreiber said he would prove this statement by the plan.

Mr. Clarke told him never to mind the plan, whereupon Mr. Schreiber replied: "Well, then, I will not tell you."

In answer to Mr. Christie, Mr. Schreiber said there were level crossings now on the C. P. R. at very much more unfavorable places than the proposed one. The interlocking switches prevented trains from having to stop at crossings and there was no danger of derailing.

Albert Hudson, locomotive engineer of the C. P. R., in evidence said that a level crossing would be inconvenient and expensive to the C. P. R.

They could not take such heavy loads west as they do now, as the crossing would prevent them from making a rush to get up the heavy trade at the other side. It would also be very difficult to slow up trains coming east before reaching the crossing. He understood that Bell's Corners Station was abandoned owing to this grade.

In answer to Mr. Christie, he said he did not understand that it was abandoned because of the township refusing to give a right of way.

The committee then rose to meet again at 7.30.

## The Evening Session.

The full committee were present at the evening session and the room was well filled with a number of the leading officials of both companies.

Aaron James Barr, locomotive engineer of the C. P. R., was first called. In his opinion, the grade west of the proposed crossing was the worst between Ottawa and Chalk River. With the crossing there he should judge they would have to take four cars off a twenty-car train in order to get over the grade, as they would have to slow up passing the crossing. It was also a bad spot for snow in winter.

In reply to Mr. Christie, witness said this matter was spoken of at a little meeting in Montreal of engineers. The meeting however, was not called for the purpose of discussing it. They only said if the crossing were put there they would have to run four cars light. Coming down this grade there was always a danger of them losing control of the trains. He could not swear positively whether he could stop a train going at the rate of eight miles an hour within a distance of 1700 feet at the crossing. Eight miles an hour was pretty slow.

Mr. Christie - But the law does not allow you to go any faster at this point

Witness - At that rate we would have to commence to stop on the top of the grade

## To Avoid Accidents.

Sir John Thompson - I should think in a dangerous place like this they would always do so, at this rate it would be a good thing to have a level crossing so that there would be no accidents.

Mr. Christie (to witness) - Don't you always slow up going down grade?

Witness It all depends whether we are on time. If we are late, we let her flicker. (laughter) J. B. Evans, master mechanic of the C. P. R. on the eastern division. He always considered this grade a hard one, and on one occasion lost control of a ballast train on it and had a narrow escape from a pitch in. The meeting referred to in Montreal was composed of engineers and was called to talk over an increase of wages. It had nothing to do with the crossing.

Mr. Christie - Do you tell the public of Ottawa that there is danger of a train breaking away and thundering down a grade some three miles long, and passing several cross roads?

Witness - Yes there is always a certain amount of danger.

Mr. Christie - Is it a danger that the Company ought to take notice of?

Mr. Clarke - That has nothing to do with the question.

Mr. Christie - What I say is that if there is such a danger, no company like the C. P. R. would run a train over it. The conduct of the C. P. R. is contrary to the evidence of this witness.

An eye to the bad spots.

Mr. Christie (to witness) - Is there any better place from Britannia to Bell's Corners for a crossing?

Witness - Not that I know of. We are not so apt to make note of good places as we are bad.

William Anderson who has been conductor on this portion of the road for seven or eight years, gave similar evidence to that of the previous witness. H.B. Spencer, assistant superintendent of the eastern division said they abandoned the Bell's Corners station because of the difficulty of stopping there and going over the grade.

In reply to Mr. Christie, witness said he made no written report to head quarters to the effect, that this would be a dangerous crossing. They had a civil engineer to attend to business of that character. He took out a squad of drivers and showed them where the crossing was to be, and explained to them that it was a dangerous place for such a thing.

Mr. Macpherson, division engineer was examined on the question of cost. He calculated that it would take \$3,680 to put in the level crossing and equip it with signals and interlocking apparatus. For the overhead crossing it would take \$34,580. He put down the masonry at \$9 per yard.

Mr. Christie - Where have you got it done for that?

Witness - At Arnprior - and in fifteen feet of water.

Mr. Christie What is the name of the contractor? We advertised for tenders, and the lowest offer was \$13.

Witness I don't feel at liberty to give the name.

It was then 10 o'clock and Hon. Mr. Haggart pronounced the meeting adjourned until to-morrow morning at 11 o'clock

Carried Down Stream.

One of the men engaged on the Ottawa, Arnprior and Parry Sound Railway had a very narrow escape from drowning at Galetta a few days ago. A couple of logs he was standing on beside a pier gave way and he was carried down stream to the brink of a high waterfall, when the logs fortunately stuck on a rock. The current was so swift that it was only after a hard task on the part of Mr. Brannen and Mr. Bruce that he was relieved from his perilous position.

Messrs. Brewder & McNaughton were both in the city yesterday. They report that they are nearly through with their contract for bridge building on the Ottawa, Arnprior and Parry Sound railway. So far they have made satisfactory progress with their work and will be through before the hard weather sets in.

Quite a large number of people visited the C.P.R. [sic] depot this morning to view the engine and car of the Vermont Central road, which ran in last night to take home Col. Smith, president of the road and his party, who came up yesterday on the C.A.R. and are on a pleasure trip, their special following them from St. Albans. They left at noon today for home.

Such an engine was never before seen in this section of the country. It was turned out this spring from the Schenectady locomotive works and is an engine that shows a speed of 70 miles an hour, and is commonly run at a mile a minute. The boiler is very long and low down, erected over it is a heated cab, luxuriously furnished and giving accommodation for about a dozen people and commanding a splendid view of the country. The engineer works behind in a most comfortable compartment, separated by glass, through which he sees through the car ahead of him.

Everything in the way of machinery to be seen is either brass or nickel plated. The engine is called the St. Lawrence and has attached to it the Bellevue, the private car of Col. Smith.

McLachlins mill, Arnprior.

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

Ottawa and Kingston

The case of the delegates from the K., S.F. and O. Ry

Reasons presented why Ottawa should bonus the proposed road giving direct railway communication between the Capital and Kingston.

The memorandum which the visiting Railway delegates submitted to the city council last night and to which is referred to in another column showed that the Kingston, Smiths Falls and Ottawa Railway is being constructed as an independent road and does not receive financial aid in any way from the Grand Trunk Railway, but the intention is to have a close ally of that road which shall run its western passenger trains directly over it in to Ottawa and give through passenger fares and freight rates to and from the west. Originally the road was intended as a local line between Kingston and Smith Falls and the following subsidies were given to it:

Dominion government .. \$179,200

City of Kingston .. 150,000

Smith's Falls .. 25,000

Municipalities between these .. 29,000

Total \$383,000

The present position of the road.

It was, however, found that it could not be floated except as a through route to Ottawa, and the project was for some months stationary owing to the failure of Barring Bros. and the impossibility to float a new venture of this kind. The directors have now been advised to place the bonus on the market, but only on the express condition that the subsidies to the road will be sufficient to purchase the government annuity which parliament has this year sanctioned for the road. The present subsidies are barely sufficient to finance the undertaking from Kingston to Smiths Falls. If the road then is to be built at all it can only be by the city of Ottawa and the municipalities between Ottawa and Smith's Falls coming forward in as free-handed liberal spirit as Kingston, Smith Falls and the municipality between these points have done.

The country through which the road passes.

The memorandum goes on to show that to the proposed road will pass through a settled country, including between Kingston and Ottawa eleven villages which have already from 200 to 700 people each, and at six of the villages there is good water power waiting further development. There is a magnificent country surrounding these villages. In addition to this there is said to be a local population along the route between Kingston and Ottawa, excluding these two cities, of about 50,000 people. Mixed farming is engaged between Ottawa and Smith's Falls, while between the latter place and Kingston the raising of cattle and dairy products from the principal business. Superintendent White of the G. T. examined the country between Ottawa and Smiths Falls last year and he reports it to be the nearest approach to England of any place that he ever visited. The largest share of this trade would necessarily fall to Ottawa.

The GTR to reach the city.

"Another result of the opening of this road," says the memorandum, "will be that the Grand Trunk will obtain an entrance to the city of Ottawa from the west. And what benefits will this afford? Every leading merchant in the city who deals in western Ontario knows the effect of the CPR controlling the entrance to the city from the west though that city does not reach one third of the Ontario cities and towns" The proposal the document continues, is to run fast passenger trains through between Toronto and Ottawa without change, and freight will have similar advantages. This new road would promote trade between Western Ontario and Central Ontario, which at present cannot be done. The G.T.R., for instance, has 2,620 miles in its system in Ontario west of Kingston, ramifying into every part of the province there and directly reaching by its own lines in 40 cities and towns of over 3,000 population each and 42 more towns of over 1,500 each and the most of them only reached by the GTR.

Tourist travel.

Continuing, the memorandum points to the increase of tourist travel which the road would bring to Ottawa. "The hotels," it says, "would be as well filled with tourists in the summer, as politicians in the winter and spring." At the Thousand Islands during three months of the summer it was estimated that there were over 30,000 who stayed at the hotels and cottages. It is believed that the most attractive tourist route can be established between Montreal and Thousand Islands and the west by way of Ottawa, the Rideau Lakes and Kingston.

An Air Line.

As to business men the route will shorten the distance between Ottawa and Kingston by 36 miles and between Ottawa and Toronto by 8 miles. The road will also open up a new route for the Ottawa lumber trade not only to Oswego and Central New York State but to Kingston, Napanee, Deseronto, etc. The construction of the road will involve an expenditure of about \$1,750,000 of which about \$750,000 must find its way at once into the pockets of the Ottawa people for lumber and supplies of every kind it will make Ottawa terminus of a very important division, with all its accompaniments. In conclusion, the document says that the subsidy which Ottawa may give will find its way back to the people in cash many times over before the trains commenced to run.

01/11/1892 *Ottawa Journal**Canada Atlantic**Ottawa*

Local Railway Pay Roll

In connection with the claim put forward that the bonusing of the O., A. & P., S. railway would be a paying investment for the city, the pay roll of the C. A. R. is cited. The following figures speak for themselves.

Men employed at Ottawa, about 300

Monthly wages, \$16,000

Total monthly wages, \$20,000

Workingmen on construction, about 280

02/11/1892 *Ottawa Citizen**Maniwaki*

G.V.R. Construction. The second section on the Gatineau Valley Railway, between Farrelton and the Kazabazua, is expected to be ready for inspection by the middle of November. The grading on this portion of the road is completed and track laying is now being carried on. The remaining portion of the road to the Desert will be commenced early next spring.

Travelling in Splendor

A handsome locomotive and coach passed south on Tuesday with Col. Smith, president of the Central Vermont railway, and a party on a pleasure trip. The engine is a beauty and shows a speed of 70 miles an hour but is commonly run at the rate of a mile a minute. The boiler is very long and low down and erected over it is a heated cab, luxuriously appointed and giving accommodation for about a dozen people and commanding a splendid view of the country. The engineer works behind in a most comfortable compartment, separated by glass, through which he sees through the car ahead of him. Everything in the way of machinery to be seen is either brass or nickel plated

03/11/1892 *Ottawa Free Press* *Maniwaki*

This morning a large gang of Italians came down from the Gatineau Valley construction and congregated round the door of the Central Chambers awaiting their pay. Work is nearly through for the season, and the rough weather made them anxious to get into town.

