

# Local Railway Items from Area Papers - 1893

**01/01/1893** *Canada Lumberman* *Renfrew*

Ottawa - Our people are showing an appreciative interest in the building of the Parry Sound Colonization Railway owned by Mr. J.R. Booth, Ottawa log lumberman. A great meeting was held here on 21st inst. in which the feeling of the citizens was strongly in favor of giving Mr. Booth a bonus. The advantages to the city would be many and in the opinion of our shrewd business men it would be the means of making Ottawa, in a comparatively short time, a large commercial centre. The railway is the terminal end of the Ottawa, Arnprior & Parry Sound Railway. Some twenty-five miles of the road have been completed west of Elmsdale, where the road crossed the North Bar branch of the Grand Trunk, and is now in running order. A large number of men are in the woods getting out next season's supply of logs for the mills in the vicinity of Georgian Bay - one firm alone having 400 men in camp. The lumber manufactures from these logs is now principally barged to the United States market via Georgian Bay, Lake Erie and Tonawanda, but on the completion of the Parry Sound road will seek the all rail route via Ottawa and Albany. Four or five small villages have sprung up along the line and several small saw mills are being built. Large quantities of bark, ties, pulpwood, cordwood and hardwood logs are being hauled for shipment, there being good sleighing in the locality.

**01/01/1893** *Canada Lumberman* *Canada Atlantic*

A sad accident occurred at Shephers & Morses' lumber yard, Ottawa, Ont Dec 30 by which Mr. Thomas Hurdman, a young man aged 21, son of M.. George Hurdman was instantly killed, and William Ascher, aged 16 was severely injured. The two young men were checking lumber in a box car for shipment to the United States when the shunting engine, through some mistake, struck the train of loaded box cars heavily, throwing the piled lumber on the young men, by which Hurdman was instantly killed. The box cars are filled with lumber at each end and the space in the doorway in the middle of the cars is left with enough room for a man to load and unload the lumber. It was in this space the victims were standing when the lumber pitched forward. Both were badly mangled.

**02/01/1893** *Ottawa Journal* *Renfrew*

Letter from J.R. Booth.

On behalf of the Ottawa and Parry Sound Railway, as well as for myself, I beg to return you very sincere thanks for the right royal support you accorded to the Railway Bylaw yesterday.

**03/01/1893** *Ottawa Free Press* *Eganville* *water*

The C.P.R. will run a regular passenger train over their new branch to Eganville this week. A new freight shed is being erected at the latter place, which when completed will be 200 feet long and 30 feet wide. A water tank is also being built.

**04/01/1893** *Ottawa Free Press* *Maniwaki*

The grading on the construction of the Gatineau Valley railway has been completed all the way to the village of Kazabazua and the rails are being put down as rapidly as the men can work. The company expect all the track laying finished within another week.

**06/01/1893** *Renfrew Mercury* *Eganville* *Eganville water*

The A. & N.-W. Ry. Co. are making preparations to build a freight shed at Eganville 200 feet long by 30 feet wide. The water tank is now nearly completed and a temporary round house will be built to hold an engine.

**06/01/1893** *Ottawa Journal* *Sussex Street* *Rideau River*

An old horse got into a very awkward position this morning. He escaped from his stables in New Edinburgh and strolled on to the St. L. & O. railway track and attempted to cross the bridge over the Rideau. When half way across his legs went between the stringers, all four at once, and the poor beast was powerless. The owner after a time was notified, but it took him a long time to release the animal. Fortunately no trains came along.

**06/01/1893** *Almonte Gazette* *Eganville*

The first passenger train over the new railway to Eganville carried visitors from Renfrew to a concert in the Presbyterian church at Eganville. The regular train service began on Monday, when a train from Eganville ran through here taking the place of the "Soo" train which was very late.

**06/01/1893** *Almonte Gazette* *Pontiac Pacific Junction*

The books and property of the county of Pontiac have been seized by the sherrif for non-payment of the bonus voted some years ago to the P. & P.J.R.R.. Mr. John Bryson, M.P., has resigned his position as county councillor.

**06/01/1893** *Ottawa Free Press* *Renfrew*

The directors of the Ottawa and Parry Sound railway expect to run slow freights between Ottawa and Arnprior next month. The road bed is being rapidly completed and a portion of the line will be ready for inspection within a fortnight.

**06/01/1893** *Renfrew Mercury* *Eganville*

The opening trip to Eganville

About 180 passengers took advantage of what, so far as the A. & N.-W.R. was concerned, was practically a free excursion on the opening of the line as far as Eganville for regular passenger traffic, which event occurred on Friday, Dec. 30th. A 25c. ticket carried each passenger and gave admission as well to a Presbyterian tea-meeting. The train left Renfrew a little before five o'clock in the evening, and took somewhat over an hour to reach Eganville. Its departure from Renfrew was witnessed by a crowd of spectators, a considerable number were gathered at Douglas also, and a jubilant concourse greeted its entrance into Eganville with an attempt at a cheer. As some forty or fifty Douglas people had been added to the Renfrew contingent, and all Eganville was out at the entertainment, standing room in the Town Hall, where it was held, was at a premium. Mr. James Stewart, student minister, of Douglas, was chairman. The speakers were - Rev. Messrs. Patterson, of Pakenham; McKay of Douglas; and Mr. McKenzie, th epastor. Miss Boland of Eganville gave a splendid recitation; Miss Mona Watson of Renfrew both recited and sang; and the Renfrew choir, under the leadership of Mr. A.W. Easton, gave half a dozen anthems in fine style. Coming back to Renfrew the excursionists had a "glorious time" - with song and story and laughter.

The Mercury also reported that "the first regular passenger train on the A & NW Ry. came into Renfrew from Eganville on January 2, at 8 a.m. with about a dozen passengers on board. This train would make connections with the 'Soo' train, both east and westbound.

The rate payers in Ottawa carried a by-law to bonus Mr. Booth's railway: \$50,000 to be paid when the road is completed to Arnprior, \$50,000 when completed to Renfrew and \$50,000 on the completion of a fine station in Ottawa. The vote was 2,938 in favour and 396 against."

**06/01/1893** *Almonte Gazette* *Chalk River* *Renfrew*

A brakesman named Dupont, while coupling carts on the C.P.R. a few days ago at Renfrew, had two of his fingers badly crushed.

**07/01/1893** *Ottawa Free Press* *Maniwaki*

The construction of the Ottawa and Gatineau Valley railway has now reached a point four miles above Kazabazua. The work will not be pushed forward any further before spring.

Also in the Renfrew Mercury 13 January.

**07/01/1893 Ottawa Free Press Ottawa Electric**

Electric car No. 35 came to a stand still with a broken axle on Rideau street--

**07/01/1893 Ottawa Free Press Eganville**

A business man who came down from Eganville yesterday over the new branch of the C.P.R. --

**09/01/1893 Ottawa Citizen Maniwaki**

The engine that was in the accident on the Gatineau Valley Railway was brought into the city on Saturday and will be taken through this week to Montreal for repairs. The engine looks considerably the worse for its experience.

**09/01/1893 Ottawa Citizen Ottawa Electric Ottawa Car**

Another electric sweeper is in course of construction at the car shops on Albert street. This sweeper will be used in this city, and together with the present two with their excellent equipment, the company expect to have little trouble in keeping the tracks clear of snow this winter.

**09/01/1893 Ottawa Journal Ottawa Electric**

Car No. 38 has been put on the tracks and another handsome one will be sent out from Wylie's shops in a few days. The new ones are models of comfort and beauty.

**10/01/1893 Ottawa Citizen Ottawa Electric**

The electric sweeper was at work all over the street railway line yesterday. It is still about as much an object of dread to horses as of interest to people.

**12/01/1893 Ottawa Citizen Renfrew**

About twenty miles of track is now laid westwards on the Ottawa, Arnprior and Parry Sound Railway. Most of the ties for the road are being taken from along the Central Counties branch of the C.A.R.

**12/01/1893 Kemptville Advance Kingston, Smiths Falls and Ottawa Richmond**

The ratepayers of Richmond showed their desire for railway advantages by carrying a by-law on Monday, granting a bonus of \$4,000 towards the proposed Kingston, Smith's Falls and Ottawa line.

**13/01/1893 Ottawa Journal Renfrew**

The sites for the stations on the Parry Sound Railway have been selected. They are:

March Corners

Carp

Kinburn

Galetta

Arnprior

Also several flag stations will be placed between Ottawa and March Corners.

The stations will be neat frame buildings something similar to those on the C.A.R. and work on them will be commenced early in the spring.

It is expected by Feb. 12 the first train will run from Ottawa to Arnprior. The track is now laid 15 miles out to March Corners. Mr. Booth said he could have the trains running in 20 days, but for the building of the bridge over the Mississippi at Galetta.

This bridge will be 280 feet long, of the rivetted lattice variety, in two spans 140 feet each. One span is now going up.

Two hundred men are now employed on the road.

Also in the Renfrew Mercury 20 January and Shawville Equity 19 January.

**13/01/1893 Renfrew Mercury Chalk River Arnprior**

It is rumored that the O. & P.S. and C.P. railways will build a union station at Arnprior. This has set some of our enterprising local citizens wondering whether the Corporation of Renfrew will have any influence of inducing the two companies to build a union station here too.

**13/01/1893 Renfrew Mercury Eganville**

Mr. R.S. Drysdale made the first shipment of freight direct from Arnprior to Eganville over the new C.P.R. line on Tuesday last. It was a consignment of washing machines and other implements. The Chronicle learns that there is a large quantity of freight moving over the Eganville branch, notwithstanding the fact that it has only been opened a few days.

**13/01/1893 Renfrew Mercury Renfrew**

The directors of the Ottawa and Parry Sound railway expect to run slow freights between Ottawa and Arnprior early next month. The road bed is being rapidly completed, and a portion of the line will be ready for inspection within a fortnight.

The O.A. & P.S. engineers had surveyed a line to within three miles of this village by last Friday night. The fierce storms have interfered somewhat with the work.

**13/01/1893 Ottawa Free Press Aylmer branch**

There was near being a serious accident on the Aylmer branch of the C.P.R. a few days ago as the express was on its way to Ottawa. The train was going at a good rate of speed when the wheel under the tender attached to the locomotive broke, causing quite a jar among the passengers.

Conductor Wallace had the train pulled to a standstill a few moments later, and he and the engineer walked to Hull and secured another engine.

The train reached Union station only a few hours behind time.

**13/01/1893 Almonte Gazette Kingston (CP)**

A Kingston & Pembroke railway train last week ran into a horse and instantly killed it, throwing its remains in pieces on both sides of the track. On the front of the engine there was a coupling lionk, and when Sharbot Lake Junction was reached it was found that quite a portion of the animal's carcass was still clinging to the link.

**13/01/1893 Renfrew Mercury Eganville**

Mr. Thomas J. Quealy has been appointed station master of the A. & N.-W. Ry. Co. at Eganville. The appointment is an excellent one both for the company and the public. Mr. Quealy is capable, honest, attentive to his business, is civil, obliging and a first class telegraph operator. A better or more popular appointment could not have been made. Mr. John Bonfield has been placed in charge of the freight department, and is an excellent and popular appointment. Mr. Carrol has been appointed conductor of the Eganville train and Mr. Laurence Furlong is one of the brakemen. It is the intention of Mr. Furlong to move his to Eganville - Enterprise - We understand that on Monday 9th inst., Mr. Wm. Ander took charge of the train as conductor, - Mr. Carrol resuming a former position.

--

Mr. J.W. Munro has made a contract with the C.P.R. to build an iron bridge, on stone foundation, over the Bonnechere River at Douglas.

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

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

Also in The Equity, Shawville 26 January.

**17/01/1893   Ottawa Citizen   Renfrew   Galetta**

The ironwork for the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi at Galetta arrived at this station in the early part of the week, and was at once taken by teams to Galetta, says the Arnprior Chronicle. A large gang of workmen arrived on Tuesday evening for the purpose of putting the bridge together, Galetta will be a very busy place for the next few weeks.

**18/01/1893   Ottawa Citizen   Renfrew**

The action taken by the Ottawa, Arnprior and Parry Sound Railway Company to restrain the Atlantic and Northwest Company from going over a portion of their surveyed route, came on for trial yesterday morning in the court house before Mr. Justice Falconbridge. Acting for the plaintiffs were Christopher Robinson Q.C., Dalton McCarthy Q.C., D.C. MacDonald Q.C., A.J. Christie Q.C. and John Christie and for the defense Messrs. Moss, Q.C., and W.R. White, Q.C., Pembroke.

Mr. McCarthy opened the case by a few introductory remarks, stating that the Ottawa, Arnprior and Parry Sound Railway Company asked for an injunction to prevent the Atlantic and Northwestern Railway, under the control of the C.P.R., from building upon the line located by the plaintiffs, and to order that under their charter they have no privilege of building to the shore of Lake Huron because their charter was for a line of railway from the Bay of Fundy to the shore of Lake Huron by way of French River. This charter expired two years ago, but was renewed on condition that the work commence before 1894. The survey of the Atlantic and Northwestern Railway was made after that of the Ottawa, Arnprior and Parry Sound Railway and the defendants now claim possession of certain passes between mountains situated in the Townships of Haggarty and Jones in the County of Renfrew, to which they were not entitled.

Mr. Mountain, the engineer for the plaintiff's company was under examination during the day up to the time the court adjourned. His evidence was of a technical nature, dealing principally with the explanation of the plans, profiles etc., in connection with the survey of the road, He testified that a survey was made continuously from Renfrew to Ernsdale, the terminus of one section of the road. In 1890 he made an exploration survey from Renfrew westwards, and this was the first made through that county.

There are several witnesses who will be examined at length and it is thought that the case will last the remainder of the week. It is said the defendants will argue that the matter is a case for the Railway Committee of the Privy Council to decide rather than the courts.

**18/01/1893   Renfrew Mercury   Eganville   Eganville**

The first car load of goods over the A. & N.-W. Ry. line for Eganville arrived on Wednesday, when Messrs. Mills Bros. received a carload of salt and fish.

**19/01/1893   The Equity, Shawville   Pontiac Pacific Junction   Hull**

It is probable that a slight change will soon take place in the timetable of the P. & P. J. railway, to enable the train going east to more conveniently connect with the C.P.R. from Aylmer.

**19/01/1893   Ottawa Citizen   Renfrew**

The case of the Ottawa, Arnprior and Parry Sound Railway against the C.P.R. for trespass was before Judge Falconbridge yesterday in the Assize Court. The examination of Mr. Mountain, engineer, lasted up to three o'clock, and Mr. Holgate, engineer, was then called upon and gave evidence confirming the surveys of the O.,A. & P.S. road. Mr. Drinkwater of the C.P.R. was then called by the plaintiffs to give evidence as to the organization of the Atlantic and Northwest Railway Company.

**20/01/1893   Ottawa Citizen   Renfrew**

The opposing counsel in the suit of the Parry Sound Railway Company vs. the C.P.R. Co., at the suggestion of Judge Falconbridge, held a conference to try and settle out of court. Mr. A.W. Fleck stated that they had not done so up to last evening.

**20/01/1893   Almonte Gazette   Renfrew**

Parry Sound Railway.

The sites for the stations on the Parry Sound Railway between Ottawa and Arnprior have been selected. They are March Corners, Carp, Kinburn, Galetta, Arnprior. Also several flag stations will be placed between Ottawa and March Corners. The stations will be neat frame buildings, and work on them will be commenced early in the spring. It is expected that by February 12th the first train will run from Ottawa to Arnprior. The track is now laid fifteen miles out from Ottawa to March Corners. Mr. Booth, president of the company, says he could have the trains running in 20 days were it not for the building of the bridge over the Mississippi at Galetta. The bridge will be 280 feet long, of the riveted lattice variety, in two spans, 140 feet each. One span is now going up.

**20/01/1893   Almonte Gazette   Winchester   Kemptville**

A collision occurred on Sunday last on the C.P.R. at MacDonald's siding, two miles west of Kemptville Junction. Two freight trains were shunting at the siding when a third, going east, appeared before the brakeman [sic] who had been sent to signal any approaching trains, had time to get to the curve a few hundred yards further west, and although brakes were applied and engine reversed, she went crashing into the rear of the other train, all hands jumping to save their lives. The damage was considerable but no lives were lost, and the wreck was cleared off the track by 11 o'clock p.m.

**20/01/1893   Renfrew Mercury   Renfrew**

OA & PS station sites have been selected and stations will be neat frame buildings similar to those of CAR.

**20/01/1893   Almonte Gazette   Kingston (CP)**

It is rumored that the Canada Atlantic R.R. will lease the K. & P. road. In that case the G.T.R. will virtually control it.

**23/01/1893   Ottawa Journal   Locksley**

ANOTHER RAILWAY SCHEME

Pembroke Capitalists to Build a Line to Tap the Parry Sound.

It seems evident the people of Pembroke are determined to have the benefit of the competition which the building of the Ottawa, Arnprior and Parry Sound railway will bring about with the C.P.R. A company has been formed of Pembroke's leading citizens and a charter is to be asked for from the provincial and Dominion governments for the purpose of constructing a line of railway from Pembroke southward connecting with both the Eganville branch of the C.P.R. and the Parry Sound near the village of Douglas.

The new company is to be known as the Pembroke and Southern Railway company. It is the intention of the projectors to push the line as far south at least as Haliburton, and thus gain connection with the Grand Trunk system, and the lake trade at Orillia. A meeting was recently held in the office of J. G. Forgie, solicitor for the company in Pembroke, and a directorate named. This board consists of Thomas Murray, ex-M.P.; W. B. McAllister, ex-M.P.P.; F.E. Fortin, Thos. Hale, Alexander Gordon, J. A. Thibodeau, Alex. Millar, William Moffatt and Henry Jamieson.

It is understood that as soon as the necessary charter is procured the work of survey and construction will begin. From Pembroke to where it taps the Parry Sound is only some 23 miles, and the country through which it runs is all cleared and comparatively level, so that the construction can be cheaply done.

This is the line of railway outlined in THE JOURNAL some three months ago as necessary for the business of Pembroke and vicinity when it became a settled matter with Mr. Booth that he would not run a parallel line with the C.P.R. to Pembroke before turning south to the waters of Parry Sound.

*23/01/1893 Ottawa Citizen Renfrew Carp*

A special train conveying Mr. J.R. Booth, Mr. Chamberlain of the C.A.R. and several other leading officials of that road, was run as far as Carp on Saturday on the Ottawa, Arnprior and Parry Sound Railway for inspection purposes. Track laying on the road has now reached a few miles beyond the Carp.

*23/01/1893 Ottawa Citizen Ottawa Electric*

Passengers by the electric cars will find it convenient to remember that at night the cars may be distinguished as follows: Bank street and New Edinburgh route, red lights, Rideau street and Union depot route, white lights. The above are shown in the end windows of the ventilating roofs.

*24/01/1893 Ottawa Journal Hull Electric Aylmer*

The people of Aylmer are getting thoroughly tired of the meagre railway arrangements between there and Ottawa. Mayor Ritchie has a good scheme, but he doubts his ability to carry it out. The idea is electricity, and the mayor is prepared to find a right of way from Aylmer to Deschenes where there is plenty of power. The idea would then be to run a toll bridge cross to Britannia and thus into the city. A few of the more progressive members of the council are in favour of going further and giving a substantial bonus to assist the scheme, and it will form, with the proposed waterworks extension, a subject for early discussion.

*27/01/1893 Almonte Gazette Renfrew*

#### ARNPRIOR NEWS

On Monday evening the new railway reached the Fitzroy boundary. It is said that when the railway reaches Galetta a grand namquet will be held in honor of the event.

*27/01/1893 Renfrew Mercury Belleville Perth*

The mammoth cheese at the Perth R.R. station has cost the government \$3,089 or about fourteen cents a pound. Considering the special expense of handling it and the cost of the boiler plate tub, press, &c., the cost seems to have been very reasonable.

*30/01/1893 Ottawa Citizen Ottawa Electric*

Several electric cars were run over the road yesterday morning to prevent ice from accumulating on the tracks..

*01/02/1893 Canada Lumberman Tramway Deschenes*

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

*01/02/1893 Canada Lumberman Canada Atlantic*

The relatives of the young man, Thomas F. Hurdman, who was killed in a lumber car a few weeks ago, will enter suit for damages against the Canada Atlantic Railway Company in the sum of \$10,000.

*01/02/1893 Ottawa Citizen Kingston (CP)*

It was learned yesterday from one who is considered to be good authority, that Mr. J.R. Booth is negotiating to control the Kingston and Pembroke Railway which, it is generally admitted, would make an admirable feeder for the Ottawa, Arnprior and Parry Sound Railway. The securing of this road by Mr. Booth would be a big thing for Pembroke, as the inhabitants of that town would then have opposition in railway matters a thing they have been incessantly looking for may years past.

The Kingston and Pembroke Railway Company have power to run from Kingston to Pembroke over the line of the C.P.R. They have not taken advantage of this power however, but should Mr. Booth obtain control of the road and its privileges, it is said he would no doubt open up services between these two points.

By this transaction the people of Pembroke would have the advantage of two railways entering their town and this would relieve them of the construction of a branch line to Douglas on the Ottawa, Arnprior and Parry Sound Railway, which would mean an expenditure of a couple of hundred thousand dollars. The latter project has received a good deal of attention of late, but it is understood that a few of those who were instrumental in promoting the scheme have been given the hint to "go slow", as it was more than probable that the road would not be required.

*02/02/1893 The Equity, Shawville Pontiac Pacific Junction wood*

The P. & P. J. regular train is now being hauled by a coal engine, a change which is likely to be followed in the near future by a lessening of the present scheduled time between Aylmer and Fort Coulonge.

*03/02/1893 Ottawa Free Press Ottawa Electric*

The new electric sweeper was at work during the storm this morning and the way it handles the snow is enough to make a mammoth steam shovel take a back seat.

The Electric Street Railway company were using one thousand horse power at ten o'clock this morning to keep the full complement of cars and three sweepers in operation. Thirty teams are at work removing the snow.

*07/02/1893 Ottawa Journal Canada Atlantic*

Attached to the 11.20 a.m. train which pulled into Elgin Street station Monday morning was the superb Wagner sleeping car "Athenia", which left New York at 7 p.m. on Sunday. This car is fitted up with all the latest improvements and its arrival today signifies much more to the people of Ottawa than might appear. Heretofore passengers from Ottawa to New York had been forced to change cars and swallow hasty meals at dining stations en route, but by the new arrangements there are none of these inconveniences. The 3.25 p.m. Canada Atlantic express from Ottawa will hereafter have a through Wagner car attached for New York via the Adirondack mountains, arriving in New York at 7.45 a.m. At Coteau Junction a dining car will be picked up and dinner served between 6 and 7.15 p.m. Returning through car for Ottawa will leave New York at 7 p.m. arriving in Ottawa at 11.20 a.m. Breakfast served in the dining car from 7.15 to 8.30 a.m. The full bill of fare has been fixed at 75c.

The Canada Atlantic management is to be congratulated on this new addition to their already efficient train service and we bespeak for them the liberal patronage of the Ottawa travelling public.

*07/02/1893 Ottawa Citizen Canada Atlantic*

The Canada Atlantic Railway Company ran their first train yesterday over the short route from this city to New York though the Adirondack Mountains. Quite a number of passengers were on board.

*08/02/1893 Ottawa Citizen Renfrew*

The first through shipment on the Parry Sound passed through Ottawa for Montreal last week.

*08/02/1893 Ottawa Free Press Canada Atlantic*

New service inaugurated between Ottawa and New York. Wagner Palace Cars "Altica" and "Athena". Full description.

09/02/1893

*Ottawa Citizen*

*Renfrew*

*Arnprior*

Tracklaying on the Ottawa, Arnprior and Parry Sound Railway has been suspended during the past few days owing to the bridge over the Mississippi River at Galetta not being completed in time to allow the work to be continued from that point to Arnprior, which is situated four and a half miles further westward. The bridge is expected to be completed today or tomorrow, and if so, track laying will be proceeded with again immediately. A staff of men are engaged along the road erecting telegraph poles.

Arnprior

Tracklaying on th O.A. & P.S.R.R has reached the Mississippi bridge at Galetta. There will be some delay at that point, but Arnprior will doubtless be reached before the expiration of the present month.

The staff of R.R. engineers, at present quartered here, are running different lines through the town, in order to procure the best available route. It is expected they will cross the river Madawaska lower down than according to their preliminary survey and traverse the C.P.R. track within the town limits.

Mr. John R. Booth was in town at the close of last week. He came over the new road and was investigating the most likely route through this municipality.

---

09/02/1893

*Ottawa Citizen*

*Eganville*

The first excursion over the Eganville branch of the C.P.R. to Ottawa was run yesterday under the auspices of the Roman Catholic church in that town. Nearly three hundred people were on board.

10/02/1893

*Renfrew Mercury*

*Eganville*

The reception building for the engine of the A. & N.-W. Ry. at Eganville will be finished in a few days. If the line is completed to Parry Sound next summer, it will make a first class agricultural building for the Grattan and Wilberforce Agricultural Society, as it is close to the exhibition grounds.

Mr. Munro will finish the abutments for the new railway bridge at Douglas in the course of a week. The span across the Bonnechere is one hundred and forty feet, the abutments being situated on each bank, no centre pier being necessary. The iron bridge will arrive from Montreal before long the the bridge will be ready for use early in spring. The structure now being used is but a temporary one, built of great timbers. The new bridge will be a fine structure.

10/02/1893

*Almonte Gazette*

*Belleville*

*Smiths Falls*

But for the prompt action of Conductor Parker there wpuld have been a serious accident on the Canadian Pacific express from Toronto last Friday morning. Parker had charge of a freight train that was stuck in a snow drift a mile west of Smith's Falls, with five cars derailed. As the express was following him, he ran back a mile through the drifts to flad it. The road was blocked for six hours.

10/02/1893

*Almonte Gazette*

*Chalk River*

A C.P.R. brakeman named McNeil, while the Soo train was passing over a bridge north of Renfrew, looked out of a window to see if there were any "hot boxes" and was knocked off the train. The wounded man was taken to Arnprior.

10/02/1893

*Almonte Gazette*

*Canada Central*

*Renfrew*

The Renfrew village council has made arrangements to pay off the old Canada Central \$30,000 debentures which expired a week or so ago.

11/02/1893

*Ottawa Journal*

*Lachute*

*Chaudiere*

Crashed on the "Y"

A serious collision occurred in the C.P.R. yard this morning.

Two engines were badly smashed, one baggage car wrecked, and eight freight cars more or less badly broken up.

The morning train from Aylmer and a pilot engine taking a train of freights from the yard collided on the "Y". The two engines crashed into each other with terrific force. The Aylmer train was going at the rate of about 15 miles per hour.

JUMPED FOR THEIR LIVES

Both the engineers and firemen had to jump for their lives. Fortunately none of them were injured, but it is stated that Mr. Alfred Legge, a civil engineer, who was on the Aylmer train had his shoulder dislocated.

BAGGAGE CAR TELESCOPED

When the trains collided the baggage car was hurled into the engine and the whole end stove in, and raised off the track. The Aylmer engine was coming down backwards, that is tender first. The pilot engine smashed into it and completely destroyed the tender. The pilot engine suffered very severely too. The smoke stack was hurled off the engine generally wrecked.

BROKEN FREIGHT CARS

Of the freight cars eight suffered considerably. The couplings were all forced off and the cars forced together so tightly so as to have been almost one car. Some of them had their end timbers and walls badly broken up.

PASSENGERS BADLY SHAKEN UP

The people on the train were badly shaken up, but with the exception of the one mentioned above, none were seriously injured.

Also reported in the Ottawa Free Press same date. The engine of the Aylmer train was running backwards and the tender was thrown upon the cowcatcher of the shunting engine.

13/02/1893

*Ottawa Journal*

*Maniwaki*

Timetable advertisement. Commencing February 15th 1893

Trains leave Ottawa 5.20 p.m. arrive Kazabazua 8.05 p.m.

Trains leave Kazabazua 6.15 a.m. arrive Ottawa 9.00 a.m.

Canadian Pacific Union Station.

## THE SURVEY BEGUN

## ENGINEERS AT WORK ON THE C.P.R. CANAL STATION SCHEME

The Survey to Determine the Cost of the Project - What the Work may Mean to the City - Van Horne Making ready to go Ahead.

Two engineers in the employ of the C.P.R. were engaged today in making a preliminary survey of the river front from the Nepean Point to the Chaudiere, the route indicated by Mr. Van Horne by which C.P.R. trains would reach the city after crossing the river below New Edinburgh by a proposed new bridge across the Ottawa river at that point if his scheme is carried out.

The idea is to cross the river, tunnel through Nepean Point, and then run along the river front to the company's station in the Chaudiere, a depot to be established at the foot of the locks for passenger trains.

It is understood that as soon as the plans of the new route for the railway with a depot at the foot of the locks is completed the company will ask the corporation of the city in the shape of a bonus to carry the scheme to completion.

The present survey is looked upon generally as an indication that Mr. Van Horne intends carrying out what he outlined in his letter to Mayor Durocher some weeks ago.

The engineers now running the lines are from Montreal. They had a consultation with City Engineer Surtees some days ago with regard to the work, and Mr. Surtees supplied all the needed information with respect to plans and maps of the locality in his possession.

When the news got around today the expression was general that Mr. Van Horne must mean business as he would not go to the trouble and expense of making surveys just for the fun of the thing. He would not, it was argued, have anything to gain, therefore the survey means to Ottawa something more than a mere scheme.

When the present survey is completed Mr. Van Horn will compute the cost of the work with a vehicle bridge combined, when he will again meet the city council special committee and the amount he would expect the city to give.

Then if the council votes the amount asked for, the work will go ahead.

13/02/1893 *Ottawa Citizen* *Renfrew*

## The Central Station Approaches

It is currently rumored in railway circles that a survey will shortly be commenced of the approach to the central portion of the city of the Ottawa, Arnprior and Parry Sound railway.

14/02/1893 *Ottawa Citizen* *Ottawa Terminal*

## C.P.R. ENGINEERS ON OTTAWA

They are Surveying the Route for the new Entrance of the Road.

Mr. J. G. MacGregor, civil engineer of the C.P.R., and a staff of assistants, came to Ottawa last Tuesday and have been quietly engaged since then in making a survey of the route of the proposed new entrance of the C.P.R. into the central portion of the city. Mr. MacGregor, in conversation with a Citizen reporter stated that the object of the survey was to ascertain whether it is feasible to tunnel Parliament Hill or to skirt along the side. The work would involve considerable labor from an engineering standpoint and it is more than likely he and his staff would be engaged at it all next week.

"After going over and examining the proposed route," said Mr. MacGregor, "I think it will be unnecessary to tunnel Parliament Hill, as the road can doubtlessly be run along the banks, but it looks as if Cliff street will have to be tunneled, as it would be very difficult to skirt the bank at that point. This would be a comparatively easy undertaking, and would no doubt be of advantage to the work of construction inasmuch as a considerable quantity of the material taken out could be utilized in some heavy fitting required at the foot of Bank street."

Mr. MacGregor is also deputed to make an estimate of the cost of the proposed bridges from the foot of Division Street in Hull to Nepean Point and across the foot of the locks.

14/02/1893 *Ottawa Citizen* *Renfrew*

The case of the Ottawa, Arnprior and Parry Sound Railway against the C.P.R. in relation to surveys between Eganville and the Madawaska river was continued yesterday before Mr. Justice Falconbridge. Messrs. Dalton McCarthy, Q.C., Mr. MacDonald, Q.C. and John Christie were present for the plaintiff company and Messrs. Moss, Q.C. and White, Q.C. for the defense. Technical evidence from an engineering point of view was submitted by Mr. M. Shanly of Montreal, Mr. Peterson, Toronto and Mr. N.R. Poulin in support of the accuracy of the surveys made by the O.A. & P.S. Railway. It is expected that evidence will be heard today for the defense.

15/02/1893 *Ottawa Journal* *Lachute*

As the CPR lease on the North Shore line expires next year CPR may drop it in favour of the Vaudreuil railroad.

16/02/1893 *Kemptville Advance* *Lachute* *Ottawa Car*

A railway collision occurred on the "Y" at Ottawa on Saturday between the Aylmer train and a pilot engine. The engine, baggage and a number of other cars were badly damaged. The engineer and fireman jumped and they and the passengers escaped unhurt excepting Alfred Leggo whose shoulder was dislocated.

17/02/1893 *Almonte Gazette* *Carleton Place* *Ottawa, Broad Street*

## Collision on the C.P.R.

A collision took place in the C.P.R. yard at Ottawa on Saturday morning between a passenger and a freight train. Two engines were badly smashed, a baggage car wrecked and eight cars more or less broken. The passengers on the train were badly shaken up, but with the exception of Mr. A. Leggo, of Aylmer, who had his shoulder dislocated, none were seriously injured.

17/02/1893 *Renfrew Mercury* *Renfrew*

The bridge at Arnprior will be ready this week, the Dominion Bridge Co. say, for crossing. Within a week afterwards the remaining four miles of track will be laid and the first trains run through. Telegraph poles are being distributed along the track and the rush is somewhat over until the crossing is made.

The Chronicle says that the engineers of the Ottawa, Arnprior and Parry Sound Railway last week ran a new line through Arnprior, which in many respects will be better than the one originally surveyed. The change was necessitated owing to the difficulty found in getting a good bottom in the Madawaska for the centre pier of the bridge on the old line of survey. By the new line a splendid crossing crossing of the river can be made, the depth of water being only about 18 feet, against 65 feet by the old survey.

17/02/1893 *Renfrew Mercury* *Chalk River* *Renfrew water*

Mr. H.B. Spencer, assistant superintendent of this division of the C.P.R. was in town on Monday, and had an interview with Mr. A.A. Wright, asking him to furnish an estimate of what he would charge to supply water from his well at the elevator for a tank which the Company proposes to build soon at the Renfrew station. The tank will probably be built near the elevator: and a pipe will then be run down east of the K. & P.R. station: so that the engines can be filled with water at either end of the yard. In this way no time will be wasted with passenger trains. If Mr. Wright does not feel sure of being able to guarantee a sufficient supply of water, the company will run a pipe to the river. There is some prospect, also, of the new union C.P.R. & K. & P. union station being proceeded with shortly; and as Mr. Wright will have his all night electric service inaugurated during the coming summer, it is almost certain that the Company will have the new station lit by electricity, and all the switch lamps operated by the electric current.

THE SCHEME OF THE C.P.R.

The Location of the Proposed Bridge may be Changed.

The preliminary survey being made by the staff of engineers of the proposed new approach of the C.P.R. into Ottawa, bids well to last for several days yet, as it is understood instructions are now being received from head quarters to survey several proposed routes for the entrance of the railway to the city.

Yesterday the staff were engaged for a while at the foot of Bank Street, and it was ascertained on reliable authority that it was for the purpose of making an estimate of the construction of a bridge across the river at that point, and running the track from there westwards over the proposed route to the present station.

By this means the company would avoid bridging the canal, which would be necessary in the event of their crossing the river at Nepean Point. If this change is adopted, the proposed station at the foot of the locks would be erected at the foot of Bank Street.

Mr. McGregor, the engineer in charge, although naturally reluctant in disclosing the instructions received from headquarters, stated that it would be a favorable place to cross the river at Bank street, but a difficulty would be encountered in procuring suitable quarters at that point for a station. It would be very hard to get a desirable approach to the station, as the level of the street would be a great deal higher than the level of the bridge. However, he intended forwarding the details to the head office in regard to a bridge at either of these points, and the company could then choose whichever scheme they considered more advisable.

As to the rumour regarding the abandonment of the road on the north side of the river, Mr. McGregor stated he did not think there was any foundation for it. If this was the intention, there would be little likelihood of the company erecting a bridge across the Ottawa river at all.

18/02/1893 *Ottawa Free Press* *Hammond*

On March 3rd the ratepayers of Rockland village will vote on the bylaw to grant a bonus to the Central Counties railroad of \$6,000 for a branch from South Indian. The advantages of railroad communication are pretty well understood and it is thought that the bylaw will carry.

18/02/1893 *Ottawa Citizen* *Carleton Place* *Carleton Place*

A Good one From Carleton Place.

On the arrival of the Brockville mixed train at the Junction last Friday evening, great was the surprise expressed by the train hands, and others to observe a horse riding crosswise on the drawbars between a freight car and a baggage coach. The animal was balanced apparently with head and forelegs on one side and hind legs on the other, and must have been carried for some distance in that position. Appliances were obtained, the animal was raised up while the cars were uncoupled, and the brute was lowered to the ground, and to all appearances he suffered no hurt from his adventure. How the horse got into the strange predicament is almost miraculous. The small door of the car through which he must have slid hind feet first, was only 18 inches wide by 24 inches high, and yet he did it. How his legs were not broken is a mystery. The halter shank was still fast inside the car and although long enough to allow the equine to perform this strange feat, doubtless prevented him from plunging forward to destruction. The animal was full 15 hands high and would weigh about 1,300 pounds. *Carleton Place Herald*.

18/02/1893 *Ottawa Citizen* *Renfrew* *Arnprior*

A rumor has been circulated during the past few days to the effect that Mr. Booth had been made an offer by Mr. Van Horne for the purchase of the Ottawa, Arnprior and Parry Sound Railway. Mr. Booth was interviewed on the matter last evening and stated that there was not a word of truth in it.

The Parry Sound Railway bridge at Arnprior is to be ready for crossing today.

A gentleman, who arrived from Arnprior last evening, stated that the inhabitants of that town have been delighted during the past few days to hear the whistle of the distant engine engaged on the construction work of the Ottawa, Arnprior and Parry Sound Railway. The sound of the whistle was becoming more audible daily as the work approached the town and in the course of a few more days they expected the engine would be in sight. The tracks were laid now to within about a mile of that place.

22/02/1893 *Ottawa Free Press* *Renfrew*

The Canada Atlantic railway company intends converting car No. 37, of their rolling stock, into a private Pullman car, and it will make a handsome one.

24/02/1893 *Almonte Gazette* *Winchester* *Smiths Falls*

We are pleased to learn, says the C.P. Herald, that the C.P.R. company have recognized the thoughtfulness and prompt action of conductor Jos. Park in the recent smash-up at Smith's Falls. The accident occurred at the Y just a few minutes before the Toronto express was due, and the conductor knowing this realized that if the express was not signaled a disaster was imminent, so he ran up the track in the darkness and placed fog signals on the rails which stopped the train and averted a collision. Mr. Park's action not only received the commendations of the superintendents of the two divisions, but a letter from Mr. Spencer contained a voucher for \$20 as well.

24/02/1893 *Almonte Gazette* *Renfrew* *Kinburn*

PAKENHAM NEWS

In order to keep pace with the advance of business our enterprising townsman, Mr. B.W. Dunnet, is erecting a granary at Kinburn, where all the grain handled in that section, and likely to be shipped by the new O. & A.P. Railway will be stored. Messrs. A. Armand and Twible McKibbin are the knights of the saw and hammer.

24/02/1893 *Renfrew Mercury* *Eganville*

The three gangs of men employed on the A. & N.-W. Ry. Co.'s buildings and improvements at the Eganville station grounds will be discharged today (Wednesday.) No more work will be done this winter. - Eganville Enterprise.

The Enterprise says that a train of twenty-three cars, the longest that has yet come over the branch - was run from Renfrew to Eganville on Tuesday night. Nineteen of them were flat cars, which were to be loaded with hop poles at Eganville, Fourth Chute and Douglas.

24/02/1893 *Ottawa Citizen* *Maniwaki* *Kazabazua*

The Gatineau Valley Railway Company have just completed the erection of repair shops for cars at the Kazabazua. This place is now the terminal point of the road, and will no doubt be the scene of many excursions during the summer as blue berries are plentiful here and the river affords excellent trout fishing.

**24/02/1893 Renfrew Mercury Renfrew Arnprior**

The proposed new survey of the Parry Sound railway through the heart of the town of Arnprior is being objected to by many residents, as it would cut the town in half, and would be dangerous to life and detrimental to traffic. Mr. J.R. Booth informed the Ottawa Free Press on the 15th that the railway bridge at Galetta was completed yesterday and the construction of the O.A. & P.S. railway are now running over that structure. He entertained the hope that the first train would run into Arnprior by Saturday evening, although there are yet portions of the road between Galetta and Arnprior that are not quite completed. Work will commence immediately on the railway bridge across the Madawaska at Arnprior. The survey between Arnprior and Renfrew has just been completed and work on that section will be begun towards the end of next month. It is not the intention to run passenger trains between Ottawa and Arnprior until spring because the grading cannot be finished until the frost is out of the ground. Freight, however, will be carried between those two points beginning next week.

The first car of freight on the Ottawa, Arnprior and Parry Sound Railway was a car of flour leaving Galetta for Ottawa, on Saturday. The first consignment to Arnprior was the plate glass for the windows of Memzies' drug store, recently damaged by fire, and this was expected to be delivered in Arnprior on Wednesday of this week.

**24/02/1893 Ottawa Journal Belleville Perth car shop**

The Perth Expositor says that about ninety men were laid off at the C.P.R. car shop on Friday but they hope to be taken on again shortly.

**24/02/1893 Brockville Recorder Westport**

The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looked as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels. (Branchline).

**24/02/1893 Renfrew Mercury Shawville and Renfrew**

Mr. A.A. Wright received word from Shawville on Wednesday morning that a meeting of the directors of the Pontiac and Renfrew Junction Railway was to be held at that place on Wednesday evening. So that evidently that project is not yet quieted.