04/11/1892 *Renfrew Mercury* *Eganville*

From the Eganville Enterprise.

Mr. Bulger's hotel has been moved back by the railroad men the forty feet required by them for railroad purposes.

A merchant of our village who was proposing to defer getting in several car loads of salt, coal, etc., which he wanted, until the C.P.R. had their line running into Eganville, asked Mr. Ramsay, the Chief Engineer, if he was safe in doing so. Mr. Ramsay told him he was perfectly safe in doing so, that they would be carrying goods into Eganville by Christmas.

The people of Eganville will be glad to hear that Mr. Ramsay, Chief Engineer of the C.P.R., has decided to place the station much closer to the village than was at first intended. The station will be near where the grading at the first little gully was commenced, which is fully twelve chains nearer the village than the first proposed site. It is intended to build a temporary station and office for this winter, and to build a good station next summer.

04/11/1892 *Renfrew Mercury* *Renfrew* *Wilno*

The Eganville Star says that considerable trouble is expected between the C.P.R. and O. & P.S. Ry. companies in the vicinity of Adam Prince's, near Wilno. There is only one pass between two large mountains and both appear to claim the right to run through it. We are informed that Mr. Mountain, chief engineer for the O. & P.S. Ry., has purchased all the lands in that vicinity and at present holds the deeds of the same, and has posted up notices forbidding any person to trespass thereon.

04/11/1892 *Almonte Gazette* *Eganville*

The A. & N.W. railway reached Douglas last Saturday. Beyond Eganville the rival companies are relocating their roads side by side.

04/11/1892 *Renfrew Mercury* *Renfrew*

Briefly, the OA & PS Railway wanted an overhead crossing over the CPR near the Ottawa Experimental Farm, with 40 feet between abutments. The CPR wanted 100 feet between abutments, which would cost the OA & PS \$10,000. The second crossing was in Nepean, where a level crossing was sought. OA & PS would pay for switches, etc. The CPR deemed a level crossing too dangerous and wanted another overhead bridge. As we will see, these were not the first obstacles put in Booth's way by the CPR.

The Montreal Witness glowingly described J. R. Booth as a far-seeing man: "He is worth millions, gained by foresight. In early life he was worth very little. He grew rich as a result of native talent; college never helped him. A few years ago, he went about buying up many timber units. People said 'Booth's crazy.' But when prices went up, and when \$2½ million in timber was sold, people said, 'Booth has prescience. Booth is a shrewd man.' Well, Mr. Booth is now working on another scheme. This is nothing less than the construction of a railway line from Ottawa to Parry Sound.

On the same day, the Montreal Star quoted E. J. Chamberlain, General Manager of the Canada Atlantic Railway, saying that: "OA & PS will be shorter than any other land or water route, from Minneapolis, St. Paul, Duluth and Chicago to the sea by six hundred miles; and this route will pass through Montreal. The line passes through the richest timber regions in Eastern Canada, moreover, it runs through a magnificent area for tourists.

04/11/1892 *Almonte Gazette* *Renfrew*

The C.P.R. and Mr. Booth's line.

It has often been said of the president of the C.P.R. that he sleeps with one eye open. Mr. Booth is not to have that new railway scheme from Ottawa to Parry Sound all to himself. The C.P.R. will be there, too. It will parallel every mile that Mr. Booth will build. So it says. It will be in Eganville in a few months; so it says. The Canada Atlantic people, on the other hand, say the C.P.R. has not graded a mile of the route yet. It is undoubted, however, that the company has obtained all the land it wants, and then it has both the capital and energy. It rather resents the attempt of the Canada Atlantic, because it regards this splendid country as its own peculiar domain. This is just what Mr. Booth cannot see. - Montreal Witness

04/11/1892 *Eganville Enterprise* *Renfrew*

It was reported that diphtheria is prevalent in the shanties in the Bonnechere and Madawaska Rivers. A sure cure, it is said, is sulphur and water as a gargle, or fumigation of the room in which the patient is in, with lots of brimstone smoke.

07/11/1892 *Ottawa Free Press* *Pontiac Pacific Junction*

It is learned that the number of lambs shipped from the vicinity of Shawville on the P. & P. J. Railway this fall will be much larger than on previous years. The largest shipments will be made to the States.

08/11/1892 *Ottawa Journal* *Renfrew*

Mr. G.E. Mountain C.E. of the Ottawa and Parry Sound railway went up the line yesterday on a tour of inspection from here to the terminus at Arnprior. The grading from Ottawa to Arnprior is almost completed with the exception of a few little gaps here and there where culverts will be put in. The culverts will be constructed of cedar. The timber for the trestle in the township of Nepean is all ready and work will go on at once. It is expected that in ten day or two weeks the work of laying the iron will begin. The company have opened a ballast pit about half way between here and Arnprior and ballasting will be done both ways at the same time. The trestlework of the track across the old St. Lawrence and Ottawa railway track is being pushed vigorously along.

Repeated verbatim in the Almonte Gazette 11 November 1982

08/11/1892 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

A new electric car, No. 36, was turned out from Wylie's shops this morning and put on the line for regular traffic. It is finished in the most approved style.

09/11/1892 *Ottawa Citizen* *Renfrew* *Crossing with CPR*

The first shipment of timber for the Ottawa, Arnprior and Parry Sound Railway crossing on the March Road was taken out from the city by the C.P.R. yesterday. The balance of the timber, which will amount to about fifty cars, is being sawed in Mr. Booth's mills.

09/11/1892 *Ottawa Journal* *Ottawa Electric*

Two of the new electric vestibuled cars manufactured by Mr. W.W. Wylie of this city, have been placed on the tracks. The cars are models of comfort and beautifully finished. If anything they are superior to the Philadelphia car.

**11/11/1892 Almonte Gazette Renfrew**

The quarryman in both the church quarry and for the bridge at Galetta have got through with their job, and have left. They were a well conducted body of men and will be welcomed back. The barges will be laid up at Galetta, and the steamer "Ocean Wave" at Pakenham. If possible both the steamer and the barges should be retained here for picnics, etc. We hope to hear of some enterprising person or Sndicate going in for this, as we understand they will be sold cheap.

**11/11/1892 Almonte Gazette Westport**

Amos Abbott, a farmer living near Brockville, is bound over to stand his trial for placing obstructions on the track of the B. & W. R.R. Mr. Abbott some time ago had a cow killed by the B. & W. train for which he could get no pay, and it is thought by some that this may account for the present trouble.

**11/11/1892 Almonte Gazette Maniwaki**

A Gatineau Valley railway survey party have left Ottawa to locate the route of the road from five miles above Kazabazua to the Desert, the terminus, a distance of about forty miles. The road is now built to Kazabazua and ballasted to within seven miles of that place. The country through which the rest of the road will run is wooded and broken, but the company hope to be able to secure a good route through the valleys. It is expected the road will be open for traffic to Kazabazua this winter, perhaps by January

**11/11/1892 Renfrew Mercury Eganville**

There seems to be great rivalry, even to the point of bitterness, between the two Parry Sound roads. On Friday last, the Ottawa Free Press came out with a column long interview with Mr. Geo. E. Kidd, a barrister, who has just returned from a trip to Parry Sound and the Soo, booming the C.P.R. line and stating that the sympathies of the people of Douglas and Eganville seemed to be with it. Next morning the Citizen comes out with an interview with Mr. M.J. O'Brien, all in favor of the O. & P.S. Railway - Meanwhile work progresses rapidly on the C.P.R.'s branch, which was completed half a mile or more beyond Douglas on Tuesday.

**11/11/1892 Almonte Gazette Eganville**

The C.P.R., Officials promise to be able to deliver goods in Eganville from their branch line by Christmas

**11/11/1892 Almonte Gazette Chalk River**

Conductor Beach Killed.

A young man named H. Beach, 26 years of age, formerly of Kingston, and engaged as brakesman on the K. & P. but laterally living at Carleton Place, and running as freight conductor on the C.P.R., met with a sudden and peculiar death near Chalk River on Thursday morning. It appears there was a hot box on the train, and Beach leaned out on the van steps to try and locate it, when his head came in contact with an obstruction and he was instantly killed. He leaves a wife and two young children to mourn his loss. His remains were taken to Kingston for burial.

18/11/1892

A report that a watch and some money were stolen from the body of the late Conductor Beach is untrue. The valuables were taken in charge by the coroner, and have since been safely delivered to the family.

**11/11/1892 Almonte Gazette Other**

Another New Railway.

The Pembroke Observer says: " there is a rumor afloat which we hope will turn out to be true. It is to the effect that a number of local capitalists are arranging to apply to parliament at its next session for a charter to build a railway from Pembroke to Haliburton, something like eighty or a hundred miles. At that place connection can be made with the Victoria branch of the Grand Trunk railway, which runs from Orillia, the distance from Haliburton to Orillia being 50 miles. The Midland Railway runs from Orillia to the Georgian Bay at Waubashene, some miles south of Parry Sound. We have the capitalists, we want the railway, and we should have it."

**12/11/1892 Ottawa Citizen Renfrew Galetta**

The centre pier of the Ottawa, Armprior and Parry Sound Railway bridge across the Mississippi River at Galetta will be finished this week, when the contractors will be ready for another job. The men who were at work on the trestle approaches to the bridge have completed their work so far as it is possible to do until the stringers are brought forward, and have removed to Carp to do some trestling in that vicinity.

**12/11/1892 Ottawa Journal Sussex Street Sussex Street**

Men are now employed tearing down the old and dilapidated platform at the freight sheds of the St. Lawrence and Ottawa depot. A new platform is to be built and other improvements made round the depot.

**14/11/1892 Ottawa Journal Canada Atlantic**

Mr. Booth will take the bonuses and build the depot himself. land for car shops etc.

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

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

**15/11/1892 Ottawa Citizen Ottawa Electric**

Messrs. Ahearn & Soper will have the two electric railway sweepers for Montreal completed this week. The sweepers are entirely of home make, with the exception of the motors, and are the same as the ones used in this city.

**15/11/1892 Ottawa Citizen Eganville**

A merchant of Eganville who was proposing to defer getting in several car loads of salt, coal, etc., which he wanted, until after the C.P.R. had their line running into Eganville, asked Mr. Ramsay, the chief engineer, if he was safe in doing so. Mr. Ramsay told him it was perfectly safe: that they would be carrying goods into Eganville before Christmas.

**16/11/1892 Ottawa Free Press Ottawa City Passenger**

A wheel was wrenched off Mr. John Shepherd's wagonette while he and several friends were driving across Sapper's bridge yesterday evening. The party came to grief through the wheel catching in the car tracks, but beyond being bedaubed with mud no injury was sustained.

DASHED DOWN TO THEIR DEATH  
FATAL TRAIN ACCIDENT ON THE GATINEAU VALLEY.

A Construction Train Hurlled into Stag Creek and Four Lives Lost -The Scene of the Disaster.