**25/02/1893 Brockville Recorder Westport**

The B&W express, which left Westport Monday morning, reached here about five o'clock last night (Thursday) and both engine and cars looked as though they had experienced a hard time of it. The crew of eight men worked like beavers from the time they left Westport until they reached Lyn, most of the distance having first to be cleaned by snow shovels. (Branchline).

**27/02/1893 Ottawa Free Press Ottawa Electric Ottawa Car**

Some twenty seven hands in all are now being constantly employed by Mr. W.W. Wylie at the electrical railway car shops on Kent street, and have often had to work overtime. The capacity is one car a week turned out. Two cars were shipped to outside points last week, and two more will be forwarded this week. Two additional new cars must be ready to turn out by the first of May next, and some fine new machinery has been put in, to keep pace with the demand for these handsome cars.

**27/02/1893 Ottawa Free Press Renfrew Elgin Street locomotive**

A couple of strong and handsome new locomotives have arrived for service on the Canada Atlantic railway. Two others have been turned out of the repair shops.

**02/03/1893 Brockville Recorder Westport**

Several men working in the cuts on the B. & W. have suffered from snow blindness. They were so badly blinded they had to be led home.

**02/03/1893 The Equity, Shawville Pontiac Pacific Junction**

A change in running regulations has been made by the Pontiac Railway Company by which the regular daily train is run on considerably shorter time between Fort Coulonge and Ottawa. The changes took effect on Monday of this week. The saving in time amounts to 35 minutes on the train going east and 25 minutes on the up train going west, thus the tedious delays at stations will be almost altogether done away with. According to the new regulations, the arrival and departure of the trains at the Shawville station will be as follows:

Morning train going east - arr. 8.36 de 8.40

Evening train going west - arr 7.22 de 7.30

Here we are reminded that the Railway Company are rather too economical with their disbursements for printers ink, otherwise they would place this information before the public by having their timetables published in the local press as all other railway companies do.

**03/03/1893 Almonte Gazette Eganville**

Mr. John Brown, building and bridge inspector of the C.P.R. when finishing his work a few days ago on the A. & N.W.R.R. was presented by the working men under him with a handsome fur coat, gloves and a neck cloth

**03/03/1893 Almonte Gazette Renfrew**

That Railway Dispute.

A despatch from Toronto, dated Feb. 28th, says: the dispute between the Parry Sound road and the Atlantic and Northwest railway which was argued at Ottawa last week came before Mr. Justice Falconbridge for special hearing in single court yesterday morning to enable the defendants to close the case. Engineer Wm. T. Jennings, who was examined at Ottawa, was cross-examined, at the conclusion of which the defendants applied on statements of physicians as to the condition of W. A. Ramsay, chief engineer of construction for C.P.R. who is ill at Montreal, and whose illness affects the progress of the case. It is stated that the Ottawa, Arnprior and Parry Sound road has spent \$700,000, and they are quite willing to spend more if the defendants would not interfere. The case was adjourned, and it is thought it will be further adjourned to be heard in Perth in April.

**03/03/1893 Renfrew Mercury Shawville and Renfrew**

Account of a deputation going to Ottawa to meet with the minister.

**03/03/1893 Renfrew Mercury Belleville Perth car shop**

About 90 men were laid off at the Perth car shops a few days ago, but they hope to be taken on again shortly. The shops have been run very steadily this winter, though on a shorter time.

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

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



Inspecting the OA&PS

First passenger coach over the new road.

The first passenger coach over the Ottawa, Arnprior and Parry Sound Railway was run between the capital and Arnprior yesterday.

It was "a special" for inspection purposes and on board were Mr. John R. Booth, Mr. Geo. A. Mountain, chief engineer and other officials of the new line.

Considering that the road is not yet ballasted the "run" was made in splendid style, an average of twenty-five miles an hour being made. Through the courtesy of chief engineer Mountain the Journal had the courtesy of an enjoyable trip.

The special left the Elgin street station at 8.30 on its flight to the west. After crossing the trestlework at Preston street a magnificent view is presented to the sightseer. Away to the north the snow clad Laurentian range looms out in stately grandeur, and the bright sun of yesterday morning made the view doubly charming.

#### A RETROSPECT OF THE CITY

When Bayswater is reached the city can be seen stretching out on all sides with the tall spires and shining roofs reflecting back the sunlight. At no approach to the city can it be seen at better advantage than from the commanding eminences of Bayswater through which the line runs.

#### SCENE OF BUSTLE

The first point of importance reached is Carp village 10 miles west of Ottawa and by the number of freight cars standing on the siding a stranger would be sure to think the road had been in running order for ever so long. Here everything is bustle. The farmers with grain laden sleighs, loading up the cars for passage to the east, The station grounds at this place, as well as at other points, have been located, and the work of putting up suitable buildings will go on at once. The road is wire fenced all the way.

Kinburn, eight miles further west, is next reached, and it may be stated that these eight miles are the straightest piece of railroad line in America. Kinburn is a pretty little village surrounded by a very rich agricultural country, and the evidence of its producing qualities can be seen in the grain shed close to the siding, into which farmers are constantly pouring their grain for shipment. At this point the bustle witnessed at Carp is repeated only in a greater volume. As the train sped through there yesterday 19 teams were unloading their cereal binders.

#### A SUBSTANTIAL BRIDGE

Galeta is the next point of importance reached. Here the Mississippi is bridged by a magnificent steel truss bridge of the most modern pattern and of great strength. The iron superstructure rests on two massive stone abutments and an equally massive pair in midstream. The cutwater of the pier as well as all the masonry is built to resist not only the river currents and freshets but it looks strong enough to successfully resist even the hand of time itself.

#### AT THE TERMINUS

Arnprior, an ambitious town of 3,000 inhabitants, was reached a few minutes after ten o'clock. This bustling little hive is overjoyed at the building of the Parry Sound railway, for they expect, and not without good and sufficient reasons, that the new road will give a boom to everything. The Journal had a talk with many of the leading citizens and one and all expressed the great satisfaction they all felt at the enterprise of Mr. Booth in giving them an outlet, both convenient and - as compared to rates they have been compelled to pay - cheap. The chief industry of the town is the great saw mills of the McLaughlin Brothers who employ about 700 men and have an annual output of 83,000,000 feet of lumber. Arnprior is built on the banks of the Madawaska, has pretty wide streets, substantial buildings and some city-like business houses. Some two miles from the town are several mineral springs. Next week work on the new railway bridge spanning the Madawaska will be commenced. It will be an iron superstructure resting on stonework.

#### ALL OF THE BEST

As soon as weather permits ballasting trains will be put on the road, and the ballasting completed at the very earliest moment. The rails on the road are of Sheffield manufacture, weighing 72 pounds to the yard. They are the best rail in the market. When all the ties are laid there will be 3,000 to the mile, some 350 more to the mile than any railway in the Dominion. The idea of placing additional ties is to solidify the roadbed.

#### A MILE A MINUTE

As the road is today, coaches glide smoothly, but when additional ties are placed, and the ballasting completed there will not be a jolt and the road will be capable of bearing a speed of a mile a minute.

When the road is completed to the Sound, and Mr. Booth promises to push it forward with all despatch, it is destined to become a great excursion route, not only for citizens of Canada, but for the people of the eastern States who desire an outing in the wilderness convenient to their homes.

The run between Boston and Parry Sound can be made in twenty-four hours and the Parry Sound country is a Paradise for hunting and fishing and this is not speaking of the country that lies between the Madawaska river and the Sound itself.

#### THE FIRST THROUGH FREIGHT

Freighting on the new road is very active. This morning the engine "Nellie Bly" with J. King at the lever, and J. Blythe as assistant took up ten cars of merchandise and four empty boxcars. The train was in charge of conductor A.O. Boyle with Messrs. Nicholson and Arris as brakemen. This as the first through freight to Arnprior although for days past freight has been taken up to points nearer to Ottawa. Yesterday ten carloads of grain were taken down from Kinburn. Freight trains will run regularly but no passenger service will be established until the road is ballasted and inspected.

04/03/1893 *Ottawa Citizen*

*Aylmer branch*

The front of one of the coaches on the Aylmer train was badly smashed yesterday, by the smoke stack of the engine which broke off while the train was going at a good rate of speed. Fortunately no one was on the platform of the coach, for if there had been, a fatality no doubt would have occurred.

04/03/1893 *Ottawa Free Press*

*Hammond*

*Rockland*

The village of Rockland yesterday voted to give a \$6,000 bonus to the Central Counties railway. More

07/03/1893 *Ottawa Free Press*

*Ottawa Electric*

Electric car No. 38 caused a blockage on Rideau street opposite Sussex at nine o'clock this morning by breaking an axle while crossing the diamond. This is the second car within two months which has broken down at that place.

10/03/1893 *Almonte Gazette*

*Renfrew*

*Arnprior*

#### ARNPRIOR NEWS

Mr. J.R. Booth and a number of prominent officials came over the road last Saturday. There was also a large consignment of freight.

---

It is not yet settled what shall be the route of the railway through Arnprior. The latest survey is along the shore of Chats Lake to Dochart Creek, the bridge to be at the mouth of the Madawaska river. If Mr. Booth were to heed the prayers of petitioners the route would be in half-a-dozen places.

10/03/1893 *Renfrew Mercury*

*Renfrew*

Mr. Booth has not only on hand the contest in the law courts with the CPR in connection with OA & PS but now has to fight against the strenuous opposition from the Toronto Board of Trade to his receiving any more Dominion funds.

Toronto claimed that the \$868,400 given to Mr. Booth had practically subsidized the cost of the railway to Parry Sound, and that the governments should not give anymore to a line which is 'being constructed principally in the personal and business interests of its prompter.' If the rail line went through, it would be extremely disastrous for Toronto and surrounding commercial interests. Other ports on Georgian Bay would be adversely affected as well. Lumber from the Georgian Bay area was sent to Toronto for exportation; now this would go to Ottawa and Montreal.

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

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

**14/03/1893 Ottawa Free Press Ottawa Electric Ottawa Car**

Two closed cars, intended for outside cities, were turned out last week by Mr. W. Wylie, from the Electric railway car shops.

**16/03/1893 Kemptville Advance Kingston, Smiths Falls and Ottawa Merrickville**

Merrickville will give the Kingston, Smith's Falls and Ottawa railway a bonus if a station is built inside the corporation.

**17/03/1893 Almonte Gazette Renfrew**

#### KINBURN NOTES.

The first passenger train passed over the Ottawa, Arnprior and Parry Sound Railroad on the 3rd instant. Two freight trains from Ottawa pass over it every morning, returning in the evening loaded with grain, most of which is shipped from Kinburn.

#### CARP NEWS

Messrs. Argue and Kidd are handling large quantities of wheat and oats since the Ottawa & Arnprior R.R. Co. have placed an agent here to look after freight. A temporary office has been fitted up, and Mr. Robinson is in charge.

**17/03/1893 Almonte Gazette Eganville Eganville**

We regret to hear that Mr. Ramsey, CE. the chief engineer of the C.P.R., is suffering from softening of the brain and is now confined in an asylum for the insane. Mr. Ramsey had charge of the construction of the branch from Renfrew to Eganville, and in his extensive dealings with the public in this section he gained the esteem and respect of everyone by his extremely honorable and fair dealing. Eganville Enterprise

**18/03/1893 Ottawa Free Press Hammond**

Work has commenced on the new branch of the Central Counties railway for which a bonus was recently granted by the ratepayers of Rockland. Gangs of men are now cleaning the proposed route of timber.

**18/03/1893 Ottawa Free Press Renfrew**

A large gang of men are at work this week constructing the centre pier in the Madawaska River for the Ottawa, Arnprior and Parry Sound railway bridge. The crib work for the foundation is being built of solid square timber, which will be filled with stone and concrete. Upon the top of this the masonry will rest. A good rock bottom has been found by the engineers. Seventy or eighty men are now employed by the company at Arnprior.

**21/03/1893 Ottawa Citizen Chaudiere**

At the CAR Chaudiere lumber shipping yard the company are over 500 cars short of the orders on hand.

**21/03/1893 Ottawa Citizen Renfrew Madawaska River**

Messrs. Wright & Sons of Hull have been awarded the contract for supplying stone from the Hull quarries for the construction of the Ottawa, Arnprior and Parry Sound Railway bridge across the Madawaska at Arnprior.

**24/03/1893 Almonte Gazette Kingston (CP) Madawaska**

#### Almost a Fatal Accident.

What came very near being a fatal accident occurred on Sunday on the K. & P. line near Madawaska. A snow plow ran off the track near the above station, and a gang of men went out to place it on the rails. While they were endeavoring to do so, a railroad tie, used as a lever, broke, and flying up struck John Potter on the back of the head and rendered him unconscious. In this state he remained for four and a half hours. He was picked up apparently dead, by some of his companions, and carried to the conductor's van at the end of the train, which immediately started for Kingston, arriving at about one o'clock on Monday morning. The injured man was removed to his home on Grove Street. Dr. T. M. Fenwick was called in, and attended to the sufferer, who had a very narrow escape from instant death. His skull was not injured, as the piece of timber struck him just below its base, on the nape of the neck. The sufferer is resting easy, and if inflammation does not set in will soon recover. - Kingston News.

**24/03/1893 Almonte Gazette Renfrew Arnprior**

Mr. A. Begg, who was foreman for Messrs. Broder & McNaughton in the quarry here last summer, has been awarded the stone-work of the new bridge over the Madawaska river on the O. A & P.S. railway at Arnprior, and is preparing and shipping the stone from the Hull quarry, Quebec. Messrs. Broder & McNaughton are removing all their plant in connection with last season's work from here. This is quite a disappointment to many who expected work in the quarry, as it was supposed the stone would be taken out here.

**24/03/1893 Renfrew Mercury Eganville**

At the Fourth Chute there is said to be at least from six to eight acres of ground covered with pulpwood, hop poles and ties for transhipment by the A. & N.-W. Railway: from five to thirteen carloads, principally of hop poles, coming in every day. And at Eganville there is an equal rush.

**24/03/1893 Ottawa Free Press Ottawa Electric Ottawa Car**

Another of the twelve electric street cars which are to be turned out before the first of May, for some outside city, came from Wylie's factory this morning. It is understood they will be fully equipped in this city before leaving. The new industry promises to be a good investment, the Ottawa cars not being rivaled by those of any other city.

The open cars are all being renovated in view of the approaching warm weather. One sweeper was sufficient to handle the storm of yesterday.

**24/03/1893 Ottawa Citizen Renfrew Madawaska River**

A large gang of men are at work constructing the centre pier in the Madawaska river for the Ottawa, Arnprior and Parry Sound Railway bridge. The crib work for the foundation is being laid in solid square timber, which will be filled with stone and concrete. Upon top of this the masonry will rest. A good rock bottom has been obtained by the engineers. Seventy or eighty men are now employed by the company at Arnprior.

**25/03/1893 Ottawa Citizen Renfrew Madawaska River**

Over one hundred men are engaged in the construction of the O.A. & P.S. railway bridge over the Madawaska river at Arnprior. The work is being pushed with great vigour and it is expected that the bridge will be almost completed in the course of a couple of months.

**25/03/1893 Ottawa Citizen Pontiac Pacific Junction**

Business on the Pontiac and Pacific Junction Railway is very brisk at present. Large quantities of spruce and poplar are being shipped from various points on the road to the United States and to the E.B. Eddy Manufacturing Company for the manufacture of pulp. Railway ties are also being shipped in large quantities and during the past couple of weeks, poles utilized in the growing of hops were shipped in abundance to the eastern provinces.

**27/03/1893 Ottawa Free Press Pontiac Pacific Junction**

The Pontiac and Pacific Junction Railway company purpose expending a considerable amount of money on their line this spring, it being the intention to re-ballast a great portion of the road between Aylmer and Shawville.

**27/03/1893 Ottawa Journal Renfrew Madawaska river**

One hundred barrels of cement were shipped by McRae & Co. on Saturday for use on the Ottawa & Parry Sound Railway in building the masonry of the bridge over the Madawaska.

28/03/1893 *Ottawa Citizen* *Maniwaki* *Kazabazua*

Fifteen freight cars are being constructed by the Gatineau Valley Railway at their new shops at the Kazabazua, Most of these cars are to replace those destroyed in the "smash up" last fall.

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

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

28/03/1893 *Ottawa Citizen* *Renfrew* *Kinburn*

The Parry Sound Railway is causing Kinburn to become more lively. A new hotel, temperance, has been started there by a Mr. Olmstead.

29/03/1893 *Ottawa Free Press* *Renfrew*

The Canada Atlantic railway employees have broken up some forty of the old cars which were in use when the line was first opened. The wheels will be used for new freight cars.

31/03/1893 *Ottawa Citizen* *Hammond*

Work has commenced on the new branch of the Central Counties Railway between South Indian and Rockland, The right of way is being cleared and the tenders for construction are now under consideration and the contract will be awarded shortly.

31/03/1893 *Almonte Gazette* *Eganville*

Engineer Ramsay Dead.

Chief Engineer Ramsay, of the A. & N.W. Ry. died last week. A few weeks ago his illness was announced, and it was said his mind had become affected, it is generally supposed owing to worry over the legal fight between the C.P.R. and the O. & P.S. railways. He was only 44 years of age. It is said that Mr. Ramsay had been somewhat unwell for some months, and it is supposed that while engaged on engineering works some years ago in South America, on the Amazon - where many of his comrades died from local malaria, he contracted the seeds of the disease which undermined his constitution. Mr. McLeod has been appointed to succeed Mr. Ramsay as engineer of the A. & N. W. railway.

31/03/1893 *Almonte Gazette* *Renfrew* *Arnprior*

ARNPRIOR NEWS

Work is carried on at the railway bridgenight and day, as well as on Sundays. Employment is given to a large numbr of men and horses.

01/04/1893 *Ottawa Free Press* *Renfrew*

Last Thursday evening there arrived at the C.A.R. the new steam shovel to be used in the construction of the Parry Sound railway. The shovel is of a new patent and is built to propel itself. It will be moved up to the Carp as soon as the frost is out of the ground sufficient to permit its being set to work. There will most likely be two shovels starting from the Carp which will work both ways.

Also in the Renfrew Mercury of 7 April.

03/04/1893 *Ottawa Journal* *Ottawa City Passenger*

The horse street cars were running on rails on 7 April last year but from the present appearance the first run on the rails will be much later this year.

04/04/1893 *Ottawa Free Press* *Renfrew* *locomotive*

Two handsome new passenger and one extra heavy freight locomotive will arrive in the city next week for the Canada Atlantic railway, and were manufactured at Providence , Rhode Island.

05/04/1893 *Ottawa Citizen* *Renfrew*

Mr. Justice Falconbridge this morning commenced a final hearing of the dispute between the Ottawa, Arnprior and Parry Sound Railway and the Atlantic and Northwestern Railway. The dispute is about a right of way over a narrow strip of land between two lakes and running through the townships of Haggarty, Sherwood and Jones in Renfrew County. The matter has been in litigation for some time, but it is thought that it will be terminated at this hearing.

05/04/1893 *Ottawa Journal* *Belleville* *Cheese Train*

The Big Cheese is Good Inside.

Professor Robertson of the Experimental Farm, was in Perth on Wednesday, testing the mammoth cheese before its shipment to the World's exhibition at Chicago. A bore into the big mass was made and the bit taken out was tested and examined, and pronounced to be wholly satisfactory. The cheese will be forwarded to Chicago in about a week, and a huge truck upon which to transport it from the railway station in that city to the exhibition building has been built in Perth by Mr. M. Stanley, who has shown much skill and ingenuity in designing and constructing it.

06/04/1893 *Ottawa Citizen* *Renfrew* *Madawaska river*

Mr. M.J. O'Brien, the well known contractor of Renfrew, arrived in the city yesterday. Mr. O'Brien states that the large pier in the centre of the Madawaska River for the O.A. & P.S. railway bridge is completed and a big staff of men are now at work on the abutments.

07/04/1893 *Almonte Gazette* *Canada Atlantic*

The Canada Atlantic Railway workshops at Ottawa have an order to get out the rolling stock for the Ottawa, Arnprior and Parry Sound railway. An order for one hundred freight cars is now being attended to. Another addition to the staff of workman will be made in a couple of weeks, so that the cars may be ready for the beginning of the regular traffic about the first of may. The passenger coaches for the new line are being built at present in Coburg.

07/04/1893 *Renfrew Mercury* *Belleville* *Cheese Train*

The big Perth cheese is now being put in order for the Chicago Exhibition. The hoop is being painted as nearly as possible the color of the cheese, and when on exhibition it will be placed on edge, the faces being lettered with statistics of the cheese itself and the cheese trade of Canada. As the railway tracks into the Exhibition building have been taken up, it is necessary that a truck should be built to carry this immense cheese, which, with case, weighs 13 tons, from the station to the Exhibition buildings. This truck is now being built by Stanley, of Perth. The cheese will be placed on it here, and will remain in that position at Chicago. The truck, which will of itself be quite an object for exhibition, will accompany the cheese to England. It is built of oak, most of the pieces being 8 by 10 inches, and on it is placed a powerfully built frame of the same material, on which the cheese will rest. The axles are of steel set in oak frames, and the wheels are of cast iron and about 30 inches high, somewhat similar to car wheels but with tires 8 inches wide. The truck itself will weigh about three tons, and when loaded, about 16 tons. The job is a first class one and a credit to Perth. - Expositor.

07/04/1893 *Renfrew Mercury* *Renfrew*

Mr. Mountain, chief of the Ottawa & Parry Sound Railway surveying staff, with a number of assistants , arrived in town on Monday evening. They were busily at work the next day - again, paying particular attention to Mr. A.A. Wright's garden, which the line may run through. They are working towards Douglas.

08/04/1893 *Ottawa Free Press* *Eganville*

The C.P.R. have today invited tenders for the construction of 50 miles of railway from Eganville on the Atlantic and Northwestern railway.

**08/04/1893**    *Ottawa Free Press*                      *Ottawa Electric*                      *Ottawa Car*

Two new electric railway cars, destined for outside parts, will be turned out of the Ottawa shops by the latter end of next month.

**10/04/1893**    *Ottawa Citizen*                      *Maniwaki*

The stations that were built last fall on the Ottawa and Gatineau Valley Railway at Lowe, Venosta and Kazabazua are at present being painted by Mr. Wm. Howe.

**10/04/1893**    *Ottawa Free Press*                      *Renfrew*

A large new steam shovel with a capacity of three yards in width, and known as "The Marion" has arrived for service on the Canada Atlantic. It will be used in grading the Parry Sound railway between Ottawa and Arnprior. A number of gravel cars are being put in readiness immediately for the work.

**12/04/1893**    *Ottawa Free Press*                      *Ottawa City Passenger*

The Ottawa City Passenger railway have a large gang of men working on Sussex street cutting the ice from the tracks. They are making good headway on the tracks. The ice is dumped into the Rideau river off the bridge.

**13/04/1893**    *Ottawa Free Press*                      *Ottawa City Passenger*

The Ottawa Street Passenger Railway company have a gang of almost one hundred men at work removing the ice from the streets over which their line runs. Sussex street was cleared from ice yesterday and today the men have been engaged in clearing Sparks street. The company will abandon the running of busses tomorrow by which time the track will be so cleared as to enable the cars to run on the track.

**13/04/1893**    *Ottawa Free Press*                      *Renfrew*

The first accident on the Ottawa, Arnprior and Parry Sound railway occurred Wednesday afternoon about six miles from the city, and a short distance beyond the point where the line crosses the C.P.R. The regular way freight which runs daily between the city and Arnprior was derailed by the roadbed being washed out by a spring freshet. The engine crossed the impaired roadway but five freight cars of the train were thrown off and badly smashed. Three of the cars were loaded but the other two were empty. It took several hours to remove the wreck, but the regular train was allowed to go up the line yesterday morning without being much delayed. Fortunately no one on the train was injured which might have been the result if the train had been running at a rapid rate of speed.

**13/04/1893**    *The Equity, Shawville*                      *Pontiac and Renfrew*                      *Bristol*

Work at the Bristol iron mine is expected to boom this summer, as it is stated the company have contracted for the taking out of 200,000 tons of ore. Commencing on Thursday last five car loads daily will be hauled by the Pontiac Railway to Aylmer. Also in Renfrew Mercury 21 April.

**13/04/1893**    *Ottawa Citizen*                      *Renfrew*

Ballasting was commenced yesterday on the Ottawa, Arnprior and Parry Sound Railway, between Renfrew and Arnprior.

Mr. Mountain, chief engineer of the C.A.R. stated yesterday that the new O. A. & P.S. Railway bridge over the Madawaska River at Arnprior would be completed about June 1st.

**14/04/1893**    *Renfrew Mercury*                      *Renfrew*

The engineering staff of OA & PS leaves Arnprior for Renfrew. Mr. Mountain and his men will be missed.

(There were economic spin-offs from the railway construction.)

In December of 1892, the editor of the Arnprior Chronicle proudly proclaimed that he was enlarging his paper from forty-eight to fifty-six columns and boasted that it would be the largest in the Ottawa Valley. All this because of Booth's railway, the OA & PS coming through!

**14/04/1893**    *Almonte Gazette*                      *Renfrew*                      *Carp*

#### CARP NEWS

Nearly all the culverts on the O.A. & P.S. railway between Kinburn and Arnprior are rendered unsafe by the high water.

---

Yesterday (Monday) No.6 engine, with four cars, ran off the track near the C.P.R. crossing. As far as we can learn no persons were injured. Engine and No. 30, which was up at the time, has not been able to get back to Ottawa, but is stationed near "Doyle's cut," a few miles from here, where men are working night and day. It seems that the loads of stone carried up to complete the Arnprior bridge were too heavy, and were destroying the track. We hear that no more freight will be carried until the ballasting is completed.

**14/04/1893**    *Almonte Gazette*                      *Eganville*

The C.P.R. Co. have invited tenders for the construction on 50 miles of railway from Eganville on the Atlantic and Northwestern Railway.

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

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

**14/04/1893**    *Ottawa Free Press*                      *Ottawa City Passenger*

The work of carting away the snow and ice on Sparks street was rushed this morning, and as there is no serious impediment on the remainder of the route the street passenger cars will be running tomorrow instead of the busses.

**14/04/1893**    *Ottawa Free Press*                      *Ottawa Electric*                      *Ottawa Car*

The manufacture of electric street cars in Ottawa for other cities promises to be a growing industry. Yesterday an order was closed for six summer cars for Windsor, Ont., and negotiations are now in progress for a like number of winter w=cars for the same place.

**14/04/1893**    *Renfrew Mercury*                      *Eganville*

The Atlantic & North-West Railway Company (operated by Can. Pac. R. Co.) have advertised for tenders for the work of clearing and grading the Northern Ontario Extension of the above railway westward from Eganville.

**14/04/1893**    *Ottawa Citizen*                      *Ottawa City Passenger*

The work of scraping the principle streets has been commenced and they already present a better appearance.

The ice is being removed from the streets on which the horse railway is operated, the Corporation doing the cutting and the Railway Company carting it away. In a few days the street will be clear.

A SPECIAL CHEESE TRAIN  
WILL CARRY THE CANADIAN MITE TO CHICAGO  
The Eleven-Tonner Will Afterwards go to England

In a poster which the Department of Agriculture got out to-day some interesting particulars about the mammoth cheese are given. It is stated that 207,200 lbs. of milk were used in making it, this milk being equal to the milk for one day in September of ten thousand cows. The cheese weighs 22 thousand pounds, it is encased in a mould or hoop of steel boiler plate, 5-16 of an inch thick and a pressure of more than two hundred tons was applied to make it perfectly solid. It measures 28 feet in circumference by 6 feet in height. The special train carrying this cheese will leave Perth at 7 o'clock on Monday and as this "Canadian mite" and its carriage will be on open cars, it may be seen at the several stations on the C.P.R. all the way from Perth to Windsor. Residents along the line of the C.P.R. will be able to calculate the time at which the train will pass the stations and train will pass the different stations and abundant opportunity will be given for them to see the monster cheese. A special truck has been made for transporting the cheese through Great Britain, whither it will be sent after the World's Fair closes.

17/04/1893 *Ottawa Citizen**Belleville**Cheese Train*

OFF GOES THE BIG CHEESE  
PERTH IS RIGHT PROUD OF THE CANADIAN MITE

The Special Train will be Bravely Decorated with National Emblems - Some of the Companions of the Greatest Cheese in the World - A Trip

One of the best things said about the big cheese was the remark of a jolly Irish farmer from Lanark, who drove into Perth the other day on purpose, to see it. "Why," said he, after sizing up its immense proportions with great satisfaction, "if skippers ever get into that cheese they'll be as big as woodchucks."

That was one of the numerous stories that people of the granite town told for the delectation of the crowd of folks who went there on Saturday to take a last look at the big cheese before it left for Chicago. Among those who went up from Ottawa was a party composed of professors Shutt and Craig and Mr. Dillon, from the Central Experimental Farm; and representatives of the Empire, Globe, Mail, Evening Journal and Citizen, all under the convoy of Professor Robertson, the Dominion Dairy Commissioner. Perth was reached about 1 o'clock in the afternoon, and, after luncheon the visitors, accompanied by Mr. J. A. Roddick, the expert in charge of the Perth dairy station, Mr. McLennaghan, M.P.P. and Mr. Sorley, of the C.P.R., proceeded to the railway yard, where the big cheese and the special truck on which it is to be transported, had just been placed on flat cars.

#### THE BIG CHEESE

In the freight sheds were any number of cheeses, big and little, destined to form part of the Dominions dairy exhibit at the World's Fair. Many were of the ordinary external appearance of Canadian cheeses, but there were half a dozen boxed up in polished open boxes that commanded special attention. These cheeses were from the famed dairying district of Lancaster, and weighed half a ton each. But how little they seemed in comparison with the "Canadian mite" standing on the flat car just outside. Encased in its riveted steel covering and painted the dun color of the smokestack of a British man-of-war, it looked more like the water tank of a wayside railway station than anything else it could be compared to. The figures denoting its dimensions give a very imperfect conception of its size. Its diameter is the full width of the car, and standing at its base a tall man could not quite touch the top of it.

#### THE TRUCK

The truck on which it is to be transported to and from the railway stations is a massive affair, weighing three and a half tons. It is provided with stout upright frames front and rear. From each of these hangs a long eye-bolt and into these eyes, or journals, the trunion, or pivots [sic], at the sides of the cheese casing can be fitted, so that by twisting the screwballs the big cheese can be raised from the platform of the truck and turned on its pivots, after the manner of the big iron buckets they use on the docks for discharging coal. It will be necessary to turn the cheese several times while the ripening process is going on. As the truck is getting painted and varnished, and a profuse display of bunting provided for, the whole will present quite a showy appearance.

The good people of the substantial town of Perth, whose solidity shines in stout stone buildings and in stores with an unmistakable air of solvency about them, take a patriotic pride in the great cheese and all connected with it. They did their very best to entertain the strangers who came to see it on Saturday, and from the hospitable hearts over and over again apologized for the wintry appearance of the place, as if the snowstorm were a local visitation instead of a general condition extending the whole length of the Ottawa Valley. With a good deal of pride they pointed to the makers name upon the truck: "M. Stanley, Perth, Ont;" and even in the crowded railway station kept a way clear so that everybody might see the handsome device that local talent had prepared for the ornamentation of the cheese display. This consisted of a pair of huge maple leaves, cut from sheet iron, and colored in all the gorgeous autumnal tints of the Canadian National emblem. They were designed and painted by Mr. R. J. Drummond, the local manager of the Bank of Montreal. They will be placed one at either end of the cheese truck and will constitute a patriotic tribute of which Mr. Drummond may well feel proud.

#### ROUTE OF TRAVEL

Today the whole exhibit will start from Perth by special train for Chicago, stopping at several of the principal towns en route between Perth and Windsor. The stopping places have been advertised in advance and no doubt the "cheese train" will receive abundant attention as it passes through Ontario.

At the close of the Chicago World's Fair the cheese will be taken to England by the world-famed Lepton [sic] who has contracted to exhibit it in every city in the United Kingdom as the "Great Canadian Cheese," afterwards it will be cut and sold in Lipton's 300 retail stores in Britain of which there are ninety in the city of London alone.

## BOUND FOR CHICAGO

## CANADA'S ELEVEN-TON CHEESE OFF FOR THE WORLD'S FAIR

The Biggest Product of the Kind in the History of the World - The Cheese to Make a Tour of Great Britain and Ireland.

At the invitation of Professor Robertson, Dominion dairy commissioner, a number of correspondents of outside daily newspapers and representatives of local press left by the 11:35 a.m. train Saturday for Perth for the purpose of viewing the mammoth cheese which is to form part of the Canadian exhibit at the World's Fair. This monster cheese was made under the superintendence of Mr. Robertson at the Dominion experimental station, Perth. Reference has already been made to it in THE JOURNAL, but there are interesting facts which have not yet been recorded.

## THE WEIGHT AND CONTENTS

In the first place the cheese weighs 22,000 pounds. All together 207,200 pounds of milk were used in making it. That quantity of milk is equal to the milk for one day in September of 10,000 cows.

It is incased in a mould or hoop of steel boiler plate 5-16 of an inch thick, and a pressure of more than 200 tons was applied to make it perfectly solid.

## 28 FEET AROUND

It measures 28 feet in circumference by six feet in height, and all together is a sight well worth seeing. That is by far the largest cheese ever made, the dimensions coated above will satisfy any doubting "Thomas" upon that point. It will be the most conspicuous part of the pyramid of Canadian products which will be exhibited at the World's Columbian Exposition.

At 7:00 a.m. to-day, the Canadian Pacific Railway company will run a special World's Fair cheese train from Perth, so that the idea presented itself to Mr. Robertson to give an opportunity to the newspaper representatives at the capital to see the "Canadian mite" before it left.

## A SIGHT FOR THE CURIOUS

The carriage of the cheese is placed on open cars so that it can easily be seen by the public. A schedule of time has been prepared and posters have been sent to all the railway stations ahead, showing what time the train will arrive, so that all who desire to see this marvelous production can do so. A special truck has been made for transporting the mammoth cheese through Great Britain after it leaves Chicago. During his highly successful tour in Britain Mr. Robertson made arrangements for showing the cheese in all the leading cities of England, Scotland and Ireland. Not only at Chicago but in the old country the cheese will be a splendid advertisement of the vastness and quality of Canadian dairy products.

## TOO HEAVY FOR CHICAGO'S ROADS

It was Mr Robertson's intention to have his cheese drawn on a wagon by eight horses to the exhibition grounds in Chicago but the directors of the fair objected for fear that the wheels of the wagons would cut up the roads too much. It will require to be taken on the railway cars.

17/04/1893 *Ottawa Free Press* *Renfrew*

No trains except ballast cars have gone over the Parry Sound railway since the recent slide which took place. Ballast trains are going up continually however.

17/04/1893 *Ottawa Free Press* *Ottawa City Passenger*

The ice having been removed from the tracks, the summer cars of the Ottawa Passenger Railway company began running today.

18/04/1893 *Windsor Star* *Belleville* *Cheese Train*

## THE MAMMOTH CHEESE

Will Arrive in Windsor To-night on the C.P.R. Express.

Canada's mammoth cheese, "Le Fromage Elephant, as our French friends would say is expected to arrive by the C.P.R. this evening at 7:25 town time. The cheese was made in Perth, Ont., and weighs 22,000. At Chicago it will form the base of a pyramid of Canadian cheese, ranging in size from the "mite" is 22,000 pounds, then 1,000 pounds down to two ounces, the total weight of the pyramid being 32,000 pounds.

18/04/1893 *Ottawa Journal* *Renfrew* *Rochester street*

City council.

J.R. Booth wrote asking permission to build a crossing over Preston Street for the parry Sound railway, for the purpose of connecting the road with the Rochesterville lumber yards. On motion of Ald. Bingham it was decided to grant the request on condition of the company putting up a gate, placing a watchman and taking all necessary precautions for the protection of life.

19/04/1893 *Windsor Star* *Belleville* *Cheese Train*

The big cheese arrived at the C.P.R. station last night about 8 o'clock and went on its way to the World's fair this morning at 9:30

20/04/1893 *Ottawa Free Press* *Ottawa City Passenger*

Last night, shortly before ten o'clock a man named Lawrence Murphy becoming rather noisy was ejected from a horse car on Sussex street. The car it seems was moving slowly at the time and the man, falling heavily rolled against the wheels of the car bruising and cutting him all along one side and crushing one hand severely. The ambulance was quickly summoned and arrived in a very short time opposite the Geological survey where the accident occurred. A large crowd collected in a few minutes and the man was soon on his way to the Water street hospital. Murphy's companion states that he had been drinking pretty heavily so he was not quite himself when he fell off the car. He was quickly sobered by the pain however which was very acute. Murphy hails from Templeton and he will be some time at the hospital. Some of the bystanders blamed the driver of the car but it is difficult to say whose fault it was as the man was intoxicated at the time.

It is learned later this afternoon that several of the man's ribs are broken and his thigh badly bruised. The thumb of the right hand has had to be amputated.

A leading solicitor was instructed today on behalf of the injured man, to enter an action for damages against the horse car company.

John Butler the driver of No. 13, claims that Murphy used foul language, demanded to be driven to questionable places and deliberately pulled the fare register repeatedly with both hands.

A friend of Murphy told the Free Press this afternoon that there were more than a dozen witnesses to affirm that the driver did not put on the brake when he ejected this alleged objectionable passenger, but he was going at a moderate speed at the time.

21/04/1893 *Almonte Gazette* *Renfrew*

Mr. Robert Wilson, formerly f Almonte, now agent for Mr. J.R. Booth, Ottawa, took a run over the new railway from Ottawa to Arnprior in his official capacity as paymaster, and paid out \$3,500 in cash to the men employed on the O.A. & P.S. R.R.

**BOOTH WINS THE PASS****THE PARRY SOUND GETS THE HAGGARTY MOUNTAIN DEFILE.**

The C.P.R. Defeated in Big Legal Battle - What Another Route Would Mean - A Big Victory.

Booth has won the pass.

Mr. John Christie, solicitor for the Parry Sound railway, received word from Toronto yesterday that Mr. Justice Falconbridge gave judgment in favor of Mr. Booth, in the Haggarty pass case, the C.P.R. to pay all costs of the suit.

The disputes between the two companies was for the possession of what is known as the "Haggarty pass," a defile through the mountains of the Opeongo in the county of Renfrew the only possible pass within a radius of many miles.

The battle for the right to the pass has been going on for months, Mr. Justice Falconbridge having two special sittings in Ottawa for the purpose of hearing evidence. Mr. Dalton McCarthy, Q.C. M.P. handled the case for Mr. Booth as counsel and Mr. Charles Moss, Q.C., of Toronto, did similar duty for the C.P.R.

**A MASS OF EVIDENCE**

The amount of evidence produced was enormous, but principally of a technical character and not of interest to the general reader.

**THE PARRY SOUND LINE OF BATTLE**

The ground taken by the Parry Sound Railway company was that they placed the first survey on the pass in question, and filed their plans in the registry office of the county of Renfrew, and with the railway department of the Dominion government; that subsequently the Atlantic and Northwestern Railway (C.P.R.) company sent surveyors along, who located their line on the route already surveyed by the Parry Sound railway, which was considered a trespass, hence the suit as to which of the companies had the right to the pass.

**ONLY ROOM FOR ONE**

The pass proper is a defile through the mountains of the Opeongo, and very peculiarly situated. A slope follows the lower level, and the width of the pass, slope and all is only some sixty feet in width.

The C.P.R. counsel in his arguments contended that there was a possible room for both tracks, but the other company contended that the C.P.R. survey so interlocked and crossed their survey line that it would be impossible to have two lines of railway go through the pass.

Mr. Justice Falconbridge during the last Ottawa sitting asked could not a line of railway be built on the slope, but Mr. Mountain who laid down the line for the Parry Sound railway said such a thing could not be done without placing the line on the lower level in great danger.

**BOTH NOW HEADING FOR THE PASS**

Both railways are now being constructed and heading for the pass, the C.P.R. having trains running to Eganville, which is only about thirty miles of the place in dispute. The Parry Sound railway have constructed as far as Arnprior and are about starting the construction from Arnprior to Renfrew and within a short time will begin clearing and grading from Renfrew to Eganville.

The pass in dispute was the key to the Parry Sound and lake trade, for the company that would have to make a divergence from the pass would be put to enormous expense in tunneling through the mountains, for over a mile, beside the approaches to the tunneling, which would be a costly place of business.

With the downing of his big rival Mr. Booth has now a clear way and with his well-known energy, he will doubtless push the construction of his railway with increased vigor.

The winning of the right to the Haggarty pass is a big victory.

21/04/1893 *Ottawa Citizen* *Renfrew*

Two vans are being constructed at the C.A.R. workshops for the Ottawa, Arnprior and Parry Sound Railway.

21/04/1893 *Renfrew Mercury* *Renfrew*

The Arnprior correspondent of the C.P. Herald, furnishes the following notes: Ballasting was commenced on Wednesday last on the Ottawa, Arnprior and Parry Sound Railway, between Renfrew and Arnprior.

Mr. Mountain, chief engineer of the Canada Atlantic railway stated yesterday that the new O.A. & P.S. railway bridge across the Madawaska river at Arnprior, would be completed about June 1st.

According to the programme at present laid out for the construction of the Ottawa, Arnprior and Parry Sound Railway, it is intended to complete the work to the village of Renfrew by about the middle of July, to Eganville about September first, and then as far west as possible before winter sets in.