Farrelton, Nov. 16. The construction train on the Gatineau Valley Railway ran off the track this afternoon at Stag Creek about six miles from here. The track gave way just before the engine got on the bridge. The engine and thirteen cars were hurlled down into the creek. There were four killed, who are as follows:

SAM WILSON, engineer.

K. MEAGHER, fireman.

WM. BLAKELY, brakeman.

A boy whose name is unknown.

Scene of the Accident.

The scene of the accident is a spot familiar to travellers who have ever visited the upper Gatineau country both by reason of the tottering condition of the traffic bridge which crosses Stag creek and the terrible broken condition of the road for three or four miles on either side, of it. The Gatineau Valley railway crosses the creek by a substantial iron bridge, built on stone abutments, situated about two hundred yards below the public crossing. Stag creek is an insignificant stream probably not more than twenty yards across at its greatest width, emptying its muddy waters into the Gatineau river less than a mile east of the bridge. But for the last four miles of its course it runs between high clay banks so that the bridges are each some forty feet above the bed of the creek. It is as ugly a spot for an accident of the kind recorded above, could happen. The rails of the G. V. R. are laid for about ten miles north of Stag creek, which brings it to the upper limits of the township of Low. Ballasting is in progress along the last few miles, and the material is mostly carried from a gravel pit situated between Stag Creek and Farrelton, the present terminus of the passenger service. The construction trains have thus to cross and re-cross the iron bridge at the creek several times a day. The headquarters of the construction gang is at Farrelton, the train running down to that point every night; and it is quite possible that the accident by which the four persons lost their lives occurred on the home run last evening in which case it would be quite dark by the time the train reached the creek crossing.

A Fearful Fall.

The roadbed at that point, on both sides of the creek, appeared to be of very solid construction and had been run over several times daily by heavy trains during the past six months at least. Approaching the bridge from the south the road runs through considerable of a cut, debouching upon the open fields on the northern side by a curve trending towards the west. A mile further on is the new station, the farthest north on the line as yet. Just what caused the track to cave in at that point can only be surmised, but it is not at all improbable that the recent heavy rains loosened up the ground near the edge of the creek, and the blue clay banks slid inwards carrying the track with them. The track itself was well ballasted and the roadway all the way between Farrelton and the Low station was smooth and apparently in first class condition. By being thrown off at that particular point the entire train must have crashed downwards into the creek bottom, full 40 feet below.

The Engineer.

Saul Wilson, the engineer of the ill-fated train, leaves a wife and two little children living on Concession street in this city. For several years he drove on the Canadian Pacific between North Bay and Chalk River, leaving the C. P. R. employ about three years ago to go into business on his own account in Carleton Place. He had been employed on the Gatineau Valley for a little over a year, and not long since moved his family from Carleton Place to Ottawa. He was a brother-in-law of Mr. Ab. Hudson, of this city, the well known C. P. R. driver. About midnight Mr. Hudson received a telegram from Farrelton, informing him of the death of Driver Wilson and urging him to lose no time in getting to the scene of the disaster. The message contained no particulars whatever concerning the accident. Mr. Hudson at once set to work to secure a special engine to take him to Farrelton, and in the meantime telegraphed to Carleton Place for Mrs. Wilson's mother. At that hour Mrs. Wilson and her children were sleeping all unconscious of the dread disaster which had robbed them of husband and father. The dead engineer was well and favourably known on the C. P. R. He was a member of the Brotherhood of Locomotive Engineers, division 168. He was also a member of the Masonic Lodge at North Bay, and a Forester in good standing. On the Gatineau Valley road, on which he had been employed for a year and a half he was regarded as a most trustworthy and efficient driver.

Of his mate and the brakeman, who were also killed, nothing could be gathered beyond the surmise that they did not belong to Ottawa. It was thought at the C. P. R. station that both had been previously on the Pontiac and Pacific Junction Railway.

An Inquest.

Last night a message was sent to Coroner Graham, of Hull, informing him of the accident and requesting him to proceed to Farrelton, the nearest passenger station to the scene of the accident, in order that an inquest might be held without delay. It is therefore not known whether or not the body of the deceased driver will be taken to Ottawa to-day.

17/11/1892 *Ottawa Journal*

*Maniwaki*

*Stagg creek*

Late last night Coroner Graham of Hull received a message from Farrelton on the Gatineau Valley railway informing him of an accident by which four lives are said to have been lost and requesting him to come up and hold an inquest.

The accident spoken of occurred to a construction train which was engaged in ballasting the newly constructed portion of line north of Farrelton.

A FEARFUL PLUNGE

Either from a cave in or from some other cause then unknown, the train plunged over the iron bridge which spans Stagg creek, falling a distance of 30 feet and carrying to death the engineer, Solomon Wilson, fireman, R. Meagher, brakeman, W. Blakey, and a boy whose name would not be ascertained at the time of writing.

Stagg creek is about six miles from Farrelton and is a small sluggish stream emptying into the Gatineau river. A good iron bridge spans the creek.

More

Engine and thirteen cars, another engine was employed in shoving the loaded train and the engineer of this engine did not perceive anything was wrong until rounding the curve.

More

Entire train was wrecked - piled up on top of the locomotive--

Also reported in the Ottawa Free Press.

17/11/1892 *Ottawa Journal*

*Ottawa City Passenger*

The sleighs of the Ottawa street railway have been all fitted up with stoves and are waiting in the shed for the snow to fall. When the sleighs are run a service to Main Street, Hull will be run.



Mr. J.R. Booth is pushing forward the construction of the trestle bridge over the old St. L. and O. line, now C.P.R. at Preston street. Mr. J.P. Goulden has entered into a new contract with Mr. Booth for the construction of five miles of the road west of the Nepean crossing. He will rush the work as much as possible this fall. Mr. Goulden has nearly completed his work on the first contract, and it is said to be one of the best pieces of road in the whole line.

**PUSHING THE WORK**

Mr. Delaney has ceased work on his contract, and yesterday Mr. J.R. Booth sent a gang of men on to the section. The new men are using Mr. Delaney's plant to rush the work.

The construction line is now extending into the Nepean sand hills, and large quantities of sand for ballast are being drawn from this section.

**A WATER PIPE DIFFICULTY**

The new line, where it crosses the Richmond road at Fourth avenue, requires that an excavation be made which brings the grade to within six inches of the main water pipe to the Experimental Farm. This would leave the pipe too exposed, and it will have to be moved. At first it was intended to cut the pipe at the crossing and merely sink it four feet, but this would mean cutting off the farm water supply for three days. To avoid this, Mr. Booth will cut a trench parallel to the present pipe trench but four feet deeper, lay in his pipes and join them to the present pipe at each side of the crossing by bends, thus necessitating the stoppage of the farm supply for some hours or so.

Two of the electric sweepers ordered by the Montreal Street car company, have been completed and will be sent forward today.

The Gatineau Valley railway officials stated to the Journal today that the road at the scene of the accident Wednesday will be immediately repaired and construction trains will be running again by Tuesday. The engine will not be raised until the water has dried up. There would not be sufficient hold for raising machinery to work and further deaths might be caused. The trucks of the flatcars and the good iron will be taken out and the rest of the wreck burned. Section men are busy all along the road strengthening parts that might have been weakened by the recent rains.

--

Inquest on the bodies of the four victims.

It was an appalling sight that met the gaze yesterday at the scene of the smash up at Stag creek on the Gatineau Valley railway, when the special car with coroner Graham, railway officials and newspaper men drew up about one o'clock yesterday afternoon. In the chaotic mess lay piled up the ruins of what had once been an engine and tender and 13 flat cars. On one of the cars less demolished than the others were laid out the bodies of the four victims, who had been recovered a short time before. The faces were covered by handkerchiefs and the clothes besmeared with the soft sticky clay from which they had been dug. All presented a ghastly sight. Driver Sol Wilson was found in the cab of the ill fated engine which had been literally embedded in the mud. His hand was on the lever. The poor fellow, as shown by the story of the rear engine, had neither time to stop the train or jump for his life.

#### SCALDED AND SWOLLEN

The face and chest presented a pitiable sight. They were parboiled by the escaping steam. His watch when opened by his brother-in-law, Mr. Ab. Hudson, was seen to have stopped at just 10 minutes past four. Robert Meagher, the fireman, and John Hammond, the oiler, were dug out near the engine. Both were close together. Hammond's body was the worst spectacle of the four of them. It was terribly scalded and swollen. The trip on which the unfortunate young fellow met his death was the first he had made. For several weeks he had been working as a section hand on the upper end of the road, and the night before had been taken on the engine as an oiler and cleaner. The morning of the accident he came down with the gravel train which passed the ill-fated spot without apparent danger and on the return trip met his death. No one around knew anything of him or his parents but it was rumored that he had deserted from one of the batteries. If friends don't claim his body today it will be buried in Beechwood. Meagher, the fireman, belonged to St. Catharines, N.B., and the remains will be sent home.

William Blakely, the brakeman, whose home was in Aylmer, was found between the upper end of the tender and the rails, between which his head had been jammed. Death must have been instantaneous. One side of his head had been badly gashed. John Blakely, a younger brother of the deceased, went up on the special. He wept bitterly when he saw the bodies.

#### MIRACULOUS ESCAPE

Hugh McCann, one of the brakemen, had a most miraculous escape. He was hurled into the middle of the debris yet came out without a scratch. At the time he was on the seventh car back from the engine. According to his own statement, he was looking back towards the rear engine, when he saw the driver jump out of the cab. But before he could think of anything, much less jump himself, he was hurled forward. There was a crashing noise, and that was all he knew. When he came to, he was on the top of one car with the bottom of another just above, but not close enough to crush him. Half unconscious, he worked his way out from the ruins.

Sam Douglas, the conductor of the train, who was on one of the rear cars, jumped when he heard the first crash, but, in falling, broke his left arm and got badly shaken up. He is now at one of the hotels at Farrelton. Alex White, a brakeman, also jumped but was unhurt.

#### A PICTURE OF DESOLATION

The wreck presented a picture of desolation. The land had slipped completely from under the rails a distance of 150 feet leaving them suspended in the air. Twenty feet or more below, in a bed of thick mud, thrown on its side, lay the engine, considerably smashed, with the tender partly on top and also turned over. In sliding, the land had carried half a dozen or more trees with it and these lay uprooted, adding to the uncanny look of the wreck. Only three flat cars and the rear engine remained on the track. Everywhere around the wreck it was mud, mud, mud. Where the debris lay had been shallow water, and when the thirteen car loads of ballast were dumped into it a vast bed of liquid mud was formed. When the engine with three of the victims went down the slope it was completely buried in the yielding gravel. Only one of the driving wheels was left uncovered to show its whereabouts. As one of the road hands said, the occupants of the cab had just enough time to know they were done for and that was all. Where the accident occurred there was a sharp curve leading to the bridge, which was about 100 feet further on, and approaching it there was a down grade to always have the engine shut off steam. But just at the point of the slide the road was level.

#### THE INQUEST

Fully two hundred persons, sectionmen, special hands and farmers from the surrounding district were on the spot when the special arrived. The coroner had a jury picked from among the farmers and the following were empanelled; Wm. Farrell (foreman), Wm. Moore, Patrick Rice, Henry Beckford, David Brown, John Skillen, Wm. Maxwell, Robt. Reed, J. Cahill and S. Brooks. The jury viewed the bodies at the bottom of the slope and the inquest was then opened in the car. The coroner had to use as a desk the lid of one of the coffin shells which had been taken up by Mr. Maynard Rogers, the undertaker. Sergeant Moylan of the Ottawa police force acted as special constable.

Hugh McCann, the brakeman who had the wonderful escape, as narrated above, told of it. In addition, he said the road at that point seemed solid and good before the accident. That day he had made two other trips. He believed the accident was caused by a landslide, but he had not seen any washouts anywhere along the line. It had been raining heavily off and on for two or three days. He had only been on the road for about a month, but believed the track had been laid for several months.

He did not think any means could have been taken to prevent the accident. That part of the road was not considered any more dangerous than any other part.

To Mr. Hudson, representing Wilson's family. - The train was running about 15 miles an hour. If a flagman had been placed at that point the accident might not have happened, but they had no reason to suspect this part.

John Brennan, roadmaster, said that he had walked over this point at 10 in the morning and all seemed right. The section hands were also over it about 10 minutes before the smash. To his knowledge there had not been any slides around there before. Trains had passed every day for two months past. They were only construction trains, as the road at that point had not yet been accepted by government for passenger traffic. The accident, he believed, was caused by the heavy rains though above the track no water had gathered. A good drain carried it away to a culvert some 100 feet north of where the earth gave way. The road there looked just as solid as anywhere else. He thought the land had started to slide before the engine went on to it.

To Mr. Hudson. - Fifteen miles was the limit of speed allowed. The second engine was on to push up the grade north of the bridge. That day they had three cars less than usual. Where the cars slid was solid earth, there was no filling.

Mr. Rowley, superintendent of construction, stated he had not considered that point of the line any more dangerous than anywhere else.

Thos. Roy, civil engineer in charge of the section, said that part had been graded since May. It had always been quite dry along there. There was no springs around to douse the earth. The roadbed was cut out of the side of a hill. He believed the smash to be purely accidental.

Mr. Hudson asked if the accident might not have been averted if the roadbed was built 30 feet deeper into the side of the hill, as it would not then have slipped from under the tracks. The witness said he could not answer for what might be.

Conductor McGinnis, in charge of the rear engine, had not heard any whistle for down brakes. Steam was off at the time, and the rear engine stopped of herself just near the edge of the slip. He had been over the ground twice that day and saw nothing to indicate danger.

John Cleary, engineer of the rear engine, owned by the C.P.R. swore positively he heard a whistle for down brakes. The next second he saw the front engine go down. He said to his mate " - were down on the dump" and as he did so he reversed.

Mr. Hudson - From this testimony it is plain to be seen that the slide was there before the engine came to it.

Witness - When the front engine began to go he saw the track rise up in front, Driver Wilson was too close to keep his engine from going in. He would not have had even time to jump.

Mr. W.D. Harris, chief engineer of the road, stated the location of the section had been approved by government and built according to government specifications. The accident was caused by a landslide which might have occurred anywhere.

This was all the evidence taken and, after some five minutes consideration, the jury brought in a verdict that the accident and death of the four men was "caused by the landslide under the railway in the township of Lowe on the 16th inst. No blame be attached to anyone."

As soon as the bodies had been viewed the coroner gave permission for burial and they were then taken to the special car and embalmed by Undertaker Rogers of Ottawa and Undertaker York of Wakefield, the latter looking after Blakely's remains. All of the bodies were considerably composed, the result of exposure to water and air.

The casket for Driver Wilson bore the Masonic symbol.

At Union depot, Blakely's friends were present.

Also reported in the Citizen and the Free Press, same date.

THE GATINEAU VALLEY WRECK  
RECOVERY OF THE BODIES OF THE FOUR VICTIMS.

The Coroners Jury Find a Verdict of Accidental Death Imputing no Blame to the Company.

The story told by the survivors of the Gatineau Valley at Stag Creek, Wednesday evening, adds little in the way of details to the accident of the disaster published in yesterday morning's Citizen. It was all so sudden, so terrifying that even to those who saw the fatal plunge only the impression remains of a faint warning whistle from the leading engine, as she drove headlong into the abyss. the crashing of the cars as they piled in after the locomotive, and a sudden stop, leaving the rear engine and the last one of thirteen cars on the very brink of the destruction that swallowed the rest. Far more of the dreadful nature of the occurrence and of the awful crash amidst which four men's lives were lost, is the sight presented by the ruins themselves.

The accident occurred on the bank of Stag Creek about one hundred yards before the iron bridge is reached by north bound trains. At that point the bottom of the creek is sixty feet from the brow of the hill, and the railway runs along a cutting in the face of the steep clay bank, about midway between the top and bottom of the slope. The road bed is not more than the ordinary width, close to the high clay bank on one hand and on the other a steep slope of thirty feet, washed at the bottom by the waters of the creek. About one hundred feet in length of the roadbed had apparently slipped outwards, broken away as it were and shot down into the creek, carrying along even some large trees that stood at the marshy edge of the waters, and blocking up the stream for half its course. In this treacherous cavity lies the wreck. At the very bottom, and stretching towards the farther end of the chasm is the engine, lying on its side and buried so deeply in the soft ooze that only the rear driving wheel is visible. One battered car is stretched behind it, and in the rear of these two are ten flat-cars, piled and pounded one on top of the other till the chasm is filled to the very top. The cavity left by the land slide was literally choked up to the very level of the roadbed by the engine and these eleven cars as they piled one after another into the opening. There was no room in the chasm for more wreckage, and so the rear engine and a couple of cars were brought to a standstill on the very brink of destruction.

Bodies of the Victims.

Such was the outlook that confronted the view of those who reached the wreck by the special train that left the C.P.R. station at 11 o'clock yesterday morning carrying the coroner, the undertaker and the railway officials. A nearer approach revealed even ghastlier sights. On the wrecked platform of one of the flat cars that had been pulled on to the fallen mass of earth at the bottom of the creek lay the mud-bespattered bodies of three of the victims their bruised and swollen faces covered with the workmen's handkerchiefs, their hands crossed above their battered breasts in a rude semblance of composure most painfully belied by the rough lashings that bound the poor broken bodies to the earth and restrained uplifted hands and up-drawn knees to the more seemly attitude of easier death.

The three were side by side; the engineer in the centre of the ghastly row. Brawny hands had dug away the clay and sand in which the engine cab lay embedded, and the corpses of all three had been found there close together, the outstretched arm of the driver betokening a death grip upon the throttle. Into that little cavern of death the muddy water had oozed, hiding from view the scene of the death struggle. The nature of their several sufferings during the seconds that elapsed between the crash and the coming of unconsciousness, was all too plainly stamped upon their corpses. The face of Driver Wilson was swollen and purple. He had been scalded to death by the escaping steam. The body of Richard Meagher, the fireman, showed that he too had been close to the rush of steam and hot water from the boiler. Johnny Hammond was crushed and broken in every limb, and like his companions in death his features were badly swollen. They had placed the recovered body of Brakeman Wm. Blakely on the railway track ; and in pity upon those who might come to reclaim their dead, the boy's jacket had been bound about his head, mercifully concealing his mangled face.

The Inquest.

Coroner Graham almost immediately upon arrival at the wreck had a jury empanelled from amongst the bystanders, thus composed: William Farrel, foreman, Wm. Moore, P. Rice. H. Bigeford, John Skillen, Wm. Maxwell, R. Reid, John Cahill, S. Brooks, Martin Gleeson, M. O'Malley and D. Brown and R. Earl. Then the bodies were duly viewed and adjourning to the special car where a coffin cover upturned upon the seats served for the coroner's desk, the inquisition was proceeded with. A connected story of the disaster gleaned from the fragmentary information furnished by the several witnesses summoned indicates the totally unforeseen nature of the casualty. It would appear from this source that less than half an hour before the disaster the roadbed had been examined by those in charge and to all appearance was in sound condition. In that short interval, however, the down ward movement of the bank must have commenced, for engineer John Cleary of C. P. R. engine no 4 the locomotive in the rear of the train says that just as the head engine reached the fatal spot Driver Wilson whistled for brakes. "Almost at the same time looking ahead I saw his engine going down." said Cleary "and I said to my mates: 'My God boys, we're over the dump!

"Then the cars piled down one on top of the other all but the last two, they and my engine stopped on the edge of the landslide". The appearance of the wreck described as the engineer's words could not, the awful danger which he and those on his engine had so miraculously escaped.

A Marvellous Escape.

But more marvellous even than theirs was the escape of Brakeman Hugh McCann. Seated on the seventh car from the front engine he had been hurled down in the thick of the wreck. Trucks and timbers and carloads of gravel crashed downwards upon him, yet from the almost solid mass of splintered wood and twisted iron of half a dozen flat-cars piled fifteen feet above him, he had crawled out into the daylight, dazed and terrified, yet all unhurt. His was the first evidence taken at the inquest. and as he gave it his burly frame shook with a nervous tremor, the effect of his terrible experience. He was breaking on the train which was loaded with gravel when looking back from his car he saw the brakeman of the rear end jump. He rose to jump, too, but that was all he remembered. When he came to he crawled out from under the wreck somewhere. The road appeared to him to be solid and in good condition when they went over it the previous trip. The same train had crossed that spot four times on Wednesday. He believed the disaster was due to a landslide caused by heavy rains.

He said in answer to a question by Mr. Hudson, brother-in-law of the deceased driver. that the train was running about 15 miles an hour.

The Conductor's Case.

The evidence of another train hand whose release was equally unaccountable, was not forthcoming at the inquest. McCann had escaped from the midst of the wreck having been seated on the seventh car from the engine when the train. went down. Conductor Douglas was in the cab of the illfated engine with driver Wilson When the latter saw the danger he gave a quick word of warning to the conductor, accompanying it, Douglas says, with a push, as if determined that one life at least should be saved although death appeared to be his own inevitable portion. The engineer and fireman of the rear locomotive running forward after the crash found Douglas unconscious at the bottom of the bank with his arm broken and his face cut and bleeding. He was taken to Farrelton and subsequently to the Peche for surgical treatment, and on the way up yesterday morning Dr. Graham called to see him at Mrs. Johnson's hotel. The coroner found him too weak to attend the inquest.

A Sound Piece of Road.

Roadmaster John Brennan was examined at length. He was in charge of that section and had been over the very spot where the slide occurred at 10 a.m. Everything was then allright.

"Is it considered a dangerous piece of road" enquired Mr. Hudson.

"Not more so than any other part of a new line" was the reply.

He went on to say that the track had been laid in July since when many trains have passed over it. There was a drain on the upper side and a culvert sufficient to carry off any flow of water. There were four inches of rain in the ditch when he passed in the morning. Undoubtedly the disaster was due to a landslide, and was unforeseen. The slope of the bank above and of the embankment below- was 1 1-2 inches to the foot, the exact slope required by the government engineer.