21/04/1893 *Almonte Gazette* *Renfrew* *Arnprior*

**ARNPRIOR NEWS**

The O.A. & P.S. road expect to have their bridge across the Madawaska finished about the first of June. Ballasting on the road between Arnprior and Renfrew commenced on Wednesday last.

---

The railway committee of the Dominion Cabinet has granted the O.A. & P.S. R.R. a level crossing over the C.P.R. at Arnprior.

21/04/1893 *Almonte Gazette* *Kingston, Smiths Falls and Ottawa* *Smiths Falls*

The promoters of the Kingston, Smiths Falls and Ottawa R.R. asked the Smiths Falls council to petition the Ontario Government to extend the time for completing the road until Dec. 31st, 1897, but they refused to do so.

21/04/1893 *Almonte Gazette* *Belleville* *Cheese Train*

The mammoth cheese.

Canada's Mammoth cheese - "Le Fromage Elephant," as our Quebec friends term it - was an object of interest to the people of Perth, last Saturday. During the week one side of the C.P.R. shed, in which the monster was made, was knocked away to allow it to be taken out, and Saturday the work of finally loading the cheese on a railway truck was successfully accomplished. A party of newspaper correspondents, representing all the leading newspapers in Canada, went to Perth Saturday under the tutelage of Prof. Robertson, Dominion dairy commissioner, in whose brain was conceived the idea of manufacturing this cheese as a "big" advertisement for Canada. The weather was too stormy to admit of an outdoor demonstration in the nature of a "send-off," but during the day several hundred people visited the railway station to see the "mite". The newspaper men mounted the railway truck in order to better gauge the size of the cheese, and unanimously came to the conclusion that it was a whopper. At Chicago it will form the base of a pyramid of Canadian cheese, ranging in size from the "mite" of 22,000 pounds, then 1,000 pounds down to 2 ounces, the total weight of the pyramid being 32,000 pounds. Accompanying the mammoth, but on a separate truck, is a wagon or lorry, weighing in itself three tons, on which the big cheese and the pyramid will rest at Chicago, and this lorry will afterwards go to Great Britain for the purpose of carrying the cheese through the streets of the leading cities. By means of stanchions it will be a comparatively easy matter in Chicago to turn the cheese every two or three weeks.

## THE RAILWAY MEETING

A Large Audience and Some Interesting Addresses - By Resolution Those Present Declare Their Willingness to Pay Liberally for a Competing Railway.

In response to Mayor Raines's invitation an audience of between four and five hundred people gathered in the town hall last Friday evening, all eager to know if there was anything in the rumor that had found currency to the effect that there was likely to be railway connection between Almonte and Carp inside of three months. The meeting demonstrated that there was no foundation for the rumor. While nothing practical was done, it was quite evident from the addresses and the manner in which they were received that the people of this town are eager for a second railway and are willing to pay handsomely for it, believing that competition in freight rates, coupled with our natural advantages, would soon be the means of establishing new industries here that would enable Almonte to occupy the position she should fill among the towns of Ontario.

Mayor Raines took the chair, and on motion W. P. McEwen was appointed secretary. The Mayor said the meeting had been called to discuss a proposed railroad from Carp to Almonte, with the ultimate object of extending it to Lanark Village and further west. He was strongly in favor of the project, believing that it would greatly benefit Almonte, as it would reduce freights. After referring at some length to the advantages that would accrue to the town in the event of the proposed scheme materializing, he asked ex-Mayor McDougall and Mr. A. S. Woodburn, of Ottawa, Mr. D. McElroy, of Carp, and Messrs. B. Rosamond, M.P., R.J. Dowdall and Andrew Bell, C.E. to take seats on the platform.

Mr. Bennett Rosamond, M.P., was first called on, and spoke at some length. He began by stating that he was in the dark as to why the meeting had been called. He did not know anything new as to the proposed railway - had not been consulted regarding it. He knew nothing of the first railway at the time the proposition concerning it was made public, although it had been called an "election railway"; and he knew very little more now. He hoped those who had arranged the meeting would be able to lay something practical before the audience. He would be very glad if anything could be done in the way of securing a second railway for Almonte, and would be willing to pay his share of extra taxation in case a bonus were given, provided that the new road was going to be a benefit to the town. If the railway was wanted, the town should be willing to give a bonus. He thought a merely local road - such as one from Almonte to Carp - would be of little use. The aim should be to secure a through line from Ottawa to Toronto, via Carp and Almonte, and independent of the C.P.R. That would give us a competing line, which would be of the greatest benefit to the town. He had endeavored more than once to secure a bonus from the government for the proposed Carp, Almonte & Sharbot Lake R.R. When it was being boomed some time ago, but was met with a refusal, and he felt that he could not hold out much hope that a bonus would be granted, although one might be given for the portion between Carp and Sharbot Lake, where a new road would run through a section not covered by the C.P.R.

Ex-Mayor McDougall, of Ottawa, after complimenting the people of Almonte on their handsome town, and praising the previous speaker for his public-spiritedness, went somewhat exhaustively into the recital of Ottawa's experience in connection with the railways that's now converge there, showing that in every case the additional railway they had secured had proved a strong factor in building up their city. He thought Almonte would soon receive a great impetus if we had a competing line of railway, as it was a manufacturing town, and its valuable water powers would be utilized by new industries that would be induced to locate here if we were in a better position as to railways. Even if we had to pay a liberal bonus to secure another trunk line it would pay us, as we would soon have an influx of people, the mills that have been idle for years would be started up, trade would increase, the value of property would increase, and all in all it would be a wonderful advantage to our town. He strongly urged the advisability of making an effort to secure another road. Mr. McDougall painted a rose-colored picture that pleased the audience, and he was loudly applauded when he resumed his seat.

Mr. R.J. Dowdall was next hold on, and gave a short address. He expected that a definite railway proposition was to be submitted to the meeting, but it had not been done. He thought at the time the Carp, Almonte and Lanark RR. was first broached that it was a mere election dodge, but he afterward changed his mind as to that. There was a great force in what had been said in reference to a new through line from Ottawa to Toronto, but he was afraid a short line would not be self-sustaining. He would like to see a road built from Carp to Almonte, then on to Lanark Village; and eventually it might be produced so as to connect with the Grand Trunk system, thus giving us what was needed - a competing line with the C.P.R. He referred to the numerous advantages Almonte possessed - it was a beautiful town, with fine natural scenery, grand and almost illimitable water powers, and had many enterprising and public spirited citizens; but the lack of a rival railway to the C.P.R. was a serious drawback. But for this drawback Almonte would have a greater population by 2,000 than she had today, by the loss of one industry alone - the Edison works, now located at Peterboro. The company was satisfied with Almonte as a location in every particular but one, and that was the absence of railway competition. That showed how desirable another railway was in the interests of the town. If a practicable scheme for securing one was set on foot he would do everything in his power to aid the scheme.

The chairman said a contractor was here Saturday who said he could build a railway from Carp to Almonte in ninety days. The intention of the promoters of the new railway was to push the railway through to join the G.T.R.

Mr. Andrew Bell, C.E., was called on and was asked to explain the route to be traversed by the new railway. He said the intention was to build a line from Almonte to Carp to connect with the O. A. & P. S. RR.; then put the line through from Almonte via Lanark Village to Bridgewater, to which point rails were now laid. This would give an independent through line from Ottawa to Toronto - just what was wanted. The present proposition was to build the road from Carp to Almonte as part of this through line. We would have to raise money and build the road ourselves, as the Dominion Government would not give a bonus to any road that was going to compete with the C.P.R. The C.P.R. Co. had bought up all the M.P.'s with free passes, (laughter) and they wouldn't vote against that company. They (the MPS) had sold their country for a piece of pasteboard. (Renewed laughter.) He thought aid might be given by the Ontario government - probably \$2,000 per mile. He (Mr. Bell) had gone over the route from Carp to Bridgewater, and he thought the road could be built, without rolling stock for about \$10,000 per mile. The distance from Carp to Almonte would be 10 1/2 miles, and from Almonte to Lanark 17 miles. The distance from Carp to Bridgewater would be 87 miles. That would complete a direct line from Ottawa to Toronto. A bridge across the river at Almonte would cost about \$25,000. As it was now Almonte had worse railway accommodation than a quarter-of-a-century ago, and it wasn't likely to be improved, as the C.P.R. didn't care a continental for us. To show the benefits derived from competition in freight rates, he said that he had been told that an Arnprior man who would have had to pay \$40 to bring some plate glass from Montreal by the C.P.R. brought it from Montreal over the C.A.R. to Ottawa for \$4, and by the O.A. & P.S. to Arnprior for \$2.40, or \$6.40 in all. His personal opinion was that if the town raised a liberal sum of money and offered it to the O. A. & P. S. company they would build an operate the road from here to Carp. When the proposed extension was made to Bridgewater it would make one of the most important trunk lines in Canada.

Mr D McElroy spoke of the generous aid the people of Almonte had given in the effort to have Mr. Booth bend his road so as to pass Carp, and said that the people of Carp would be willing to reciprocate in case they could do anything towards furthering the building of the proposed line from Carp through to Almonte and on to Bridgewater. He gave the audience the benefit of their experience at Carp in connection with the new road, and gave some sound practical advice as to the steps that should be taken. There should be less talk and more work. It would require every effort. Let the people put their hands in their pockets and show the extent of their desire for a new railway by the amount of their subscriptions. If they could have the line built to Carp they would secure connection with the Ottawa, Arnprior & Parry Sound R.R., which had great possibilities, and would eventually be a through line from the Atlantic to the Pacific Ocean in opposition to the C.P.R. That, he thought, was something worth looking forward to. If the people of Almonte could secure this new railway they would never regret it. He hoped they would obtain it. If they could induce Mr. Booth to take hold of it he would push it through. Mr. McElroy's speech was a short but excellent one and was heartily applauded.

Mr B. Rosamond took exception to Mr. Bell's remark in reference to the C.P.R. Co. having brought up the members of the Canadian Parliament by giving them free passes. He considered such statements very much out of place, as they were not true. He thought Mr. Bell had maligned the members of parliament. The C.P.R. was not the only railway that gave passes; they all did. He (Mr. R.) had received passes from railways he had never seen. The members of the Commons did not give up their independence because they received these passes.



After some further discussion and a little cross-firing between some of the speakers, Mr. B. Rosamond moved the following resolution, which was seconded by Mr. J. Dowdall and carried without a dissentient:

"That this meeting pledges itself to support with a liberal bonus or take a liberal amount of stock in a railway from Carp through Almonte to Bridgewater, forming a new trunk line between Ottawa and Toronto."

After votes of thanks for passed to Messrs. McDougall and McElroy and the chairman and secretary the gathering dispersed.

**21/04/1893 Renfrew Mercury Eganville**

Two trains a day between Renfrew and Eganville were put on by the Atlantic and Northwest Railway, commencing on Monday. The second train leaves Renfrew at 11 a.m. and returning leaves Eganville at 4 p.m.

**22/04/1893 Ottawa Journal Tramway E.B. Eddy**

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

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

The company's business has grown to such an extent within the year they find it necessary to save time and labor to ship direct from the factory.

The big machines now turn out 70 tons of paper per day. The rails will also tap the sulphite mill on the bank of the Ottawa river near the Hull ferry landing.

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

New mill coming, big machinery - more.

**24/04/1893 Ottawa Journal Carleton Place Britannia**

The C.P.R. suburban service between Ottawa and Britannia and Ottawa and Buckingham will commence on 1st of May.

**24/04/1893 Ottawa Citizen Montreal and Ottawa**

It is rumoured around Vankleek Hill that a large gang of men will shortly commence work on the Montreal and Ottawa Railway to complete it to Caledonia Springs by the 1st of July.

**24/04/1893 Kingston Daily British Whi Kingston (CP) Sharbot Lake**

Robbed a Store

Men Went Through McLaren's Store And Secured Many Valuables

The boldest robbery that has taken place in this district for many years was perpetrated on Saturday evening. Four well dressed men from the east arrived at Sharbot Lake during Saturday and walked from there to McLaren's depot at Snow Road. The employees of K. & P. railway trains saw them about four o'clock in the afternoon at Clarendon. They were then enjoying canned goods and whiskey. They got to the depot when it was dark and waited for an opportunity to raid McLaren's general store. At 11:30 o'clock they made the invasion and broke into the building. The safe was first attacked and blown open with dynamite. Money to the extent of \$1,000 was appropriated and then the goods were examined. After a careful inspection of the stock and the selection of small goods the burglars went to the K. & P. R. track and put a hand car on the track. They started for Sharbot Lake and made the trip in quick time. They pushed the car into Doran's swamp and left for Montreal on a C.P.R. sleeper. Half an hour after their departure the clerk in charge of the store discovered the robbery but thinking that burglars would remain in the vicinity he did not send any messages to other points asking to have the men arrested. They, therefore, were enabled to escape without detection. It is supposed the burglars are men who worked at McLaren's Depot some time, were well acquainted with the district and knew where the K. & P. RR. hand car was kept.

**25/04/1893 Ottawa Free Press Ottawa Electric**

Incident with car No. 23.

**25/04/1893 Ottawa Journal Carleton Place Richmond Road chaudiere**

There is to be a much needed improvement in the C.P.R. crossing on the Richmond Road. A great deal of time has been lost of late when trains were crossing, owing to the man on duty having a long way to walk to attend to the switches and gates. Mr. Spencer has been spoken to, and all using the crossing will be glad to hear that he at once investigated the matter and new gates to work the switches automatically as they open and shut are now being constructed and will soon be placed in condition.

**25/04/1893 Montreal Gazette Kingston (CP) Sharbot Lake**

Burglars Make a Good Haul

Kingston, Ont. April 24. - McLaren's store, at Snow's Road, was burglarized last night and about \$1,000 in cash taken from the safe, which was blown open with dynamite. The burglars then stole a hand car, and placing it on the Kingston & Pembroke track, proceeded to Sherbot Lake. [sic] There they dumped the car into a swamp and boarded the fast C.P.R. train bound east and have not yet been arrested.

Repeated verbatim in the Montreal Star of 26 April under the heading " A Flash Robbery Near Kingston" and Sharbot is spelled correctly.

**26/04/1893 Ottawa Free Press Renfrew**

A beautiful new private car arrived at the C.A.R. station yesterday and is now being fitted on its new trucks. The car is the first official one that the company has yet purchased and was built in first class style at Coburg. The inside has not yet been altogether completed, but it will soon be fitted out for the use of the officials of the road on which it will be remarkable for its beauty.

**27/04/1893 Ottawa Journal Ottawa Electric Hull**

It is learned that the railway committee of the Hull council will ask the Ottawa Electric Street Railway company to make a belt line around the city by way of Main and Lake streets, instead of placing a double line of track on Main street which, it is thought will greatly impede traffic on this narrow thoroughfare.

**27/04/1893 Kemptville Advance Kingston, Smiths Falls and Ottawa Kemptville**

A meeting was held at the Hotel Garland here on Friday last in the interest of the propose Kingston, Smiths Falls & Ottawa railway. The following gentlemen from various sections were present: G.L. Dickinson, ex-M.P., and Wm. Cullough, Manotick; Geo. Kidd, Ottawa; John Craig, reeve and George Craig, North Gower; J.H. Brownlee, Marlboro; T.A. Kidd and S. Petepiece and Hiram Easton, Merrickville. The delegates were pleased with the action of the Smith's Falls people in offering a bonus of \$25,000; were confident that \$20,000 would be granted by North Gower, \$10,000 by Merrickville, and thought that there should be no difficulty with the other sections putting up the balance required, \$15,000.

## NEWS OF THE BIG CHEESE

Fully 20,000 Names Written on the Box en Route

Prof. Robertson, Dominion dairy commissioner, returned to the city this morning from Chicago where he safely landed the big cheese for the World's Fair.

To THE JOURNAL Mr. Robertson said :

"It just took the cheese a week from the day it left Perth and it got to the Canadian department without the least bit of injury and now it is the talk of everybody at all interested in dairying. It will be a feature of the fair and a big advertisement for Canada. There are no other big cheeses and ours will be a monopoly in that line.

"A funny thing about the trip was that at every station the train stopped out, the people crowded on the flat car the cheese was on, and wrote their names on the box. By the time it reached Chicago there must have been fully 20,000 autographs. There was not two square inches of space left.

"The Canadian department as a whole promises to do full justice to Canada, and beneficial results may be looked for."

28/04/1893 *Renfrew Mercury**Renfrew**Renfrew*

Mr. J.R. Booth arrived in town on Wednesday night, and early on Thursday morning was out taking a tramp over the town, inspecting the several locations made for the line by his surveying parties.

He was at once interviewed by Mr. A.A. Wright, who, as a business man, is deeply interested in having a union station, and wanted to know how Mr. Booth felt on the matter. Mr. Booth expressed himself as willing to cooperate with the C.P.R., if they were willing to so-operate with him.

And further questioned whether he would be willing to meet the Renfrew civic authorities and representatives of the C.P.R. to discuss the situation, Mr. Booth said he would, if such a meeting were arranged by the local Council

And then Mr. Booth tramped on.

We gather also that the probable route through the village - in case there is no union railway station arranged for - will be through the Agricultural Grounds, Rouselle's windmill, Mrs. Freer's residence, and down through the Sadler section and the lacrosse grounds, with station and yard in rear of the British Hotel.

The tenders for the construction of the line between Arnprior and Renfrew are to be opened today (Friday), but Mr. Mountain, the Chief Engineer, thinks it will be three or four days before all the tenders have been examined and the awards made.

28/04/1893 *Renfrew Mercury**Renfrew*

MR. J. R. BOOTH'S RAILWAY. Mr. J. R. Booth, president and owner of the Ottawa, Arnprior and Parry Sound railway, interviewed the Ontario Government on Monday, and asked for a grant of \$3,000 a mile in order to construct that portion of the line from Barry's bay to Scotia, where it will intersect the Northern and Pacific Junction railway, a distance of 105 miles. Mr. Booth says that 25 miles have been constructed at the western end, and 35 miles at the eastern end of the proposed railway. These points of the road are open for freight traffic. About 60 miles is to be built westward from Arnprior in the direction of Barry's Bay this summer. The Empire says that there is scarcely any probability of Mr. Booth's request being granted.

28/04/1893 *Renfrew Mercury**Eganville*

ANOTHER RAILWAY SUIT IN SIGHT. The Atlantic & North Western Railway company (CPR) have filed [sic] plans on one and three quarter miles on the shores of Golden Lake on a line already surveyed by the Parry Sound railway, and another legal battle may follow as to which of the companies has the right to the route. The merit of this action is parallel with the dispute over the Hagarty pass.

28/04/1893 *Ottawa Citizen**Kingston, Smiths Falls and Ottawa**Kemptville*

The Kingston and Ottawa R'y.

A meeting was held at the Hotel Garland here on Friday last, says the Kemptville Advance, in the interest of the proposed Kingston, Smith's Falls and Ottawa railway. The following gentleman from various sections were present: G.L. Dickinson, ex-M.P.P. and Wm. Cullough, Manotick; Geo. Kidd, Ottawa, John Craig, Reeve, and George Craig, North Gower; J. H. Brownlee, Marlboro; T.A. Kidd and S. Petepiece, Burritt's Rapids; Samuel Jacques and Hiram Easton, Merrickville. The delegates were pleased with the action of the Smith's Falls people in offering a bonus of \$25,000; we're confident that \$20,000 would be granted by North Gower, \$10,000 by Merrickville and thought that there should be no difficulty with the other sections putting up the balance required, \$15,000.

28/04/1893 *Ottawa Journal**Renfrew**Douglas*

The headquarters of the surveyors of the Ottawa and Parry Sound Railway are at Douglas and they will remain there until they have located the railway as far as Eganville.

It is the intention of the company to complete the construction of the road as far as Renfrew by the middle of July, to Eganville about September 1st and then as far west as possible before winter sets in.

28/04/1893 *Ottawa Citizen**Maniwaki*

The engineering staff who were engaged during the past year in making the survey of the northern portion of the Gatineau Valley Railway, returned to the city yesterday after completing their work to the Desert. The only work of construction now going on is the bridge over the Kazabazua creek, which is expected to be completed in the course of a month.

29/04/1893 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Mr. P. Latour is engaged in building the trucks for four new electric railway cars for the Ottawa Electric Street railway.

29/04/1893 *Ottawa Citizen**Ottawa Electric*

Messrs. Soper and Brophy, of the Electric Street Railway, went to Hull yesterday afternoon and had a conference with the civic authorities upon the question of an electric car service in that city. They had a meeting with the Mayor, Ald. C.M. and J. Wright, Sabourin and Heimer. After some discussion upon the various lines suggested they decided upon a route from the city hall to Brewery Creek, near the C.P.R. crossing by way of Main and Brewery streets.

29/04/1893 *Ottawa Citizen**Ottawa City Passenger*

The public will no doubt be pleased to hear that an agreement has been arrived at for the conversion of the horse into an electric railway. Details of the agreement.

01/05/1893 *Canada Lumberman**Chalk River**Carleton Place*

An average of twenty car loads of lumber a day is now being shipped from the yards of the Canada Lumber Company at Carleton Place. Most of it goes to the Standard Oil Co., of New York.

01/05/1893 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Another new electric car was turned out from the factory today.

01/05/1893 *Ottawa Free Press**Renfrew*

A number of men living in Rochesterville are engaged on railway work at the Carp, which they reach by special train daily, returning by another at night.

Ottawa as an Iron Centre.--

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

02/05/1893 *Ottawa Citizen* *Ottawa City Passenger*

The Ottawa City Passenger Railway Company advertise in another column for 10,000 railway ties, immediate delivery.

02/05/1893 *Ottawa Journal* *Ottawa Electric* *Hull*

ALL HULL MAY RIDE

THE COUNCIL ACCEPTS THE ELECTRIC EXTENSION PROPOSALS.

They Put in a Liuttle Clause, However, Requiring th Tracks to be Laid to Gilmour's Millsin Three Years.

The 35-year franchise will be signed providing the electric railway company agree to extend their line to Gilmour's mills within three years.

This was the decision arrived at by the Hull city council last evening when they again considered the question of electric railway extension into that city.

The aldermen present were: Walters, Boulton, Helmer, Renaud, C. M. Wright and Josh Wright. In the absence of Mayor Aubry, Ald. Sabourin was moved to the chair.

After routine business the street railway committee presented their report.

WHAT THE CITY WANTED

The Committee reported that they had proposed to the company the building of a double track from Brewery Creek bridge along Brewery street to Main, down Main to the corner of Lake, then one track down Lake to Victoria, along Victoria to the city hall square around the square and up Albert and Main streets to the double track at the corner of Lake street. The company thought it impossible to adopt this route but promised that in the near future if they saw it would be any benefit to them they would run there. They, however, agreed that as it was impossible to double track the whole of Main street at present to lay only a single track from the Brewery bridge to the city hall square with a switch on Maria Street between Chaudiere and Bridge streets and give two cars that would pass each other at this switch, and make connections with the cars to and from Ottawa. The company also agreed to extend their lines to Gilmour's mill and other portions of the city as soon as they saw that there was any business for them.

After the report had been read the matter was thoroughly discussed by the council and finally on motion of Ald. C. M. Wright the proposal of the company was accepted on the conditions that a close be inserted in the contract to the effect that the line should be extended to Gilmour's mill within three years and that the company issue working-men's tickets at a reduction providing they be used between such hours both morning and evening as should be convenient for the working classes; and further that in the event of the company agreeing to these terms the contract be signed at once.

02/05/1893 *Ottawa Free Press* *Ottawa City Passenger*

Inquest into the death of Murphy. Adjourned until Wednesday.

03/05/1893 *Ottawa Free Press* *Buckingham*

The branch trains of the Canadian Pacific railway from Buckingham Basin to the village proper commenced running this morning for the season, and will prove a great convenience.

03/05/1893 *Ottawa Citizen* *Renfrew*

The contract for the construction of the Ottawa, Arnprior and Parry Sound Railway between Arnprior and Eganville was awarded yesterday to Mr. Fauquier of Toronto.

03/05/1893 *Ottawa Free Press* *Eganville*

The Eganville express jumped the track yesterday a quarter of a mile east of that village, but a little delay was the only damage worth mentioning, and nobody was hurt.

03/05/1893 *Ottawa Free Press* *Renfrew*

The engineers and construction gang of the Ottawa & Parry Sound railway company are today removing the temporary wooden trestle on that portion of the track which crosses Preston street and putting in a permanent iron bridge.

04/05/1893 *Ottawa Free Press* *Ottawa City Passenger*

Verdict of inquest into death of Murphy - he was pushed off the car by the driver when the car was in motion. Condemns the car company for not employing a driver and a conductor.

04/05/1893 *Ottawa Journal* *Ottawa Terminal*

So far nothing new has transpired to the C.P.R. canal locks depot scheme. The company has not yet reported to the city what it will cost to bridge the Ottawa.

In this connection it may not be generally known that when the old Central Canada road, now the C.P.R., was built there was a proposal to run the line from the present Union station along what is now Albert street to a point about the present site of city hall. The negotiations were nearly concluded but at the last minute fell through.

05/05/1893 *Renfrew Mercury* *Eganville* *Eganville*

The first accident to a passenger train on the Eganville branch of the C.P.R. took place yesterday (Monday). The noon train, which consisted of the engine and tender, two flat cars loaded with the alligator tug, "Bonnehore No. 1," tow freight cars, a baggage car and two passenger cars, had just passed the street leading to the bridge on its way to the station when the wheels under the first freight car by some means became detached and coming against the wheels of the second freight car, also detached them. The engine with the flat cars and the body of the first freight car, after it became detached from the others, went on for some distance, the body of the car bumping along the ties and rails. The second freight car and baggage car went off the track toward the embankment. The passenger cars did not leave the rails. The first freight car, which was loaded with buggies for Mr. R. Reeves, received comparatively little damage from its rough usage. The second freight car was badly smashed up and the baggage car was also considerably damaged. Fortunately the second freight car and the baggage car went off the track towards the embankment, in rear of Mr. T.G. Roland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured. - Enterprise.

05/05/1893 *Almonte Gazette* *Renfrew* *Carp*

CARP NEWS

On the Ottawa & Parry Sound Railway here a steam shovel was put in operation this morning, doing the ork of loading sand and gravel on a train of seven flat cars in a rapid and satisfactory manner. It is simply a dredge on wheels, carrying its own track and making its own road bed. The novel scene was witnessed by a large number of our citizens.

THE NEW TUG BOAT. The alligator tug, 'Bonnehchere No. 1,' which arrived by the noon train on Monday, attracted a good deal of attention from our villagers, a large number going to the station grounds to view it. The boat is thirty seven feet long, by ten in width, flat bottomed and very strongly built. It carries an engine of twenty horse power and carries one mile of strong wire cable. As its name implies, it is able to travel upon land as well as over water, being able to travel over portages where there are falls in the river, though it is able to go up any ordinary rapids. Mr. West, of Simcoe, the inventor and manufacturer, accompanies it and will take it to its destination, Golden Lake. The boat will be put in the river at the station grounds, and it is expected will be ready to start on its travels today (Tuesday). It has been purchased by the Messrs. McLachlin Bros., to tow their logs on the Bonnehchere Lakes, and it is probable that they will put a second one on Round Lake. The boat travelled from its place of manufacture in Simcoe to the railroad station, over half a mile on a macadamized\* road, to test its strength.

Kingston will at once take steps to have an electric street railway

THE A & NW Ry. IN HARD LUCK: Two Smash-Ups in One Week. The first accident to a passenger train on the Eganville Branch of the CPR took place yesterday (Monday.) The noon train which consisted of the engine and tender, two flat cars loaded with the alligator tug, "Bonnehchere No. 1." two freight cars, a baggage car and two passengers cars, had just passed the street leading to the bridge on its way to the station, when the wheels under the first freight car by some means became detached and coming against the wheels of the second freight car also detached them. The engine with the flat cars and the body of the first freight car, after it became detached from the others, went on for some distance, the body of the car bumping along the ties and rails. The second freight car and baggage car went off the track toward the embankment. The passenger cars did not leave the rails. The first freight car, which was loaded with buggies for Mr. R. Reeves received comparatively little damage from its rough usage. The second freight car was badly smashed up and the baggage car was also considerably damaged. Fortunately the second freight car and the baggage car went off the track toward the embankment in rear of Mr. T. G. Boland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured. About nine o'clock on Thursday morning, the residents of the Plaunt section of Renfrew were startled by a report of cannon-like force. Hasty inspection showed there had been an accident of some sort on the CPR line - a large flat-car standing high in the air. It seems that the A. & N. - W. engine with a box-car attached was being shunted, and a line of flat-cars being obscured from the engineer's view, he dashed his engine and car into them with considerable force. The brakes were on the flats and the first car of the line was simply doubled up like cardboard, the large timbers being snapped in half; and the iron-work being bent in all directions. The box-car was slightly damaged and the hind trucks forced off the rails. The damaged flat overhung the CPR main line, but was quickly pulled away from its dangerous position.

CARP, ALMONTE AND LANARK RAILWAY

Some of the Advantages Railway Competition will Bring to Almonte - Freight Rates Compared - Another Letter from Mr. A. Bell C.E.

Very long article page 4.

Mr. J.R. Booth expects to have the Parry Sound road completed to Renfrew by Dominion Day and to Eganville by September. He will grade the road as far as possible before the winter sets in. In reply to Mr. A.A. Wright of Renfrew, Mr. Booth expressed himself as willing to cooperate with the CPR in the building of a Union station at Renfrew.

A question the Civic Street Railway Committee will shortly have to consider is what bridge and street the city is going to allow the amalgamated street railways to run their lines over. The rumor that the company would prefer the Sappers Bridge and Sparks street has raised anew the opposition of certain property owners.

The new official car which was recently purchased by the Canada Atlantic Co., is attracting much attention by its beautiful appearance. The car recently made its first trip to Montreal.

About nine o'clock Thursday morning the residents of the Plaunt section of Renfrew were startled by a report of a cannon like force. Hasty inspection showed there had been an accident of some sort on the C.P.R. line - a large flat-car standing high in the air. It seems that the A. & N.-W. engine with a box car attached was being shunted, and a line of flat cars being obscured from the engineer's view, he dashed his engine and car into them with considerable force. The brakes were on the flats and the first car of the line was simply doubled up like card board, the large timbers being snapped in half; and the iron-work being bent in all directions. The box car was slightly damaged, and the hind trucks forced off the rails. The damaged flat overhung the C.P.R. main line, but was quickly pulled away from its dangerous position.

The Big Cheese. An account of the journey to Chicago by Prof. Robertson.

A funny thing about the trip was that at every station the train stopped at, the people crowded on the flat car the cheese was on and wrote their names on the box. By the time it reached Chicago there must have been fully 200,000 autographs. There was not two square inches left.

Work is being rapidly carried on between Ottawa and Arnprior, in grading and ballasting, although the weather has been unfavorable for such operations. No passenger trains run, nor will they, it is said, during this month. Indeed, so wet is the land and so damaging is the wet to the newly formed roadbed that the construction trains find it difficult to carry on operations.

Freight has been, previous to the late rains, handled to a considerable extent, but for a time shipments will be light. As showing what they may expect from Carleton trade alone, it may be stated that 120 carloads of grain have left Kinburn station already this spring. The principal stations on the line between Ottawa and Arnprior will be Carp, Kinburn and Galetta, with flag stations at other points. There is a lively interest throughout in the Parry Sound Railway, but Kinburn people say they will certainly lead in their shipments.

It was learned yesterday from a reliable source that the directors of the C.P.R. would, this week, take into consideration the question of the construction of the Vaudreuil and Ottawa branch from Point Fortune to Caledonia Springs and thence to Ottawa. It is said the authorities of this road are anxious to get this branch built, as their run from Montreal to Ottawa would be nineteen miles shorter than by their present North Shore route, and it would ensure more satisfactory connections with the western trains.--

The men who are working on the O.A. & P.S. are making quite a commotion at Carp at present. Barnhardt's steam shovel which was built by the Marian Steam Shovel Co., Marian, Ohio, USA., is at work cutting a track through Mr. William Rivington's hill. This shovel does excellent work and vast crowds of ladies and gentlemen visit it daily to see it while it is in operation.

*11/05/1893 Ottawa Citizen Ottawa Electric*

An order was yesterday given for 100 tons of rail to be used when the present horse car railway is replaced by electricity.

*11/05/1893 Ottawa Free Press Ottawa Electric*

The Free Press had an interview this morning with some of the officials of the Electric Railway company and learned from them the following particulars of the line.

The company yesterday gave an order for 750 tons of rails for the new line running from New Edinburgh to the Suspension Bridge and expect to commence operations on the work of changing the line from horse cars to electric power by the 10th of June. As soon as everything is in readiness operations will be rushed through and it is expected that the whole line will be completed by the middle of August so as to be in readiness for the opening of the Central fair. The electric line will run exactly upon the same route as that hitherto used by the horse car line, the changes to be made simply in connection with the present electric railway track which will be removed from the Dufferin bridge and Wellington st., the whole traffic coming

ACROSS SAPPERS BRIDGE

--the cars, some twelve in number, are already built.

--Rockcliffe line to be changed to electricity.

--nothing decided about extension to Hull

-- It is expected that a number of the largest horse cars will be overhauled and used as trailers for special occasions.

*12/05/1893 Almonte Gazette Renfrew Fitzroy*

The Ottawa and Parry Sound Railway company have purchased a gravel pit from Thos. Willis, of Fitzroy for \$2,000.

*12/05/1893 Almonte Gazette Eganville Eganville*

The Eganville branch of the C.P.R. had two accidents last week. On Monday the passenger train got into trouble through a car getting loose, and there was a general smash-up. On Thursday a shunting engine with box car attached ran into some flat cars.

*12/05/1893 Renfrew Mercury Renfrew*

A Humorous Document. The CPR doesn't know Such a Railway as the OA & PS.

At the meeting of the Council on Monday evening, the Reeve presented the following correspondence:

Renfrew, April 27th, 1893.

W. C. Van Horne, Esq.,

President Canadian Pacific Ry., Mtl.

Dear Sir: - Under instruction from the Council of this Corporation, I take the liberty of writing you re a union station with the Ottawa, Arnprior & Parry Sound Ry..

I understand that that road will shortly be built to Renfrew, and it is felt by the Council and citizens to be desirable if possible, to have a union station. The site chosen for the station of the OA & PS Railway is central enough, but I think public interests and the interest of both roads would be served by a union.

I have not yet officially communicated with the OA & PS Ry.. Co., but private citizens have, and I believe they are favourable if it can be arranged. I would be much obliged if you would indicate your views on the matter, and, if favourable to the proposal, let me know when I could meet your representative.

I am, your obedient servant,

Jas. Craig,

Reeve of Renfrew

The CPR replied on May 8th:

Dear Sir, \_ Referring to your letter of April 27th. We know nothing about the railway to which you refer, and are not, therefore, prepared to discuss the question of terminal arrangements with them, for the present at least. We have some plans for improved station accommodation at Renfrew to be provided for the traffic of our own line, and which we expect to carry out during the current season.

Yours truly,

T. G. Shaughnessy,

Vice-President

*12/05/1893 Almonte Gazette Renfrew Arnprior*

ARNPRIOR NEWS

Contractor Fauquier, wh has the job of building that section of the Ottawa, Arnprior & Parry Sound railway track which lies between Arnprior and Eganville, says he will begin activeoperations next week and will push through with all speed. The section is through a comparatively level country, and, with the exception of six or seven miles, will be easy to construct. A large dorce of men and horses will be set towork next week. The iron bridge over the madawaska here is now ready for the railway iron.

---

There are about 500 men employed on the O.A. & P.S.R. ballasting between here and Ottawa.

*12/05/1893 Almonte Gazette Kingston (CP) Flower*

The water on the track of the K. & P. Ry. above Flower Station is about two feet deep. Foot passengers had go go around by the marsh. One of our young men, who pretends to be pretty level-headed, having occasion to cross the other day.made a misstep and found the bottom. It was only on a pole he crossed but ladies call it a log.

*12/05/1893 Renfrew Mercury Renfrew Arnprior*

The iron bridge over the Madawaska at Arnprior is now ready for the railway iron. Ottawa Journal.

At the meeting of Council on Monday evening, the Reeve presented the following correspondence:

To C.P.R. Van Horne, April 27th 1893.

Under instruction from the Council of this Corporation, I take the liberty of writing you re a union station with the Ottawa, Arnprior and Parry Sound Railway.

I understand that the road will shortly be built to Renfrew, and it is felt by the Council and citizens to be desirable, if possible to hav a union station. The site chosen for the station of the O.A. & P.S. Railway is central enough, but I think public interest and the interests of both roads would be served by a union.

I have not yet officially communicated with the O.A. & P.S. Ry. Co., but private citizend have, and I believe they arfe favorable if it can be arranged.

I would be much obliged if you would indicate your views on the matter, and, if favorable to the proposal, let me know when I could meet your representative.

Response from T. Shaughnessy, may 8th, 1893.

Referring to your letter of April 27th. We know nothing about the railway to which you refer, and are not, therefore, prepared to discuss the question of terminal arrangements with them, for the present at least. We have some plans for improved station accommodation at Renfrew to be provided for the traffic of ouw own line, and which we expect to carry out during the current season.

The O.A. & P.S. surveyors were in town again this week, picketing out the line on the bnorth side of he creek, through the village. It seems to be certain that the route mapped out in The Mercury of tgo weeks ago is the one to be taken. We understand that the work of purchasing the right of way through the village is now (Thursday) in progress; and that the house recently occupied by Mr. J. Brousseau, opposite Mr. A.A. Wright's residence, has been rented as offices for the use of the staff.

It is expected the ballasting of the Parry Sound [sic] between Ottawa and Arnprior will be completed by July. The late spring and frequent rain have prevented progress.

The construction of the Gatineau Valley Railway north of the Kazabazua has commenced and will be carried on most of the summer. It is forty miles from Kazabazua to the Dessert, the objective point of the railway at present.

WILL SPAN THE RIVER

THE P. & P.J. RAILWAY TO BUILD NEPEAN POINT BRIDGE

That Line and the Gatineau Valley Will Come into the Central Depot - The Work to Commence at Once and Will Cost \$750,000.

Mr. Dale Harris, engineer of the Pontiac & Pacific Junction Railway and the Gatineau Valley railway, informed THE JOURNALthis morning that the building of a bridge across the Ottawa, from Hull to Nepean Point, is a settled fact.

The scheme has been under consideration for some time and it will be ratified by the shareholders of the Pontiac railway company at the annual meeting to be held in Montreal on Wednesday next.

At the same meeting the shareholders will agree to issue bonds for the cost of the bridge. A purely railway bridge will cost \$500,000 while a railway and bridge combined would cost \$250,000 more.

WILL AAMALGAMATE

Mr. Harris explained that the P. and P.J. railway, and the Gatineau Valley railway will become amalgamated and use the bridge conjointly. The two lines will join about half a mile back from the ferry landing on the whole side. From that point of junction to the river edge a great deal of filling will have to be done to bring the level up to the Nepean Point elevation.

WILL BEGIN WORK AT ONCE

The bridge will strike Nepean Point at its extreme point, and from there the railway line will be carried around the edge of Major Hill park along the east side of the canal until it junctions with the Parry Sound and other lines at the Central Depot at Sapper's bridge.

The P. & P.J. railway company have a bridge charter, and will either purchase the C.P.R. branch between Ottawa and Aylmer, or else build an independent line of its own.

Mr. Harris expects that work on the bridge will commence at once in the shape of surveying, drawing stone for pier work, etc.

THE CITY WILL HELP

Mayor Durocher. asked this morning if he thought the city would assist the project, replied, "Yes, I believe the city will assist it with both hands. We want an avenue to the north for our farmers and business men and I think every citizen is prepared to go into his pocket and give substantial aid."

Ald. C. Wright yesterday handed in at the office of the Electric Street Railway the contract with the city of Hull duly signed by the civic authorities. Owing to Mr. Soper's absence in New York, however, the agreement will not likely be signed by the company until next week.

An addition is being made to the baggage shed at the C.P.R. Union depot by means of which the space for storage of baggage will be much enlarged.

## WORK WILL BEGIN IN TEN DAYS

The Hull Electric Extension and where it Will Run

Now that's the contract between the city of Hull and the Ottawa Electric St. Railway company is complete with the exception that it requires a signature of Mr. Soper to it, the main topic of conversation in Hull, is regarding the construction of the road; where it will run and when it's construction will begin.

It is learned that the intention of the railway company, after crossing the Suspension bridge is to turn to the right and continue their line along that side of the government road, bridging across the gully at Hurdman's mill, over the pond at Eddy's and running between the match factory and the road to the commons in front of Eddy's paper mill No. 2. Here will be a junction at which point the two branches of the line will connect and what will be known as the principal branch line will run along Main Street to Albert, along Albert to Alma, up Alma to Victoria along Victoria to Inkerman, from Inkerman back to Albert again and along Albert to Main, making a belt line around the principal blocks in ward No. 4. The Brewery street branch will run out Brewery street to the bridge over the creek, within a few blocks of the railway station.

In consequence of there being only a single track, switches will be built. It is not yet known where these switches will be laid, but the city have a clause in the charter which gives them the power to state where the switches shall be placed.

It is estimated that the bridging from the Chaudiere to Main Street will cost between twenty and twenty-five thousand dollars, and the construction of this part of the road will in itself take a greater length of time than the building of the road through the city.

A member of the street Railway company stated yesterday that the construction work would be begun in ten days, if not prevented by something at present unforeseen.

18/05/1893 *Ottawa Journal**Prescott**South Gower*

The C.P.R. have begin digging at their gravel pit on the Prescott branch near South Gower and have nearly one hundred men employed.

18/05/1893 *Ottawa Journal**Hull Electric*

There is a scheme afoot to build an electric railway line between Deschenes mills and Aylmer, a distance of about three miles. Mr. R.H. Conroy, warden of the county of Ottawa is the principal promoter of the movement.

18/05/1893 *Ottawa Journal**Renfrew*

The O.A. & P.S. railway began running passenger trains over their line on Monday. The train for Arnprior leaves the C.A.R. depot at 7 o'clock in the morning and returns to the city at six o'clock in the evening. The trip is made in little less than three hours. Faster times will be made when the road is fully ballasted.

19/05/1893 *Almonte Gazette**Renfrew**Arnprior*

## ARNPRIOR NEWS

There are no regular trains now on the O.A. & P.S.R., nor will there be until the road is ballasted.

---

The engineering staff if the O.A. & P.S. Ry. Expect to be here until August. At present they are working between here and Renfrew.

19/05/1893 *Renfrew Mercury**Kingston (CP)**Flower*

A few days ago, part of the K. & P.R. track near Flower station was covered with water and trains had to go slow through it. While conductor Judge's train was passing, he threw out a fishing line, and, much to his surprise, caught a pike weighing 13 lbs. At this season of year pike are plentiful in the streams near the track.

19/05/1893 *Almonte Gazette**Chalk River**Renfrew*

## Crushed Between Cars.

From The Herald we learn that Brakeman C.D. Bingley, of Carleton Place, was badly squeezed between a car loaded with lumber and a box car at Renfrew on Monday. His breast was crushed, his cheek bone crushed in and a deep scalp wound inflicted across the forehead. A doctor attended his wounds and a special train took him to Ottawa, where he is being treated in the hospital. Although seriously hurt he may recover, if his constitution is strong enough to withstand the shock. Mr. Bingley is an unmarried man of about 30, and came from Poland two years ago. He is an Odd Fellow - a member of Stella Lodge C. Place.

19/05/1893 *Renfrew Mercury**Renfrew*

The sub-contractors for the construction of the O. & P.S. from Arnprior are for the eight miles from Arnprior - Wm. Heald; and for the eight miles from Renfrew - Messrs. Golden & Secarton. The grading is to be done to Renfrew by the 15th of July, and the iron laid by the 15th of August.

19/05/1893 *Renfrew Mercury**Pontiac Pacific Junction*

The Pontiac and Pacific Junction and the Gatineau Valley railways are about to amalgamate and will bridge the Ottawa from Hull to Nepean point in order to reach the proposed new central depot in the canal basin. The Pontiac and Pacific Junction Railway company will either purchase the C.P.R. branch between Hull and Aylmer, or else build an independent line of its own to Hull.

19/05/1893 *Almonte Gazette**Chalk River**Pakenham*

## PAKENHAM NEWS

Where the landslide took place on the C.P.R. on McCann's farm, near this place, the continual wet weather has caused the clay to settle, and it is being closely watched by the railway men here.

20/05/1893 *Ottawa Citizen**Eganville*

There was a washout on the track of the A. and N.W. Railway below Douglas on Wednesday and the trains were delayed several hours.

20/05/1893 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Work has commenced on another order for electric street cars. This time it is Montreal. The cars will be completely equipped in Ottawa and turned out ready to go on the tracks.

20/05/1893 *Ottawa Free Press**Renfrew*

There was quite a lively time last Thursday evening in the C.A.R. yards when No. 4 shunter collided with a boxcar which was a little foul of the track. The shock was pretty strong and badly damaged the cabin of the shunter taking it almost off the locomotive. The men running the engine luckily escaped serious injury and were only a little jostled about by the cabin being torn down above their heads. The track is yet covered by glass and bits of iron where the accident occurred, and both boxcar and shunter are in for repairs.

20/05/1893 *Ottawa Citizen**Eganville*

There was a washout on the track of the A. & N.W. Railway below Douglas on Wednesday and the trains were delayed several hours.

20/05/1893 *Ottawa Citizen**Ottawa Electric*

The Electric Railway Company will commence the work of extending their tracks on Bank street to north of the Swing Bridge on Monday.

20/05/1893 *Ottawa Citizen**Ottawa Electric*

The electric railway Company will commence the work of extending their tracks on Bank Str to north of the Swing Bridge, on Monday

23/05/1893 *Ottawa Free Press* *Ottawa Electric*

Agreement with the city for change from horse to electric power.

23/05/1893 *Ottawa Citizen* *Ottawa Electric*

Rockcliffe Park was well patronized yesterday, the only drawback being the want of a good electric service. This will be remedied before the first of July, and the merry twirl of the trolley will resound through the woods.

The electric street car conductors and motor men wore their summer uniforms for the first time yesterday. Much favourable comment was expressed of their neat appearance. Roses from Scrims added to the effect.

25/05/1893 *Ottawa Free Press* *Ottawa City Passenger*

Work on the change of power for the Rockcliffe line commenced today. Busses will be used meanwhile, and when complete connection will be made with the New Edinburgh branch along Creighton street.

25/05/1893 *Brockville Recorder* *Westport* *Brockville*

B. & W. R.R.

On Tuesday May 30th a bus will be put on by the Clifton House, carrying passengers both ways between the B. & W. station and the Clifton House. Meals 25c. and if found not satisfactory, money will be refunded. The house has all modern conveniences. Be sure and ask for the Clifton House bus for a trial trip and I will guarantee to make you comfortable.

Antoine Wendling, Proprietor.

26/05/1893 *Ottawa Citizen* *Carleton Place* *Britannia*

Washout at Britannia

A "Washout" occurred on the C.P.R. track at Britannia Bay yesterday afternoon, and as a result the Soo train going west was delayed a couple of hours. Several parties who boarded the train for western points walked back to the city thinking that the train would be delayed at Britannia for four or five hours. The "washout" was caused by water from the bay weaering away the roadbed

26/05/1893 *Almonte Gazette* *Eganville* *Eganville*

A Railway Rumor.

Renfrew Mercury : Last week there was renewed rumors that the C.P.R. had offered to sell out their Atlantic & Northwest branch from Renfrew to Eganville to Mr. J. R. Booth, for his use as part of the Ottawa & Perry Sound railway. Some color seemed to be lent to this by the further announcement that most of the gentlemen who had been connected with the A. & N.W. engineers'office here were about to leave. Several of them have gone, for a time at least.

26/05/1893 *Ottawa Journal* *Kingston (CP)* *Grassy bay*

The K & P railway track on the dump across Grassy Bay on the Madawaska is considerably wrecked and traffic on the line has been suspended for a few days. The high wind on Saturday night and Sunday operating on the high water had the effect of washing away the track on the dump. A gang of men were set to work on Sunday and began repairing the damage done. The dump across the bay is over half a mile long and as the water has washed away the track across its whole length it is said that it will be some days before the road will be fit to resume traffic on it.

26/05/1893 *Ottawa Citizen* *Ottawa Electric*

The work of converting the present horse car railway into an electric system will likely be commenced on the main line on Monday as the rails to be used are expected to arrive in the city today.

27/05/1893 *Ottawa Citizen* *Chaudiere*

At the rear of the C.A.R. office at the Chaudiere a rather novel building is being constructed. It is to be used as a boarding house for the men at work on the Ottawa, Arnprior and Parry Sound Railway, and is being built so that it can be transferred from place to place with the greatest possible convenience. The sides, ends and roof will consist of eight sections, which can be taken apart and put together again by means of a few bolts.

29/05/1893 *Ottawa Journal* *Ottawa Electric* *Rockcliffe*

Work on the Rockcliffe extension of the electric street railway is being rapidly pushed. A force of eighty men is now employed and on about half of the line the rails have been laid.

29/05/1893 *Ottawa Journal* *Renfrew*

Mr. W. Heald of Arnprior has secured the contract for the first eight miles of the O.A. & P.S. Railway between Arnprior and Renfrew and has a large gang of men and teams at work.

29/05/1893 *Ottawa Citizen* *Chalk River* *Pakenham*

The C.P.R. embankment near Pakenham is again giving the company much worry. The heavy rains and high waters have expose the trestle work to some danger from landslides. Trains run slowly over it. The place will be thoroughly refilled when the waters abate.

30/05/1893 *Ottawa Free Press* *Ottawa Electric*

Accident with car No. 38.

31/05/1893 *Ottawa Free Press* *Ottawa City Passenger*

The new steel rails for the Ottawa Passenger Railway company's electric lines throughout the city are being distributed along the lines of the streets where the present horse cars run. The rails are very heavy steel ones.

01/06/1893 *Ottawa Journal* *Ottawa Electric*

The Electric Street Railway Company now have 32 car loads of ties for the new track. They are at the Union depot and are being culled, counted and checked by Ald. Perkin who is in charge of this work.

01/06/1893 *Ottawa Citizen* *Renfrew* *Madawaska River*

The iron bridge for the Ottawa, Arnprior and Parry Sound Railway which will span the Madawaska River is nearing completion at the Dominion Bridge Company's works at Lachine. It will be ready for removal in a couple of weeks.

02/06/1893 *Almonte Gazette* *Westport*

It is said the Grand Trunk Railway is about to acquire possession of the Brockville and Westport Railway

02/06/1893 *Renfrew Mercury* *Renfrew* *Chaudiere*

The houses in which the men working on the construction of the Parry Sound railway will sleep, are being constructed in the C.A.R. car yards at the Chaudiere. The buildings are in sections, so they may be portable and the different sections are put together by means of bolts. The buildings will soon be ready for shipment up the line to where the men are now working, above the Carp. - Ottawa Free Press.

02/06/1893 *Almonte Gazette* *Carleton Place* *Britannia*

The high water caused a washout on the C.P.R. track at Britannia last Thursday, and the Soo train was delayed some two hours thereby.



**02/06/1893 Ottawa Citizen Ottawa Electric**

The reconstruction of the Rockcliffe extension of the passenger railway company's line is now complete from the Rockcliffe end as far as the old lime kilns, and is expected to reach New Edinburgh village by Saturday night. The new line will be nearly all double track, and will be much more direct than the old route, a number of the curves having been taken out.

**02/06/1893 Almonte Gazette Chalk River Snake River**

Mr. George Eckford, Snake River, had six head of cattle killed on the C.P.R. track the other night.

**03/06/1893 Ottawa Free Press Ottawa City Passenger**

New cedar and tamarack ties for the Ottawa city passenger railway and electric lines are still arriving at the C.P.R. station.

**03/06/1893 Ottawa Free Press Renfrew**

There are over a dozen car loads of fine steel rails at the C.P.R. Chaudiere yard ready to go the Parry Sound road where they will be used.

**03/06/1893 Ottawa Citizen Ottawa Electric Ottawa Car**

Two open electric cars, manufactured by Mr. Wylie, were shipped yesterday afternoon to Windsor, Ont., for the electric railway of that city.

**05/06/1893 Ottawa Free Press Renfrew**

A dry wall is being built by the Parry Sound R.R. company at the embankment at the Preston street crossing. The high embankment was filled in with clay and during the recent wet weather the clay began to slide, rendering the road at that point unsafe. The stone wall is being constructed to keep the clay in its place.

**05/06/1893 Ottawa Free Press Ottawa Electric**

Accident to car No. 91.

**05/06/1893 Ottawa Journal Renfrew Madawaska River**

The railway bridge of the O.A. & P.S. railway over the Madawaska river at Arnprior will be completed in about two weeks. The construction of the line has advanced to within a few miles of Renfrew.

**06/06/1893 Ottawa Free Press Renfrew**

Ballasting along the line of the Ottawa and Parry Sound from Ottawa to Arnprior is being pushed forward as rapidly as possible, but owing to the continued wet weather much delay has been met with. It is anticipated, however, that if the weather of the next few weeks should prove at all favorable, this section will be completed for the formal opening of passenger traffic on July 15th.

On the Parry Sound road there are between 80 and 100 cars a day loaded with freight leaving the station and going to Arnprior and other points all [sic] the line. One passenger train a day is all that yet runs over the line and this has freight with it every time.

**06/06/1893 Ottawa Free Press Renfrew Elgin Street**

A fine first class car has just been turned out of the C.A.R. shops here, having been repainted, varnished and fitted out anew. The car looks like a new one and will soon be put on the regular line.

**07/06/1893 Ottawa Journal Maniwaki**

Rushing the G.V.R.

The road to be pushed to Pickanock this summer.

Forward is the word in the construction of the Gatineau Valley railway. The road will be pushed this summer as far as Pickanock.

Two hundred men are now at work ballasting the fifth and part of the sixth section beyond Kazabazua and the company hopes to run trains to Pickanock early this fall.

Repair shops have recently been erected at Kazabazua the present terminus of the line. The cars which were smashed in the wreck at Stagg Creek disaster last fall are now all rebuilt and will shortly be brought into service.

The iron bridge across the river at Kazabazua has just been completed.

A RAILWAY HOTEL

Tourist and pleasure parties who go up the line this summer to Kazabazua will receive good accommodation. A large boarding house is being erected by the company, which will be set apart to accommodate parties who go up the line for a few days' or a few weeks' outing as well as the better class of trainmen, such as conductors, etc.

The company promises to give good accommodation and to set a first class table. The building will be completed in a few days. It is situated within a few yards of the station, close to the Kazabazua river, and within three miles of the Gatineau river. Nearby are several beautiful lakes which abound in trout and bass. Trout is also to be caught in the Kazabazua river, close to the boarding house.

Within a short distance of the station are the famous Kazabazua blueberry plains, where the large marsh blueberry can be gathered in handfulls during the season. These plains are about five hundred feet above the level of the river Ottawa, and are dotted by numerous hills.

The roads are sandy and the pleasure seeker does not encounter inches of mud which so often mar the pleasure of such trips.

SUMMER EXCURSIONS

The excursions which have already been arranged over the line for this summer are:

Saturday, June 10th, Christ church Sunday school to the Cascades.

Saturday, June 17th, Dominion church Sunday school to Farrelton.

Saturday, June 24th, St. George's church to Chelsea.

There will also be excursions on Dominion day and the twelfth of July.

**07/06/1893 Ottawa Free Press Renfrew**

The big gravel plow used on the Parry Sound railway construction has had to be brought down from Arnprior and placed in the Canada Atlantic work shops for repair.

**08/06/1893 Kemptville Advance Kingston (CN) Wales**

Killed at Wales

A shocking accident occurred at Wales on Saturday by which Adam Wert lost his life. Mr. Wert was driving across the railway track when a light engine struck the rig and he was instantly killed. The crossing is a very dangerous one, several houses built close to the track rendering it impossible to see a train until the crossing is reached.

**08/06/1893 Brockville Recorder Westport**

New ties are being placed at many sections of the B. & W. Railway.

**08/06/1893 Ottawa Free Press Renfrew**

The C.A.R. authorities are laying a new track in their yards, which will accommodate a number of cars while being unloaded. The yard is portioned off, so much room being given to coal, so much to lumber. There is such an immense quantity of coal coming in at present that the new siding will be kept for Russian coal.

**08/06/1893 Brockville Recorder Westport Athens**

Athens - A B. & W. special passed through here on Wednesday having on board a number of G.T.R. officials, who, rumor says, were looking over the road preparatory to buying it.

**08/06/1893 Ottawa Free Press Ottawa Electric**

The new iron posts to be used in the electric railway for supporting the trolley wires in the central portion of the city arrived yesterday and arrangements are being made for their erection. They will be placed along the edge of the sidewalk about 100 feet apart, and embedded in a cement foundation.

**09/06/1893 Renfrew Mercury Eganville**

The farmers along the line of the C.P.R. between Douglas and Eganville are complaining of the line not being fenced. They say that they are in continual danger of having their cattle wander on the track and getting killed, and that their fields are open to their neighbours' cattle, which wander along the unfenced road and enter them.

**09/06/1893 Ottawa Journal Lachute Hull water**

The C.P.R. are making arrangements to secure a water supply at their station in Hull to be prepared in the event of fire breaking out. At present there are no hydrants near the city, and if a fire did start, it would be a very difficult matter to save the company's buildings.

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

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

**10/06/1893 Ottawa Free Press Ottawa Electric**

Work on the Rockcliffe line is being rushed. The track from Sussex street to the end of the line is being substantially built, some great rock cutting being necessary in order to allow of double track. The poles are all being erected today and will be painted. In order to make the bridge across the ravine at Rideau Hall safe, new beams and supports have been put in by the company, the curves to connect with the Creighton street line will be put in position at once. At Rockcliffe a most substantial pavillion has been erected and a comfortable dwelling for the keeper is in course of erection. The view from the promenade is one of the finest in the Ottawa valley. A large number of conveniences for picnic parties are being provided and the resort will be greatly improved thereby.

**13/06/1893 Ottawa Citizen Renfrew Galetta**

About 80 or 100 men are employed at Galetta, a short distance east of Arnprior in ballasting on the O.A. & P.S. railway. When Arnprior is reached the men will be started at work to complete the ballasting between Arnprior and Kinburn.

**13/06/1893 Ottawa Journal Ottawa Electric**

It is expected that work on laying the electric track between New Edinburgh and Rockcliffe will be completed tonight or tomorrow night. Over one hundred men are at work.

The iron poles for the Ottawa electric railway trolley cross wires are being placed on Sparks street.

The Electric Railway company have one hundred men now engaged on extending their line from Creighton street to Sussex street in New Edinburgh, where a junction is formed with the City Passenger line.

All the trolley wires are expected to be up on the Rockcliffe branch of the electric railway by tomorrow and with the exception of a short transfer at New Edinburgh a passenger car can ride by electric car from any point in the city to Rockcliffe.

**13/06/1893 Ottawa Journal Montreal and Ottawa**

In Prescott county there is strong expectation that work on the Montreal and Ottawa railway, now under control of the C.P.R., will be commenced almost immediately.

It seems only two weeks remain for the company to begin, in order to prevent the bonus from the Ontario provincial government being transferred to the proposed Canada Atlantic belt line through Prescott and Russell counties.

It is said that that portion of line now built from Rigaud to Point Fortune is to be abandoned and a new line run direct from Rigaud. This line will run inland and will presumably pass at but a short distance from Vankleek Hill. From the latter place to Ottawa the length of the line will be but 45 miles. The residents of the counties through which the line will run are anxiously watching developments.

**14/06/1893 Ottawa Free Press Renfrew Carp**

It is rumored today that Mr. J.R. Booth has purchased the large gravel pit and plant belonging to Mr. Rivington at Carp village.

**15/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension**

The Rockcliffe extension of the Electric Railway Co. will be in running order in a few days. The Creighton street tracks and those of the extension will be joined in a day or so. Some delay is caused by the non-arrival of the trolley wire. Everything is in readiness to string it.

**15/06/1893 Ottawa Free Press Renfrew Bank Street**

Shunting engine No. 2 of the C.A.R. while making a flying shunt this morning was the cause of considerable damage. A miscalculation somewhere sent the cars flying through the oil office of W.S.D. Morris, completely wrecking it. A telegraph pole was cut in two and hung by the wires. The swing gate on once side was smashed, and only for the iron standards which support the swing bars across bank street, some oil would have been spilled. The usual group of officials are busily locating the cause of the wreck. No one was injured.

**16/06/1893 Ottawa Journal Ottawa Electric Rockcliffe extension**

Electric cars to Rockcliffe tomorrow, Saturday, afternoon from one o'clock. Transfers issued from both horse and electric cars. Orchestra in the pavillion.

The electric railway extension to Rockcliffe will be completed today. Two cars will run on the route and it promises to be largely patronized. The weight of an electric car is seven tons. This is the information given to the street railway committee last night.

**17/06/1893 Brockville Recorder Westport Delta**

As the B. & W. train was approaching Delta on Friday last from the north, a long, lank hound was seen in front of the engine, giving the cowcatcher his dust. The hound continued to "get there" till a bridge was reached, when the cowcatcher tenderly fired him off the track. So tenderly was it done that no damage was done to the dog, save cutting off a portion of his elongated tail.

**17/06/1893 Ottawa Journal Ottawa Electric**

THE STREET RAILWAY AGREEMENT IS READY

The Finishing Touches were put on in Committee Yesterday

Not transcribed.

**17/06/1893 Ottawa Journal Ottawa Electric**

Accident to electric car No. 8 on Rideau street.

**17/06/1893   Ottawa Journal   Ottawa Electric   Rockcliffe extension**

The opening of the Rockcliffe extension of the electric railway, which was to have taken place this afternoon, has been postponed as the company were unable to have the trolley wire stretched in time. Barratt's orchestra had been engaged for the occasion.

**19/06/1893   Ottawa Journal   Ottawa Electric   Rockcliffe extension**

The Electric car Company ran busses from New Edinburgh to Rockcliffe on Saturday. A large number of passengers were conveyed, hundreds going down under the impression that they could run right through.

**20/06/1893   Ottawa Journal   Renfrew   Archville bridge**

A train of freight cars, partly loaded with lumber, dashed into the passenger swing bridge over the canal at Ottawa East yesterday. One of the cars was badly wrecked and the bridge was considerably damaged. A barge hand attempted to take the train down the grade to the dock to load the lumber, but could not work the brakes right.

(Note - presume this refers to the passenger bridge over the canal north of the railway bridge.)

**20/06/1893   Ottawa Citizen   Maniwaki**

An elevator with a capacity of 12,000 bushels of grain is being erected in connection with the granary of the McLaren estate on the banks of the Peche. Preliminary steps are being taken for the construction of a branch line of the Gatineau Valley Railway to the firm's establishment, a distance of about a quarter of a mile.

**21/06/1893   Ottawa Journal   Renfrew   Eganville**

Chief Engineer Mountain says the O.A. & P.S. will be completed to Eganville by September 1.

**21/06/1893   Ottawa Journal   Ottawa Electric**

The people of Sussex Street don't want the electric cars on that street to run faster than six miles an hour and have petitioned city council to see that such shall be the rate of speed when the new line goes into operation.

**22/06/1893   Kemptville Advance   Kingston, Smiths Falls and Ottawa**

Arranging Bonuses

The Free Press says that on Friday night a meeting of the officials of the Kingston, Smith's Falls and Ottawa railway and representatives from various municipalities through which it passes was held at the Grand Union, the object of the meeting being to arrange the amount of bonuses from such municipalities. Bylaws will be submitted as follows : North Gower, \$15,000; Marlboro, \$10,000; North Gower village, \$2,000; Oxford, \$2,000; Manotick, \$3,000. The village of Merrickville is expected to give \$10,000

**22/06/1893   Ottawa Journal   Renfrew   Archville bridge**

Repairs to the Ottawa East bridge were commenced today. The delay was due to the non arrival of suitable timber.

**23/06/1893   Almonte Gazette   Montreal and Ottawa**

The shareholders of the Pontiac and Pacific Junction railway and the Ottawa and Gatineau Valley Ry. Held a special meeting on Saturday. The bridge to be built across the Ottawa river at Nepean Point is to be a steel cantilever railway and passenger bridge. The governments and municipalities interested will be approached at once with a view to securing subsidies.

**23/06/1893   Almonte Gazette   Renfrew**

The Renfrew Journal says the right of way for the O.A. & P.S. Ry. Between Arnprior and Renfrew has been purchased from all the land owners excepting two.

**23/06/1893   Ottawa Free Press   Renfrew   locomotive wood**

No. 1 locomotive from the Parry Sound Colonization company's road has just been turned out of the C.A.R. shops repaired and repainted and generally fixed up. This engine is of a very old construction burning wood altogether. The smoke stack has a funnel on the top of it fully five feet in diameter, making the whole engine appear ancient indeed. The company find it easier to use wood on their line because it is handier and cheaper there than coal would be.

**23/06/1893   Ottawa Citizen   Ottawa Electric   Rockcliffe extension**

Time, three o'clock in the morning! Place, the New Edinburgh terminal of the electric and horse railways.

"Let her go," said the Superintendent Hutcheson, and leaving the sleeping city with its glittering electric lights behind, the first electric car upon the Rockcliffe extension sprang forward into the silence and darkness of the woodland. As the trolley bell pented forth its warning hundreds of feathered songsters awoke and thus to nature's accompaniment was the long anticipated opening of the line to Rockcliffe Park inaugurated. With Superintendent Hutcheson on the first car was Mr. Ahearn, to whose untiring efforts the early opening of the line is due, and a representative of the Citizen abroad for an airing after his night's work. The run from New Edinburgh to the pavilion at the eastern terminus was made in three and a half minutes and was successful in every respect.

The track is of the most solid standard steam railway construction, with extra heavy guard rails upon all curves. The whole road is one succession of curves through what is probably the most picturesque scenery in Canada and terminating at the pavilion from which is obtained a series of views up and down the Ottawa and Gatineau rivers. and across the Laurentian range of mountains indescribably charming.

Near the pavilion a neat cottage has been erected for the caretaker and family. Light refreshments will be kept and ice and hot water supplied to visitors and picnic parties. Conveniences for both ladies and men have been erected in suitable locations. The pavilion, which is 30 by 60 is lighted by electricity. Round tables are being built around a number of the larger trees in the park for the convenience of picnickers.

Connection is made at New Edinburgh with both the horse and electric cars from the city.

**23/06/1893   Almonte Gazette   Chalk River   Pembroke**

A new C.P.R. freight shed is to be built at Pembroke.

**23/06/1893   Ottawa Free Press   Chaudiere   Chaudiere**

The evening shunter which goes around to the Chaudiere yards has some thirty cars of lumber each evening to being up to J.R. Booth's Mount Sherwood piling grounds and about ten to Bronson & Weston's Stewarton grounds. J.R. Booth's piling grounds at the Chaudiere are very full and as a consequence more than usual comes to the Mount Sherwood yard.

**23/06/1893   Ottawa Journal   Ottawa Electric   Rockcliffe extension**

The electric street car service being finished to Rockcliffe park, no doubt tomorrow afternoon a large crowd will be in attendance. An orchestra will furnish music.

**24/06/1893   Ottawa Journal   Renfrew   Arnprior**

The Ottawa, Arnprior and Parry Sound railway have stationed an agent at Arnprior to attend to their interests there.

24/06/1893 *Ottawa Journal* *Ottawa Electric*

SHORTLY before 3 o'clock yesterday afternoon car 22 running on the Elgin street line broke down. While approaching the con. Of Slater street a team of horses was driven directly across the track. The motorman had to stop the car suddenly to avoid an accident that the box around the gearing of one wheel was smashed. It took about half an hour to get the car running again.

Track laying on the street railway line is now in progress on Sussex street between Rideau Hall gate and Dalhousie street. The "dip" between the New Edinburgh bridges is being filled in preparatory to laying down the rails.

From today the horse car company will accept transfers from the electric railway to the Rockcliffe line and electric car tickets will be accepted on the return trip from Rockcliffe.

After August 13, when the electric railway begin to pay mileage under the new charter, transfers will be given to and from both companies, on all parts of the lines.

Rockcliffe Park is now being fixed up by the companies. The rough edges cut down and things given a cultivated appearance.

26/06/1893 *Ottawa Journal* *Canada Atlantic*

Note about new service on the CAR.

27/06/1893 *Ottawa Journal* *Ottawa Electric*

TWVO MILLION FARES

The Year's Business of the Electric Railway

A DIVIDEND OF EIGHT PER CENT DECLARED.

The Gross Receipts of the Year Just Ended Amount to \$105,000, or About \$25,000 in Exces of the Previous Year - An Excellent Business Showing.

Two million and ninety-five thousand fares collected on the electric cars the past year.

Such was one fact in the report presented by the directors at the annual meeting of the Ottawa Electric Railway company yesterday afternoon.

THE GROSS RECEIPTS

The gross receipts, it was stated, amounted to \$105,000. The year previous the gross receipts totalled about \$80,000, an increase in the traffic on the cars for last year of about \$25,000.

8% DIVIDEND

The dividend declared yesterday was 8 per cent. The previous year the dividend was 7 per cent.. Besides declaring a dividend of 8 per cent. yesterday the directors were able to report they had placed another sum to the "rest" account. This amount, it is understood, is \$5,000. The previous year a similar amount was placed to the rest fund. This rest fund is intended to meet emergencies, such as the burning of a car shed, loss over insurance or other unforeseen trouble. Should there be no rest fund such emergencies would have to be met out of the current year's receipts, thus probably wiping out all the dividends for that year. After a stated amount is accumulated in the rest fund, there will not be any further calls for that purpose.

EVERYBODY PLEASED.

At the meeting yesterday the shareholders all appeared pleased, and the board of directors were re-elected without a vote. They are J. W. McRae, G.P. Brophy, Wm. Scott, T. Workman, P. Whelan, R. Quain and D. C. Dewar. Afterwards the directors re-elected J. W. McRae president and G. P. Brophy vice- president. Tthe attendance at the meeting was not large, the shareholders as one of them said to THRE JOURNAL this morning apparently having confidence that the directors were able to run things all right without them.

AS TO SUNDAY CARS.

Mr. Wm. Smith, deputy minister of marine, brought up the question of Sunday cars. He wanted to know the practicability of the matter. Personally he was in favor of them.

After some discussion, in which shareholders spoke for and against, the majority of the directors were of opinion that no move should be made in the direction of Sunday cars till the public made some overtures for them. There the matter dropped.

THE ELECTRIC CONVERSION

President J. W. McRae incidentally mentioned that the conversion of the horse car road into electricity is now well advanced up Sussex Street and the whole line would likely be in running order early in August.

TO BUILD CARS.

After the meeting the directors took steps to form from among the shareholders a company to buy out and run the Wylie car works on Kent st. The capital stock was placed at \$50,000. It is understood several of the leading directors of the road have in the past been interested in the Wiley works.

SOME COMPARISONS

The horse car company held its adjourned annual meeting this afternoon. It is understood the company's receipts for the past year were about \$14,000, a sum much below other years before the electric road was built.

The horse road is three and a half miles long, which at \$14,000 receipts figures \$4,000 per mile. The electric road is eight and a half miles long, at \$105,000 receipts figures about \$12,350 per mile receipts. When the horse road is converted into electricity the receipts are thought to be likely to double. This would give an average on the two roads when combined in one company of about \$11,000 per mile, but it is thought that there will be considerable yet in the rate of receipts of the present electric route.

27/06/1893 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

Two electric cars built by W.W. Wylie for Messrs. Ahearn & Soper were shipped on Saturday to Winnipeg under the supervision of Ald. Perkins.

27/06/1893 *Ottawa Journal* *Ottawa Electric* *Rockcliffe extension*

Mr. W.Y. Soper says of the car incident Saturday, the affair was very slight and none of the ladies even knew the car was off the track. There was no steep incline at the spot and the car was only off the track for 50 minutes.

27/06/1893 *Ottawa Free Press* *Ottawa City Passenger*

Work on relaying the of the tracks for the electric line on Sussex street is being rushed. Already the men have completed one track from New Edinburgh to Boteler street.

27/06/1893 *Ottawa Journal* *Aylmer branch* *Deschenes*

Bold attempt to wreck the Aylmer train.

A stone weighing almost 150 lbs. chained to the track, only discovered a few minutes before the train to Ottawa was due.

28/06/1893 *Ottawa Citizen* *Pontiac Pacific Junction*

"That a bridge is likely to be erected across the Ottawa shortly for the entrance of the Pontiac and Pacific Junction Railway Pacific Railway into Ottawa is cheerful news to people of Fort Coulonge: said a gentleman from that village yesterday. "The people are all enthusiastic over it and are awaiting its early construction. Their interest in the matter has been caused by the fact that it will generally lessen the freight rates from that village to Ottawa. At present it costs about as much to ship from Aylmer to Ottawa as it does from Fort Coulonge to Aylmer.

**28/06/1893 Ottawa Journal Ottawa Electric**

Messrs. Ahearn and Soper have shipped two new cars, No. 26 and 28 to Winnipeg. They were manufactured by W. Wylie & Co. and placed entire on two flat cars at the C.P.R. depot under the direction of Ald. Peterkin.

The electric car authorities have of late been trying the effect of running a rope on one side of an open car to prevent people getting on and off on the wrong side, as sometimes there is a danger from cars passing each other. But it does not seem to work very well, as the young people dodge out and in under the rope regardless of all precautions. The only way to make the rope of any use would appear to be to make the rope line a double one and apply it to all open cars otherwise it will prove to be an inconvenience without being of any value.

**28/06/1893 Ottawa Free Press Sussex Street Sussex Street**

Messrs. W.C. Edwards & Co. have already found the piling grounds at the mill too small and have opened yards and are laying foundations near the old St. Lawrence & Ottawa depot. Quite a number of piles already stand in the new yard and room is being made for more. The lumber is near the cars and the grounds will be found very handy for shipping by rail.

**29/06/1893 Ottawa Free Press Renfrew Elgin Street**

The large coal dump on the south side of the C.A.R. depot which has been going up for some two weeks now is about completed. The dump will accommodate ten to twelve cars at once and a trial for its strength was made yesterday afternoon when the track was filled to its utmost capacity with heavy loaded cars. The dump is by far the largest in this section and will be ready for use in about a month.

**29/06/1893 Ottawa Citizen Ottawa City Passenger**

The City Passenger Railway company are rushing the work of changing the rails on their line and a gang of 100 men is employed and double track has been laid from McLaren's bridge to Capt. Bowie's residence.

**29/06/1893 Ottawa Citizen Vankleek**

It was learnt yesterday from a reliable source that the Central Counties Railway had moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson on the C.A.R. during the past six or eight months. The lumber comprised almost half of last years cut of the Hawkesbury Lumber Co. The remainder of the cut, of course, was shipped out by boat. Large quantities of every kind of freight are being moved to the Central Counties Ry. and the management are gratified at the results achieved since the opening of the road.

**29/06/1893 Ottawa Journal Ottawa Electric**

The double track of the electric railway on Sussex street has been laid from McLaren's bridge to near the Queen's wharf. A gang of 100 men are employed.

City engineer Surtees says that the New Edinburgh bridges cannot support a double track.

**29/06/1893 Ottawa Free Press Renfrew locomotive wood**

Locomotive No. 2 of the Parry Sound Colonization railway which was down here for repairs, yet lingers around the depot yet waiting for its tender which is being repaired and repainted. The engine attracts much attention by its unique and ancient appearance. It burns wood altogether. (N.B. This should presumably be No. 1.)

**30/06/1893 Ottawa Journal Maniwaki**

Beautiful Scenery on th G.V. Ry.

Mr. S.J. Jarvis has just returned from an [sic] trip up the G.V.R., where he made numerous ohotos along the line. Those taken at the celebrated Paugan Falls, 35 mils fro Ottawa, and now on exhibition in Hunter's tailor shop window. They give a good idea of the beautiful scenery, around there. Mr. Jarvis says that all the way up the line is a continued series of delightful scenery and he found many opportunities to make nice ophotos.

**30/06/1893 Renfrew Mercury Renfrew**

Mr. Jas. Contway of Renfrew, has been awarded the contract to fence 16 miles of the O. & P.S. Ry. between Renfrew and Eganville.

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

Opposite the Rideau Falls on the northern banks of the Ottawa River, on the site of the old Gilmore Mill, one of the most complete sawmills which has yet graced the valley of the Ottawa has just been completed. The power requisite to drive the machinery will be generated in a small building beside the mill where boilers and two engines, each of one thousand horsepower have been put in. The mill will thus be run altogether by steam.

The piling grounds have all been laid out very nicely and levelled where necessary. The lumber will be carried to the different sections of the yard by means of seven tramways radiating from the mill. The mill's cut will be about 250,000 feet per day, and it will be ready for operations in about a month,

Ottawa June 24, 1903.

**01/07/1893 Canada Lumberman Maniwaki Wakefield**

J. McLaren & Co, Wakefield, are having a survey made with a view to having a branch of the G.T.R run up to their mills,

**03/07/1893 Ottawa Free Press Aylmer branch Deschenes**

The story concerning the huge rock and chain on the C.P.R. track between Ottawa and Aylmer last week had no truth in it whatever. A close investigation was immediately made by Superintendent H.B. Spencer and he is quite satisfied that there was no obstruction as reported by a mill hand at Conroy's. The chain which that party claimed was twice tied around the rail and boulder was found on careful examination to be even too short to circle the rail more than once. It is quite evident from these facts that there was no obstruction and that the story was circulated for a purpose.

**04/07/1893 Ottawa Free Press Ottawa City Passenger**

The City Passenger Railway company's new tracks for their electric line now extend from the New Edinburgh bridge to the Basilica.

**05/07/1893 Ottawa Citizen Ottawa Electric**

The electric railway company have new tickets issued, which are known as "Limited Tickets". They are to be used instead of the workmen's tickets, but nevertheless, afford the same advantages both in regard to price and the hours in which they are good.

**05/07/1893 Ottawa Journal Renfrew Archville bridge**

The CAR authorities commenced work yesterday on the Archville bridge, injured about two weeks ago by a runaway train.

**05/07/1893 Ottawa Free Press Renfrew**

There are now two new combination cars at the station which are used, one on the Parry Sound and one on the Boston in place of the old baggage cars. The new carriages are of the very best build and will accommodate about half as many passengers as an ordinary first class coach.

06/07/1893 *Ottawa Free Press* *Ottawa City Passenger*

Today at noon, Mr. James Fraser, secretary treasurer of the Ottawa City Passenger Railway, was served with an injunction at the instance of W.H. Cluff which effectually puts a stop to the new track laying, and orders have been issued by the company to cease work. The relaying of the old horse car tracks had reached a point opposite the Basilica on Sussex street, and only required to be laid four blocks further to connect with the electric track on Rideau street. One hundred and twenty-five men are thrown out of employment.

Sec.-Treas. Fraser stated this afternoon that the work has ceased as the company was working under the new charter, but he supposed they could proceed under the old charter. He had, however, no legal advice from the company's solicitor, and could not say what action would be taken. His Worship Mayor Durocher was served with a similar document this afternoon.

06/07/1893 *Ottawa Journal* *Winchester* *Merrickville*

A peculiar accident occurred near Merrickville Tuesday night. Two men named Thos. Code and C. Acton were driving across the railway track with some bags of flour when a train struck the vehicle, knocked Acton into the cattle guard, where he was found insensible, and landed Code on the cowcatcher, and in that perilous position he was carried into Smiths Falls. Some bags of flour and parts of the wagon were also found on the engine. It was a miraculous escape. Carleton Place Herald.

07/07/1893 *Ottawa Journal* *Ottawa Electric*

Mayor explains to workers why they had to stop work on Sussex Street. Injunction obtained to cease work until 14th. Car No. 31 broke its trolley coming from New Edinburgh today.

07/07/1893 *Ottawa Free Press* *Ottawa City Passenger*

Judge overturns injunction. Men returning to work.

07/07/1893 *Renfrew Mercury* *Eganville* *Douglas*

The C.P.R. are putting in a siding to Campbell and McNab's mills at Douglas.

The first shipment of cattle from Eganville by the new railroad took place on Saturday, when Mr. Wm. Haryett, of Rockingham, shipped a carload of them to Montreal.

07/07/1893 *Almonte Gazette* *Renfrew* *Caro*

#### CARP NEWS

It is rumored that the prolonged negotiation for the purchase of the Rivington gravel pit has been completed. The Ottawa, Arnprior and Parry Sound Railway Company are now the owners, and the price paid was between two and three thousand dollars. The gravel will be used in ballasting between Ottawa and Carp. The steam shovel is expected here tomorrow, and work will be hurried through. We learn that the proposed line from Almonte was an important factor in the purchase, as when commenced they too would have required this hill.

07/07/1893 *Ottawa Citizen* *Ottawa City Passenger*

There are 200 angry men in the city today, and if they come across certain well known citizens there will be a wrangle. They are angry because they were yesterday thrown out of work owing to the interlocutory injunction being granted by Judge Ross at the request of ex-Ald. Cluff and others restraining the companies and the city from doing any further work in connection with the change of motive power on the old railway until the application to set aside the agreement between the companies and the city is disposed of. The men quitted work at 4 o'clock and marched up town. There they met a couple of aldermen and asking them what they were to do, were referred to ex-Ald. Cluff. They thereupon marched to Mr. H. Cluff's store on Bank Street where they gave the proprietor some little annoyance.

07/07/1893 *Renfrew Mercury* *Chalk River* *Admaston*

(The C.P.R.) are also putting in a siding at Admaston.

08/07/1893 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The W.W. Wylie car building business was formally handed over on July 1st to the Ottawa Car Manufacturing Company. Letters Patent have been applied for, the provisional directors being Messrs. W.W. Wylie, T. Ahearn, J.W. McRae, W.Y. Soper and W. Scott.

10/07/1893 *Ottawa Journal* *Ottawa Electric*

The Electric Railway company have not yet put down the promised sidewalk between Creighton and Alexander streets. The line crosses the sidewalks on Creighton and Charles streets, where the cars meet to change passengers. This makes a most dangerous crossing.

11/07/1893 *Ottawa Free Press* *Ottawa City Passenger*

Ties for the City Passenger railway lines throughout the city are arriving in large quantities from the Gatineau Valley. A pile of these ties now extends for about three hundred yards along the side of Broad street. Ald. Perking is superintending the work at the station. Car loads are coming down every day.

12/07/1893 *Ottawa Citizen* *Canada Atlantic*

It is said Mr. J.R. Booth's various railway interests, the Canada Atlantic, St. Lawrence and Adirondack and Ottawa and Parry Sound will be amalgamated into a single system as soon as the work of construction is finished on the latter division. The necessary legislation to effect the union of these interests will be secured in the meantime.--

12/07/1893 *Ottawa Journal* *Lachute* *Hull*

The C.P.R. are having the city waterworks of Hull extended to their depot in that city.