Sec. foreman Rowley corroborated this evidence, as did also Mr. Thos. Roy C. E. the engineer in charge of the section. These witnesses showed that it was not the filling, but "the original solid earth along the bank," hwich[sic] had given way.

Conductor McGinnis gave corroborative evidence, and Mr. Harris, the chief engineer of the road, testified that the location of the road had been approved by the government, and that the roadbed had been built according to government specifications. The landslide, he showed, occurred on solid ground, and a like slip might have happened had there been no railroad there at all.

Verdict and Return Trip.

The jury returned a verdict to the effect that the four men, Sol Wilson, Richard Meagher, John Hammond, and Wm. Blakely met their death by unforeseen accidental causes; imputing blame therefor to nobody.

The inquest lasted from one o'clock till half past three. During its progress Mr. Rogers had embalmed and coffined the bodies of Engineer Wilson, and Fireman Meagher. The remains of Hammond were cared for by the company, as nobody seemed to know anything of the poor lads' antecedents, beyond that he had been on the train a day or two as engine cleaner. John Blakely was there to take charge of his elder brother's body and convey it to the house of their widowed mother in Aylmer.

"They will take it awful hard at home," was all the poor fellow was heard to say during the trip to the wreck and back. His grief and solicitude were well expressed in those few words.

The remains of Engineer Wilson, enclosed in a rosewood casket, were sent direct from the union depot here by the 7.30 p.m. train, to Carleton Place whither his widow and two children had been sent during the day, and where the funeral will take place this afternoon. His brother and brother-in-law accompanied the remains.

Meagher belonged to St. Catharines', Que., and a brother arrived last evening to take the body home.

The special in charge of Conductor Van Camp, with its ghastly freight ou board, left the scene of the wreck about three o'clock and reached the union depot about 5 p.m. There were on board besides those mentioned, Mr. Prince, general superintendent of the G.V.R., Mr. H. B. Spencer, superintendent C.P.R., and Sergeant Moylan, of the City Police.

Mr. Harris, the engineer in chief of the Gatineau Valley, sorrowed greatly over the loss of life that attended the casualty. He aided Coroner Graham in every way to conduct the investigation thoroughly. Mr. Harris also afforded every opportunity to the friends of the deceased, represented by Mr. Hudson, to elicit to the utmost any information that could be of service or consolation to the family. To Mr. Hudson also the contents of his deceased brother-in-law's pockets were handed over.

The engineer's watch had stopped at ten minutes past four.

*18/11/1892    Almonte Gazette                    Canada Atlantic                    Central Depot*

Mr. J.R. Booth, who is building the Ottawa & Parry Sound railway, agrees to construct a central station in Ottawa if given \$50,000 by the city

*18/11/1892    Renfrew Mercury                    Eganville                    Douglas*

The material for the C.P.R. station at Douglas is now being placed upon the ground, and its construction being proceeded with.

The rails are now laid as far as Reilly's camp, about two miles beyonf the Bonnechere bridge.

*19/11/1892    Ottawa Journal                    Montreal and Ottawa*

Mr. Charlebois, contractor, is now putting the finishing touches to the road as far as Point Fortune. Once this is completed he will cease the work of construction for the winter. During the winter months he will be engaged in expropriating the land for the right of way as far as Caledonia Springs.

What caused the explosion

Whereby two lives were lost is still a mystery.

An employee however confesses to having left Dynamite Cartridges to thaw above a fire - The Inquest.

A shocking dynamite explosion occurred shortly before eight o'clock yesterday morning, which threw the southern suburbs of the city into a state of great excitement. It occurred at the work of construction on the Ottawa, Arnprior and Parry Sound railway, in Nepean Township, just outside the city limits, and resulted in the instant death of Jule Therien, and fatal injuries to Thomas Brown, from which he died about an hour afterwards at the Protestant Hospital. The explosion wrought considerable damage to surrounding buildings and terrified the occupants. Windows were smashed in several buildings in Rochesterville and in many cases, chairs and other light articles of furniture were overturned.

Scene of the accident.

The scene of the accident is within a hundred yards of St. Mary's Church, where the railway men were excavating the rock. Within seventy-five yards or so from the excavation, there was a large toolbox, in which was a quantity of dynamite cartridges and caps, and a couple of feet from it was a small cabin, used exclusively as a screen for the fire at which dynamite cartridges were "thawed out" or softened for use. Therien was seen going to the toolbox for a file, Brown following a step or two in his rear. As they reached the box there was a flash and a report. The dynamite had exploded with fearful results.

After the explosion, the body of Therien was found lifeless and bleeding about thirty feet from the toolbox. His chest was horribly crushed and his arms broken in many places. The body of Brown was found lying about twenty feet away from his dead companion, and although the victim of frightful injuries, still showed signs of life. He was removed in the ambulance to the hospital, where he died shortly after. The unfortunate fellow was seriously cut and bruised about the face, and his two arms and several of his ribs were broken.

An inquiry.

As soon as coroner Mark returned from the hospital he proceeded to hold an inquest on the remains of Therien. It was held in the basement of St. Mary's church and the jury was composed of the following : - Jas. Campbell, John F. Kennedy, David Cuthbertson, Moses Chase, Robert Conway, James Riddle, William Allen, John Hogan, John Murray, A. Warnock, John Martin, F. O'Malley, P. Baxter, James Byers and James Stanley.

From the evidence adduced it was utterly impossible to form any idea of what caused the explosion. Mr. J. L. Pratt who was foreman of the works, said that yesterday morning he gave an order to W. Gagnon, a sub-oreman to get some fuse and Gagnon sent Philip Castor after it. Castor was engaged to handle and take care of the dynamite. He did not think there was any fire in the cabin immediately before the explosion, as he felt the ground where they were accustomed to have the fire, and the ground was quite cool.

William Gagnon, the sub-foreman on the works, said he was not aware that Castor had started a fire yesterday morning. He sent Castor for the fuse to a store on Duke Street if he had known there was a fire there he would not have allowed him to leave without putting a man in charge of the fire in Castor's stead. At any rate he did not think the cartridges were exploded by a fire, as he often saw them set on fire and burn like grease.

A Plausible Theory

Philip Castor who was engaged to supply the dynamite in a condition ready for blasting purposes, said he started the fire in the cabin shortly after seven o'clock yesterday morning and placed about a dozen cartridges over the fire on a piece of sheet iron covered with sand. The fire was quite small when he left to get the fuse. He did not tell Gagnon that he was leaving a fire there. It was not the cartridges in the box that exploded as they were found afterwards lying around. On top of the box of cartridges in the toolbox there was a box of caps without a cover and he thought that the caps were exploded in some way and the concussion set off the cartridges that were thawing in the cabin. The cartridges in the box were "frozen" and it would be very hard to start them off. He submitted as a theory that Therrien, who was known as a heavy smoker, let fall a spark from his pipe into the box of caps which exploded, starting the cartridges in the cabin.

A Wonderful Escape.

Napoleon Frigon, of Hintonburg, had a most wonderful escape. In his evidence he said he was only about fifteen feet from the shanty when the explosion occurred. He was struck on the back with a piece of board and this together with the shock rendered him almost unconscious. He was on his way from the shanty where he had gone to get a file. He had just passed Brown, who was going to the shanty for the same purpose, and he should judge Brown was about six feet from the shanty when the explosion occurred. The foreman always warned them against smoking when using dynamite in any shape or when they went to the box to get tools.

The other Witnesses were J. Ryan, N. Bergon, J. Derois, L. Lehais, M. McPhillips, J. Leclair, L. Crate, L. Remon, A. Gervais, F. Robillard, J. Fitzgerald and Dr. Dewar. The most of them simply testified to seeing the two deceased men leave their gang to go to the toolbox, and a few minutes afterwards they heard the explosion for which none of them could account. When they ran to the scene immediately afterwards, they found the cabin and the toolbox had been blown to pieces, and their unfortunate companions lying motionless close by.

The jury after a short deliberation, rendered a verdict that the deceased, Jules Therien came to his death through a dynamite explosion, the cause of which there was no evidence to show.

A second inquest.

In the evening an inquest conducted by Coroner Mark was held in Kerr's hotel on the death of Thomas Brown. The jury were as follows : James Ryan (foreman), Richard Ryan, Thomas Crook, C. Kehoe, A. Miller, C.W. McCulloch, McDermid, C.J. Broth, A. Johnson, L. Labrosse, Louis Crate, Frank Crate, M. McPhillips and John Dawson.

The witnesses examined were the same as on the Inquest held in the afternoon, and similar testimony was given. The jury also returned a similar verdict, but in addition stated that as it could not be shown what caused the explosion, no blame could be attached to any particular person.

The force of the explosion was something terrific. In the neighborhood of the railway works trees have been shattered, and minor damages were done to houses nearby. The windows of Maria Street School were shaking so badly that many panes of glass were broken. As far as New Edinburgh the shock was quite perceptible.

The jury after a short deliberation, rather than verdict that the deceased, Jules Syrian came to his death. Through a dynamite explosion, the cause of which there was no evidence to show

19/11/1892 *Ottawa Free Press*

*Ottawa Electric*

*Frost and Wood*

Mr. T. Ahearn was in Smiths Falls on Thursday in consultation with the firm of Frost & Wood as to the possibilities of constructing an electric railway from the shops of the company to the line of the C.P.R. in order to save the long haul by wagon.

22/11/1892 *Ottawa Citizen*

*Pontiac Pacific Junction*

It is learned that the number of lambs shipped from the vicinity of Shawville on the P. & P.J. railway this fall will be much larger than on previous years. The largest shipments will be made to the States.

22/11/1892 *Ottawa Free Press*

*Eganville*

A leading businessman of Eganville arrived in the city last evening and in conversation with the Free Press said that the construction work on the new line of the C.P.R. to that village was advancing rapidly. Last week an immense piece of the road was graded, and all that remains to be done now is three and a half miles. Work on the station at Douglas has begun, to which place trains are now running. Considerable freight is moving along the line already.

22/11/1892 *Ottawa Free Press*

*Maniwaki*

*Stagg Creek*

Account of the clean up of the Stagg Creek wreck.

## THE STAG CREEK DISASTER,

Hundreds Visit the Scene of the Land Slide on Sunday.

"The whole country side turned out to witness the scene of the wreck," said Mr. Van Camp the popular passenger conductor of the Gatineau Valley Railway yesterday, in speaking of the appalling accident that happened near Stag Creek last week. "Old and young alike came from miles around and formed such a gathering of the populace of the Gatineau district as has probably never been seen before. Of course," continued the conductor, "they were all astonished at the scene. The heap of broken cars on top of one another in the abyss afforded food for wonderment until evening.

Several old timers among the gathering occupied the attention of many of the younger peasantry by relating an incident that happened about twenty years ago on Stag Creek very near the present line of railway. At that time, they said, a heavy land slide from the embankment of the creek occurred and a "bee" was held by the surrounding inhabitants to clear away the earth and open up the course of the creek so as to avoid the flooding of a few of their neighbors' lands a little distance above."