12/07/1893 *Ottawa Journal* *Ottawa Electric*

Today the Ottawa Electric Railway started an early car service to Rockcliffe. The first car leaves Rockcliffe at 6.30 a.m. The campers are thankful.

13/07/1893 *Ottawa Free Press* *Carleton Place* *Chaudiere wood*

The coal hoist which has been in the course of erection at the southern end of the C.P.R. yards, is just about completed. It will be ready for filling the tenders within a few days time.

13/07/1893 *The Equity, Shawville* *Pontiac Pacific Junction*

The P. & P. J. Railway sent up a gang of men and engineers to commence track lifting and otherwise repairing the unused portion of the line from Fort Coulonge to Black River. This accomplished, it is stated that the work of constructing a further section of the road westward through Waltham and Chichester will be taken up.

13/07/1893 *Ottawa Journal* *Ottawa Electric*

The electric tracks on Sappers bridge will only occupy one foot more than the horse car tracks.

The City Passenger railway company have wires strung along the poles from New Edinburgh to the Queen's Wharf.

14/07/1893 *Almonte Gazette* *Renfrew* *Arnprior*

#### ARNPRIOR NEWS

Work has been resumed on the O.A. & P.S.R. bridge across the Madawaska. The trestle work over McLachlin Bros' siding is also started.

**14/07/1893 Renfrew Mercury Renfrew Arnprior**

Last weeks Chronicle says that the O. & P.S. have paid good prices for the property purchased in Arnprior for the right of way. The iron work for the bridge across the Madawaska has all been completed and was expected to arrive this week. The bridge building gang were already in town the town, preparing the trestles.

**14/07/1893 Ottawa Journal Renfrew Douglas**

The O.A. & P.S. R. is not going to run into Douglas on account of the grade on the proposed route being too expensive and the cuttings too heavy.

**14/07/1893 Renfrew Mercury Renfrew Kinburn**

Kinburn. The O.A. & P.S. railway company are building a station here, the dimensions of which are 40x20 ft. There are a force of eight men working under the supervision of Mr. Tomlinson, of Ottawa, who has the contract for the building of all the stations on the line between Ottawa and Arnprior. The company also has a large number of men employed here grading and levelling the yard, and putting in sidings and switches. Ballasting is completed on eight miles of the road, and at their present rate of speed, it will be three months yet before they are through with ballasting.

**15/07/1893 Ottawa Journal Ottawa Electric**

The industrial exemption committee held a short pow wow last evening to consider an application from W.W. Wylie of the car shops Kent street, for exemption from taxation. A little discussion revealed that the car works would soon be under the management of the Ottawa Car Company, a joint stock affair, consisting of shareholders of the Electric Railway company, letters patent for the incorporation already having been asked for. Ald. Fraser who happened to be present, said as secretary-treasurer of the Electric Railway company he knew that \$25,000 stock had been subscribed and that application for incorporation to the government had already been made. The committee agreed that they had nothing before them, as the letter from Mr. Wylie was simply for himself and not for the new company which was about to take charge of the shops, and an adjournment was made until the company could come regularly before the committee and state what they would do if granted exemption.

**17/07/1893 Ottawa Free Press Renfrew**

Two cars, one a first class, and the other a second class and baggage combined, were added this morning to the rolling stock of the Parry Sound railway.

**18/07/1893 Ottawa Free Press Pontiac Pacific Junction**

Engineer Staunton with a full staff left Pembroke on Friday evening for Alumette island to begin the preliminary work for the proposed extension of the Pontiac and Pacific Junction Railway from Quyon to Pembroke.

**19/07/1893 Ottawa Free Press Ottawa Electric**

The curve of the electric car track from Bank to Albert streets was completed last night. Work commenced yesterday at the junction of Sparks and Bank Streets.

**20/07/1893 Ottawa Citizen Renfrew**

It is expected the Parry Sound railway will be ready for passenger service by the first week of October. All the grading has been done between Arnprior and Renfrew and the stations between Ottawa and Renfrew are being built.

**20/07/1893 Ottawa Journal Ottawa Electric**

The City Passenger Railway company have started to make the connection between their line and the Ottawa electric line by way of Bank connecting at Albert for all points south and west.

Car No. 33 ran off the track at the corner of Bank and Albert streets yesterday.

**21/07/1893 Renfrew Mercury Locksley Pembroke**

A meeting of the directors of the recently reorganized Pembroke Southern Railway Company was held in the office of J.G. Forgie, Barrister, on Monday at 10 o'clock, a.m. There was a full attendance. The first business taken up was the election of officers, and resulted in Messrs. W.B. McAllister being elected President, Thomas Hale, Vice President, Alex Millar, Treasurer, and J.G. Forgie, Secretary. It was resolved to open books for the subscription of stock, and close upon ten thousand dollars was taken up by those present. The Company are determined to push the enterprise with all vigor. - Pembroke Observer.

**21/07/1893 Ottawa Free Press Renfrew Elgin Street**

A large gravel plow is being constructed at the C.A.R. sheds. This is the first attempt to build a plow of this magnitude in Ottawa. The work is going rapidly ahead and the new engine, mounted on a flat car, will soon be in condition for shipment up the line of the Parry Sound.

**21/07/1893 Ottawa Citizen Ottawa Electric**

The work of connecting the electric railway track from Albert and Bank streets to the one on Sparks street is now going on.

**21/07/1893 Ottawa Free Press Maniwaki**

The Gatineau Valley railway have four hundred men at present employed on the upper end of the line. The work of construction goes bravely on, and soon Pickanock will be the resting place of the locomotive.

**21/07/1893 Ottawa Free Press Ottawa City Passenger**

The City Passenger railway company commenced laying their trolley wires yesterday at New Edinburgh. The one day's work brought the trolley wire as far as the St. Lawrence and Ottawa station.

**21/07/1893 Almonte Gazette Renfrew Arnprior**

#### ARNPRIOR NEWS

The O.A. & P.S. railroad has a representative in town buying up the property over which the new line will run. Several have already been paid for their ? and report that they have been very openly dealt with by the company.

---

The situation of the new railway depot is still uncertain. At a meeting of the council held this last Wednesday evening the O.A. & P.S. was represented by Mr. Mountain, C.E. Though considerable time was spent in discussing the matter, no conclusion was arrived at, and the matter was postponed until a further meeting of the council.

**22/07/1893 Ottawa Journal Ottawa Electric**

The City Passenger Railway company put down some wooden poles on Wellington street west of Lyon street yesterday and some of the Wellington street people growled as they understood that nothing but iron poles would go down. It is understood that the wooden poles are but temporary and will be replaced by iron poles shortly.

**24/07/1893 Ottawa Journal Maniwaki**

The laying of the iron has begun on the O. & G.V. construction above Kazabazua. The line will be extended as far as Venosta this season.

**24/07/1893    Ottawa Journal                      Pontiac Pacific Junction**

The portion of the Pontiac and Pacific Junction railway between Fort Coulonge and Black River is now being ballasted. There is a demand for men to carry on the construction of that part of the road.

**24/07/1893    Ottawa Free Press                      Ottawa Electric                      Ottawa Car**

The Ottawa Car company turned out a very fine electric car from the shops this afternoon for the Montreal Street railway.

**24/07/1893    Ottawa Free Press                      Ottawa City Passenger**

Building superintendent Hill of the Peterboro Bridge Co., arrived in the city this morning with four workmen and commenced operations on the MacLaren bridge over the Rideau at New Edinburgh for the street railway company.

**24/07/1893    Ottawa Journal                      Renfrew**

There has been an impression abroad that the work on the Ottawa and Parry Sound railway was progressing very slowly, but we understand that there is little more than a mile between Arnprior and Renfrew that is not graded and that trains will most likely be running here by the end of August. Construction is also progressing steadily between Renfrew and Eganville, and the purchase of right of way through Haggarty etc. is being proceeded with. Renfrew Mercury.

**24/07/1893    Ottawa Journal                      Ottawa Electric**

A force of men were engaged stringing a trolley wire on Bank street near Albert after 12 o'clock Saturday night.

**25/07/1893    Ottawa Journal                      Ottawa Electric**

It is expected that the electric cars will be running on Sussex, Sparks and Bank street line this day week. The main line as well as the St. Patrick st. line will continue as at present on Wellington, Metcalfe and Albert, but the cars coming by way of New Edinburgh will go by way of Sparks.

**26/07/1893    Ottawa Journal                      Ottawa Electric**

Work on the electric railway on Sparks street is expected to be completed by Saturday night.

**26/07/1893    Ottawa Free Press                      Renfrew**

The gravel plow which has been built at the C.A.R. yards this summer left on Monday last for work on the construction lines of the Parry Sound railway.

Over one hundred new flat cars have been purchased for the new O.A. & P.S. railway and all are sent up immediately to be employed in ballasting the line. The new cars have all been built at Coburg.

**26/07/1893    Ottawa Free Press                      Renfrew                      locomotive**

Locomotive No. 32 of the C.A.R. has been turned out of the sheds entirely rebuilt. This locomotive has been running for several years and although no accident has happened to it a thorough repairing was thought necessary.

The old locomotive No. 6 which ran on the regular morning train over the Parry Sound road, has been sent down the line to Coteau, where it will act as a shunter. In its place the old engine from the Colonization road has been placed.

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

Gilmour and Hughson's new mill at Hull Point.

About the mill one mile of tramways has been built covering over twenty-five acres for the purpose of carrying the lumber from the mill to the piling grounds. These piling grounds are sufficiently large to hold over twenty million feet of lumber. Over forty horse drawn tram cars will be used in drawing the lumber away from the mill.

**27/07/1893    Ottawa Journal                      Renfrew                      Archville bridge**

The Archville bridge which was recently damaged by a runaway train, is being fixed up and given a coat of paint.



Motors on Sparks Street. First electric cars started last night.

Electric cars are running on Sparks street. A year ago it was thought such a thing could not be. Today it is an established fact.

#### THE FIRST CAR

About ten o'clock last night the work of stretching the wires and filling in the roadbed of the south track on Sparks from Metcalfe west to bank and south on Bank to Albert was completed and shortly after eleven o'clock the first car to run over the new line, No. 22, left the company's car sheds on Albert street with superintendent Hutchison and Mr. F.A. Leamy, track foreman, on board, the former at the motor and the latter at the rear end of the car watching closely the trolley. Those who happened to be at the intersection at the time jumped on board the car that they may be able to boast in years to come of being the first passengers over the new portion of road. The car proceeded at the usual rate along Bank to Sparks and east along Sparks to Metcalfe, beyond which point the line was not, at that early hour in final shape. The trolley was reversed and the car returned over the new line at a high rate of speed and the line was found to be in a satisfactory condition.

#### REGULAR SERVICE BEGAN

This morning the regular Sparks street service began as far east as the post office. All day, three cars, No's. 6, 38 and 52 have given a five minute service between the post office and the Exhibition grounds on Bank streets. These cars were until today on the route between the corner of Metcalfe and Wellington streets and the Exhibition grounds.

#### LAST DAYS OF THE HORSE CARS.

The horse cars were still jogging along Sparks street today, but it is expected that after tomorrow they will be a thing of the past on that thoroughfare. After tomorrow the horse car line will only exist from the corner of Bank and Sparks street, along Wellington to the end of track at the Chaudiere.

#### AN ANIMATED SIGHT

The novelty of electric and horse cars running simultaneously on one street attracted a good deal of attention on Sparks street today. "The old pedestrian line" as the horse system was generally called, kept one track going while alongside the dandy motor sailed gracefully along. The street had a very animated appearance with both style of cars running and workmen putting on the finishing touches to the road construction.

The extra stuff being dug from the streets is being carted away to New Edinburgh to fill in the "dip" between the two bridges.

About as noisy as any is the corporation street roller which is rolling in the loosened roadway and making it solid once more.

#### THE SUSSEX STREET SECTION

With regard to the eastern portion of the line from the post office to New Edinburgh via Sussex street, the old horse car route, superintendent Hutchison stated this morning that it was hoped the horse cars would also be discarded there after tomorrow night and the line ready for the electric cars as far as the bridge across the Rideau at McLaren's mill by Saturday morning. It will be impossible to extend the electric line into New Edinburgh until the bridge across the Rideau is completed and service will have to stop at that point until the new bridge is ready.

#### THE CHAUDIERE BRANCH

Superintendent Hutchison stated this morning that the company expected to have electric cars running along Wellington street and to the Chaudiere within two weeks.

#### THE RIDEAU BRIDGE

Work has commenced on New Edinburgh bridge. The electric company have given out the contract for the extension of the piers on the north side and the stringers and girders will be added afterwards. All the cost will be borne by the street railway company and will foot up about \$8,000.

#### THE INJUNCTION SUIT

Mr. R. Code, solicitor for the applicants in the injunction and against the street railway, Mr. D.B. McTavish city solicitor and F.H. Chrysler for the company, leave for Toronto this evening. Argument in the case takes place tomorrow.

27/07/1893 *Ottawa Citizen* *Renfrew*

If the current rumor is to be relied upon, Mr. Booth is likely to be allowed to proceed with the construction of his line to Parry Sound unmolested by interests on the part of the C.P.R. It was said last night that the latter company had abandoned intention to construct a parallel line through the district traversed by the Ottawa, Arnprior and Parry Sound Railway and had consequently withdrawn all their staff engaged upon the survey of their rival route.

27/07/1893 *Brockville Recorder* *Westport* *Athens*

Athens - Archbishop Cleary, of Kingston, passed through here on Friday in a special car, attached to the regular B. & W. express.

28/07/1893 *Almonte Gazette* *Renfrew*

Two men engaged on the construction of the Ottawa, Arnprior and Parry Sound railway over the madawaska river met with a serious accident yesterday. A heavy girder fell from a temporary support and struck the men, injuring the legs of both. It was feared the limbs of both were broken, and the men were taken to Arnprior for treatment.

28/07/1893 *Almonte Gazette* *Renfrew* *Arnprior*

#### ARNPRIOR NEWS

Work on the trestling and bridge on the O.A. & P.S.R. is progressing very rapidly. The company expect to build their station on Tierney street.

28/07/1893 *Renfrew Mercury* *Renfrew* *Kinburn*

Ballasting is now completed from Arnprior to within two miles of Carp. Three hundred car loads of ballast is the daily output from the Willis' gravel pit near Arnprior. There is also a train hauling earth from Rivington's gravel pit at carp, to fill the big trestle over the C.P.R. near Bell's Corners.

The station here is nearly completed, and when finished, will be "a thing of beauty and a joy forever," to the inhabitants of Kinburn, as it will be the handsomest building in the village.

Some of the bosses on the line are regular hustlers. There is John Hogan of the C.A.R., who has charge of the lift, whose stentorian tones as he issues his orders, remind me forcibly of a long haired patent medicine vendor whom your readers will remember making a tour of the Ottawa Valley a few years ago; Barney Cassidy, who has charge of a gang laying steel from the present terminus of the line at Arnprior to the Madawaska bridge, who also speaks with no uncertain sound, and when he does speak is accustomed to being obeyed, and who doubtless thinks that were he to resign his position the line would stop short, never to go again; also J. Lafontaine, a former employee of the C.P.R., and well known around Renfrew, who has charge of the work of putting in the sidings and switches, a very quiet, unassuming Frenchman, who scarcely speaks above his breath, but gets there all the same.

The iron superstructure of the bridge over the Madawaska river passed over the line last Wednesday. The Dominion Bridge Company of Lachine are already at work placing it in position. Pawnee Bill's Wild West circus train consisting of ten cars, passed here this morning en route to Arnprior.

## CARP NEWS

There was an excursion on the O.A. & P.S.R.R. on Saturday last from Ottawa to Arnprior, and a number of our citizens took advantage of it. The route is a very pleasant one, the scenery from Carp to Galetta being picturesque indeed. The road lies through as good a farming country as there is in Eastern Ontario.

---

The steam shovel has been working for some weeks at the gravel pit here. Carp people will find it rather hard to get accustomed to the change the removal of the hill will make in the scenery of our village, but the change will be for the better both in appearance and in value. It is expected that where the hill now stands will be the site of the station house.

28/07/1893 *Almonte Gazette**Renfrew*

The C.P.R. and O.A. & P.S. road.

If current rumor is to be relied upon Mr. Booth is likely to be allowed to proceed with the construction of his line to Parry Sound unmolested by interference on the part of the C.P.R. It was said last night that the latter company had abandoned all intention to construct a parallel line through the district traversed by the Ottawa, Arnprior and Parry Sound Railway and had consequently withdrawn all their staff engaged upon the survey of their proposed rival route.- Ottawa Citizen

28/07/1893 *Ottawa Journal**Renfrew*

Along the line of the O. & P.S. railway the work is progressing steadily. ballasting is now completed from Arnprior within two miles of Carp. Three hundred carloads of ballast is the daily output from the Willis' gravel pit near Arnprior. There is also a train hauling earth from Rivington's gravel pit at Carp to fill in the big trestle over the C.P.R. near Bell's Corners. A station is being built at Kinburn. Renfrew Mercury. The town council of Arnprior are giving part of Tierney street to the O.A. & P.S. Ry. Co. for station grounds. If they did not get part of this street they would have had to place their station in Mansfield.

29/07/1893 *Ottawa Journal**Ottawa Electric*

The W.W. Wylie Street Car company are putting the finishing touches to two elegant cars for the Montreal company. The difference between these new cars and the ones in use in Ottawa is that the Montreal cars have two feet more platform at each end.

29/07/1893 *Ottawa Journal**Ottawa Electric*

## MAILS BY MOTORS

## PROPOSED DELIVERY OF THE BAGS BY ELECTRIC ROAD.

Plans for a Spur into the Post office fro the Sparks St. Line and Three Special cars for the Service.

Proposals have been made to deliver the mails to and from the post office and railway stations in future by the electric railway.

There will probably be three special postal cars built, and possibly a siding from the Sparks street line into the rear post office yard. One car will likely take the mails to the Canada Atlantic Railway station, one to the C.P.R. orr Union station, and the other be for general use. Apparently at present the only intention is to deliver the mails to the railway stations, but doubtless the plan will be extended so as to facilitate the work of the letter carriers, and the collection of the mails from the boxes through the city.

As yet both the post office people and the electric road are very reticent about the matter.

None of the officers of the Electric road could be found this afternoon, except Secretary Fraser. Mr. Fraser said he was not in a position to give any information.

"Do you deny that such a project is on foot." Ald.Fraser was asked.

"I cannot give any information," said Mr. Fraser.

"But you cannot say it is not true!"

"I cannot say anything."

P.O. Inspector Hawkin being asked as to the truth of the report said: "A representative of the company did call upon me and made some suggestions in this direction but no contract has yet been signed."

Mr. Hawken [sic] further stated that it was not improbable something might be done in this direction. It had first to be thoroughly considered and such an agreement would not be entered into for some time.

The street railway company expect to have Wellington street re-laid and in running order as far as Pooley's bridge in about two weeks.

01/08/1893 *Ottawa Citizen**Pontiac Pacific Junction**Parker*

Eleven horses and a cow were run over and killed on Saturday night by a locomotive on the Pontiac & Pacific Junction Railway. The engine was being run down to Aylmer between ten and eleven o'clock and on turning a curve with shade trees on either side near Parker's station, about twelve miles above Aylmer, plunged into the herd of cattle that had strayed on to the track. There were some fifteen horses and a few cows altogether so only a few of them escaped. The engineer and driver had a very narrow escape from being killed or seriously injured. Upon seeing the animals they applied the brakes and reversed the engine as soon as possible, but it was too late. Several of the horses had barely time to move before they were run into, but a few ran along the track a short distance before they were over taken. When the men saw there was a possibility of the engine being derailed they jumped, and it so happened that they had done so just in time to save themselves. The engine was thrown from the rails and landed on its side in a ditch a few feet deep. It is understood that it was damaged to a considerable extent. After the accident both engine and track for quite a distance presented a ghastly sight. The animals were so badly smashed that flesh and bones were strewn around in every direction and the track was fairly soaked with blood.

The animals had been pasturing on Mr. Archie McLean's farm, and it is supposed got out on the track through a gate that had been thoughtlessly left open. Mr. J.B. Abbot of this city had a couple of valuable horses pasturing on the farm and it is thought that one of them, Alonzo B, which Mr. Abbott valued at \$1,000, was among the killed.

A large staff of men were engaged yesterday lifting the engine. The accident prevented the running of the regular train from Coulonge yesterday morning. The upward train left the city last evening and got past the scene of the accident all right.

01/08/1893 *Ottawa Free Press**Pontiac Pacific Junction*

Owing to the smash up on the P. & P. Junction railway this train between Ottawa and Aylmer did not run yesterday but will leave as usual this evening.

01/08/1893 *Ottawa Citizen**Ottawa Electric*

Post Office inspector Hawken yesterday notified Mr. McKenna the contractor for the conveyance of the mails between the city post office and the railway stations, that his contract would be cancelled at the end of three months. The contract proper had about a year to run, but advantage was taken of the provision which enables either the department of the contractor to cancel the agreement by giving three months' notice. It is expected that by that time the Electric Street Railway Company will have their mail vans in readiness to commence the conveyance of the mails. The Post Office Department will bind the Street Railway Company to provide against stoppage of the service during thunderstorms or from other causes, by retaining a team or two of horses or having a storage battery for use in such emergencies.

01/08/1893 *Ottawa Free Press**Renfrew*

C.A.R. employees excursion to Clark's Island. Two trains, one with seventeen and one with ten coaches.

*01/08/1893 Canada Lumberman Vankleek Hawkesbury*

The Central Counties Railway has moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson, to go forward to the American market by Canada Atlantic railway during the past seven or eight months. The lumber comprized about half of last year's cut of the Hawkesbury Lumber Company. The remainder of the cut was shipped by boat.

*01/08/1893 Ottawa Journal Canada Atlantic*

Excursion to Clark's Island. Twenty-seven coaches and they had to be divided into two sections.

*02/08/1893 Ottawa Journal Belleville Perth*

Seventy-five men, says the Perth Courier, were discharged from the C.P.R workshops there last week.

*02/08/1893 Ottawa Journal Renfrew*

Messrs. J.R. Booth and A.W. Fleck went over the O.A.& P.S. Ry. this afternoon as far as Arnprior inspecting the work along the line.

*02/08/1893 Ottawa Journal Ottawa Electric*

**BUZZ OF MANY MOTORS**

**SPARKS ST. WILL BE AN ELECTRIC CENTRE TO-MORROW**

All the Cars of the Company's System Will Pass Over the Front Street - Wellington st. Abandoned - A Car a Minute - Horse cars off the Route.

A procession of street cars

Tomorrow, barring accidents, Sparks street will be electrified both literally and metaphorically.

Tomorrow, all the electric cars that run the streets of Ottawa are expected to centre on Sparks street on their way to Bank Street, the Union depot and other points.

Each minute, a few fractions one way or the other, a car will pass a given point.

Tomorrow Sparks street will have become the main line of the electric system

Cars for the Union depot, cars for the show grounds, cars for the hospital, cars for New Edinburgh, all will pass along Sparks street. If you want a car for any point north, east, south or west, Sparks street will be the place to find it.

Today one hundred men with pick, shovel and hammers were busy preparing to put in a switch, corner of Sussex and Rideau streets, to switch the main line and New Edinburgh cars from Wellington street to Sparks street. Tonight the men will work all night by electric light, put in the switch and by the early hours of dawn, barring accidents, Wellington street, from Dufferin bridge to Sparks street, will have been cut off.

Tomorrow, when the change is made, all the electric cars will run on Sparks street, from the bridge to Bank street, along Bank st. to the Exhibition grounds, and along Bank and Albert to the Union depot and vice versa.

This state of affairs will continue until a switch can be put in on cor, Metcalfe and Sparks streets. Then the main line cars will run via Sparks, Metcalfe and Albert and the New Edinburgh cars via Sparks and Bank streets.

**AS TO HORSE CARS**

The horse cars will no longer run on Sparks street. The idea is to start them from corner Bank and Sparks streets for the Chaudiere, transferring passengers to them from the electric cars. When the horse car route is wholly converted to electricity the cars will also run on Sparks street. It will be three weeks more before this happy consummation.

When things are running in the new order the New Edinburgh people for the Union depot and the depot people for New Edinburgh will transfer corner of Bank and Sparks sts. Depot people for Bank st. and vice versa corner Bank and Albert sts. Sandy Hill people for the show grounds will transfer at Sparks st.

*03/08/1893 Ottawa Citizen Ottawa Electric*

Probably Ottawa has never witnessed more active scenes than those of last night at the corner of Rideau and Sussex streets to Sappers bridge.

Under the glitter of electric lights, hundreds of men were employed in laying the switch at the junction of the thoroughfares mentioned and arranging the tracks so that, commencing today all the cars running over the several termini of the electric system will pass over Sparks street from Sappers Bridge to Bank street via Sparks.

By this change the line over Dufferin bridge on Wellington street down Metcalfe along Albert St. as far as Bank will be abandoned. The cars from the Protestant hospital and New Edinburgh to the Union depot and the Exhibition Grounds will all run on the same time as usual only they will go via Sparks to Bank street. The only material change will be a service of three electric cars from New Edinburgh via Sussex street, which will connect with the horse cars at Bank street for Hull.

*03/08/1893 Ottawa Journal Ottawa Electric*

**SWITCHED ON.**

**SPARKS STREET TO-DAY BECAME THE CHANNEL OF ALL CARS**

Two Hundred and Fifty Men Rush the Switch Making to Completion - Lively Scenes on Rideau Street - Sussex Street Cabbies Must Move.

To-day, as anticipated in yesterday's JOURNAL, the buzz of many motors was heard on Sparks street.

A large gang of men worked all night by electric light at the switches, cor. Rideau and Sussex streets. Early in the morning, the New Edinburgh cars were thrown onto Sparks st. on their way to Bank, and later in the day, the switch from Sussex st. was completed, and cars ran from McLaren's bridge via Sparks st. to Bank. The Union depot or main line cars continued to run on Albert on Metcalfe st. to Sparks, where they gave and took transfers, and they will continue to run thus till a switch can be put in at the corner of Metcalf and Sparks.

There were no formalities connected with the running and things went smoothly.

**A BUSY SCENE**

It was a busy bustling scene at the corner of Rideau and Sussex street last night and to-day for no cars could run from Spark [sic] on either Sussex or Rideau till the "diamond" was put in. All classes of labor skilled and unskilled toiled by electric light during the night and this morning their places were filled by fresh workmen and the work of connecting the various lines was pushed forward with all the energy that brains and muscle could command. In all, some 250 men were employed. Big mounds of earth were piled on each side of Rideau street caused by excavating for laying the rails, but when these were got into position and army of shovelers filling under the ties soon reduce the mounds.

**A BLOCKADE**

A blockade was formed at the east end of Sappers bridge this morning by a team and wagon being left in the roadway and other teams coming from opposite directions. The police were notified of the blockade and two policemen were detailed to keep the rigs moving. The work of filling in the "diamond" will be completed to-night and for the future there will be an uninterrupted service between all points north, south, east and west.

**CABBIES IN THE ROAD.**

The cabmen who have been accustomed to stand at the corner of Rideau and Sussex streets on the west side of Sussex, will have to move to another stand for when the cars get going the cabs standing in the old place, would completely block up the vehicular traffic on the west side of Sussex.

Some of the Sussex street merchants are taking steps to have the cabmen moved to other quarters so that vehicles can come down Rideau street and turn on Sussex street on the west side without interruption.

The new stringers and flooring were being placed in the McLaren Bridge to-day.

ALL UP TO CONTRACT TIME

SATISFACTORY PROGRESS OF THE PARRY SOUND RAILWAY.

The C.P.R. had to all Appearances Withdrawn From the Contest - Location of th Station at Arnprior and the Midway stopping place - What has been done to date.

Mr. G. A. Mountain, chief engineer of the Canada Atlantic railway, arrived in the city last evening after an absence of several weeks, during which time he was devoting his attention to the work of construction of the Ottawa, Arnprior and Parry Sound railway. Mr Mountain states that the work on the road is fully

UP TO CONTRACT TIME

and everything is progressing most satisfactorily. The grading between Arnprior and Renfrew is finished. One span of the iron bridge across the Madawaska is completed and the other one is ready to be put up. Between Renfrew and Eganville about half the grading is done and a large staff of men are working away on the remainder. Everything is expected to be completed as far as Eganville by the middle of September. During the comparatively short time that the work has been underway 300,000 yards of grading have been done, in addition to the building of a large number of culverts and bridges. Between Arnprior and Renfrew there are no less than five girder steel bridges, all built upon substantial stone piers. Sixty eight miles are covered by the contracts completed and underway, and about 80 miles all told, including a portion of the road west of Eganville, will be finished before the season is over.

ARNPRIOR STATION

In answer to a question regarding the location of the station at Arnprior, Mr. Mountain replied: "Oh, that was fixed to-day. The station is to be on Tierney street right in the center of the town. It will be erected shortly." There will likely be only one station between Arnprior and Renfrew, and that at a place called New Glasgow. As to the stations further west nothing yet has been decided upon.

AS TO THE C.P.R.

"There is very little doubt now," said Mr. Mountain, "that the C.P.R. have abandoned all intentions of building a line to Parry Sound. The last of the big staff of men that the company had employed for several months passed, were withdrawn from his post at Renfrew this week. From present appearances, there is not the slightest indication of the C.P.R. continuing the work, and the hundreds of thousands of dollars spent in endeavoring to forestall the O. A. & P. S. road, for all we can see to the contrary just now, has been as good as wasted."

Mr. Mountain would admit, however that there was no saying what scheme the CPR might not have in reserve for the utilization of some of the work which this large outlay represented.

Repeated verbatim in the Almonte Gazette of 4 August 1893

Mr. G.A. Mountain, chief engineer of the construction of the O.A. & P.S. Railway is in the city. He stated to the Journal that the work along the line is progressing favorably. The stations at Kinburn and Galetta are nearing completion. Work will soon begin on the station at Carp which will be built east of city limits. The Arnprior station will be erected on Tierney street in that town. The company, he said, will soon be ready to build freight sheds at these places.

At Kinburn, grounds have already been located for the building of a freight shed and granary.

The approach to the Madawaska bridge at Arnprior, he says, is about complete. The first span of the bridge is up and the second span has been started. The grading is already well advanced through the town of Arnprior, and the grading between there and Renfrew is almost complete. There will be but one station between these two places and that will be at New Glasgow ten mile, above Arnprior. Only five bridges were required to be built between Arnprior and Renfrew, the principal of them being across the Dochart and the other across Lochel creek. They are both of good masonry.

The road between Renfrew and Eganville, he says, is half completed. This morning the contract for constructing the first ten miles section west of Eganville was awarded to Mr. Wm. Heald. It is the company's intention to get a considerable distance past Eganville this fall and it is probable another ten mile section will be given out shortly. Preparations are now being made to erect a signal house at the point where the line crosses the C.P.R. at Arnprior.

Another large gravel plow for the Parry Sound railway is being built in the C.A.R. sheds on Elgin street. The plow is expected to be finished early next week, when it will be shipped up the line to the Carp or Arnprior. This is the second one built here this year.

About 100 men were discharged from the C.P.R. carshops at Perth last week. The Expositor says: The farmers are badly in need of help just now and the carshop men would do well to take work in the country for a time. Fifty men are still employed at the shops.

Over one hundred new flatcars have been purchased for the new O., A. & P. S. railway, and all are being sent up as they arrive immediately to be employed in ballasting the line. The new cars have all been built at Coburg.

More men were discharged at the C.P.R. car shops on Saturday and there are now less than 20 employed there. The gangs on the road laying rails and building fences were also discharged. Perth Expositor.

At half past nine o'clock this morning electric car No. 38 was run out of the car sheds and, with Superintendent Hutcheson at the motor, proceeded along Sparks street to the junction of Rideau and Sussex street for a trial run down the new tracks on the latter thoroughfare. On board the car were Messrs. J.W. McRae, W.Y. Soper, T.P Brophy, T. Workman, Mayor Durocher, G. McNab, R. Quain, Ald. Baldwin, ex-Ald. Laverdure, Mr. Bradley, Superintendent MacDonald, W.A. Clarke, Robt. Ingram, J. McRae junr., S.M. Rogers and a Free Press representative. There was a slight hitch in turning the new curves which were not quite ready for traffic but on the whole going no other trouble ensued. The residents of the streets seemed well pleased with the new mode of transfer. On the return trip the Hon. T. Lambert, who had been doing business at the mills boarded the car as did Ald. Hawken. The track is very level and the trip is likely to prove a good one being well situated for getting cooling breezes off the river. This afternoon the regular traffic began, the cars running from the New Edinburgh bridges to the corner of Sparks and Bank, where connection will be made with the horse cars on the Hull line until the whole track is ready for electric cars. This line will be known at night by green lights on the front of the cars, the Union depot line being white and the Bank street cars being red.

Extra cars will run to

Rockcliffe tomorrow and a band will be playing in the pavillion.

The Elgin street cars now stop on the south side of Sparks street in place of crossing the tracks and running to Wellington street.

Orders have been issued for the erection of fifteen coal chutes at Carleton Place. At present the locomotives have to be filled by the slow bucket process.

**04/08/1893 Ottawa Free Press Renfrew**

Regular trains on the Parry Sound line will be running between Ottawa and Arnprior by September 1st and Eganville one month later. A ten mile contract running from Eganville westward was awarded to Mr. Heald yesterday.

**04/08/1893 Almonte Gazette Pontiac Pacific Junction Black Bay**

Twelve Horses Killed on the track.

At Black Bay, on the line of the Pontiac & Pacific railroad not far above Aylmer, a locomotive coming at full speed killed no less than twelve horses and one cow on the track Saturday evening. The property from which the animals escaped is used as a pasture, and is owned by Mr. H. McLean. Mr. J. B. Abbott, carriage-maker, of Ottawa, lost a fine horse by the accident. It was on pasture for the summer. Mr. James Findlay also lost several fine animals. The locomotive was coming straight down from the Coulonge without any cars, and suddenly on turning a curve shaded by trees ran into several fine horses. The rest galloped ahead for a short distance and were finally run over. It was about 11 o'clock on Saturday night when the accident happened. The horses which were not killed outright died before daylight. A large gang of men from Aylmer went to remove the carcasses, and an informer describes the sight as ghastly in the extreme. Fortunately the engineer and fireman jumped from the caboose when they saw the engine leaving the track and escaped without injury. It is estimated the loss will be considerably over a thousand dollars, as some of the horses were above the average value.

**05/08/1893 Ottawa Journal Canada Atlantic Wood station**

Three flat cars of a freight train derailed at Wood station between Casselman and Moose Creek.

**05/08/1893 Ottawa Free Press Ottawa Electric Ottawa Car**

Two new cars for the Montreal Electric street railway were turned out of the car factory today. They will be completely equipped with trucks and motors before being sent to their destination.

**08/08/1893 Ottawa Journal Ottawa Electric**

The street railway laborers are rushing the putting down of the electric railway tracks on Wellington street as a great rate. One of the tracks is nearly finished as far as Pooley's bridge.

**08/08/1893 Ottawa Citizen Maniwaki**

The accommodation on the Gatineau Valley Railway train yesterday morning was much improved.

**08/08/1893 Ottawa Journal Ottawa Electric**

Car No. 50 ran over a large dog.

**08/08/1893 Ottawa Free Press Renfrew Elgin Street**

The new gravel plow being constructed in the car shops will not be ready for shipment up to its destination among the ballasting cars above Arnprior before the end of this week. The frame has yet to be sheeted with iron.

**08/08/1893 Ottawa Free Press Renfrew locomotive**

Locomotive No. 61 is in the sheds for a thorough overhauling. Already the monster is greatly reduced in bulk until only the boiler and flues remain. A new firebox will be placed in her and new tires will be set on the drivers.

--

Two new locomotives for the Ottawa, Arnprior and Parry Sound railway are expected here next week. The engines, one a freight mogul and the other a heavy passenger, have been built entirely in the Kingston Locomotive works. The freight engine will be much the heaviest in this part of the country, her cylinders being 18x26. She will pull 45 loaded cars on a slight incline with ease. The passenger engine will be of the very best make and is expected to surpass the engines at present running on the C.A.R. lines, which are far above the ordinary, so far as weight and speed are concerned. The two engines will be set to work as soon as they arrive, their assistance being "needed at once". Another passenger engine of the same build will be ready for active service in less than a month.

--

Engine No. 2 of the Parry Sound road, is expected down to the shops in a few days when it will be thoroughly overhauled and repaired. Of the three locomotives on this road, two will then have been overhauled this year and later on the third will be sent on for the same purpose.

**08/08/1893 Ottawa Journal Maniwaki**

Ballasting of the Gatineau Valley line is now completed to Kazabazua and by the beginning of October it is expected that the grading of the line as far as Pickanock will be completed.

**09/08/1893 Ottawa Citizen Renfrew Arnprior**

The Ottawa, Arnprior and Parry Sound Railway is making rapid progress through our town. We expect to have a fully established passenger service with the metropolis shortly. The iron bridge over the Madawaska is about half constructed. The right of way through the south western section is making a material change in the surroundings. Mr. Booth and party were here last week making final arrangements for the ground for the station a short distance south of that of the C.P.R. The site is a good one, both roomy and conveniently located.

**10/08/1893 Ottawa Citizen Ottawa Electric**

Then the electric line has been completed to the Chaudiere it will be the scenic street railway of Canada skirting, as it does, the Ottawa river from Rockcliffe to the Chaudiere Falls.

**10/08/1893 Ottawa Journal Maniwaki**

The Italians who work on the G.V.R. near Aylwin are said by a correspondent to be a quiet lot of men and conduct themselves in a very orderly manner.

**10/08/1893 Ottawa Journal Renfrew Madawaska river**

The railway bridge across the Madawaska at Arnprior will be completed in about two weeks and then the laying of track can be quickly pushed forward to a point at least ten miles beyond Renfrew.

**11/08/1893 Ottawa Journal Renfrew**

Locomotives for the O.A. & P.S. Railway.

Two new locomotives for the Ottawa, Arnprior and Parry Sound Railway are expected here next week. The engines, one a freight mogul, and the other a heavy passenger, have been built entirely in the Kingston Locomotive Works. The freight engine will be much the heaviest in this part of the country, her cylinders being 18x26. She will pull 45 cars on a slight incline with ease. The passenger locomotive will be of the very best make and is expected to surpass the engines running on the C.A.R. lines, which are far above the ordinary, so far as speed and weight are concerned. The two engines will be set to work as soon as they arrive, their assistance being "needed at once". Another passenger engine of the same built will be ready for active service in less than a month. Arnprior Chronicle.

**11/08/1893 Renfrew Mercury Chalk River Renfrew**

The C.P.R. Engineers' office in Renfrew was closed this week. The officials have been removed to Mattawa, to be nearer the work now going on in the Temiscamingue district.

*11/08/1893 Ottawa Citizen Renfrew Arnprior*

Mr. Donaldson of the O.A. & P.S. Ry. was in Arnprior the other day for the purpose of arranging for the delivery of the building material for the O.A. & P.S. Ry. station at Arnprior.

*11/08/1893 Almonte Gazette Renfrew*

Regular trains on the Parry Sound line will be running between Ottawa and Arnprior by September 1st, and Eganville one month later. A ten mile contract running from Eganville westward was awarded to Mr. Heald last week.

*11/08/1893 Almonte Gazette Renfrew Arnprior*

#### ARNPRIOR NEWS

Mr. Donaldson was in town on Monday last buying brick and stone for the new O.A. & P.S. Ry. Station which is to be built on Tierney street.

*12/08/1893 Ottawa Citizen Canada Atlantic Moose Creek*

Many of the C.A.R. employees went to Moose Creek yesterday to attend the funeral of Rory Grant. The company furnished a special train.

*12/08/1893 Ottawa Journal Ottawa Electric*

Wm. McEvels, conductor of car No. 26 Elgin street route, requests the Journal to state that his car runs on time on all occasions and any persons talking to the contrary talks without knowledge of the facts.

*12/08/1893 Ottawa Free Press Lachute*

When the C.P.R. train which passes Gatineau Point station about 8 a.m. was proceeding --

*14/08/1893 Ottawa Citizen Ottawa Electric*

Commencing today the tickets for the two street railway companies will be accepted on all of the electric and horse cars. Hitherto they have only been good upon the cars of the company by which they were issued.

*15/08/1893 Ottawa Citizen Renfrew*

? For the excursion on the new Parry Sound railway to Galetta and Arnprior on Civic Holiday Thursday next. A beautiful ride to beautiful grounds where there is beautiful scenery, a beautiful dancing platform, and there will be beautiful music by the Guard's band and beautiful fishing in the Mississippi river. Train leaves C.A.R. station 7.30 a.m. Adults 75c, children 40c. Home again 7.30 p.m. Refreshments on the grounds at city prices.

*15/08/1893 Ottawa Free Press Ottawa City Passenger*

The Street Railway company are rapidly disposing of their horses at good prices. They have sold most of them and all will go except sufficient for the few horse cars yet kept going. The company formerly owned 55 horses.

*15/08/1893 Ottawa Journal Ottawa Electric*

The open electric cars are now equipped with a chain on one side so as to prevent passengers from getting off on the track side. This will prevent a good many accidents.

*16/08/1893 Ottawa Free Press Ottawa Electric Ottawa Car*

Four new electric cars for the Montreal Street railway were tested on the tracks yesterday and many favorable comments were made by our citizens on the neat appearance and excellent work being done under Mr. Wylie's inspection.

*16/08/1893 Ottawa Journal Maniwaki*

Chief Engineer Harris of the O. & G.V. Ry. states that no construction train collapsed through the trestle work at a sink hole near Venosta station on Friday last, as had been reported in a morning contemporary.

*16/08/1893 Ottawa Free Press Ottawa Electric*

The railway company expects to have electric cars running on one track along Wellington street by Saturday morning, and also along the roadway on Sussex street as far as the New Edinburgh bridge by the same date. This will give access to new Edinburgh by the Sussex street route.

All iron poles erected by the company are receiving a coat of black paint which greatly adds to their appearance.

A cab driver from Hull was awfully indignant when , at the corner of Metcalfe and Sparks street this morning an electric car overtook his hack in the track and pushed it along until he got out of the way. The only damage was to the cabby's temper.

*17/08/1893 Ottawa Citizen Renfrew Arnprior*

Mr. Simpson, surveyor on the Parry Sound Railway, is in the city and at the Grand Union. He reports that the men are erecting the second span of the bridge on the Mississippi. sic)

*18/08/1893 Ottawa Journal Ottawa Electric*

The Ottawa Car Company has now under construction eighteen cars for Montreal. There are several orders from Winnipeg and Hamilton to fill too. One of the cars manufactured by the Ottawa Car company for Montreal Street Railway company was run through the streets yesterday.

*18/08/1893 Ottawa Citizen Carleton Place Ottawa, Broad Street*

When the improvements now in progress are finished the ladies waiting room at the C.P.R depot will be one of the coziest station apartments on the whole line. The walls have been prettily tinted, the ceilings frescoed and the floor laid with an expensive carpet. In addition to the three large plush trimmed settees just put in, there will be easy chairs and tables, and it is Assistant Superintendent Spencer's intention to have a woman in charge of the room.

*18/08/1893 Ottawa Citizen Ottawa Electric Ottawa Car*

The Ottawa Car Company will have a busy time of it for some weeks to come. In addition to the construction of eighteen cars for Montreal, they have orders for several from Hamilton and Winnipeg.

*18/08/1893 Ottawa Free Press Ottawa Electric Ottawa, Broad Street*

The Electric Railway company are now laying ties along the rear of the baggage room at the Union depot. Formerly the cars ran down the middle of the road but the new siding will enable them to run alongside the platform. The track will be complete in the early part of next week.

*18/08/1893 Almonte Gazette Chalk River Renfrew*

#### ARNPRIOR NEWS

Mr. Spencer, of the C.P.R. came to town on Monday last in his private car. We understand that his business was in connection with the crossing of the O.A. & P.S. railway over the C.P.R. a short distance above the C.P.R. station here.

*18/08/1893 Renfrew Mercury Renfrew Renfrew*

Mr. J.R. Booth and Chief Engineer Mountain were in town on Thursday. They called in to see Mr. A. Wright, who had been urging them to try to accommodate the people of Renfrew and save the town from too much cutting up by railway tracks, by locating their line alongside and their station near the C.P.R. station.

Mr. Booth said they had been all over the ground and, and that to come alongside the C.P.R. would make a route so much more expensive to build that the extra cost would be \$30,000.

Hence the Creek route is to be followed. Instead of cutting through Rouselle's windmill and Mrs. Freer's residence, however the bed of the creek will be "piled"; the Opeongo road crossed on James street just beyond the residence of Mr. R. Sim and Mrs. Jas. Reynolds; and the track will go through Mr. John Smith's vacant lot (in rear of Mr. William Aird's old residence), through the block on which Mr. R. McEwen's new house stands, through the south-west corner of the lacrosse grounds, and on till it crosses the K. & P.R. track just at the town line between Horton and Admaston.

The station will be either on the Smith vacant lot, facing Moffat's factory; or on the adjoining McEwen block.

*18/08/1893 Almonte Gazette Brockville*

Afraid of the conductor.

Brookville times, "A story is going the rounds at the expense of a railway conductor running between Brockville and Belleville. On the down trip the other morning he had a number of empty passenger coaches attached to his train and while passing through them discovered a tramp hiding under the seats. He asked the gentleman of leisure what he was doing there, and he replied that he was stealing a ride, and thinking that the conductor was one of his own class, judging from his seedy appearance, added that if he kept on talking so down loud the conductor would hear him and put them both off."

*18/08/1893 Renfrew Mercury Westport Athens*

Athens can boast of a citizen who lives within fifteen rods of the track of the B. & W. who has not rode a mile of any railroad in 29 years, and has not been in Brockville in eight years. The citizen referred to is in excellent health all these years, and concluded to break the record by taking in the Foresters' excursion to Brockville and Ogdensburg today, Tuesday. - Reporter.

*18/08/1893 Renfrew Mercury Chalk River Pembroke*

Pembroke August. 16. On Monday evening last, C.W. Spencer, general superintendent of the Canadian Pacific railway, and Mr. H.B. Spencer, district superintendent, appeared before the town council in Pembroke, in regard to the erection of a new station there. Mr. C.W. Spencer addressed the council in regard to the new station and grounds as well as to the other improvements which the company intended making. The new station will be one of the best equipped on the road, with electric lights and excellent accommodation for the public. The new platform will be 800 feet long. The waiting rooms and other conveniences for travelling are to be of the most modern character. By a vote of seven to two the town council voted to close John street so as to enable the railway company to erect a new station on the proposed site, to lay out the grounds and complete the other contemplated improvements.

*18/08/1893 Ottawa Journal Renfrew*

In Galetta Grove.

Picnic at Galetta. 700 people and OA&PS put on 13 cars. Going up the train was run slowly to give the excursionists a view of the country through which the new road runs. at Kinburn and Galetta the stations are about finished and at March Corners the foundation is in.

*18/08/1893 Renfrew Mercury Renfrew Kinburn*

Ten carloads of steel per day has arrived at Arnprior this last fortnight to be used on the extension of the O.A. & P.S. R., and there are 200 carloads yet in the C.A.R. yard in Ottawa. Ballasting is now completed from Arnprior to Doyle's cut, five miles east of Carp. Fifteen men worked last Sunday and twenty-six the Sunday before last lifting a sunken trestle near the station here.

*19/08/1893 Ottawa Citizen Ottawa Electric Union Depot*

The Electric Street Railway company are constructing a short track from their main line on Broad street running immediately alongside the platform of the C.P.R. station. The branch is for the convenience of passengers and unloading of mails when the company's mail contract commences. The ground where the track is being laid has always been utilized by hack men and not a little indignation is being expressed by them at being crowded back to a more distant point from where the passengers alight from the incoming trains.

Men were engaged today moving the track from the centre of the street into position close to the depot platform. The improvement will allow passengers to step to and from the electric cars without going into the roadway at all.

*19/08/1893 Ottawa Citizen Renfrew Renfrew*

Renfrew Mercury. Mr. J.R. Booth and Chief Engineer Mountain were in town on Thursday. They called in to see Mr. A.A. Wright, who has been urging them to try to accommodate the people of Renfrew and save the town from too much cutting up by the railway tracks, by locating their line alongside and their station near the C.P.R. station.

Mr. Booth said that they had been over the ground and that to come alongside the C.P.R. would make a route so much longer, and so much more expensive to build, that the extra cost would be \$30,000.

The station will be either on the Smith vacant lot, facing Moffat's factory, on the adjoining McEwan block.

*19/08/1893 Ottawa Free Press Renfrew Elgin Street*

The frame work of a large new snow plow was begun this morning in the C.A.R. mechanical shops. The new plow will have flanges on both sides and will be of the most approved make.

*19/08/1893 Ottawa Journal Renfrew Renfrew*

The Renfrew people have endeavored to get Mr. J.R. Booth to change the proposed line and site of the depot at Renfrew and to locate next the C.P.R. depot. Mr. Booth found that the extra cost of the change asked for would be \$30,000, but will make every concession possible to meet the views of the residents and the new station will either be on the Smith vacant lot near Moffat's factory on that adjoining the McEwan block.

*19/08/1893 Ottawa Free Press Ottawa Electric*

The electric cars made their first trip across the New Edinburgh bridges last Thursday night. The tracks extend to the slope across the second bridge. The declivity between the two bridges has been filled up with stone gravel and the very best of materials. A stone wall prevents McLaren's stables from being crushed in with the weight of material pressing against them.

This morning there arrived at the C.A.R. yards here one of the oldest locomotives to be found in this part of Canada. Engine No. 2 of the Colonization railway, named the "Wm. Beatty" is one of a batch of twelve which were brought from Wales some twenty years ago to work for the Toronto, Grey and Bruce road. The engines have been running ever since and this particular one was up on the Parry Sound Colonization since the inception of that road. Originally she was built without any cabin but a comfortable one has long since been erected as a shelter to the driver and fireman. The driving wheels are forty inches in height, built of forged wrought iron. The cylinders are fully up to the strength of the present style of construction. The fuel burned is entirely wood and the broad topped smoke stack gives abundant evidence of the old fashioned make. The old ten wheeled mogul [sic] is badly in need of repairs which will be made at once. The men working on her say that with a thorough overhauling she will be fit for steady work for several years to come.

Driver Teague took up the companion engine No. 1 and brought No. 2 down by way of Toronto and the Grand trunk. It took from Monday morning until half past five this a.m. to make the trip of 550 miles. The engine will ply around the yards for a while after the repairs are complete and will then be taken up to the Colonization road again.

22/08/1893 *Ottawa Free Press**Ottawa Electric*

Work on the Electric Railway company's new bridge across the Rideau at New Edinburgh is being pushed ahead rapidly. A small track on trestle work runs out to the site of the middle pier. The stone and material for the pier is conveyed over this roadway more quickly than if it were all lowered from the bridge above. The eastern pier is now complete. The new structure will be on the same level as the original structure.

22/08/1893 *Ottawa Journal**Ottawa Electric*

First Electric Mail cars are being built at the Ottawa Car Shops.

In the sheds of the Ottawa Car Co. are being built the first electric mail cars that have ever been constructed.

They are to be used for the carrying of mails from the city post office to the railway depots and the steamboat landings.

The three cars which until recently were in use on the street passenger line are being rebuilt for this purpose. The cars will be vestibuled at each end. In the centre of the car on each side will be a double door where the mail bags will be thrown in. There will be no windows on the car whatever, but the interior will be lighted at all times by electricity.

Inside there will be shelves for the holding of the bags and everything possible will be arranged for the comfort of the mail clerk who will be the only person allowed within the car. The doors will be made to lock from inside of the car, and so mail clerk can lock himself in to prevent anyone taking the mail, should this be necessary.

CANNOT BE HELD UP

Besides this there will be no side foot platforms on the car and it would be impossible for anyone to board it while it is in motion.

A motorman will alone be necessary to run the car while the mail clerk watches the mails. The cars will run between the depots and the post office without stopping. Street crossings will be unheeded. A larger gong and one having a louder tone than those on the electric cars will warn people of the approach of the car, when it is at least two or three blocks away from any of the street crossings.

The mail cars will be much lighter in construction than the ordinary electric car and will run at a more rapid speed. Each car will bear the lettering "V.R." "Royal Mail".

It is understood that one car will run to the Union depot and another to the C.A.R. depot and a third to the Empress landing at the Queen's wharf and to points nearest to such places as Cummings bridge and other suburban post offices.

The change to the mail service takes place on the first of November.

22/08/1893 *Ottawa Citizen**Carleton Place**Britannia*

The residents of Britannia appreciate the action of the C.P.R. in placing a number of nice seats at the station there.

22/08/1893 *Ottawa Citizen**Renfrew**Arnprior*

On Thursday last an excursion train of 15 cars ran from Ottawa over the new line to Galetta. Four car loads came on to Arnprior, the remainder remaining at the primary destination of the party. The day was not very favourable but about 600 took in the new route over the Ottawa, Arnprior Ry. which destined, no doubt, to form an important link between the city and the Upper Ottawa.

A signal tower is being erected at the junction of the Parry Sound and Canadian Pacific railroads in the western part of town.

Work has commenced on the last span of the new iron railway bridge across the Madawaska and the structure will be completed at an early date.

22/08/1893 *Ottawa Citizen**Canada Atlantic**Central Depot*

Continuation of interview with Mountain.

Referring to the matter of the Central Station in this city, Mr. Mountain said that he had as yet received no instructions in connection with it, nor any intimation of its location. However, he felt confident that the station would be erected in due time. When the work would be commenced it would be rushed through with as little delay as possible.

22/08/1893 *Ottawa Citizen**Renfrew*

Mr. G.A. Mountain, chief engineer of the Canada Atlantic Ry. was in the city yesterday after spending a considerable amount of time superintending the work under construction on the Ottawa, Arnprior and Parry Sound Railway. Mr. Mountain states that the work is proceeding very satisfactorily. The bridge over the Madawaska river at Arnprior will be completed today and the ballasting on the eastern division on Saturday.

An interlocking system at the crossing of the tracks of the C.P.R. is being placed at Arnprior. The building of the station at that town on the site mentioned some time ago in the Citizen has been commenced. The site for the station at Renfrew was selected last week. It is one block south west of Main street in the south end of the town.

Mr. Mountain leaves today again to look after the work.

22/08/1893 *Ottawa Journal**Renfrew**Madawaska river*

The iron work of the O.A. & P.S. Railway over the Madawaska river at Arnprior is now about half completed. It will take three weeks yet before the bridge will be ready for traffic.

From another part of the same paper - Mr. G.A. Mountain, chief engineer of the O.A. & P.S. Ry was in the city today. He reports the construction as progressing rapidly. "The railway bridge over the Madawaska river at Arnprior was to be finished today. It is a magnificent structure and built only about a hundred yards below the C.P.R. bridge,

By the end of this week ballasting on the portion of the road between Ottawa and Arnprior will be completed. Above Arnprior large gangs of men are working and the road is being pushed forward with all possible speed.

23/08/1893 *Renfrew Mercury**Renfrew*

It is said that the O.A. & P.S. line is being very carefully and thoroughly graded. A gentleman remarked to Mr. Booth that he supposed that the trains would travel at a good rate - about forty m.p.h. - and it is said that Mr. Booth's reply was that his trains would go at sixty m.p.h., or he would have no use for them. The track is being graded to stand that speed.

(The following week a correction was made.) "The line was being ballasted for this speed too."



LAASST DAYS OF THE HORSE CAR.

TWENTY-FIVE OF THE 55 HORSES SOLD

And the Balance will be Disposed of as Soon as the Electric Conversion is Completed - A Horse that Worked 16 years.

The last, but in this case, not sad, act in the life drama of the old horse street car railway is now being enacted.

The horses that have heretofore trundled the old cars along are being rapidly sold off. When the full line was running the company owned 55 horses. Of these 25 have already been disposed of at prices ranging from \$25 to \$75.

Usually most of the cast-off horses have been purchased by farmers from the surrounding country, but this time city people are purchasing the major portion. The farmers who buy them put them out to pasture for several months, at the end of which time they make excellent draft horses, though of course not Sunols or Maud S's. The city purchasers seem to be buying them for carting uses.

Each year the company has had to purchase 8 to 12 new horses. The average length of service of a good horse has been about 5 or 6 years. One horse the company owned, the famous "Rat-tail" lasted 16 years, and probably would still be in commission had it not accidentally slipped on the stable floor and broken its leg. It was rather pathetic that old Rat-tail after travelling through all sorts of bad roads for 16 whole years should meet its death on a smooth stable floor.

Particular pains have always been taken to get perfectly sound and good horses. Those bought average from 1,100 to 1,200 lbs. The prices paid for such during the last few years has been \$95 to \$100. Previous to the passage of the McKinley Bill similar horses cost \$125 to \$140 each. Nearly all have been obtained from farmers in Prescott, Russell and Ottawa counties.

Of course the number of horses used has greatly increased in recent years. Ten years ago only 30 were required, recently as mentioned above, 55 have been needed. The establishment of the Rockcliff horse car and the Hull bus line had considerable to do with the increase.

During 1892 the company used about 200 tons of hay, 8,000 bushels of oats, in addition to large quantities of bran and cornmeal. Ten years ago the plan of cutting the hay, cracking the oats and mixing it all with bran and cornmeal and moistening it was adopted. The feed thus prepared has been found more healthful for the horses and more economical as well.

23/08/1893 *Ottawa Free Press* *Maniwaki*

--This line is now complete to a point eight miles above Kazabazua.

23/08/1893 *Ottawa Citizen* *Maniwaki*

Grading on the Gatineau Valley railway is now completed to a point about eight miles north of Kazabazua. It is expected the particular work will be finished to the Pickanock this fall.

23/08/1893 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

LOOKS LIKE BUSINESS

MR. BEEMER ASKS FOR PLANS FOR THE G.V.R. TO ENTER OTTAWA

An Engineer Taking the Numbers of Lots Through Which the Road Would Pass in Hull - as to Pembroke Bridge.

Mr. H. J. Beemer, president of the now amalgamated railways, the Gatineau Valley and Pontiac & Pacific, has ordered his engineering staff to prepare plans for the bridging of the Ottawa, at Ottawa city and also near Pembroke and chief engineer Mr. Dale Harris is now at the work. As far as can be learned it is believed that the Pontiac Railway will be pushed across the river to Pembroke at the earliest date and at the same time the bridge across from Hull to the Ontario site will be constructed as soon as the necessary financing is done so as to let the Pontiac road and the Gatineau Valley into Ottawa by way of Nepean Point.

It may be stated that the bridge now proposed to be constructed has been in contemplation for some years and that five years ago a preliminary survey was made of the route from Hull down to the river side and the elevations taken. Things were left in advance, however, until the late amalgamation of the Pontiac and Gatineau roads, when the scheme of bridging took new life and now the prospects are that it will be pushed to completion at an early date. This bridge will give the two wards mentioned an outlet to the south, east and west. As it is at present both roads are hemmed into the north by the Ottawa river. Mr Harris is now engaged completing the plans for the bridges and these will be forwarded to Mr. Beemer shortly.

Yesterday Mr. Keller of the engineering staff was in Hull getting the numbers of the lots as well as the owners' names of the land necessary as a right of way between the Gatineau Valley railway track and the river side. This was done in order that Mr. Beemer could have full information as to the right of way.

24/08/1893 *Ottawa Journal* *Winchester* *Smiths Falls*

CPR Roundhouse Burned

Smiths Falls 24 August. About three o'clock this morning a disastrous fire broke out in the C.P.R. roundhouse here. From the first it looked serious and almost before the citizens or firemen could reach the spot it seemed impossible to check it. It raged fiercely for two or three hours but by an almost heroic effort one division of the building was saved.

There were six engines, including a mogul, in the burned portion and four of these were almost a total wreck, while the other two are pretty badly disabled. The origin of the fire is a complete mystery but an investigation is being held today. The loss on the engines, building and tools is estimated at about \$50,000.

25/08/1893 *Almonte Gazette* *Renfrew* *Arnprior*

ARNPRIOR NEWS

Regular passenger coaches are to be run on the O.A. & P.S. in about two weeks.

---

The signal tower at the crossing of the O.A. & P.S. and the C.P.R. is nearly finished. It is to be in charge of two men - one appointed by the C.P.R. and the other by the O.A. & P.S.

25/08/1893 *Almonte Gazette* *Renfrew* *Renfrew*

The Renfrew people have endeavored to get Mr. Booth to change the proposed line and site of the depot at Renfrew and to locate next the C.P.R. depot. Mr. Booth found that the extra cost of the change asked was \$30,000 but will make every concession possible to meet the views of the residents, and the new station will either be on the Smith vacant lot near Moffatt's factory or on that adjoining the McEwan block

25/08/1893 *Ottawa Free Press* *Renfrew*

An extra yard shunter has been put on the C.A.R. Elgin street yards. This makes three shunters now working, one of which is engaged all night. A fine combination car of the Hawkesbury branch will be turned out of the C.A.R. painting shops next Monday. The car is divided into three apartments for first and second class passengers and baggage.

The new gravel plough which has been building in the C.A.R. mechanical shop for some time past is now being sheeted with iron. It is mounted on a flat car and will shortly be taken up the Parry Sound shortly.

25/08/1893 *Renfrew Mercury* *Chalk River* *Renfrew*

Pembroke will get from the C.P.R. a new railway station, with a platform 850 feet in length. - Renfrew has a new platform, but where, oh where, is the long-talked of station?

25/08/1893 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

Montreal Star. There are now 52 equipped electric cars running on the lines of the street railway company. Three very handsome cars running on St. Catherine street were received from the works of Ahearn and Soper, Ottawa.

26/08/1893 *Ottawa Free Press* *Renfrew* *Elgin Street*

Radical changes are being made at the C.A.R. Elgin street depot. The big baggage room building will be moved eastward and a siding which runs past the freight shed will be carried down on the northern side of the station to the station house. As the yard is now situated there is only one track off which the passenger trains start. Since the Parry Sound road has started running its morning train the one track has not been sufficient to accommodate the trains. This new siding on the north side of the station will be solely for the Parry Sound trains. A siding will also be placed on the north side of the long freight shed and off this all freight can be unloaded. A gang of men are engaged this morning tearing up the switch in front of the baggage room. The new track will not be of any great length as it will only be a continuation of the siding further up the yards. Two long platforms will extend on each side of this Parry Sound landing for quite a distance. Mr. Donaldson says the change is a matter of trial and if it works will be continued and if not then the track can easily be torn up again. The railway company owns considerable land behind their station so that there is plenty of room for new sidings.

26/08/1893 *Ottawa Journal* *Renfrew* *Arnprior*

The signal tower at the crossing of the O.A. & P.S. and C.P.R. at Arnprior is nearly finished. It is to be in charge of two men, one appointed by the C.P.R. and the other by the O.A. & P.S.

The construction of the O.A. & P.S. Ry. station at Arnprior has begun. It is located at the end of Tierney street and will be a large handsome building.

26/08/1893 *Ottawa Citizen* *Renfrew* *Madawaska river*

The trestle work of the O.A. & P.S. railway bridge over the Madawaska is now completed. The excursion train to Arnprior next Thursday will cross the new bridge.

29/08/1893 *Ottawa Citizen* *Winchester* *Smiths Falls*

The loss caused by the fire at the C.P.R. roundhouse at Smiths Falls was \$60,000. Six of the company's best engines, including three moguls, were destroyed as well as half the roundhouse.

29/08/1893 *Ottawa Journal* *Ottawa Electric*

Car No. 16 ran off the track at the corner of Elgin and Sparks. It was hauled on again by car No 32.

29/08/1893 *Ottawa Citizen* *Winchester* *Smiths Falls*

The loss caused by the fire at the C.P.R. roundhouse at Smiths Falls was \$60,000. Six of the company's best engines, including three moguls, were destroyed as well as half the roundhouse.

30/08/1893 *Ottawa Journal* *Ottawa Electric*

Heretofore the New Edinburgh street cars have stopped at Charles street and there transferred passengers for Rockcliffe. This morning they commenced running as far as Sussex street.

31/08/1893 *Ottawa Free Press* *Renfrew* *locomotive*

The old Welsh locomotive, No. 2, of the Parry Sound Colonization railroad has been repaired and is now used as a shunter throughout the C.A.R. yards.

31/08/1893 *Brockville Recorder* *Winchester* *Smiths Falls*

The loss by the C.P.R. roundhouse fire at Smiths Falls is now placed at \$60,000.

31/08/1893 *Ottawa Journal* *Renfrew*

ONE HUNDRED CARS OF GRAVEL A DAY.

How the O.A. & P.S. are Filling I a Big Treasle Work

There is an active scene of railway operation right now. Two construction trains are drawing gravel from Rivington's pit, right in the village, to fill up the big trestle where the road crosses over the C.P.R. The loading is done by a large steam shovel which has a capacity of from eighty to one hundred platform cars a day.

The new depot at that place is being rapidly pushed forward. It will be a very commodious building and completed in about two weeks after which the freight sheds and other buildings of the company will be erected.

Three gravel trains are drawing from Willis' pit near Galetta to complete the ballasting of the road from that point to Arnprior.

The lengthy approach to the bridge across the Madawaska is being filled in. This bridge will, it is expected, be completed by Saturday night and then trains can enter the town.

31/08/1893 *Ottawa Free Press* *Ottawa Electric*

Today the Sussex street cars commenced to run as far as the junction of Alexander street and Sussex in New Edinburgh, and the St. Patrick street cars run to the same spot. Transfer for Rockcliffe now take place at that point, thus shortening the run of the Rockcliffe cars and making it convenient for all passengers in returning to travel by either line.

01/09/1893 *Almonte Gazette* *Chalk River*

A gang of workmen have encamped on the C.P.R. where the slide took place on Mr. McCann's farm last spring, to engage in the work of silling the weak portion of the embankment and otherwise improving that pporion of the track

01/09/1893 *Renfrew Mercury* *Renfrew* *Arnprior*

The signal tower at the intersection of the C.P.R. and Parry Sound railways in the Harrington section of Arnprior, is now being erected.

01/09/1893 *Almonte Gazette* *Chalk River* *Pembroke*

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station house at that town.

01/09/1893 *Almonte Gazette* *Chalk River* *Almonte*

Two stock trains passed through here this week for Montreal. They were shipped by Messrs. Gordon & Ironsides of Pilot Mound, Manitoba.

01/09/1893 *Athens Reporter* *Westport*

The Reeve of Athens has given the schools and merchants a half holiday to attend Unionville Fair. The B&W is running a special excursion train - four trips daily - round trip from Athens only 40 cents for adults, children free.

01/09/1893 *Almonte Gazette* *Renfrew* *Arnprior*

ARNPRIOR NEWS

Mr. Chamberlain, General manager for the O.A. & P.S. railway, was in town on Wednesday inspecting the new bridge which is nearly completed.

On Thursday last the C.P.R. roundhouse at Smith's Falls was gutted by fire. Four locomotives were rendered useless and two others were badly damaged. Loss about \$60,000.

02/09/1893 *Ottawa Journal* *Renfrew*

Last week when Messrs. J.R. Booth and chief engineer Mountain were in town they instructed Mr. A.A. Wright to prepare to wire the new O.& P.S. railway station with the incandescent electric light; and this week an official is in town directing the planting of the posts. We learn also that the track will go right through the horse ring of the S.R.A.S. show grounds; running below the level of the ring. The earth from this cut will be used to "fill in" at the Smiths Creek bridge which the track will cross at the present level. Trains are to be across the bridge at Arnprior on Thursday evening of this week; they will be up to the CPR crossing here on Saturday; and the engineers expect to have the construction trains running into Renfrew on the 23rd. Renfrew Mercury.

(Note - it is not clear what date this refers to.)

It is said that the Ottawa and Parry Sound line is being very carefully and thoroughly graded. A gentleman remarked to Mr. Booth that he supposed that the trains would run at a good rate - about forty miles an hour; and it is said that Mr. Booth's reply was that the trains would run sixty miles an hour, or he would have no use for them. The track is being graded to stand that speed. Renfrew Mercury.

03/09/1893 *Ottawa Free Press* *Ottawa Electric*

Workmen are engaged today ripping up the floor of the bridge to Victoria Island for the purpose of laying the electric car tracks. The work is being pushed ahead rapidly as it is very inconvenient for the large number of teams at that point to be limited to one half of the bridge.

05/09/1893 *Ottawa Free Press* *Renfrew* *Arnprior*

The track laying on the Parry Sound road bridge at Arnprior was completed on Friday last, under the supervision of Foreman Leslie, and was creditable done in quick shape.

05/09/1893 *Ottawa Journal* *Renfrew* *Madawaska River*

The first train ran over the new bridge of the O.A. & P.S. Ry. across the Madawaska at Arnprior yesterday. It is yet uncertain when the regular passenger service between here and Arnprior will begin but it will be some day this week.

06/09/1893 *Ottawa Citizen* *Ottawa Electric* *Queen street*

While working on the diamond at the Queen street crossing of the Electric Railway Mr. X. Patenaude met with a serious accident --

07/09/1893 *The Equity, Shawville* *Chalk River* *Pembroke water*

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station at that town.

07/09/1893 *Ottawa Citizen* *Pontiac Pacific Junction* *Shawville*

A special train will leave Ottawa, calling at all intermediate points --

07/09/1893 *Ottawa Citizen* *Renfrew* *Arnprior*

The rails on the Parry Sound R.R. are now laid up to the station in this town, and there is the likelihood of a regular passenger service at an early date. It is expected that the road will reach Renfrew in about three weeks.

07/09/1893 *Ottawa Free Press* *Other* *Tomlinson*

Mr. E.J. Chamberlain has just purchased four lots from the estate of the late C.W. Bangs, situate at the corner of Metcalfe and Ann streets, and will at once proceed to erect a solid brick house of fine proportions. The cost will be something over \$10,000, Mr. Tomlinson being the architect.

08/09/1893 *Almonte Gazette* *Renfrew* *Carp*

CARP NEWS

Building on the new station house is fairly under way, quite a staff, including a number of our villagers, being employed. It is expected that plastering will commence next week, the contractor being determined to rush the work rapidly ahead, as there is a fair business in freight done here at present. Our merchants will be delighted when the building is finished, as now goods are dumped beside the track.

08/09/1893 *Ottawa Journal* *Renfrew*

The O.A. & P.S. construction between Renfrew and Eganville is being rapidly pushed on, and by the time the line is built through the village of Renfrew the road between that village and Eganville will be ready for the ties.

The contract for the ten miles of the O.A. & P.S. Ry. from Indian Point, Golden Lake to Killaloe will be awarded this week. There were seven tenders in for it.

08/09/1893 *Almonte Gazette* *Renfrew*

The O.A. & P.S. railway station at Renfrew will be lighted by electricity - the track will run through the fair grounds. - Construction trains will be running into Renfrew by the 23rd.

Mr. Booth declares that trains will run sixty miles an hour on his new roas, so carefully and thoroughly is the work of grading being done.

ARNPRIOR NEWS

The O.A. & P.S. railway bridge across the Madawaska is now finished and the track is laid as far as the C.P.R. station. Work on the new road is being pushed on rapidly.

11/09/1893 *Ottawa Citizen* *Renfrew* *Algonquin Park*

Parry Sound Railway.

Toronto Empire: The Ottawa, Arnprior and Parry Sound Railway company will run through a corner of the Algonquin National park and Messrs. Fowler, Hill and Whitney owned large timber limits, formerly the property of Perley & Pattee, lying in the path of the railway and partially within the park. An application has been made to the Ontario Government to cut out from the park the two townships, or a portion of them, through which the railway is to run, and in which part of the limits is situated. A deputation, consisting of Mr. J. R. Booth, president of the railway company, W. Caldwell, M.P.P., J. Loughrin, M.P.P., Messrs. Hill and Whitney, with J. Whitney, Q.C., M.P.P., their counsel, met the cabinet yesterday, (Thursday), afternoon by appointment, Messrs. Mowatt, Hardy, Gibson and Bronson being present, when the application was argued and decision reserved.

The Pembroke Observer says Dr. Dowling the local member was also to be present and use his influence to have the government grant the American company who recently purchased the extensive limits of Messrs. Perley and Pattee on the Madawaska [sic] permission to erect saw mills at White Fish Lake. The proposed site of the mill is just within the limits of the Algonquin Park and hence the necessity of obtaining the government's consent to their building.

11/09/1893 *Ottawa Journal* *Chalk River* *Pembroke*

The C.P.R. will pay Pembroke the sum of \$600 per annum for supplying water from the water works for their engines and station house in that town.

## IT'S ONLY A MATTER OF MONEY

## THE P. &amp; P.J. AND G.V.. RAILWAYS READY TO BUILD THE BRIDGE

If the City Council and Dominion Government do Their Share the New Ottawa River Bridge and Traffic Bridge Will go on

A long discussion on the proposed bridge over the Ottawa at Nepean Point was the outcome of a reply received from the P. and P. J. and G. V. R. authorities to a communication from the board asking that express facilities be given on these two railroads.

The reply was to the effect that the recommendation would be taken into consideration at the first joint meeting of the companies. It added that a much more satisfactory service in every way could be given if the roads were centered here and that the only way this could be done is by Ottawa, Hull and the governments of Ontario, Quebec and the Dominion suitably subsidising the proposed bridge.

As a result of the latter part of the communication, the interested railways had been invited to send a representative to the board meeting to explain their bridge scheme. They sent Mr. Dale Harris, chief engineer of the G.V.R. who gave a detailed account of the scheme as it now stood. Mr. Harris said a channel running along the Ottawa side of the river, 400 or 500 feet wide, was 80 feet deep, and the remainder of the proposed line of the bridge contained from six to 20 feet of water and an unknown depth of sawdust. It was therefore extremely difficult to form an accurate estimate of the cost. His own estimate was for a railway bridge only, \$550,000 to \$600,000 made up with, masonry \$250,000, superstructure, \$150,000, and the rest by miscellaneous expenses. It was proposed to erect a 430 foot span over the channel in order that there might be no interference with navigation. The bridge would strike Nepean Point near the top and then skirt the waste land along the side of Major Hill Park to the basin. The Gatineau Valley and Pontiac & Pacific Junction Railway authorities had at first thought of erecting only a railway bridge and expected subsidies from the Ontario, Quebec and Dominion governments. For the combined bridge plans had been prepared by which there was to be a central span of 540 feet over the main channel and for smaller spans of 240 feet each. Fourteen feet of the middle of the bridge was to be reserved for railway purposes, and on either side should run a wagon way 9 feet 6 inches in width and a foot path 5 feet 6 inches in width. If the city built a bridge of her own, for passenger and vehicle traffic only the cost would total \$400,000 or \$450,000.

## WHERE THE MONEY WOULD COME FROM

It would require practically the same masonry as a railway bridge and the iron work would cost but little less. The proposed combined bridge would cost from \$700,000 to \$750,000. Mr. Harris thought Ottawa and Quebec should be expected to contribute \$100,000 subsidies each, while the Dominion government should chip in \$150,000; Hull \$50,000, the two railways, P. & P. J. and G.V.R. \$100,000 each and Ottawa the balance or \$150,000. The length of the proposed bridge would be between 1,450 and 1,500 feet.

A considerable amount of trestle work would be required to give the railway tracks a level entrance on the Hull side, but the roadways would incline rapidly to the ground on that side of the river.

Mr. Harris had several maps of the route of the proposed bridge and explained it fully to the members of the board.

## SENATOR CLEWOW APPROVES.

Senator Clemow was heartily in accord with the scheme and had no doubts as to the value such a structure would be to the city. He was anxious to have it pushed forward and thought if the C.P.R. could only be induced to take up the matter with the other railways and corporations it would be a sure go.

Mr. F. McDougal, who followed, explained that the Interprovincial Bridge Co., of which he was a member, held a charter for the construction of such a bridge over the Ottawa and which required the wagon and foot traffic to be absolutely free. He believes the charter of the P. & P.J. and the G.V.R. provided for the imposition of a toll on such traffic. The only aim of the Interprovincial Co. was to benefit the city, and he believed this aim would be defeated if there was any charge. However, all the interested railways such as the P. & P.J., the G. V. R., the Parry Sound, the V. & P. were well represented on the board of directors of the Interprovincial Co., and consequently the interests would not suffer. Mr. J.R. Booth liked the scheme because it would enable him to enter Quebec. He was president of the company. The Ontario government had promised a subsidy. The Mercier government when in power had done the same. No application had yet been made to the Dominion government, but he understood the government followed a rule of giving a percentage of the cost of such schemes. The question now was, "What is the city prepared to do?" His company had calculated on a structure costing \$500,000.

Mr. Dale Harris explained that iron had risen 25 per cent. since that estimate had been made. No help or encouragement would be given the scheme, however, unless the bridge were free to all.

## MR. MCRAE SUGGESTS A COMMITTEE

Mr. J.W. McRae approved of the scheme and suggested that a committee be appointed to work with the companies to secure all possible information and to report to the board what action it should take in the matter.

Mr. J.M. Garland thought the Dominion should do more than Mr. Harris had suggested and less than \$200,000 should be expected from the city. He also said he would like to see the C.P.R. in the scheme. There had been some talk of the C.P.R. coming into the city by an independent line but he thought that was in the distant future.

## THE C.P.R.'S HIGH TOLLS

In reply to a question Mr. Harris stated the C.P.R. now almost shut out the entire northern country. The P. & P.J. and the G.V.R. had to cross its bridge in a roundabout course and then the exorbitant tolls for its use were one of the causes of high rates of which the people complained.

Messrs. Joseph Kavanagh, W. Fleck, F. McDougal, Garland, J. W. McRae and P. Whalen were appointed a committee to act as suggested by Mr. McRae.

## TO PUSH THE CENTRAL DEPOT

a committee consisting of Messrs. F. McDougal, W.R. Stroud, the president vice president, J.M. Garland, Senator Clemow, H.K. Egan, J.W. McRae, Geo. Cox, Chas. Magee and A.D. Richard were appointed to wait on the minister of railways and canals to urge on the government the necessity of granting J.R. Booth the right of way along the eastern bank of the canal to the Central Depot.

Government Inspector Ridout inspected the Parry Sound road as far as Arnprior on Monday. He will make another inspection today.

The Electric Railway Company have all their tickets numbered. Should a conductor lose any, as was the case recently, the lost tickets are cancelled. A conductor named Schenzel lost \$6 worth weeks ago. The other day one of the tickets was presented to him. He knew it by its number. The party who found them said they were so muddy he had burned most of them but a policeman sent to him by Superintendent J. Electric [sic] Hutcheson, soon got him to produce them whereat the conductor rejoiced.

The three new O.A. & P.S. Ry. engines are expected here on Saturday from the shop, where they have been fitted up. There are one mogul, ten tons heavier than the heavies now on the line, and two passenger locomotives. The engines were expected last Monday, but owing to some delay in the shop, they could not be ready.

The new sidings and platforms at the C.A.R. depot are about completed. The Parry Sound train will start from the new track at the beginning of next week.

**15/09/1893    *Almonte Gazette*                      *Winchester*                      *Smiths Falls***

A Welsh choir of 120 voices passed through Smith's Falls last week on a special train for the World's Fair. They sang in chorus for a few minutes at S.F. station.

**15/09/1893    *Almonte Gazette*                      *Renfrew*                      *Carp***

The new railway station at Carp is almost completed. Messrs. Kidd and Rivington are surveying off a large number of village lots and the village is growing rapidly.

**15/09/1893    *Almonte Gazette*                      *Winchester*                      *Smiths Falls***

It is said that the loss by fire in the roundhouse at Smith's Falls is not so great as was at first thought. The loss, it is thought, will not exceed \$40,000.

**15/09/1893    *Ottawa Journal*                      *Maniwaki***

A carload of Italians from Montreal have gone up to Kazabazua to work on the O.& G.V. railway construction above that point. The construction will be pushed forward as far as possible this fall.

**15/09/1893    *Ottawa Journal*                      *Ottawa Electric***

Electric car No. 45 jumped the switch at Sussex street.

**15/09/1893    *Ottawa Citizen*                      *Maniwaki***

The Rathbun Car Company have completed an order for four passenger excursion cars for the Ottawa and Gatineau Valley Railway.

**15/09/1893    *Ottawa Free Press*                      *Maniwaki***

The work on the Gatineau Valley line above the Kazabazua is still progressing. Another batch of 100 Italians has just been engaged. Four fine passenger cars have been completed for the line by the Rathbun Car company.

**15/09/1893    *Ottawa Journal*                      *Renfrew***

There is still considerable stir on the O.A. & P.S. Railway between here and Arnprior although the road is practically completed. The steam shovel is still working in Rivington's pit at Carp, but the material that is taken from the pit is very inferior quality and entirely unfit for ballast being a mixture of clay and gravel. They are using it to fill in the big trestle over the C.P.R. east of Corkstown and some of it is being hauled to Ottawa to the C.A.R. yard where a long siding is being built east of Bank street.

The new railway station at Carp is almost completed. Messrs. Kidd and Rivington are surveying off a large number of village lots and the village is growing rapidly.

At Kinburn, B.W. Dunnett's elevator is in course of erection, and when completed will have a capacity of twenty-five thousand bushels. Foreman W. Winchester, with a gang of twelve men, is now building a siding to the elevator and making other necessary improvements, such as gravelling the yard and grading the roadways to the station and elevator.

**16/09/1893    *Ottawa Journal*                      *Renfrew***

The O.A. & P.S. Railway station at Renfrew will be lighted by electricity. The track will run through the fair grounds. Construction trains will be running into Renfrew by the 23rd.

The rails for the track laying on the O.A. & P.S.R. west of Arnprior have now arrived at that town. The men are, however, awaiting the arrival of the fish plates before they can begin this work. The "Y" at Arnprior is now being ballasted.

**18/09/1893    *Ottawa Journal*                      *Montreal and Ottawa*                      *Caledonia Springs***

The C.P.R. has a surveying party at work between Vankleek Hill and Caledonia Springs locating the line of the M. & O. railway.

**18/09/1893    *Ottawa Free Press*                      *Renfrew*                      *Elgin Street***

Improvement around the Canada Atlantic railway Elgin street depot are going on rapidly. The platforms have been repaired and extended towards Bank street. The new sidings for the Parry Sound railway are complete.

**18/09/1893    *Ottawa Journal*                      *Canada Atlantic*                      *Casselman***

A G.T.R. [sic] freight train killed a cow at a road crossing near Casselman on Tuesday.

**18/09/1893    *Ottawa Citizen*                      *Ottawa Electric***

Between thirty and forty men were employed Saturday night in placing curve railing for the electric cars at the corner of Sparks and Elgin street. The work will be completed today.

**18/09/1893    *Ottawa Journal*                      *Renfrew***

The regular passenger service on the O.A. & P.S. Ry. between here and Arnprior was opened today. Elegant new coaches and engines have been put on this route and fast service is assured.