"Even on Sunday," said the conductor, the wreck presented almost as gloomy an appearance as immediately after the accident. About twenty men were engaged during the day in clearing the wreck, and the cars and trucks were nearly all hauled out of the ditch by the time darkness set in. The clay was dug away from the engine and now more than half of it is visible. The fixtures, as expected, were smashed and destroyed, but the boiler and wheels can be used again. It is still pretty well submerged in the soft clay and an attempt will not likely be made to raise it for several days until the frost will harden the ground below it. The slide will be crossed on a temporary trestle which will be constructed in the course of four or five days.

"The cars were taken out with a derrick and engine and a wire cable. Most of the trucks escaped fairly well the only damage being a few axles bent and a couple of journals broken. These trucks will be sent to Deseronto to be repaired. The bodies of the cars were smashed to pieces and it is doubtful if any of the wood work can be utilized again."

24/11/1892 *Brockville Recorder**Winchester**Smiths Falls*

Mr. Ahearn of the Electric Railway Co. of Ottawa, was in Smiths Falls on Thursday in consultation with Messrs. Frost & Wood about a proposed electric railway from the works to the C.P.R. station. The volume of their work has grown to such proportions that they are becoming tired of the expense and inconvenience of hauling everything on wagons and it is probable that within a year an electric railway will be in operation. Mr. Ahearn went over the ground with Mr. F.T. Frost.

24/11/1892 *Ottawa Citizen**Ottawa Electric*

The two electric sweepers made by Messrs. Ahearn & Soper for Montreal have been shipped to that city and will be put together and started there under the supervision of John McRae.

25/11/1892 *Almonte Gazette**Maniwaki**Stagg Creek*

## FOUR LIVES LOST

The Track Gave Way and the Car Rolls Over the Embankment - An Accident on the Gatineau Valley Railway.

Farrelton, Que., Nov. 16 - the construction train on the Gatineau Valley Railway ran off the track this afternoon at Stag creek, about six miles from here. The track gave way just before the engine got on the bridge. The engine and thirteen cars were hurled down into the creek. Four men were killed: Sol Wilson, engineer; R. Meagher, fireman; Wm. Blakely, brakeman; and a boy named Hammond. Conductor Douglas also went down with the train. His left arm was broken near the shoulder, his lips terribly cut, and there was an awful gash on the back of his head. S. Wilson, the unfortunate engineer, was for many years employed on the C.P.R., and three years ago he left that company as the result of an accident which occurred to Conductor Cadigan's train between Calendar and Thorncliffe in which one of the express train hands met his death. Later on he started business at Carleton Place for himself, but gave it up to take a situation with the Gatineau Valley Company, where he had been for nearly eighteen months. He was a member of the Brotherhood of Locomotive Engineers, member of the Masonic Lodge at North bay, and a Forester in good standing. His wife with two children reside in Ottawa.

25/11/1892 *Ottawa Citizen**Renfrew*

Mr. Mountain, chief engineer of the Parry Sound Railway says track laying will shortly be commenced and will be pushed at the rate of over a mile per day.

25/11/1892 *Almonte Gazette**Renfrew*

Mr. Booth hopes to have a train running on his new railway from Ottawa to Arnprior before next January.

25/11/1892 *Almonte Gazette**Eganville*

The construction work on the new line of the C.P.R. to Eganville is advancing rapidly. Last week an immense piece of the road was graded, and all that remains to be done now is three and a half miles. Work on the station at Douglas has begun, to which place trains are now running. Considerable freight is moving along the line already.

25/11/1892 *Almonte Gazette**Kingston (CN)**Sharbot Lake*

Twenty Cars Ditched.

Ottawa Free Press, 23rd November: "Rumor on Saturday was very busy concerning a railway accident which had taken place that morning. Some said the Soo train west was derailed, others that the train east had been the victim, but the authorities with the usual caution denied all knowledge of any accident whatever. It now transpires that early on Saturday morning a heavy freight train on the Kingston & Pembroke section of the C.P.R. ran off the line at Sharbot Lake, when twenty cars were ditched. Although a large wreck gang was at once sent to work, the debris was only finally cleared away yesterday evening. Fortunately no one was injured."

25/11/1892 *Almonte Gazette**Chalk River*

## PAKENHAM NEWS

From our own correspondent.

CPR IMPROVEMENTS. - the CPR Co have a large gang of men at work taking up the old track and replacing it by a much heavier one. The new rails weigh 850 lb to every thirty feet in length. We understand that the old rails will be again laid down on the new branch between Renfrew and Eganville. Mr. Patrick Burke's gang (65 strong) has the completing of the work between Sand Point and Snedden's, and reached here on Monday last.

**THREW A TOOL IN A DYNAMITE BOX**

One Man Blown to Pieces - Another Fatally Injured and Terribly Shattered - Ottawa Has a Shock.

Ottawa, Nov. 18. - a terrible explosion of dynamite took place on the Ottawa and Parry Sound railway, in course of construction near the city, at ten minutes to eight to-day. A shock as of an earthquake was felt all over the town. One man was instantly killed and another fatally injured.

The ground was torn up and the debris scattered all around. The body of the unfortunate man, Julius Therein, who was killed by the explosion, was thrown from the point where the accident occurred several yards. It was terribly shattered and the blood and parts of the flesh and clothing scattered in all directions. Therein was a laboring man, middle-aged, and leaves a wife and nine of a family to mourn his untimely end. Another workman, Thomas Browne, was seriously injured.

His right arm was a mess of pieces, and his shirt arm looked as if it were a bag of bones. The left hand was also shattered and two or three fingers blown off. He was bleeding at the mouth. The corner was speedily on the ground, and had him conveyed in the ambulance to the Protestant hospital, where he died the same day.

The accident occurred through the throwing of a working tool into a box containing twelve dynamite cartridges, instead of into the toolbox, which was close by.

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

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

25/11/1892 *Almonte Gazette**Winchester**Smiths Falls*

Another New Railway for Smith's Falls

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

Mr. Ahearn went over the ground with Mr. F.T. Frost.

25/11/1892 *Ottawa Journal**Aylmer branch**Aylmer*

A number of passengers by the Pontiac Pacific Junction railway had a long wait at Aylmer yesterday. The Pontiac train, due at Aylmer at 10.22 was half an hour late and the Aylmer train for Ottawa did not wait for the arrival of the Pontiac train, consequently when the Pontiac train arrived they found that the Ottawa train had departed. Some of the passengers drove to the city and others waited over until 4 p.m. for the next train.

Also reported in the Ottawa Citizen. C.P.R. train only waited ten minutes for it.

This was also reported in the Ottawa Free Press.

26/11/1892 *Ottawa Citizen**Pontiac Pacific Junction*

It is expected that large quantities of pulp wood will come down by the Pontiac & Pacific Junction railway this winter.

26/11/1892 *Ottawa Citizen**Maniwaki*

Mr. Frank Brennan, paymaster of the Gatineau Valley, leaves this morning in an official trip over that line as far as Farrelton. The rails, he says, are laid to within two miles of Kazabazua, and traffic to that point will shortly be commenced.

29/11/1892 *Ottawa Journal**Chalk River**Pakenham*

The C.P.R. have a large gang of men laying new rails near Pakenham.

29/11/1892 *Ottawa Free Press**Pontiac Pacific Junction*

Several carloads of lamb have been shipped during the past week from McKer's [sic] station on the Pontiac and Pacific Junction railway to the States. Considerable grain is also shipped from that vicinity this fall.

30/11/1892 *Ottawa Citizen**Renfrew*

It is reported that a contract has been give out for the building of the Parry Sound Railway from Eganville to Barrington's Bay, and that the work of cutting out the right of way will be done this winter.

30/11/1892 *Ottawa Citizen**Maniwaki*

The temporary trestle over the scene of the recent accident on the Gatineau Valley Railway is completed and trains are now running as far as Venosta, some fifteen miles above Farrelton. A number of men left the city yesterday for the purpose of raising the wrecked engine.

01/12/1892 *Ottawa Journal**Maniwaki*

The Gatineau Valley railway's twenty miles which they will lay next year will be the greatest snap of the whole line. They run through level country with little cutting and a good deal of sand in place of the clay they have so far encountered.

01/12/1892 *Ottawa Citizen**Ottawa, Waddington & New York*

There is a possibility of two more railways entering the city. The Montreal (Vaudreuil) and Ottawa, and the Ottawa, Waddington and New York. These would probably come in nearly alongside the present Canada Atlantic railway.



## A RAILWAY BELT LINE.

## MR. J.W. McRAE'S SCHEME - STATED AND CRITICISED

The Railway Projects Workshops Engine House and Sheds- Freight Stations - Consideration on the Subject.

From the end of the tracks now laid on the spur line of the Canada Atlantic railway, where they touch the road between Concession C. and Ottawa front, there is a narrow valley extending down to the canal near the bridge on Bank street. In this valley there is a sheet of water - backwater from the canal - extending about two-thirds of the distance from the bridge to the starting point above defined, and on the south side of it a flat area of land, very suitable for railway construction. The line would cross Bank Street very near to the north end of the bridge over the canal, thence along the edge of the exhibition grounds bordering the canal. This would require the removal of some of the back sheds which could be erected elsewhere, and in view of them there would be the advantage of landing cattle and other freight directly from the trains. The line would then cross the canal and the Gloucester road on to the flats of the Rideau valley and swing around at a convenient distance from the Rideau River to the intersection with the Canada Atlantic Railway, and thence as direct as practicable to the central station. One difficulty on this route is the crossing of Bank so near the end of the bridge that the grade of the street could not be altered - it is about nine feet above the level of the canal. To overcome this inconvenience the grade of the railway at this point should be as low as practicable and the street carried over both the railway and canal by a fixed bridge with approaches of earth embankment; the grade of the street would commence near the entrance gates to the exhibition grounds, and its rise needs not be more than one in twenty or twenty-five at most. This would make a fine approach to the city, but the cost would be considerable.

## ALTERNATIVE ROUTE PROPOSED

Commencing as before at the end of the Canada Atlantic spur Line on the east side of Dow's Lake and following the shore of the lake to the canal; thence across the canal and the government land on the south side of it into the Rideau valley, crossing Bank street road a quarter of a mile, more or less, beyond the exhibition grounds; thence down the valley at such a distance from the river as would suit the grades to the intersection of the Canada Atlantic Railway; thence swinging round into the central station.

The cost of constructing either of these lines would not be great, but the latter would cost the least.

The Ottawa and Kingston line should be located to join this line at a convenient point before it reaches the Bank street road and the line throughout should be double track which costs less to construct than two separate lines while no more land is required for right of way for a double track than a single track. High prices would probably be asked for the land but to prevent extortion an Act of Parliament might be obtained next session for this line, and the general Railway Act provides for the expropriation of the land.

There is a possibility of two more railways entering the city. The Montreal (Vaudreuil) and Ottawa, and the Ottawa Waddington and New York. These would probably come in nearly alongside the present Canada Atlantic railway.