There will be two trains daily each way. The trains leave Ottawa at 9 .a.m. and 5 p.m. and returning leave Arnprior at 7.a.m. and 5.10 p.m. The distance is covered in an hour.

Also reported in Ottawa Free Press.

The contract for building the O.A. & P.S. railway line through Renfrew village has been sub-let to Messrs. McCarthy Bros.

**19/09/1893    *Ottawa Journal*                      *Ottawa Electric***

At twelve o'clock night work was started on a switch on the electric railway connecting the Elgin street line with the Sparks street line.

**19/09/1893    *Ottawa Citizen*                      *Renfrew*                      *Eganville***

Mr. McCarthy, contractor for the Renfrew branch of the Parry Sound Railway stated yesterday his part of the track would be completed to Eganville by November.

**19/09/1893    *Ottawa Citizen*                      *Ottawa Electric***

An electric car collided with a horse and rig last evening on Sparks street opposite the Brunswick. --

**20/09/1893    *Ottawa Journal*                      *Ottawa Electric***

It is expected the street railway tracks will be laid to the Hull bridge by the end of this week.

\$75,000 in rolling stock.

Partial equipment of the O.,A. & P.S. Railway

The Ottawa, Arnprior and Parry Sound Railway which began their regular passenger and freight service between here and Arnprior on Monday has a rolling stock valued at \$75,000.

The accommodation for passenger traffic consists of two first and two second class coaches and a couple of combination cars.

The first class coaches are beautifully finished in mahogany, and have comfortable high backed seats, the same as are in the C.A.R. passenger coaches. At the end of each coach is a commodious state smoking department, the seats having a leather covering. The smoking compartment is reached by a side passage.

The second class coaches are similar to those used on other roads as are also the combination coaches. Each coach is 54 feet in length.

**ONE HUNDRED PLATFORM CARS**

Besides these there are one hundred platform cars, all 34 feet in length. These, as well as the passenger coaches, were manufactured by the Crossen Car Manufacturing Co. of Coburg, Ont. (Limited).

The boxcars to be used will be supplied in the meantime by the C.A.R. It is contemplated to build box cars here shortly, also a number of passenger coaches. A large amount of material for this purpose has already been ordered. Some of their material ordered is four hundred yellow pitch pine car sills from the Southern States, and a quantity of Canadian white pine and oak timber, the latter for treansits [sic].

**AS TO LOCOMOTIVES**

The C.A.R. locomotives will be used for the present but others will be built for special use on the line. There are two steam shovels working on the line at present, one of them at Willis' pit near Arnprior and the other at Carp village.

**THE TIMTABLE**

There are three stations between this city and Arnprior - Carp, Kinburn and Galetta. The distances of these places from Ottawa are as follows: - Carp, 19 miles; Kinburn, 27 miles; Galetta, 32; Arnprior 37. There are two trains each way daily. Trains leave Ottawa at 9 a.m. and 5 p.m. reaching Arnprior at 11.20 a.m. and 6.15 p.m. respectively. Trains going east leave Arnprior at 7 a.m. and 4.10 p.m. reaching Ottawa at 3.15 p.m. and 6.45 p.m.

20/09/1893 *Ottawa Citizen* *Renfrew* *Arnprior diamond*

On Sunday last a gang of workmen put in the Diamond crossing for the Parry Sound road over the C.P.R. at this point. As the grading is nearly done below here and Renfrew, the track laying will be pushed forward without delay.

20/09/1893 *Ottawa Citizen* *Renfrew* *Arnprior*

The regular passenger service on the Ottawa, Arnprior and Parry Sound Railway began this morning. We have a passenger train leaving for Ottawa at 7 a.m. returning at 6.10 p.m. The make up of the train going out in the morning was exceedingly creditable. The run to the metropolis will be made in a little over an hour.

20/09/1893 *Ottawa Citizen* *Ottawa Electric*

The electric car tracks are now laid as far as Mackay's establishment at the Chaudiere. It is expected they will be laid to the Union Bridge this week.

21/09/1893 *Ottawa Journal* *Renfrew*

Track laying on the O.A. & P.S. Ry. has now begun on the first ten mile section west of Arnprior. The road from Arnprior to Renfrew will be quickly pushed forward as the ballasting is almost completed.

21/09/1893 *Ottawa Journal* *Ottawa Electric*

Letters patent have been issued incorporating the Ottawa Car Co. A meeting for the completion of organization and election of officers was held on Friday.

21/09/1893 *Ottawa Citizen* *Renfrew* *Arnprior*

Timetables just issued for the Ottawa, Arnprior and Parry Sound Railway show a very convenient passenger service both ways. There are two trains each way daily. Trains leaving Ottawa at 9 a.m. and 5 p.m. arrive in Arnprior respectively at 11 a.m. and 6.15 p.m. respectively. From Arnprior the morning train leaving at 7 gets here at 8. 15 , and the 4.10 p.m. train arrives in Ottawa at 6.15.

The distance, 36 miles is thus covered in 1 hour and 15 minutes, including stops, and the Arnprior train connects with the through service on the Canada Atlantic, and connections to Montreal, Boston and New York.

The stations and the distances from Ottawa are: Carp, 19 miles; Kinburn, 27 miles; Galetta, 32 miles and Arnprior, 37 miles.

22/09/1893 *Ottawa Free Press* *Renfrew* *locomotive*

Locomotive No. 2, of the colonization road, has been taken to pieces while she undergoes a complete overhauling previous to being shipped back to her run on the far end of the Parry Sound railway.

Locomotive No. 30, a Central Vermont engine which has been in use by the Canada Atlantic for several years now runs the Parry Sound morning train. The engine has been in use all summer on the Hawkesbury branch.

Two of the three new engines for the Canada Atlantic railway have already arrived from the St. Albans shops. No. 21 is a heavy and powerful passenger locomotive and No. 100 is by far the strongest mogul which runs into Ottawa. The third engine is expected from St. Albans every day.

22/09/1893 *Ottawa Journal* *Montreal and Ottawa* *Caledonia Springs*

The survey of the Vaudreuil and Ottawa railway was completed yesterday as far as Caledonia Springs after which the surveyors returned to Montreal. It is learned the C.A.R. may shortly forestall the line by constructing an extension of the Central Counties Ry. from Vankleek Hill to Rockland.

22/09/1893 *Renfrew Mercury* *Renfrew* *Renfrew*

On Wednesday there was a rumor that there had been more trouble between the Canadian Pacific and the Ottawa, Arnprior and Parry Sound railway, this time over the level crossing at Arnprior. It was said, even, that there had nearly been bloodshed between the workmen of the two lines. We learn that the difficulty was no more than this - that the "diamond" at the crossing was put in on Sunday. Before the O. & P.S. can run their cars over this it is necessary that they should have 1,700 feet of rail laid on the opposite side of the track on which their trains can stand clear of the C.P.R. lines. In building this 1,700 feet the O.A. & P.S. workmen ran their line close to the C.P.R. track so that they had to carry their rails only over a few feet of trackway. The C.P.R. authorities gave instructions to their men to tear up the O.A. & P.S. line on their property until the 1,700 feet had been completed, compelling the O.A. & P.S. workmen to cart their rails over 66 feet of land, instead of over the railway track only. The C.P.R. men tore up the O. & P.S. track while the O. & P.S. men were at dinner. The O. & P.S. men promptly laid it down again and there the affair ended up to the time of The Mercury's information.

Also in the Ottawa Journal, 25th Sept..

The contract for building the O.A. & P.S. railway through Renfrew village has been sub-let to Messrs. McCarthy Bros.

---

The contractor in charge of the Renfrew branch of the O.A. & P.S. railway says he will have to track completed to Eganville by November.

---

Regular passenger trains are now running on the Ottawa, Arnprior & Parry Sound Railway between Ottawa and Arnprior. There are two trains daily each way, leaving Ottawa at 9 a.m. and 5 p.m. and leaving Arnprior at 7 a.m. and 4.10 p.m. The distance is 35½ miles. The O.A. & P.S. Co. have applied for Ooyawa's grant of \$50,000.

**ARNPRIOR NEWS**

The diamond crossing of the O.A. & P.S. R.R. and the C.P.R. was put in on Sunday last (17/9). The regular passenger service on the O.A. & P.S. R.R. began on Monday. Two trains each way are run every day. The run between here and Ottawa is made in an hour and fifteen minutes.

22/09/1893 *Renfrew Mercury* *Renfrew*

OA & PS construction has reached near Golden Lake, about twenty miles above Eganville. Three new engines are expected from the shops where they have been fitted up. One mogul, ten tons heavier than the heaviest now in use on the line, and two passenger locomotives are expected soon. E. J. Chamberlain, General Manager, Geo. A. Mountain, Chief Engineer, and T. G. Rideout, Government Engineer, have inspected the railway line.

22/09/1893 *Ottawa Journal* *Renfrew*

First time card of the O.A. & P.S. Ry. dated September 18, 1893.

Through parlour car service between Ottawa and Montreal.

Sleeping car service daily to New York, Boston etc.

All trains arrive and depart from the Canada Atlantic Elgin Street depot.

22/09/1893 *Renfrew Mercury* *Renfrew*

A large staff of men are employed on the O.A. & P.S. Ry. at Arnprior laying the diamond crossing over the C.P.R. It will be some days before this is completed, after which the laying of iron from Arnprior to several miles west of Renfrew will be begun and pushed forward with as much speed as possible.

The construction has reached a point near Golden Lake, about twenty miles above Eganville.

The three new O.A. & P.S. Ry. engines were expected to be in Ottawa on Saturday last from the shop, where they have been fitted up. There are one mogul, ten tons heavier than the heaviest now on the line, and two passenger locomotives.

23/09/1893 *Ottawa Journal* *Maniwaki*

The shipments of tan bark down the O. & G.V. railway for the Boston tanneries has resumed its spring briskness.

Ten or twelve carloads of steel rails passed over the O. & G.V. railway to the present terminus this week, for the construction beyond that point.

23/09/1893 *Ottawa Journal* *Renfrew*

Another large mogul freight engine arrived at the C.A.R. shops yesterday from St. Albans Vt. This is the third of these powerful locomotives that have arrived this week.

23/09/1893 *Ottawa Citizen* *Ottawa Electric*

The electric car track is now completed to Duke street, as far as the tracks leading from the mill platform of J.R. Booths Mills. In the course of another week the track will be laid to the terminus for the present, which is to be about a hundred yards on the Hull side of the Union bridge.

23/09/1893 *Ottawa Citizen* *Renfrew*

The first excursion from Arnprior on the O.A. & P.S. railway into Ottawa takes place today on account of the Fair. From reports received yesterday the excursion will be taken advantage of by a large number of people along the line.

25/09/1893 *Ottawa Free Press* *Renfrew*

The Ottawa, Arnprior and Parry Sound Railway Co., has lately ordered a dozen first and second class coaches for the regular services. Two first class and one second class have already arrived and are now running. The first class are way above the ordinary, fitted with washrooms for both gentlemen and ladies and a capital smoking compartment. This latter is a new idea, for first class passengers used always to be forced to take a second class car when they wished to smoke. The cars are upholstered with red plush, the seats having high backs. The cars as they arrive will be placed on the daily service.

26/09/1893 *Ottawa Journal* *Renfrew*

A carload of more than twenty Italians were at the C.A.R. depot yesterday en route for Eganville where they will work on the construction of the O.A. & P.S. Ry. They came from New York.

26/09/1893 *Ottawa Journal* *Canada Atlantic*

**Speedy Engines**

How the C.A.R. are improving their locomotive system.

The Canada Atlantic Railway is again to the front with the largest locomotives that have been used on any railway in Canada.

These have been built expressly to meet the largely increased international trade on that line between Ottawa and Rouse's Point which has been greatly augmented by a wonderfully large business that has already begun on the O.A. & P.S. railway.

The locomotives arrived but a few days ago from the Baldwin Locomotive Works, Philadelphia, Pa., and since that time they have been admired by hundreds of people. There are three of them and they are numbered 20, 1 [sic] and 100.

**A 116,000 POUNDER**

This is a description of engine 100, which is described first as it is the largest of the three. The locomotive alone weighs 116,000 pounds and the tender 80,000 or a total weight of 98 tons, which when heavily loaded with fuel will exceed 100 tons.

The driving wheels are 57 inches in diameter and the cylinders 19 x 26 inches. The shell of the boiler is 64 inches in diameter. The engine has steam brakes on the drivers and an air brake on the tender, consequently it can quickly be reversed. It will draw 45 cars loaded with lumber from here to Rouse's Point without difficulty. So large, indeed, are these engines that they cannot be used to run between here and Montreal because it would be impossible for them to pass through the St. Anne's bridge.

Locomotives 20 and 21 were originally intended for passenger locomotives but in the meantime they will be used for the transportation of freight.

**MODERN IMPROVEMENTS**

They are both alike, the locomotive weighing fifty tons and the tender forty. The driving wheels are six feet in diameter. They have all the latest improvements. Among these improvements is a speed indicator which is of wonderful advantage to the driver. This indicator is figured up to ninety miles an hour, but the regular speed of the locomotive will be seventy miles an hour. There is another improvement for the private information of the superintendent of the road which tells exactly the rate that the engine ran on any part of the line, the length of time it stopped at any station and other useful information. There is also a steam gage which indicates the degree of heat to which the passenger coaches attached are heated. These engines have beautiful chime whistles which do not disturb the weary traveller as do the usual harsh whistles on the locomotives now in use.

"Bob" Orr is the driver of engine No. 20 and Ed Chase the driver of No. 21 and two prouder men are not now to be found in the city.

28/09/1893 *Ottawa Journal* *Canada Atlantic*

The big one hundred ton engine of the C.A.R. made her initial trip down to Coteau Monday. When commencing the return journey Tuesday the steam pressure forced off the cap of the whistle. Of course all the steam escaped. Fires had to be put out and it took some little time to effect repairs.

29/09/1893 *Ottawa Journal* *Renfrew* *Renfrew*

The O.A. & P.S.R.R. Co. are making a cutting five feet deep through the Renfrew fair grounds. The society will have new and improved grounds next year.

29/09/1893 *Almonte Gazette* *Renfrew* *Renfrew*

The O.A. & P.S. R.R. Co. are making a cutting five feet deep through the Renfrew fair grounds. The society will have new and improved grounds next year.

29/09/1893 *Ottawa Free Press* *Renfrew* *Elgin Street*

To accommodate the increase in freights traveling over the Ottawa, Arnprior and Parry Sound railway since its opening a couple of weeks ago, two long sidings, each over five hundred yards in length, have just been constructed just west of Bank street. The new tracks have been laid on either side of the main line. Owing to the elevation of the track in this locality a great deal of filling was required to grade the additional tracks.

29/09/1893 *Almonte Gazette* *Renfrew* *Arnprior*

A difficulty between the O.A. and P.S. and the C.P.R. The Renfrew Mercury, speaking of a rumor that there had been more trouble between the Canadian Pacific and Ottawa & Parry Sound railways, this time over the level crossing at Arnprior, says: it was said that there had nearly been bloodshed between the workmen of the two lines. We learned that the difficulty was no more than this - that the diamond at the crossing was put in on Sunday. Before the O. & P.S. can run their cars over this it is necessary that they should have 1,700 feet of rail laid on the opposite side of the track, on which their trains can stand clear of the C.P.R. lines. In building this 1,700 feet the O. & P.S. workmen ran their line close to the C.P.R. track so that they had to carry their rails only over the few feet of trackway. The C.P.R. authorities give instructions to their men to tear up the O. & P.S. line on their property until the 1,700 ft had been completed, compelling the O. & P.S. workman to cart the rails across 66 feet of land instead of over the railway track only. The C.P.R. workmen tore up the O. & P.S. track while the O. & P.S. workmen were at dinner. The O. & P.S. men promptly laid it down again, and there the affair ended.

This was repeated under ARNPRIOR NEWS with a final comment.  
For all around "hoggishness" the C.P.R. leads the van.

29/09/1893 *Renfrew Mercury* *Eganville*

It is said that the number of cattle killed on the Eganville branch of the C.P.R. since its opening last fall numbers forty-five. The compensation paid would have gone a long way towards fencing the line. - Enterprise.

29/09/1893 *Almonte Gazette* *Chalk River* *Carleton Place*

An incoming freight ran into some empty box cars in the C.P.R. yard at Carleton a few mornings ago, and badly damaged the latter. Some of the cars were reduced to kindling wood. So say the Herald.

29/09/1893 *Ottawa Journal* *Canada Atlantic* *locomotive*

As usual with all new engines the C.A.R. hundred tonner is affording a little work to its operators. Tuesday she blew off her whistle and yesterday, while hauling a special, she broke down at Bearbrook. She is so heavy that on her first trip she broke seven rails.

02/10/1893 *Ottawa Citizen* *Montreal and Ottawa*

Mr. A. Evanturel, M.P.P. for Prescott county, has received the following from the vice president of the C.P.R.:

"Referring to your letter of yesterday, our engineers have been at work for some weeks past in running a line between Point Fortune and Caledonia Springs with a view to continuing from Point Fortune instead of building from Rigaud. The information secured by their preliminary surveys is now being put into such shape as to make it available, and we hope within a few days to be able to determine the best route. I shall communicate with you just as soon as we have arrived at a conclusion. The form of the agreement with the Ontario government is now being prepared, and I hope to be able to send it to Sir Oliver Moffatt in the course of the next three or four days."

02/10/1893 *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

Assistant Superintendent Spencer has had a new stand fixed up for the cab men at the C.P.R. station. A neat shelter has also been provided and the company will supply fuel to heat it comfortably during the winter, the idea being to afford the hackmen such accommodation as will remove the necessity for the invasion of the station platform.

02/10/1893 *Ottawa Citizen* *Renfrew*

The O.A. & P.S. to Renfrew

Mr. J. R. Booth was in town on Wednesday, on the right-of-way business, says the Renfrew Mercury. He met a committee of the directors of the South Renfrew Agricultural Society. They would have liked to deal liberally with Mr. Booth, but the railway will very largely spoil their grounds for exhibition purposes. After a lengthy conference, Mr. Booth agreed to pay \$750 for the right of way through the grounds, leaving in the Society's possession the ground between the railway track and the creek. Mr. Booth expects that if the weather is favorable the rails will be laid into Renfrew by the 15th of October, and regular trains running three or four days after.

02/10/1893 *Ottawa Free Press* *Ottawa Electric*

The electric railway tracks now extend across the Suspension bridge.

03/10/1893 *Renfrew Mercury* *Renfrew* *Renfrew*

The location of the Ottawa, Arnprior and Parry Sound Railway station in Renfrew, has been definitely decided on. It will be on Doyle street, just to the residence of Mr. P. McManus and alongside the lacrosse grounds - the entrance being on Elizabeth street, which a good many of our readers may not know is the name of the street leading from the post office past the lacrosse grounds. A special meeting of the Council was held on Monday evening to consider the petition from the O.A. & P.S. Railway company asking that a portion of Doyle street be closed, as the station at that point would be convenient to the public and was recommended by Government Engineer Schreiber, and stating that all property affected by the closing of the street had been or would be purchased by the company. All the members of the Council were present.

The Reeve explained that the Council had absolute power to close any street as long as did not prevent anyone on it from having ingress or egress. The Company had bought or was buying all the property that thus affected. As solicitor for the Company he did not care to say much on the matter. As the Council could not see that any person's property would be injured by the closing of a portion of Doyle street, they agreed to close it as requested, Mr. Clark giving notice of the introduction of the necessary by-law, to be carried in a month's time. Work on the foundation of the station building will be begun at once.

03/10/1893 *Ottawa Free Press* *Ottawa Electric*

Details about changes to the routes, colored disc signs, etc.



**03/10/1893 Ottawa Free Press Renfrew locomotive**

Engine 60 of the Canada Atlantic railway, which has been undergoing repairs for the last two months will be turned out of the shops tomorrow. She has been thoroughly overhauled throughout.

**04/10/1893 Ottawa Free Press Montreal and Ottawa**

Some impatience and apprehension has been expressed by the inhabitants of Alfred, Ont., and vicinity on account of the slow work on the new C.P.R. line from L'Original to Ottawa. Mr. Shaughnessy, vice president, was seen yesterday, and stated that engineers have been working for some weeks past in running a line between Pointe Fortune and Caledonia Springs, with a view to continuing from Pointe Fortune instead of building from Rigaud. The information secured from the preliminary survey is now being put into available shape, and the decision will be made in a few days as to the best route. The form of agreement with the Ontario government is also under course of preparation.

**04/10/1893 Ottawa Free Press Ottawa Electric Ottawa Car**

Two more electric cars for the Montreal Street Railway company are to be forwarded from the factory here tomorrow.

**05/10/1893 Ottawa Journal Renfrew**

The construction of the O.A. & P.S. Ry. west of Arnprior is steadily progressing. Mr. Heald, the contractor between Arnprior and Renfrew, a distance of about twenty miles, has the work between these two towns nearly completed and in a few days will transfer his men to another section west of Eganville.

The line is now being built through the village of Renfrew. It runs directly through the South Renfrew Agricultural association grounds and as a consequence new exhibition grounds will need to be secured. The company have paid \$750 for the right of way.

The diamond crossing over the C.P.R. at Arnprior is now completed and the laying of rails westward of that town has begun. The Eganville Enterprise of yesterday credits Mr. J.R. Booth with having said while in Renfrew last week that the rails would be laid into Renfrew by the fifteenth inst. and regular trains running three or four days later.

By the time the rails reach Renfrew the line from that town to Eganville will also be ready for track laying.

**05/10/1893 Brockville Recorder Brockville Brockville**

The Samuel Rogers Oil Company, of Toronto, have purchased the old Shepherd mill at the foot of Mill street, and will use it as a warehouse with the intention of making Brockville a distribution point for a large section. A portion of the rocky land in the rear has been secured with the mill, and the C.P.R. will run in a switch from their pier extension. The oil will be brought in tank cars and barrelled here. The firm is a large concern with extensive business connections and it will mean quite an addition to Brockville.

**06/10/1893 Almonte Gazette Renfrew Kinburn**

#### KINBURN NOTES

Oct. 2nd. - owing to the accommodation provided by the O.A. & P.S. railway a large number from Kinburn and vicinity attended the Ottawa exhibition last week.

---  
The new station yard and grain elevator are making rapid strides towards completion and add much to the appearance of our little village. As the trains run now with some regularity a station master is in constant attendance.

**07/10/1893 Ottawa Journal Renfrew Renfrew**

The village council have given the O.A. & P.S. Ry. permission to build their depot on Doyle street and in consequence a portion of that street will be closed. Work on the foundation of the depot will be begun at once.

**07/10/1893 Ottawa Free Press Renfrew Elgin Street**

The Canada Atlantic railway station house at the Elgin street depot is undergoing repairs. The verandahs have all been painted and the general waiting room is being kalsomined. The station looks much brighter.

**09/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car**

Last Saturday 10.30 p.m., two new passenger cars, built by the Ottawa Car Co. (Ld.) were shipped to Montreal by the C.P.R. to be used on the electric street service there.

Mr. J. Ahearn of the Electric Street Car Works, Albert Street, went by the C.P.R. Sunday night to London city where he has despatched a new electric car truck from the Ottawa Car Co. (Ld.) to be used in the street service there. Mr. Ahearn will fit the truck in running order.

**09/10/1893 Ottawa Citizen Renfrew**

Progress of the O.A. & P.S.

Grading on the Ottawa, Arnprior and Parry Sound Railway will be completed to Golden Lake, eighty-four miles from Ottawa, by November 15th. Mr. G. Mountain, chief engineer, was in the city Saturday and informed a Citizen reporter that the rails were now laid three miles west of Arnprior. About 800 men altogether are engaged on the road. They would commence to-day to build the station at Renfrew and at New Glasgow, between Arnprior and Renfrew. The stations west of Renfrew as far as the work will be completed this fall are Douglas, Eganville and Golden Lake. The route has been finally located west of Golden Lake far enough for all next season's construction work.

---  
The South Renfrew Agricultural Society are receiving \$750 from the O.A. & P.S. Railway for the right of way through their grounds.

**10/10/1893 Ottawa Journal Ottawa Electric**

The electric cars on the Chaudiere line began running as far as Hurdman's mill yesterday. A pavement of porphyry blocks is laid from the Suspension bridge to the mill and that part of the roadway will be of harder material than that on the Ottawa side of the river. The double track to that point will also soon be laid.

**10/10/1893 Ottawa Free Press Ottawa Electric**

The ironwork of the new bridge across the Rideau river at New Edinburgh is now complete. The planking is nearly all down and in a few days the rails will be laid. The approaches on either side of the bridge are ready.

**10/10/1893 Ottawa Citizen Ottawa Electric**

Today the electric cars will run as far as the present terminus of the road at the Chaudiere, it being a short distance on the other side of the Union Bridge. From the bridge to the terminus a pavement of porphyry blocks from Belgium is being laid. These blocks are claimed to be ever harder and more durable than the ones used on the roadway at this side of the bridge. There is yet another track to be laid across the bridge before the work will be completed.

**11/10/1893 Ottawa Free Press Renfrew Elgin Street**

A new siding has been laid in rear of Catherine street by the Canada Atlantic railway and a quantity of lumber is being removed from Perley's Chaudiere piling grounds and deposited in this new yard. It is possible the whole of the strip laying along the track between Kent street and Concession will shortly be utilized for the same purpose.

**12/10/1893 Ottawa Journal Ottawa Electric**

The electric railway are fitting up some of the old horse cars by putting vestibules and placing the cars on motors. One, No. 7 is now running on the New Edinburgh route. The company have returned to their old time of running the New Edinburgh cars down St. Patrick street.

**12/10/1893 Ottawa Free Press Maniwaki**

Track laying on the Gatineau Valley road is now within five miles of Pickanock, to which place trains are expected to run by the latter end of next week.

**12/10/1893 Ottawa Journal Renfrew**

Tracklaying on the O.A. & P.S. Ry. has now reached about five miles beyond Arnprior. It will be rushed on the [sic] Renfrew as the road is now altogether ballasted to that point.

**12/10/1893 Brockville Recorder Brockville and New York Bridge**

An old file of the Recorder shows that as far back as 1852 a bridge over the St. Lawrence at Brockville was discussed. Still the bridge has not materialized yet.

**12/10/1893 Kemptville Advance Kingston, Smiths Falls and Ottawa**

A surveying party have been busy this week surveying the Kingston and Ottawa railway.

**13/10/1893 Renfrew Mercury Chalk River Renfrew**

On Friday last the K. & P.R. express train did not leave Renfrew for Kingston owing to a smash at the turntable near the roundhouse. There was an engineer on the K. & P. locomotive who had not been at the Renfrew end of the line very often this summer, and he was not fully posted on the details of the arrangements by which the Atlantic and Northwestern trains use the K. & P. track and turntable at this point. Consequently, to get his own engine out, he turned a switch from the main line to the turntable siding.

The A. & N.W. train, fresh in from Eganville, came backing down the track as usual and before the hands realized the situation their train was on the turntable instead of the main line. The first coach dropped into the turntable pit and wrought considerable havoc - driving the table a foot off centre, and smashing the upright timbers.

The K. & P. engine could not get on to the track and its train was cancelled. The C.P.R. sent a wrecking car to the spot and Mr. Folger came out from Kingston. It was well on in the night when the damage was repaired. By the "rule of the road" the A. & N.W. (C.P.R.) is at the expense of the trouble. One of the A. & N.W. men has been suspended.

Also in the Ottawa Journal 19 October.

**13/10/1893 Almonte Gazette Chalk River Arnprior**

#### ARNPRIOR NEWS

On Tuesday last, while "shunting" on one of the McLachlin Bros'. Sidings a C.P.R. engine and tender went over a small trestle and now lies bottom up. Neither the fireman nor the engineer were hurt. As they jumped. They claim that a switch quite close to the bridge was left partly open, causing the engine to run off the track. A wrecking train and gang are busily engaged getting the engine, which is almost a total wreck, up out of the ditch.

**13/10/1893 Almonte Gazette Chalk River**

New steel rails, much heavier than the old ones, are being laid on the C.P.R. from Chalk River to Carleton Place. The road will also be rebalasted.

**13/10/1893 Renfrew Mercury Renfrew Renfrew**

On Tuesday, the O.A. & P.S. Railway settled with Mr. Jas. O'Connor for right of way through his lot on the north-west side of Smith's creek, and on Wednesday morning a gang of men were at work, tearing up part of the bridge along the Main street. They will leave the bridge so that traffic will not be interrupted for more than a day. - All rights of way through the town have now been settled, except with Mr. John Smith (tanner).

**14/10/1893 Ottawa Journal Chalk River**

New steel rails, much heavier than the old ones, are being laid on the C.P.R. from Chalk River to Carleton Place. The road will also be rebalasted.

**14/10/1893 Ottawa Journal Ottawa Electric**

Electric car No. 45 ran off the track at the corner of Sussex and Rideau about 1.30 this afternoon. In a short time a procession of 13 cars had collected.

**14/10/1893 Ottawa Free Press Ottawa Electric**

No. 7 of the old horse car line has been repaired and fitted up with vestibules and placed on motors. It now runs on the Rockcliffe line where it will probably remain until the close of the season.

A large gang of men are at work completing the double track on the lower end of Sussex street and also building up the approaches on either side of the new bridge. The tracks will likely be laid across the bridge on Monday or Tuesday next, when the cars will at once begin to run across.

**17/10/1893 Renfrew Mercury Renfrew**

Mr. J.R. Booth and staff went steaming up the O.A. & P.S. line as far as Douglas on Thursday morning. They expect to have the rails as far as Eganville by Saturday night.

The construction of the station for the O.A. & P.S. Railway, on Doyle street, in the Saddler section, is sufficiently completed to show what its outward appearance will be. There is a veranda round about it, which is an improvement on many of the country stations on older lines, as it will afford shelter, in sultry or stormy weather, to those who may not care to remain all the time in the waiting room, pending the arrival of trains.

A construction train on the new railway left Arnprior for Renfrew on the afternoon of Sunday, 5th inst., and returned at night. The trip was taken by quite a number of Arnpriorites.

**18/10/1893 Ottawa Free Press Renfrew locomotive**

On Saturday afternoon last one of the construction engines working on the Ottawa, Arnprior and Parry Sound railway some miles above Arnprior, ran over the dump with a train of four cars. The rails were covered with blue clay and the driving wheels would not catch. The engine, it is said, went full over on her side smashing the cabin and all the trimmings on top of her boiler. She was hauled out of the ditch and brought down to the Elgin street depot. Luckily no one was hurt in the run off.

**18/10/1893 Ottawa Journal Ottawa Electric**

ABOUT ten o'clock last night electric car No. 40 smashed into a covered carriage directly opposite Rideau st. convent. The rig was completely destroyed but the occupants, two young men, escaped injury.

Car No. 240 built for the Montreal street railway by the Ottawa Car Co. had a trial run this morning.

**19/10/1893 Ottawa Citizen Ottawa Electric Ottawa Car**

Late last night two new cars built by the Ottawa Car Co. were shipped by the C.P.R. to Montreal.

**19/10/1893    Ottawa Journal                      Kingston (CP)                      Renfrew**

On Friday last the K. & P.R. express train did not leave Renfrew for Kingston owing to a smash at the turntable near the roundhouse. There was an engineer on the K. & P. locomotive who had not been at the Renfrew end of the line very often this summer, and he was not fully posted on the details of the arrangements by which the Atlantic and Northwestern trains use the K. & P. track and turntable at this point. Consequently, to get his own engine out, he turned a switch from the main line to the turntable siding.

The A. & N.W. train, fresh in from Eganville, came backing down the track as usual and before the hands realized the situation their train was on the turntable instead of the main line. The first coach dropped into the turntable pit and wrought considerable havoc - driving the table a foot off centre, and smashing the upright timbers.

The K. & P. engine could not get on to the track and its train was cancelled. The C.P.R. sent a wrecking car to the spot and Mr. Folger came out from Kingston. It was well on in the night when the damage was repaired. By the "rule of the road" the A. & N.W. (C.P.R.) is at the expense of the trouble. One of the A. & N.W. men has been suspended.

From Renfrew Mercury 13/10/1893

**19/10/1893    Ottawa Free Press                      Renfrew                      Carp**

The steam shovel is now doing good work, the gravel pile is fast disappearing and the public can now see away down the railway line where not long since stood the gravel hill.

**20/10/1893    Ottawa Journal                      Eganville**

The C.P.R. have a gang at work fencing the Eganville line.

**20/10/1893    Almonte Gazette                      Renfrew**

Sixteen cattle were killed a few days ago at Armstrong's trestle on the Parry Sound railway. The cattle were in two herds, and two freight trains did the act.

**20/10/1893    Almonte Gazette                      Chalk River                      Petawawa**

The body of a new born infant was found on the C.P.R. track above Petteewawa [sic] one morning lately. It was ascertained that the child had been born alive, and it was suspected that it was dropped from the train, but beyond this nothing was learned.

**20/10/1893    Almonte Gazette                      Eganville**

Since the opening of the branch line of the C.P.R. to Eganville over one hundred head of cattle are said to have been killed.

**20/10/1893    Almonte Gazette                      Maniwaki                      Ironsides**

Eight boulders were found on the track of the Ottawa and Gatineau Valley Railway near Ironsides, on Friday. A farmer walking along the track discovered the stoned and procures assistance to remove them before the express train passed.

**20/10/1893    Ottawa Free Press                      Renfrew**

An electric dynamo is being placed on a special car at the Canada Atlantic railway workshops for the purpose of furnishing electric light to the workmen on the Parry Sound road above Armprior, where the work of laying the steel is to be pushed forward night and day until Renfrew is reached. The rails are already laid for seven miles beyond the former place, and at the rate they are now proceeding trains may be expected to be running to Renfrew before very long.

**20/10/1893    Renfrew Mercury                      Belleville                      Perth car shop**

Twenty more men have been taken on at the Perth car shops. This brings the staff to over fifty.

**20/10/1893    Almonte Gazette                      Chalk River                      Renfrew**

At Renfrew a few days ago, owing to some one having blundered, the A. & N. train ran on to the turntable instead of on to the main line. The first coach ran into the turntable pit and did considerable injury to the turntable.

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

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

**20/10/1893    Renfrew Mercury                      Renfrew                      Renfrew**

Taking advantage of the fine weather during the most of the past week, track-laying on the O.A. & P.S. road has been pushed rapidly. By Thursday morning, the rails were laid as far as Mr. D. Airth's farm, in the corporation limits, and the engine could be seen from Mr. D. Barr's residence, with the probability, all going well, of reaching the Agricultural grounds by night time. The fill in of the creek side enar Mrs. Freer's, and of the gully at the old "Broken Bridge" on the west side of the Lacrosse grounds, have been heavy, but are now getting on towards completion. Work has been started on the station building. By some mistake, the workmen first entered on the rear of Mr. James Reid's lot, fronting on Saddler street, and commenced preparations for the foundation of the building there, instead of on Doyle street to which they quickly removed.

**20/10/1893    Ottawa Citizen                      Ottawa Electric                      Ottawa Car**

Mr. John Ahearn, electrician of the street railway, has arrived home from London, where he has been superintending the work of opening a new track. He said the electric cars would be running on the 30th inst.

**20/10/1893    Almonte Gazette                      Belleville                      Cheese train**

The big Canadian cheese at Chicago scored 95 points out of a possible 100 on being tested a few days ago.

**20/10/1893    Renfrew Mercury                      Eganville                      Eganville**

The youngsters of the village find a good deal of amusement in watching the afternoon train of the C.P.R. chasing cows through the village. The train leaves at 5.25 o'clock p.m., when the cows of the village are wending their way homeward from the commons, and who seem to prefer the railway track to the road. Every few days the outgoing train finds some cows on the track between the station and the village, the engine whistles continuously to frighten the animals off the track, the little boy knows from the whistle that something is wrong, and runs to find out what it is. The cow trots composedly in front of the engine until it reaches a street leading to its home. The youngster enjoys the fun, the grain hands except that they are saints, must use some forcible language at the delay and the absurdity of the position, and the passer-by smiles and wonders of it would not be more dignified for a wealthy corporation line the C.P.R. to fence in their line than to have their train running races with cows. Eganville Enterprise.

## THE PROPOSED NEW BRIDGE

ALDERMEN THINK THE C.P.R. WOULD RUNOVER IT.

And Therefore Help to pay for its Construction - Engineer Harris's Description of the structure - it will have Five piers with a Roadway on either side.

Four members of the Civic Finance Committee in the city turned up last evening to consider the adviceability of submitting a by-law to the rate payers in January to give a bonus of \$150,000 towards the construction of the proposed interprovincial bridge. As there was no quorum the discussion was informal.

By questioning Mr. Dale Harris the engineer of the Pontiac & Pacific Junction Railway Company, under whose charter it is intended to build the bridge considerable information was acquired.

## ABOUT THE PROPOSED BRIDGE

Mr. Harris said the estimated cost of the proposed bridge was \$700,000. It would have six spans and five piers, and there would be roadways for horses and pedestrians on either side. It would have to be 45 feet above high watermark. The main channel span would be 500 feet. Mr. Beemer the president of the road, would not care as much for the amount of the bonuses asked from Ottawa and Hull as for the credit the receiving of such would give him. The extra cost of a general traffic over a railway bridge alone would be more than the amount of the bonuses. The charter are under which the bridge would be built allowed them until next July to commence the work and until July 1897 to finish it. The embankment on the Hull side would be a large one. It was estimated there would be 100,000 yards. He did not think there would be any trouble experienced if horses and trains met on the bridge. He did not know if the C.P.R. would assist in constructing the bridge.

## THINK THE C.P.R. WOULD USE IT

After some discussion, in which Ald. Corry said he wanted more information from a disinterested party on the matter, the meeting adjourned until next week. It was the opinion of all that the C.P.R. would likely decide that the bridge be a joint one, and would bear part of the cost of construction.

Ald. Scott, Corry, Greene and sStarr and Mayor Durocher, the city clerk and the city solicitor were those at [sic]

21/10/1893 *Ottawa Citizen* *Renfrew*

The Arnprior Watchman has the following re the accident on the Parry Sound Railway last Saturday. "The construction train, consisting of a locomotive and a number of flatcars, while passing over a portion of the roadbed not previously travelled by so heavy a train caused the spongy element underneath it to crumble and give way under the great strain, throwing the locomotive and several cars from the track. It appears that the engineer in charge was aware, to some extent, of the danger of passing over this particular spot, and put on extra pressure in the hope of avoiding accident. But his calculations were wide of the mark. Both engineer and fireman leaped from the wrecked train in time to escape injury. But while the great locomotive lay upon her side, and the machinery still in motion with the wheels still revolving at a 40 mile-an-hour rate, and hissing mud in all directions, the plucky engineer got inside and stopped the engine. A wrecking train came up shortly and attended to the repairing of the disordered cars.

21/10/1893 *Ottawa Free Press* *Renfrew* *Elgin Street*

A new lumber yard at the south end of Kent street, between the C.A.R. and Catherine street, now extends across the line of the former thoroughfare.

21/10/1893 *Ottawa Free Press* *Ottawa Electric*

The Electric Street Railway company are laying their tracks in the rear of the city post office to obtain closer connection therewith for the purpose of the electric mail service, which is shortly to be instituted. It is intended as soon as the present contracts for carrying the mails to the different railway stations and to Hull, have expired, to place the carrying system in the hands of the electric railway. A number of old cars, formerly in use on the old street railway are being fitted up for the service. The establishing of an electric postal delivery system, similar to that in vogue in New York, is also under contemplation, it is said, but the present needs of the city hardly warrant such a step.

21/10/1893 *Ottawa Free Press* *Renfrew*

Tracklaying on the Ottawa, Arnprior and Parry Sound Railway now extends as far as Renfrew. A very large gang of men are employed putting down rails at the rate of about a mile and a half a day. If the weather continues fine the company will have the track laid as far as Eganville before the winter sets in. The ballasting crew have been augmented so that they are running night and day. The electric plant will be ready to start next week at Willis' pit between Galetta and Arnprior.

21/10/1893 *Ottawa Journal* *Ottawa Electric*

Electric car No. 40 ran off the track on the Hull side this morning.

21/10/1893 *Ottawa Journal* *Renfrew*

It is expected that the station of the O.A. & P.S. at Arnprior will be completed in about a week or ten days. This week a number of men employed on it left for Renfrew to begin the building of a station at that place.

The track laying gang of the O.A. & P.S. railway expect to reach Renfrew this evening with the "end of the iron". The track is ballasted to a point about seven miles west of Renfrew and on reaching Renfrew the construction gang will work back this way to finish the ballasting. Regular train service will be opened as far as Renfrew in a few weeks. Arnprior Chronicle.

21/10/1893 *Ottawa Free Press* *Canada Atlantic*

A regular passenger train on the way from Montreal is credited with making the distance between Eastman's Springs and Ottawa, a distance of twelve miles, in nine minutes.

21/10/1893 *Ottawa Free Press* *Renfrew* *locomotive*

The engine which was smashed up last Saturday near Arnprior on the construction of the Parry Sound road has been entirely repaired and sent back to the far end of the line where it is required. The cabin had to be rebuilt, a new pilot put on and several small castings replaced. The cars which were smashed up at the run off have not been brought down yet.

Coach 34 of the Canada Atlantic railway, a fine second class car, is undergoing repairs at the shops.

One of the two new passenger locomotives, No. 21, has been tested up to 67 miles per hour. She made that time seemingly without great exertion and could probably go much faster if required.