## WORKSHOPS, ENGINEHOUSE ETC.

That part of the spur line south of the road crossing by St. Louis dam and along the east side of Dow's Lake, would be a very convenient place for the engine and car sheds, workshops and yard for making up lumber trains, as it is the nearest eligible position to the mills; and as all that part on which the lumber is piled is not eligible for dwelling houses, the two or three cross streets running to the lake might be closed up. The space, however, would be rather contracted for such extensive works as Mr. Booth contemplates unless the filling up of the lake to a considerable breadth was continued to the canal. This would cost a considerable amount for which the railway company by might be compensated by exemption from taxation for a period of years.

There are eligible sites for most extensive workshops and yard on either of the belt lines above described. But provided a belt line is constructed, it would so relieve the traffic passing through the city, that it would be immaterial where the workshops, etc. are placed. I perfectly agree with Mr. Booth that 50 acres is not a high estimate for such works and the yard as contemplated, and that this should be outside the city all together free from any road crossings whatever, and not near any dwellings. The trade for the city would be just as good with these a mile outside the limits. But if a belt line is not constructed it becomes a serious matter whether these works are to be on the west or east side of the city. If on the latter, then we shall be but slightly relieved from the lumber train nuisance. From every point of view, the belt line is an absolute necessity, and the only means of getting over all difficulties.

## THE FREIGHT STATIONS

The position of the station for heavy freight depends so much on the location of the new line of railway that it can only be referred to in a general way.

The original location of the station for the Canada Atlantic railway, along the east side of Elgin Street and for which the land was secured, was well chosen for both a passenger and freight station, but the bridge across the canal should have been placed in a position for the trains to run directly into the station without crossing Elgin street, and there they should have stopped, then gone back to a point on the line west of the Rideau River, and constructed the railway to the Chaudiere on the route suggested for the belt line, which would have cost less than the present line and avoided all the difficulties that have occurred from the blunder of the present location.

02/12/1892 *Almonte Gazette* *Winchester*

A C.P.R. brakeman named Harry Wood was coupling cars at Smith's Falls on Saturday when his hand was caught between the buffers and badly crushed. Wood lives at Havelock.

02/12/1892 *Renfrew Mercury* *Eganville*

It is said that a number of people in and around Douglas go down on the construction train and purchase their goods at Renfrew. If this is true the Douglas merchants must exert themselves or the railway will be an injury in place of a benefit to the village.

A good many of what were considered hopeless debts are being paid through money earned on the A. & N.-W. Ry. The work being near their homes has induced numbers to work upon it who would not otherwise have done so.

C.P.R. Construction. The past week has been favorable for work and good progress was made. The road cutting at Mr. J. Reilly's is finished and the laying of rails recommenced on Monday. At Mr. Tracey's corner is a rock cutting which will be finished today (Tuesday). The road is graded from that point to Mr. Melchor's, across whose lot two gangs are grading and who will have it completed by the time the rail gang reaches there. The grading is then completed across the lots of Mr. Goltz, Mr. Kruger and Mr. O'Donnell. The work across the lot of Mr. Scheer and Mr. Pilon is well advanced and will also be completed by the time the rails reach there. Upon Mrs. Bonfield's lot, adjoining the village, known as the Jessup lot, work was commenced last week and before the end of the week another gang is to be at work upon it, and work will also be commenced within the village limits. From the bridge to the station grounds the grading is completed.

02/12/1892 *Ottawa Free Press* *Maniwaki*

This morning a special car was attached to the regular Gatineau Valley train. Messrs. Prince, manager of the road, Harris, chief engineer and Ridout, government inspector, went over the road as far as Venosta station on a tour of inspection.

02/12/1892 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

One of the new electric sweepers for Toronto has just been completed and will be sent forward tomorrow. The others will be ready towards the last of next week.

Before the train left Montreal on Monday night the baggage man of the westbound express was handled a parcel for Mattawa, which was placed in the car with the other baggage. Soon after the train started the parcel commenced to send forth fumes of smoke, and dynamite at once suggested itself to the now suspicious trainmen. The car was soon deserted and all hands kept at a safe distance away from the spot of danger. At last Ottawa was reached and the police called upon. It was surely an explosive and no one would venture to handle the "infernal thing." Finally a long stick was procured, to the end of which a knife was tied, and, after considerable exertion, the police succeeded in bringing to view a rubber horse blanket, which had probably got wet and got heated. A laugh followed and the trainmen returned to their posts with the usual celerity. - North Bay Times.

03/12/1892 *Ottawa Citizen* *Renfrew* *Eganville*

Mr. Bruce and a company of surveyors in the employ of the O..A. & P.S. Ry. Co. are in Eganville this week to locate the company's line above Eganville.

03/12/1892 *Ottawa Journal* *Maniwaki*

The Fourth Ten Miles

Dominion Government Inspection of the G.V.R.

Examination of the two bridges over Stag and Ryan's Creeks - New stations at Lowe and Vanoster [sic] - The Road Near Kazabazua

The fourth section of the Ottawa & Gatineau Valley Railway, or the fourth "ten miles" of the road, as it is commonly called, was inspected yesterday by government engineers and will be opened for passenger traffic during the latter part of the present month.

The party of inspection went up on a special train, which left the union depot at 9:45 a.m. and consisted of Mr. Ridout, chief engineer of the Dominion government, Mr. H.A.F McLeod, another government engineer, present by invitation, Mr. Kenny of Aylmer, solicitor of the company, Mr. Driscoll, prothonotary of Aylmer, Mr. Dale Harris, chief engineer of the G.V.R., Mr. J.T. Prince, passenger agent, Mr. Dunne [sic], an engineer of the road, Mr. Lewin, C.E., and a representative of the Journal. Mr. Roy, resident engineer and Mr. Rowley, superintendent of construction, got on at Farrelton. The Quebec government was not represented. The inspection by their representative will be held later.

#### THE INSPECTION

The day was bright and clear and the trip proved most enjoyable. As the road had already been inspected up to a little above Farrelton a quick run was made to that point, but from Farrelton to the end of construction the progress was at horse car pace, and frequent stops were made to allow the government engineer to examine the work. The first stop took place at the scene of the recent accident at Stag Creek. Here Mr. Ridout examined the trestlework, which had been built to replace the earthwork which slid away. It is partially filled in, and will be completed as soon as the engine is raised. The wreck, except the engine, is all removed, the smashed trucks having been burned. The smoking remains were yet visible. One hundred and fifty feet further on was the next object of examination, the bridge over Stag creek. The bridge, which is built of solid iron and stone abutment, is about 65 feet long, and 30 feet high from the water. At present the creek is frozen over and an insignificant looking stream, but they say in the spring the water rises as high as 15 feet and it becomes a dangerous torrent. That is why the bridge is made so strong. About four miles north of Stag Creek is a trestle bridge over Ryan's creek. This bridge is 90 feet long and 30 feet high. It is strongly built of 12 in. square timbers. The creek is small and never amounts to much. From this to the end of the line there were no other inspections of any account. At the places mentioned Mr. Ridout made critical examinations and appeared well satisfied.

#### FROM FARRELTON NORTH

The road between Farrelton and the present terminus is more level than the other parts but more wooded. The ten miles examined yesterday take the road from two miles north of Farrelton to Vanoster or McCaffrey's Corners, within five miles of Kazabazua and just on the border of Aylwin township. The track is all graded to Kazabazua; rail laying will commence next week and trains will be running to the point within a month or so. Vanoster is 42 miles from Ottawa, Farrelton, where passenger trains now run is 30 miles. At Low and Vanoster substantial stations of frame design have been built. Both have dwelling apartments overhead for the station agents. In each the very best materials purchasable in Ottawa have been put in.

#### LOWE TOWNSHIP

The one at Lowe has a capacious freight shed attached for it is expected Lowe township, which is fairly well settled, will be the centre of a large pulpwood, bark, butter and cheese exporting district. This township, by the way, is the one where the people have for years refused to pay taxes because, as they say, the township authorities have not done anything to warrant them paying.

At the end of the track about 100 men were found at work ballasting. Between Lowe and Vanoster stations were seen about a dozen huts used by the Italian laborers. These huts were made of boards, logs and pine branches. The Italians, as a rule, board themselves and as they live very frugally, are able to save money.

#### SCENIC DELIGHTS

For scenic beauty the Gatineau Valley route can probably only be surpassed by the C.P.R. where it passes through the Rocky mountains. All the way up the line, hills full of mineral riches rise on each side, and between them at the side of the track, winds the stream of the Gatineau river. Its course is tortuous and so is that of the railroad. In places there are sharp curves and steep grades, and every turn brings new scenic delights to view. At the Manitou rapids near Chelsea there is, what the railroad men call a ten degree curve, or half circle turn on the road. This is where the river takes a sharp bend and the road follows its course. In some places the track passes through deep cuttings in great walls of granite and serpentine rock. Here and there deep wooded gullies stretch away below the road, pouring little streams into the waters of the river. Now the road is on the brink of the water, again it is a hundred feet above. It is a continual transformation. Rapids, waterfalls, bays etc. follow in quick succession. But the scene is not all one of wild grandeur. Most of the way up comfortable farm houses deck the country. The Gatineau is not essentially a farming country, but there is some good farming land at the foot of the hills. The old waggon road keeps company with the track most of the way up. In several places, in fact, people on the cars and on the road could shake hands. At several points above the Peche, the company, to avoid expensive cutting, have changed places with the waggon road, and built them a new route.

At Wakefield village, which faces on a large bay at that point, the road runs right alongside the main street, between it and the bay, giving the villages [sic] easy access for freight and passenger purposes.

#### MINING ALONG THE ROUTE

On the line of the road there are three mines; the Watters mica mine at Manitou rapids, a phosphate mine at the Cascades, and another (the Hyde mine) near Wakefield. In course of time it is expected the line will be dotted all along with mines. The mineral riches is there. All it needs is development.

After the inspection the company served a tasty luncheon to which the keen appetites of the guests did full justice.

Also reported in the Citizen and Free Press same date.

05/12/1892 *Ottawa Citizen* *Ottawa Electric*

The electric sweepers were taken out Saturday evening for the first time this evening, and although the snow fell very heavily for a time they seemed to have an easy task in keeping the tracks clear.

A couple of new electric sweepers were shipped by Messrs. Ahearn and Soper on Saturday to Toronto for the electric railway in that city.

05/12/1892 *Ottawa Citizen* *Ottawa City Passenger*

Sets out City's terms for substitution of electricity for horses -- amalgamation of OCPR and OER.

*06/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car*

So great is the demand for cars that the old yankee "Philadelphia" is being fitted up with a vestibule. Two new vestibuled cars will be turned out of the factory on Monday.

*08/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car*

Two more new cars are being constructed by Mr. W.W. Wylie for the Ottawa Electric Street railway and will be completed and placed on the line in a few days.

*08/12/1892 The Equity, Shawville Pontiac Pacific Junction Shawville*

The P. & P. J. are preparing to erect a freight shed at the station here.

*09/12/1892 Ottawa Citizen Renfrew CPR crossing*

Messrs. Goldie and Starrs, contractors, have completed their work of grading on the Ottawa Arnprior and Parry Sound Railway from near the Merivale crossing westwards. Two miles of track is now laid from the old St. Lawrence and Ottawa crossing.

*09/12/1892 Almonte Gazette Eganville Douglas*

The advent of the branch railway through Douglas has given that little village quite a boom. The property there, largely owned by the heirs of the late Judge Malloch of Perth, was lately surveyed into streets and lots by Mr. A. Bell.C.E., of this town.

*09/12/1892 Almonte Gazette Renfrew*

About twenty men are at present employed by the O., A. & P.S. railway constructing the high crossing over the main line of the C.P.R. near Bell's Corners. The structure is raised twenty three feet above the level of the track sufficiently high to enable a man standing on a freight car to pass underneath on a moving train. The structure will cost \$40,000.

*09/12/1892 Almonte Gazette Kingston, Smiths Falls and Ottawa*

In its agreement to give a handsome bonus to the Kingston and Smith's Falls railway, Ottawa exacts that it shall be a competitor to the C.P.R. for forty years if it forfeit the gift. It must also be completed in five years.

*15/12/1892 Ottawa Journal Ottawa Electric*

Palace car No. 24 was placed on the Elgin street line this morning and the patrons hope it will be left to do duty in the future.

*15/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car*

The last electric sweeper for the Toronto street railway company was sent forward this morning. Of the old contract the last two cars for the Electric street railway went into the paint shop today, and work was commenced on the next twelve, which are to be finished by the first of May. It will take some hustling, but it is expected they will be ready on time.

*16/12/1892 Almonte Gazette Chalk River*

While Mr. Ed. Ellis was superintending blasting operations on the Canadian Pacific Railway at Kelley's quarry near Graham's Bridge, he was badly injured in a premature explosion. He was taken to Pembroke, where his wounds were dressed, and he is now rapidly recovering.

*16/12/1892 Renfrew Mercury Maniwaki*

As regards gravel pits for ballasting purposes the G.V. Railway Co. are probably better off than any road in Canada. Between Ottawa and two miles above Farrelton they have at intervals no less than six pits opened, and used as the road progresses. Other roads often have had trouble to get one pit, and small ones at that. But the Gatineau Valley pits are inexhaustible as the old hills themselves and the gravel is of the best quality. At the pit nearest the present point of construction, Mr. Harris has done away with the use of a steam engine for hauling the gravel cars in position to be loaded with the steam shovel. He employs a horse and windlass. The horse is more easily managed than the engine, and more speed is made with the loading.

*16/12/1892 Renfrew Mercury Eganville Eganville*

The whistling of the approaching train of the A. & N.-W. Ry. can now be heard very distinctly every day. The train is expected in the village this week.

All of the surveying parties of the A. & N.-W. Ry., with the exception of Mr. Carey's, have got through with their work west of Eganville for the present and returned on Tuesday last. The men in charge of Mr. Carey are locating the line in the vicinity of Barry's Bay, having about 8 miles or thereabouts to locate yet.

*16/12/1892 Renfrew Mercury Renfrew*

The work of grading the roadbed of the Ottawa, Arnprior and Parry Sound Railway between Ottawa and Arnprior has been completed, and the work of track laying is now being pushed ahead. We learn that the iron has been put down to a point four miles this side of Ottawa. As soon as the trestle over the C.P.R. is completed, the rails will be pushed forward with vigor.

*16/12/1892 Almonte Gazette Eganville Eganville*

The rails of the new C.P.R. branch will be laid into Eganville this week.

*17/12/1892 Ottawa Free Press Eganville*

The tracklaying on the Eganville branch of the C.P.R. was completed on Saturday afternoon and the construction train was run into the village for the first time. Nearly half a mile of track remains to be cut down along John street. The company will fix up the road as rapidly as possible and have it ready for government inspection which is to take place on the 26th inst. The regular traffic service, it is expected, will begin shortly after the new year.

*19/12/1892 Ottawa Journal Ottawa Terminal*

Ottawa as a railway centre - article with map.

*19/12/1892 Ottawa Citizen Eganville*

Grading has been finished to Eganville on the Eganville branch and the rails will be laid to the village today (Friday). Several gangs have been discharged and the C.P.R. will not push the road further than Eganville this winter. Pembroke Observer.

*22/12/1892 Ottawa Journal Ottawa Electric*

Car 39 made its appearance on the electric railway from Wylie's shops. A peculiarity is that the headlight is on the front board of the car just above the buffer. It is the intention of the company to place all the light lower down so as to throw better light on the track.

*22/12/1892 Ottawa Journal Carleton Place Ottawa Broad Street*

A new safety switch has just been patented by J.P. Kelly, section foreman on the Canadian Pacific railway and Jos. Leslie, the new roadmaster on the Parry Sound railway both of Ottawa. The inventor is Mr. J.P. Kelly. It is claimed for the new invention that it will positively prevent derailment from an open switch. The patent is adaptable to both single and double switches. It stated trials have been made which prove the anti derailing qualities of the switch. In addition to its sureness it is claimed to be light in weight and easily worked. It is said the C.P.R. will make a test of the new invention with a view to its adoption.

*23/12/1892 Almonte Gazette Hull Electric*

It is proposed to build an electric railway between Hull and Aylmer.

*23/12/1892 Almonte Gazette Chalk River Carleton Place*

On Tuesday morning a young man named George A. Quackenbush whilst engaged in the C.P.R. yard at Carleton Place, fell between the cars and the wheels passed over one of his legs, crushing it badly above the ankle and up to and above the knee. The leg was at once amputated. Mr. Quackenbush was only a few days on the road.

*23/12/1892 Almonte Gazette Maniwaki*

The Gatineau Valley R.R. have 150 men at work track laying.

*23/12/1892 Ottawa Free Press Ottawa Electric Ottawa Car*

Another handsome car, No. 39, was placed on the main line of the electric railway yesterday.

*23/12/1892 Ottawa Free Press Maniwaki*

Work on the Gatineau Valley road is being pushed along at a lively rate. Already the grading is completed to the Kazabazua, and track laying is going ahead rapidly. The company expect to have the rails laid to the above village before New Year's.

*23/12/1892 Ottawa Journal Maniwaki Kazabazua*

Work has been started on the G.V.R. station building at Kazabazua.

The raising of the wrecked engine at Stag [sic] creek has been commenced and it is expected that it will be on the rails by Tuesday. Piles are driven on either side of it and it will be lifted from the top and placed on the tracks of a temporary siding run down the side of the hill.

The "sink hole" near Vanoster has been "piled" and is now filled in, the sink having stopped.

The inspection of the fourth ten miles by the Quebec government engineers will take place as soon as the sink hole is filled in.

*23/12/1892 Brockville Recorder Westport Newboro*

Another attempt is said to have been made last week near Newboro to wreck the B. & W. express. A plank was laid across the track but no damage resulted.

*23/12/1892 Renfrew Mercury Eganville Douglas*

The C.P.R. station is beginning to assume a more finished appearance, and when completed, judging from the plans, will prove to be an ornament to that portion of Douglas. We believe it is the intention of the company to build a commodious freight shed beside the station.

Dr. Brouse, of the A. & N.-W. Railway, who is now located in Eganville, paid a flying visit last Friday.

*24/12/1892 Ottawa Free Press Maniwaki Stagg Creek*

A large force of men has been engaged this week in resurrecting the ill fated locomotive that went over the ditch on the Gatineau Valley line a month ago. It will be some days before they can get it out of the hole. Another inspection of the line will be made about the first week of January.

*24/12/1892 Ottawa Free Press Renfrew*

Terms of agreement between the City and Parry Sound Railway Co. - bonus.

*27/12/1892 Ottawa Citizen Renfrew*

O. A. & P.S. bonus --

*28/12/1892 Ottawa Citizen Renfrew*

Last week the engineering staff of the Ottawa, Arnprior and Parry Sound Railway started work on the survey from Arnprior to Renfrew. Mr. Mountain went over the route previously, and found it would be easy to construct, as it passes over a perfectly level tract of country. The road will cross the C.P.R. a short distance west of Arnprior.

*29/12/1892 The Equity, Shawville Pontiac Pacific Junction Shawville*

The P. & P. J. freight shed, commenced a couple of weeks ago, will soon be ready for use. The job is in charge of Mr. T. Dale.

*29/12/1892 Brockville Recorder Westport Newboro*

The new B. & W. station at Newboro is fast nearing completion and is said to be the handsomest on the line.

*30/12/1892 Renfrew Mercury Kingston (CP) Renfrew*

One of those little improvements - which, when done, makes one wonder why it had never been done before - has been effected at the K. & P.R. station by cutting out an entrance door in the front side of the building and closing up the old door at the end. Passengers do not now have to hunt to find an entrance to the waiting room and ticket office.

*30/12/1892 Renfrew Mercury Renfrew*

On Wednesday morning last the engineering staff of the Ottawa, Arnprior and Parry Sound Railway started work on the survey from Arnprior to Renfrew. Mr. Mountain went over the proposed route on Tuesday, and informs us that this section of road will be very easy to construct, as it passes over a perfectly level tract of country. The road will cross the C.P.R. a short distance west of the Arnprior station and take a direct line for Renfrew via New Glasgow. - Chronicle.

*30/12/1892 Almonte Gazette Chalk River Carleton Place*

Mr. George Quackenbush, the unfortunate railroader who met with an accident a week ago near Carleton Place dies from his injuries and was buried on Christmas Day. Deceased was a popular Oddfellow, and the brethren attended the funeral in a body. The widow is left to mourn over his death.

*30/12/1892 Almonte Gazette Kingston (CP) Kingston*

At Kingston, last Thursday Andrew Rankin, whilst driving across a car track from the mill into the street, was struck by the K. & P. shunting train, which was entering the city, and after being dragged about 200 yards was pulled out from under the wheels of the engine, a mangled mass of broken limbs and bruised and lacerated flesh.. Deceased was an honest and industrious man, and owned about 38 houses.

That for which Eganville has for so many years worked and anxiously looked forward to, has at last become an accomplished fact, and we now have a railroad built to our village. On Saturday evening the cars and engine passed over the trestlework on John street, and on Monday and Tuesday the laying of the rails continued through the rails to the station grounds.

All the graders have been paid off except two gangs of fifteen men each, under foremen Campbell and Fraser, who are working west of Hurd's Creek making a dump over the low ground on the west side of the creek, and the men engaged in cutting out the right of way west of Eganville have also been paid off. The work of ballasting the line is being rapidly pushed forward, there being two trains engaged in the work: and it is the intention of the company to have the line opened for traffic by the first day of January. Eganville, for the present winter, will be the terminus of the line, and this ensures for its merchants and traders a brisk season. We congratulate our village on being, after so many disappointments, at last placed in connection with the rest of the world by rail; and we congratulate them on the fact that principally through the exertion of three of their citizens they have the railroad without being burdened with a bonus. Eganville Enterprise.

--

The first passenger train over the new railway to Eganville - the A. & N.-W., - will leave Renfrew on Friday afternoon, to carry visitors to a Presbyterian concert in Eganville that night. The government engineer inspected the road last week: and it is expected that a regular train service will be started on January 1st.