23/10/1893 *Ottawa Journal* *Renfrew*

The first locomotive of the O.A. & P.S. Ry.. reached Renfrew Friday and the citizens all turned out to welcome it. While the same engine was about half way between Arnprior and Renfrew it slid off into a ditch. It took considerable time to place her on the rails again.

24/10/1893 *Ottawa Free Press* *Ottawa Electric*

Royal mail cars Nos. 1 and 2 are about ready to be placed on the motor trucks. Those of the old horse cars have been fitted up for the service, but in their new finish, blazoning with gilt lettering and insignia, they present a very attractive appearance. They are provided with windows at both ends, entrance to the platforms from one side only and folding doors in the middle at each side of the cars to admit the mail bags. The internal arrangement is not materially altered.

--

The rails have been laid across the Electric railway bridge at New Edinburgh but as the approaches on either side have not been graded the cars cannot cross until the approaches are complete.

24/10/1893 *Kingston Daily British Whi* *Renfrew*

A Remarkable Feat in Rails.

A remarkable feat in railroading was performed on the O., A. & P.S. RR. near Renfrew, a few days ago, when twenty men laid 9,200 feet of rails or one mile and three-quarters of track in a day.

The track laying has now reached Renfrew and the men are now engaged laying the diamond crossing over the Kingston and Pembroke line at that point. This work will take only four or five days after which track laying will be resumed to Eganville by an increased contingent of workman. It is very probable that Eganville will be the terminal point of the line this winter.

24/10/1893 *Ottawa Citizen* *Ottawa Electric*

The work of laying the double track for the electric railway to the present terminus on the Hull side of the Union bridge was completed yesterday afternoon.

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

Mining is at a standstill in Templeton township owing to a glut in the market and the general depression in trade throughout the United States. The large asbestos mine which has been working on the property of Jeremiah Ferrand has been abandoned. This concern was controlled by a powerful German syndicate. The mine has closed down and the plant sold off to different parties. The engine was bought by Mr. Ellard of George street. NB. There is no indication whether the engine was a locomotive or a stationary engine.

26/10/1893 *Ottawa Citizen* *Ottawa Electric*

The track of the electric railway is to be extended from the corner of Elgin and Catherine streets to the C.A.R. station platform so that travellers can step from the platform on to the car. The change will no doubt be appreciated.

26/10/1893 *Ottawa Citizen* *Renfrew*

Will soon be Rning [sic] for Renfrew

Mr. Ferguson, M.P. for Renfrew is in the city. Mr. Ferguson states that the construction engine is now running as far as Renfrew on the O.A. & P.S. road, and is expected that passenger trains will be running to that place in the course of two or three weeks.

26/10/1893 *Ottawa Free Press* *Lachute* *Gatineau*

For some time past complaints have been heard among villagers at the head of the Gatineau over the fact that the Canadian Pacific railway do not stop their trains at the Gatineau depot. Mr. Crevier, notary of that village, who suffers from a very painful contusion to his ankle, has complained to the conductor that the trains, instead of stopping at the station run sometimes twenty acres further on. The affair has caused him no little bother and he decided last week to have some remuneration out of the company for the trouble caused to him in this way. An action for damages has been instituted in the circuit court of Hull, and Mr. Rochon, Q.C., will look after the interest of the plaintiff. Mr. Crevier told the Free Press yesterday that one day last week he was carried some fifteen acres past the station as usual and preferring to go on to this city he stayed on the train, although it was late at night. After his arrival in this city he passed down to Rockcliffe where he stood some two hours shouting for the ferrymen who were all asleep.

26/10/1893 *Ottawa Journal* *Ottawa Electric*

The electric railway track is to be extended to the C.A.R. depot platforms to enable the passengers to step from the platform to the cars.

27/10/1893 *Renfrew Mercury* *Renfrew* *Renfrew*

Just after the Mercury went to press Thursday afternoon, the laying of the rails on the O.A. & P.S. Railway was completed as far as the Agricultural Show Grounds; and the event was joyfully signalled to the town by a steady tooting of the locomotive whistle for some minutes. It will be a day or two yet before the heavy "fills" at the creek and Broken Bridge will be completed.

27/10/1893 *Almonte Gazette* *Renfrew* *Arnprior*

Mr. J. Campbell, of Arnprior, is erecting a large grain shed and warehouse at McIntosh's crossing on the O.A. & P.S. R.R.

---

Albert Smith, a C.A.R. brakeman, had the middle finger of his right hand crushed off while coupling cars here on Wednesday.

27/10/1893 *Almonte Gazette* *Renfrew* *Renfrew*

ARNPRIOR NEWS

The first engine on the O.A. & P.S. Ry. reached here on Friday last, and the citizens all turned out to welcome it. While the same engine was about half way from here and Renfrew it ran off the track.. It took considerable time to put it on again.

---

On Saturday an engine on a Parry Sound work train was ditched about ten miles above here.

27/10/1893 *Renfrew Mercury* *Renfrew*

Mr. A.J. Campbell of Arnprior, is about to erect a commodious grain shed and warehouse at McIntosh's crossing on the O.A. & P.S. Railway. This point is situated midway between Arnprior and Renfrew, in the township of McNab and, with a railway station, is likely eventually to become a good sized village.

27/10/1893 *Renfrew Mercury* *Renfrew* *Goshen*

A siding was put in last week on the new railway at the town line crossing on the farm of Mr. Andrew McArthur. So that the farmers in this part of the country won't need to haul their peas up one of the worst hilld between this and Belfast - Ireland.

Ottawa & Parry Sound and the CPR before the cabinet.

The application of the Ottawa, Arnprior and Parry Sound Railway for railway crossing over the Canadian Pacific railway was again heard before the railway committee of the Privy council today.

There were present: Hon. John Haggard in the chair, Sir John Thompson, Hon. MacKenzie Bowell and Hon. John Carling. A.J. Christie, Q.C. appeared for the Ottawa & Parry Sound road, and ex-Judge Clarke and Mr. Shaughnessy, vice president, for the CPR and Mr. Booth and Mr. Mountain, engineer of the Parry Sound Road were also in attendance.

The first application was for a bridge over the St. Lawrence and Ottawa railway, about half a mile from the Richmond Road, Ottawa. The only dispute between the companies was as to the width of the span. The C.P.R. wanted the bridge to be 100 feet of a span while the O.A. & P. said the 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 had already been ordered by the committee showing that this width of span was large enough. Among those mentioned, the Brockville and Westport road crossing the Grand Trunk the span being 44 feet, the crossing of the Canadian Pacific at Roefield near the Lachine bridge, one of the most important crossings in Canada, was 43 feet in the skew and 35½ at right angles. There was also the bridge at St. Catherines street, Montreal, which was 54 feet in the skew and 35 feet at right angles. He also referred to certain crossings in the United States showing that the objection to the width of span was unreasonable.

Sir John Thomson - 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 feet 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 owned the land at the crossing for 300 feet across.

Mr. Christie said that this would mean that no railway could cross the St. Lawrence and Ottawa unless by a 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 feet. 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 and Ottawa became part of Canadian Pacific and they applied for the 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 the 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 were station guards at that 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 case was an application by the Ottawa, Arnprior & Parry Sound Railway for a level crossing over the Canadian Pacific some 34 miles west of Ottawa. The report of Mr. Schreiber was presented. It was favorable to a level crossing, but the difference between an overhead and level was not very much in the extra cost. The difference of cost would be about \$40,000. The other proposal submitted by the CPR, 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 \$51,000 for the overhead bridge while the Canadian Pacific said that \$33,000 was sufficient. As to masonry, Mr. Mountain said it would cost the Canada Atlantic \$12 per yard, while Mr. Shaughnessy said that the CPR were only paying \$7.23.

Sir John Thompson - But Mr. Schreiber seems to favor a level crossing, then it does not matter what we should decided 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.

28/10/1893 *Ottawa Citizen* *Montreal and Ottawa*

It is learned that the Canadian Pacific Railway Company propose to push the construction of the Vaudreuil branch to Ottawa and will make it the regular line from Ottawa to Montreal

28/10/1893 *Ottawa Journal* *Ottawa Electric*

The old street car stables at New Edinburgh have had all the horses removed and this building will be used as a painting and repair shop for the electric railway.

28/10/1893 *Ottawa Citizen* *Renfrew*

Had to be Postponed

Renfrew Mercury: the O. A. & P. S. Railway Company some time ago applied to the courts for an order permitting them to begin work up on the premises of Mr. John Smith (tanner) on the 24th, leaving the price for right-of-way to be settled thereafter by arbitration. Mr. Smith took legal steps to stay the order. The matter was to have been argued in Toronto on Tuesday: but owing to a derailed freight at Tweed delaying the express train on which was Mr. Craig, representing the O.A. & P.S. and Mr. McGarry, representing Mr. Smith, for nine hours, the case was calarged. [sic].

## THE VAUDREUIL AS A MAIN LINE

C.P.R. LIKELY TO GO ON WITH THREE SOUTH SHORE ROUTE

The Scheme as Outlined in The Journal Last Spring May Soon go Into Effect - Ald; Corry and Mr. Shaughnessy.

Ald. Corry, who had an interview with Mr. Shaughnessy, president of the C.P.R., in Montreal a few days ago, gave the civic finance committee last night some interesting information touching the intentions of the C.P.R. in their future railway arrangements in this city.

Ald. Corry called on Mr. Shaughnessy with the object of talking over the interprovincial bridge scheme brought before the city council last year by the C.P.R. and of asking if the company would take a hand in the cost of constructing the bridge now being discussed, on which Mr. Beemer offers to build a railway and traffic bridge, if Ottawa will give \$150,000 of a bonus.

From what Mr. Shaughnessy said, Ald Corry did not think that the C.P.R. looked very favorably upon a bridge at all.

But incidental to the bridge question Ald. Corry elicited the fact that the company have plans prepared for the carrying out of the scheme outlined in THE JOURNAL last spring.

## THE VAUDREUIL AS A MAIN LINE

The plans show that the C.P.R. contemplate making the Vaudreuil road, the main line between Ottawa and Montreal; that Parliament Hill will be tunnelled so as to connect the Union Station and the Vaudreuil road which will come in at the east end of the city. From Parliament Hill a bridge will be thrown across the mouth of the canal, and on the east side of the canal a station built. The line will then go eastward around Major's Hill and across Nepean Point and junction at or near the old St. Lawrence & Ottawa station on Sussex st.

One thing the C.P.R. did not seem to view with any favor was the central depot idea for the reason that by turning in and out from their main line, which crossed the mouth of the canal, would cause too great a wear and tear on their rolling stock, and a station on the east bank of the canal where the road crossed, would be sufficiently central for all purposes.

## THE CITY ASKED TO WAIT

Mr. Shaughnessy could say nothing of himself as to what would be done until after the meeting of the executive board of the company on November 14th, but suggested that it might be just as well if the city of Ottawa deferred any definite steps in the Beemer bridge question before the C.P.R. was heard from, which would be no later than November 15th.

Mr. Shaughnessy also held out the hope that there was a possibility of the car shops now in Perth being moved to Ottawa, but that of course would it depends largely on circumstances, one of which was the possession of motive power for the works.

The Vaudreuil railway spoken of is now under construction westward from Point Fortune and has been subsidized by the Ontario government.

## ROUTE OF THE NEW ROAD

Its course, as surveyed, follows the south bank of the Ottawa River from Point Fortune, and traverses the counties of Prescott and Russell. It will come in through the wealthy townships of Cumberland, Clarence and Gloucester, probably striking the St. Lawrence & Ottawa track near Hurdman's bridge. As the country through which the road runs is comparatively level and easy of construction the possibility is that after the C.P.R. have made all necessary arrangements the work will be rushed through and a junction with the other lines affected at Ottawa.

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

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

30/10/1893 *Ottawa Journal**Renfrew*

Just after the Mercury went to press last Thursday afternoon the laying of the rails of the O.A. & P.S. railway was completed as far as the agricultural show grounds; and the event was joyfully signaled to the town by a steady tooting of the locomotive whistle for some minutes. It will be a day or two yet before the heavy "fills" at the creek and the Broken Bridge will be completed - Renfrew Mercury.

31/10/1893 *Ottawa Free Press**Ottawa Electric*

The electric railway company's contract for the transfer of the mails to and from the railway depots actually commences tomorrow, but as the cars are not quite ready the change in the method of transfer will not take place for several days yet.--

It is the intention of the company to put in a switch on the Elgin street track near the Grace church, and two cars will be run thereon in place of one as formerly.--

31/10/1893 *Ottawa Journal**Renfrew*

It is very probable that an inspection of the newly completed portion of the Ottawa Arnprior and Parry Sound railway between Arnprior and Renfrew will take place before the end of this week.

Passenger trains will be running as far as Renfrew next week.

The last stage of the construction "the lifting" is now almost completed between these two places and the telegraph line is being erected with all possible speed.

--

There will be only one station between Arnprior and Renfrew and that at a small country village called New Glasgow, equally distant from both the foregoing towns.

--

Beyond Renfrew there are already several miles of track laying completed. The construction has reached eight or nine miles beyond Eganville but Eganville will be the terminus of the line for the winter.

01/11/1893 *Ottawa Journal**Ottawa Electric*

The laying of the spur line for the electric mail car service at the Canada Atlantic depot is now completed. The line runs directly along the east side of the platform.

The electric mail car service did not begin this morning as has been expected because the Electric Street Car Company have not succeeded in having the special cars for this service completed in time. A delay of about a week will be occasioned. In the meantime Mr. Graves continues to convey the mails to and from the railway depots.

The laying of the granite paving by the Electric Railway company will be completed beyond the Chaudiere bridge in a couple of days.

02/11/1893 *Ottawa Journal**Renfrew**Eganville*

That part of the O.A. & P.S. R. east of Eganville, which was being graded by Messrs. Fauquier Bros., and extending over eight miles, is completed, the men being discharged last week. - Eganville Enterprise.

*03/11/1893 Ottawa Free Press Renfrew Renfrew*

The gravel trains on the Ottawa, Arnprior and Parry Sound Railway will, it is expected, reach Renfrew today. The gravelling will be pushed ahead at once through Renfrew and beyond to Eganville as quickly as possible as the company is desirous of reaching the latter place before the ground freezes up for the winter. The section between Arnprior was accomplished in a very short time owing partly to the nature of the country through which the line passed and the fact that good gravel pits were met with at short intervals. The distance from Ottawa to Renfrew, about forty-six miles, will be covered by trains in about ten days. In the interval, the latest section will be gone over again to see that it is equally firm throughout. The gang of trainmen in the gravelling have for some time past been working from four o'clock in the morning until midnight. The government inspection of the road from Arnprior to Renfrew will be got through as soon as possible. The regular night gang will be started in a week. The electric lights have not been started yet as the dynamo car is yet in the Stewarton yards.

*03/11/1893 Ottawa Citizen Ottawa Electric*

The Electric Railway Co. began the removal of the old rails from Wellington street across the eastern end of Dufferin Bridge to Metcalfe street yesterday afternoon. The trolley wires and poles were taken down some time ago.

*03/11/1893 Ottawa Free Press Ottawa Electric*

The electric car rails from Dufferin bridge to Metcalfe street on Wellington are being taken up, the route having been abandoned.

*03/11/1893 Ottawa Journal Renfrew*

Mr. Heald has 280 men at work on the ten miles between Eganville and Golden Lake. This does not include road cutters, masons and men working at bridges or culvert builders. - Renfrew Mercury.

*03/11/1893 Ottawa Journal Renfrew*

A MAN OF COURAGE AND FAITH. Such is Mr. J. R. Booth, Ottawa's Railway King.

A Pen Sketch of the Builder of the two big Railroads that Centre at the Capital -

A Notable Career. (From the Ottawa Evening Journal.)

Now that Ottawa is fast becoming a great railway centre a brief sketch of one of the men largely instrumental in making it such cannot but prove interesting.

It is a fact generally admitted that the construction of the Canadian Atlantic railway was a most important factor in bringing Ottawa within easy reach of the seaboard, while at the same time opening up a wealthy section of country and making it tributary to the capital. And while the Canada Atlantic has done this to the east, the Parry Sound railway, stretching out to bring the great trade of the lakes to our doors, will do the same thing to the west, and not only carry the trade of the lakes to and past our doors, but open a new territory rich in timber, minerals and agricultural wealth. And the foremost figure in both great enterprises is John R. Booth.

MR. BOOTH IS A CANADIAN: It will be news to some people to know that Mr. Booth is a Canadian, born in Sheffock, county of Waterloo, in the Eastern Townships of Quebec, sixty-five years ago. With many it is believed that Mr. Booth is an American, but he is not. He is a Canadian born and bred.

Thirty-eight years ago Mr. Booth came to Ottawa and with a foresight peculiarly his own, saw the great possibilities of the Chaudiere with its vast water power. He was not long setting about taking advantage of these fine possibilities, and in company with the late Mr. Soper, father of Mr. W. Y. Soper, built a small shingle mill on the site of his present big mill. That was his first venture, and on that small beginning he has reared a colossal fortune, the fruit of downright pluck, indomitable energy, unwearied industry, and the close application of first class business talents. HE HAD FORESIGHT AND FAITH. As an illustration of Mr. Booth's great foresight and faith in the country of his birth, it is related of him that he astonished the lumbermen during the prevalence of hard times between 1874 and 1879. There was a general want of courage amongst limit holders. They thought that the bottom had dropped out of the lumber market and it was going to keep that way, and as a matter of course took the earliest opportunity of disposing of their limits. When these limits were put up at auction, Mr. Booth was always there to bid and the lumbermen were astonished. But Mr. Booth paid no attention to their astonishment. He had faith in the lumber industry and bought limits right and left, and now they are worth five times the amount he paid for them, and in the meantime he has cut all the logs off them he required for his business. In 1881 he threw himself into the building of the Canada Atlantic and in a very short time the road was constructed and at once took a first place amongst Canadian railways. Those who know the man best say the Parry Sound Railway will be in complete running order from the Sound inside of three years.—Renfrew Mercury/Ottawa Evening Journal

*03/11/1893 Renfrew Mercury Renfrew Renfrew*

"Tickets to Renfrew" is the heading with which the Ottawa Journal on Tuesday announced that a government inspection of the O.A. & P.S. between Arnprior and Renfrew will probably take place towards the end of next week, and that passenger trains will be running as far as Renfrew next week. The Journal adds that the country through which this part of the line runs is as fine an agricultural section as can be found; and that there will be but one station between Arnprior and Renfrew: midway: at New Glasgow.

*03/11/1893 Almonte Gazette Renfrew*

There is a fall of 150 feet on the O.A. & P.S. railway between Arnprior and Ottawa.

---

O.A. & P.S. passenger trains will be running from Ottawa to Renfrew next week. There will be a station half way between Arnprior and Renfrew - New Glasgow. Eganville will be the terminus for the winter.

*04/11/1893 Ottawa Free Press Renfrew locomotive*

The old Welsh locomotive, Wm. Beatty, which came down from the Parry Sound Colonization railroad last summer, has been entirely rebuilt in the Elgin street shops and is now ready to go up the line again to its work on the far end. Steam was gotten up this morning for the first time since its arrival and the engine was started working in the yard.

Almost all the work being done at present in the C.A.R. mechanical shops is for the Ottawa, Arnprior and Parry Sound Railway. A fine snow plough is being put into shape for work this winter. The box has been built and it awaits wings and fore lift.



AN OFFER FROM MR. BOOTH  
TO BUILD A CENTRAL RAILWAY STATION

Will be Received by the Minister of Railways Who will Report Upon the Matter to Council - Mr. Haggart Would Like to See yjr Scheme Carried out.

The deputation of the Ottawa Board of Trade that waited yesterday afternoon upon the Hon. Mr. Haggart went away satisfied upon one point at least, namely, that the Minister may be counted on to do all in his power to facilitate the acquisition of a right of way along the canal bank for the purpose of a central railway station and its approaches. The whole question was pretty thoroughly threshed out in all its bearings in the course of the twenty minutes' discussion between the Minister and the citizens composing the committee.

WHAT IS WANTED.

Secretary Scott, of the Board of Trade, after the deputation, had been individually introduced, went straight to the point. "The object of this deputation," said he addressing the Minister, "is to conform to a resolution passed by the Board of Trade authorizing us to ask you to urge upon the government the necessity of granting to Mr. J. R. Booth the right of way along the east bank of the canal. This matter is of the greatest importance to the citizens of Ottawa. They have already evidenced their feeling on the subject by granting a large bonus to the enterprize; and if something could be done at once it would be of great advantage to the city by giving work to many during the winter. We know the matter of the title to a portion of the canal reserve is now before the courts, but we have been given, to understand that an arrangement might be come to with the other parties to the action so as to have the heirs of the Sparks estate allow the work of construction to go on pending final settlement of their claims in the courts. I also wish to say that the ground over which a portion of the right of way is asked is not claimed by the Sparks estate. At least I think I am right in saying so. At any rate Mr. McDougal, the mover of the resolution, knows all about the question."

Thus appealed to Mr. Frank McDougall spoke up. What Mr. Booth would do, said the ex-Mayor, is to build as far north as Maria street, build a temporary station there, and wait the action of the courts in the matter of the Sparks estate claim before proceeding to the canal basin. Our citizens, generally, he continued, are deeply interested in this question, and, I may say Mr. Booth would have to spend about \$73,000 to fix up the east bank of the canal as far as Maria street in accordance with the requirements of the department in the matter of building a stone retaining wall at the back of the lots that face Theodore street

Hon. Mr. Haggart - I don't know that there has been any understanding to that effect.

Mr. McDougall - Well; I believe that Mr. Booth estimates the expenditure at that amount.

THE MINISTER'S REPLY.

Hon. Mr. Haggart - The government, I may say just here, has never given Mr. Booth to understand that he or anyone else would get exclusive right to build a station and approaches on the government property. What I have said is that I would favor a union station to which all railways should have access in common.

Mr. C. Ross That is exactly the condition upon which the city has bonussed Mr Booth's project.

Hon. Mr. Haggart went on to say that he deemed it hardly possible that an arrangement could be made by the government with the Sparks estate in order that no matter how the suit goes, the right of way shall be secured."

"You see, gentlemen," the Minister proceeded, how extremely difficult it is for the government to make any proposition of the kind to the parties with; whom we are in litigation. It might be argued, if we make advances of that sort, that it was tantamount to an admission that we had more land than we want for canal purposes, even within the meaning of the original deed of conveyance and an admission of that sort might possibly injure our case. So that it is awkward to give an opinion."

A member of the deputation here remarked that there was no dispute as to the government's sole ownership of the canal reserve south of the Maria Street bridge, to which Mr. Haggart replied that he knew the government had been established in the title to that portion of land by a series of law suits carried to the Imperial Privy Council.

Mr. Garland wanted to know, that being the case, if the government would not grant the right of way as far as Maria street to Mr. Booth in the meantime,

WHAT HE WILL DO.

Hon. Mr. Haggart - Is Mr. Booth or anyone else prepared to build that far as part of a union station scheme granting rights in common to all railways desiring to use it, in conformity with the requirements of the government? I don't think that any formal offer of the sort has ever been made to us. We have had applications from the Canada Atlantic, the Ottawa, Armprior and Parry Sotrnd, the Atlantic Pacific, the Montreal and Ottawa, the Vaudreuil and, the Pontiac and Pacific Junction railways for permission to use the right of way on the canal reserve, but no offer to build a union scheme. And I will say this, that whenever any railway company is prepared to enter into a contract for a union depot with equal privileges to all roads desiring access thereto I shall facilitate the project all I can, so far as this department is concerned, in the matter of, their getting the land. The government, of course holds this, as it does all other in trust for the people of Canada, but I think it would be readily conceded that such a project as a union station, would be sufficiently a work in the interest of the whole country to justify, us in giving the land for that purpose, for a reasonable, perhaps a nominal consideration. That," he added, "is; what I told the deputation of the workngmen."

pMr. C. Ross enquired if the judgment sought by the heirs of the Sjarks estate were not a money consideration for. their alleged claims, in which case, a compromise might be affected upon the basis of a cash equivalent.

The Minister replied that such was not his impression of the case. As he understood it the estate laid claim to possession of the land itself on the ground than it had been diverted from the terms of the original deed of gift.

Mr. McRae didn't think the Minister could do more for the present than he had promised. "What we now want to do," he continued, to get the Canada Atlantic railway company and the others to agree upon such terms as would put them all upon an equal footing in the use of the Central station and approaches."

Mr. Scott remarked that Mr. Booth was prepared to accord equal facilities to all roads and go ahead with the work.

To this Mr. Haggart replied that what Mr. Booth might consider ample facilities might not be regarded as fair by the other roads desiring access to the station.

In answer further to a question put by ex-Ald. Stroud the minister said: 'Well, if Mr. Booth says he will build to the Central station I'll make out a report to Council to say on what terms I think we should give him permission to build.'

This ended the conversation, the deputation before withdrawing individually expressing to the Minister their appreciation of the frank manner in which he entered into the discussion and the candor with which he expressed his opinion upon the subject of the interview.

The members of the Board of Trade present were Messrs. V. Scott, C. Ross, J. W. McRae, Geo. Cox, F. McDougall, A. D. Richard, J. M. Garland, W. Stroud and P. H. Chabot.

WILL WAIT FOR THE C.P.R.

THE CICIC COMMITTEE WANTS TO HEAR THE COY'S OFFER

In the Matter of Constructing a Bridge Over the Ottawa River - Meantime the Officials of the Pontiac Railway Suggest a Year's grace to Prepare Plans for the Bridge

The Civic Finance Committee held a meeting last evening. Ald. Scott chairman; Corry, Fraser, Greene and. Jamieson, Mayor Durocher and. Ciyi Clerk Henderson were present.

THE C. P. R. LETTER.

First the monthly accounts were passed. Ald. Scott said the printing account was overdrawn. Afterwards a letter was read from Mr. Shaughnessy, Vice President of the C. P. R. It stated: I

"In view of Ald. Corry's visit here and my conversation with him I was somewhat surprised to learn by the Ottawa Citizen, October 31st, that the sub-com-mittee had decided to recommend to council the resolution granting to the Pontiac and Pacific Railway a bonus of \$150,000 for the bridge between Ottawa and Hull. I gathered from your telegram making the appointment that Ald. Corry came here as the representative of yourself and city council, and I arranged with him about the date upon which we would communicate to the city authorities this company's position in connection with the construction of the bridge. Under these circumstances, unless I am in error as to the import of the resolution recommended we would have reason to feel that this company had not been fairly treated."

WHAT ALD. CORRY SAID.

Ald. Corry stated Mr. Shaughnessy stated the C. P. R. company directors would meet on the 14th inst. and would then consider the matter of the bridge. After some discussion it was decided that nothing should be done until after the C. P. R. meeting on the 14th instant.

A YEAR TO PREPARE PLANS

Mr. Dale Harris, engineer of the Pontiac and Pacific Junction Railway, wrote suggesting that the company should have twelve months to prepare plans for the proposed bridge, which would take at least three seasons to construct. The letter was left over.

07/11/1893 *Ottawa Free Press* *Maniwaki*

Rail laying on the Gatineau Valley railroad has reached a point seven miles past the Kazabazua. A fairly large gang is kept steadily employed, many of them being old trainmen. The gravel trains work a few miles behind the rail layers. The work will be kept up as late as the weather will permit.

07/11/1893 *Ottawa Citizen* *Pontiac Pacific Junction*

Mr. Norman Lett, who has just returned from the Fort Coulonge district, says the Pontiac & Pacific Junction Railway Company are ballasting their line between Coulonge and Black Rover, a distance of about fifteen miles. He says it is the general belief in the locality that the company will proceed with the construction of the line to Pembroke.

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

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

08/11/1893 *Ottawa Journal* *Chaudiere* *Chaudiere*

A Canada Atlantic train, while shunting on the tracks of the Bronson and Weston's lumber yard last evening crashed through the buffer at the street end of the track and smashed up a little candy stand on Bridge st. The trucks of the first car were broken against the buffer.

09/11/1893 *Ottawa Journal* *Renfrew*

The poles for the O.A. & P.S. Ry. telegraph line have now been erected as far as Renfrew and in a few days the wires will be up and the service will be opened.

09/11/1893 *Ottawa Citizen* *Maniwaki*

This morning at ten o'clock a train leaves on the Gatineau Valley Railroad on which will be President Beemer and other leading officials of the company, to make an inspection of the road as far as the Pickanook, the present terminus.

09/11/1893 *Ottawa Journal* *Ottawa Electric*

The old time lumbering mail wagons are now a thing of the past in Ottawa. The electric mail cars this morning commenced the work of conveying the mail to and from the railway depots and henceforth the capital will send and receive its letters in no other way. Its letters will now be "electric" letters.

09/11/1893 *Ottawa Free Press* *Ottawa Electric*

While the new electric mail cars were frisking around the corner of Sparks and Elgin streets early this morning, half a dozen of the old royal mail stages passed in funeral like procession up Queen street.

09/11/1893 *Ottawa Journal* *Maniwaki*

The province of Quebec government inspector inspected the G.V.R. today.

The special train left Union station this morning having on board Mr. H.J. Beemer, president of the railway company; J.T. Prince, superintendent; W. Dale Harris, chief engineer; T.W. Kenny, Aylmer, company's solicitor; Thos. Ahearn; Robt. Surtees, city engineer; Mayor Durocher; Ald.

Bingham, McGuire, Champagne, Gareau, Wallace, W.C. McGuire, J.T. Patterson, editor Aylmer Gazette; L. Vallee, inspector of railways for the Quebec government; Assessment Commissioner Pratt and Chas. Mann, roadmaster of the P. & P.J.

The party returns this evening.

10/11/1893 *Ottawa Journal* *Chalk River*

The work of laying the 72 pound rails on the main line of the Canadian Pacific railway is now being pushed ahead between Renfrew and Pembroke.

10/11/1893 *Ottawa Journal* *Renfrew*

There is a rumor that the K. & P.R. and the O.A. & P.S.R. may amalgamate to the extent of the K. & P.R. trains running into the new O.A. & P.S.R. station. A switch has been put in at the diamond on the town line at Kings. Renfrew Mercury. Also in Ottawa Citizen, same date.

A construction train on the new railway left Arnprior for Renfrew Sunday afternoon and returned at night. The trip was taken in by quite a number of Ampriorites. - Chronicle.

It is expected that the Arnprior station of the O.A. & P.S. will be finished by the end of next week.

10/11/1893 *Ottawa Journal* *Point Fortune*

C.P.R. locomotive No. 264 caught fire recently while at Point Fortune. Considerable work had to be done to save the coaches.

Navvies on the OA & PS construction were well behaved. Out of three hundred men, only one or two were problems, involving theft and alcohol mainly. Two Irishmen and one Swede were prosecuted. Complaints regarding ballasting trains, moving backwards and forwards, day and night, and whistles preventing sleep and prevalence of lots of smoke, have been made. However, the correspondent says these are only a minor inconvenience. In Renfrew, J. R. Booth gave \$1,000 for the property and \$400 for damages caused by building his station in Renfrew, to a Mr. O'Keefe. The man can live all his life on the land now owned by J. R. Fifty flat cars have been prepared for ballasting between Round and Golden Lake. Canvas shelters for the brakemen are at each end. One steam shovel is still working in the Galetta pit, filling cars with gravel as fast as it can.

About the Central depot Route  
 Nearly all the afternoon yesterday was taken up by Mr. J.R. Booth, ex-mayor McDougal and Geo. Mountain C.E. in looking over the proposed approach to the new central depot. They looked carefully along the canal bank and the alternate route east of Nicholas Street. The inspection showed that a great deal of heavy excavation would have to be done along the canal and it would be next to impossible to get this excavation away unless a crib work was built by the water's edge to allow cars to come in and haul it out. By building a crib work the cars could come in and the excavated earth taken out to fill in where the Canada Atlantic and Parry Sound junction. If the government should build this crib work this winter in order that a temporary track could be laid Mr. Booth would commence operations in the spring of making the approach. With regard to the alternate route that is east of Nicholas street the question of tunnelling was discussed. By this means a route could be secured quite independent of the canal reserve, that is it could be brought in through the partially unbuilt section southeast of the canal and then when near the corner where Nicholas and Waller street junction a tunnel could be made and carried under Theodore street coming out below the Granite Company's works. As the canal bank is 24 feet lower than Theodore street, no engineering obstacles stand in the way but the cost would be very heavy as a great deal of private property would have to be bought and on this property are several houses.

ARNPRIOR NEWS  
 Regular passenger trains on the O.A. & P.S. will run into Renfrew next week  
 ---

Two stations for the O.A. & P.S. Ry. Went through here on a flat car on Sunday last (5/11) all ready to be put together.

Sixty Miles Up River.  
 Among the party who went up the Gatineau Valley Railway yesterday on the inspection trip was a commercial man who has travelled the Gatineau country for thirty years. On the way down distances and day's drives were under discussion and some were telling how John Gilmour had driven from Ottawa to Desert, 100 miles so-called in a day over roads notoriously bad. "Well", chimed in the traveller, "I've driven up and down the front road many a time and heard many a tall story told of long drives, but I can tell you the man who said he can go to the Pickanock and back in a day would be jailed as a lunatic ten years ago." By this time the Hull junction was reached, and after comparing watches, the company agreed that the inspection train had done this distance, 120 miles, in four hours and a half, and that the waggon road records were now a thing of the past. The last forty miles had been run in an hour and fifteen minutes including one stop at the Peche.  
 Good time was made over the same run in the morning on the way up, the train composed of the official coach and engine, which left the C.P.R. station at 10.15, arriving at Kazabazua about noon. The next ten miles, to the Pickanock, was gone over at snails pace, for on board were the Dominion and Provincial Government inspectors, Mr. Ridout and Mr. Vallee. Their duty was to inspect this section to see if the roadbed were well and solidly laid, the bridges safe and substantial, the culverts ample to prevent washouts, and the road generally in the first class condition that a new made railway requires to be to pass government inspection and draw the government subsidy. It took some time to make all the examination. The first stop was long enough to allow the engineers to inspect the bridge over the Kazabazua, and give the commercial man an opportunity to point out a fine water power or two near by, and to explain that Kazabazua was an Indian word meaning an underground river. The bridge is a first class one, an iron superstructure upon heavy stone abutments.

**THE NEW SECTIONS**

A short stop at the Kazabazua and the train proceeded towards the Pickanock over the new section. About the only piece of masonry on this end of the line is a culvert about a mile from Kazabazua. The government engineers walked over it and round it and peeped through it and must have been satisfied with its construction for it had all the appearances of a first class job. Numerous cuttings were passed through, mostly in sand and clay, and of good with and easy slope. There are no heavy grades, the road being pretty nearly a dead level the whole way. In generally the country in the northern portion of Aylwin and the adjoining township of Wright, is somewhat broken, but nowhere are the obstructions met with to railway construction to be compared to the granite fastnesses of the lower Gatineau, while there are several stretches of plain country as easy as passage of a Northwest prairie.

**THE PICKANOCK**

The end of construction was reached a little after one o'clock. Grading has been carried almost up to the station, which, when completed will be quite a pretty little building. It is situated on a broad curve where the road conforms to the broad sweep of the Pickanock river. A little over a mile away is the celebrated Victoria Farm and no less celebrated hotel owned by John Ellard built on an eminence on the east bank of the Pickanock and planned on a scale that never fails to impress the traveller at first sight as being rather beyond the requirements of that remote country. But the Pickanock is already a favorite resort for those to whom first rate fishing and clear bracing air are necessary to the full enjoyment of a summer holiday.

From the station, encircled as it is by hills, only a partial view is had of the cultivated stretches along the Gatineau. Indeed from where the road leaves the thriving Keeley settlement in Lowe township, right through to the Pickanock, a distance of some 14 miles, observation from the car windows gives no idea whatever of the well tilled country that lies between the railway and the river. The farms which border the highway are unsurpassed by any in the Ottawa Valley, the buildings comfortable and even ornate, the people well secured and exceptionally well to do. On up the Gatineau Valley to the Desert and even beyond, the country is much of the same character. Farming has paid well and will pay better when access has been furnished to the Ottawa market and at the rate the Gatineau Valley road has been pushed in the last year, that will not be very long hence. In a week or so the regular service to the Pickanock will be commenced, and that is probably as far as trains will run this winter; but Mr. Beemer's intention is to continue construction in the spring so that by the close of next summer at least the road will have reached Desert.

**THE RETURN TRIP**

After the terminus had been inspected the return journey was commenced, and by the time Kazabazua was reached a very timely incident of the trip was brought on, a comfortable luncheon was thoroughly enjoyed.

Besides the inspecting engineers, Mr. H.J. Beemer, President of the Road; W. Dale Harris, Chief Engineer, Mr. J.T. Prince Superintendent and Mr. Kenny, Solicitor for the G.V.R. there were on the train His Worship Mayor Durocher, Aldermen Ashe, Champagne, Wallace and McGuire, City Engineer Surtees, Assessment Commissioner Pratt, Mr. Thos. Ahearn, Mr. W.C. McGuire, Ex-Ald, Raphael, Mr. Patterson of Aylmer and others including representatives of the city press.

The special was in charge of Conductor McFall with Harry Heath on the engine.

The C.P.R. station was reached at 4.30 after the fastest run ever made over the Gatineau Valley Railway.

There was trouble up the line of the O.A. & P.S. in Admaston this week. Mr. Donald Campbell and the Company had not come to terms about the right of way, but he allowed them to grade through his land, so as not to interfere with the work. This was some time ago, and the Company has not yet settled with him. So Mr. Campbell built a fence across the track, to stop the laying of rails. The railway employees tore the fence down. Mr. Campbell and some neighbours built it up again. Then the railroaders came down to Renfrew for legal instructions. They were told to force their way through; that Mr. Campbell having at the outset given the Company to enter upon his land, they could now legally complete the work in spite of his wishes. The men went back and laid the rails.

The jokers say that although the O.A. & P.S. Railway Company are fighting Mr. John Smith on land values, they did him the honor of performing on his property a bit of railroading that has probably never been excelled for speed. The teams were at work grading the line, the ties were laid, the rails were laid, trains run over, and ballasting done on his property, all during the one day.

Bright and early on Friday morning last the tracklaying gang of the O.A. & P.S. resumed operations; and commenced to extend the rails from the Agricultural Show Grounds. With a strong force, well handled, they did the work rapidly, and by noon were past the station, and within a few yards of the lacrosse grounds. Favored by fine weather the work has gone steadily on; and by Wednesday of this week they were near the brick church in Admaston with the rails, besides having put in some sidings in town, and a switch at the K. & P.R. crossing. The ballasting and lifting gangs follow closely on the heels of the rail-placers; and the ballast trains have been working day and night. Large crowds of citizens have interestedly watched the various operations; and unite in the methodical, business-like and pushing manner in which every stage of the work is accomplished. As far as unprofessional eyes can judge, the road bed will be a splendid one.

The G.V.R. shows its road to the inspecting engineers of two governments.

The government inspection of the O. & G.V. as far as Pickanock yesterday shows the officials of that line are enterprising. They have manifested this by their activity and energy during the past summer in the extension of their line to its present terminus in the far north lumber regions of the Gatineau.

The closing of another season of labor finds the road completed and ready for freight or passenger traffic to Pickanock, a point sixty miles distant from Ottawa or almost thirty miles above Farrelton, which was the terminus of the line last season.

The government inspection of the new portion of the road between Venosta and Pickanock was made by Messrs. Thomas Ridout and L. Vallee, official inspectors of the Federal and Quebec governments respectively. The inspection party left the union depot yesterday forenoon in a special car.

Among those in the party were H.J. Beemer, president of the road; J.T. Prince, superintendent; W. Dale Harris, chief engineer; T.W. Kenny, company's solicitor; Mayor Durocher, Ald. Champagne, Wallace, Ashe, Gareau and McGuire; Assessment Commissioner Pratt; City Engineer Surtees; Messrs. W.C. McGuire, Thos. Ahearn, T.M. Woodburn; J.T. Pattison, editor of the Aylmer Gazette; Chas. Mann Roadmaster of the P.P.J. railway, and representatives of the local newspapers.

The distance between Ottawa and Wakefield, 22 miles was covered in 32 minutes. Venosta, the point where the inspection began, was reached at 11:38, a distance of 41 miles from Ottawa. Before reaching Venosta, the scene of the Stagg Creek disaster was passed. A short distance further on the "sink hole", which gave the company so much trouble during the summer and finally compelled them to build a track around it, was reached.

At Venosta the company have built a neat and commodious station.

#### A FINE STRETCH OF COUNTRY

After leaving this place there is a beautiful stretch of straight line, two and a half miles in length. The country in this part is undulating and dotted with small sand hills. There is a great amount of bush covered with strips of small hemlock, ash, cedar, poplar and pine trees. The elevation of the country is nearly 380 feet above the level of Ottawa. Nearing the next station, Kazabazua, the famous blueberry plants are reached. These plains cover an area of country nine miles square and it is estimated a million pails of blueberries go to waste there every season.

Thousands of pails full were gathered there last summer and shipped to the cities, but up to the middle of September, when the first frost came, the ground was literally blue with them. A few miles east of Kazabazua is a large gravel pit covering eight acres which is used by the company for ballasting that section of road.

"Hidden water", for such is the proper interpretation of the Indian word Kazabazua, was reached about noon. This name was assigned to it by the Indians because the water of the river in more than one place disappears beneath the ground. This village is at present a divisional point on the line. The company have already built a workshop there where about twenty men are employed. They have also during the past summer erected a commodious hotel about one hundred feet in length for the accommodation of their employees and of the many fishing and hunting parties who go up to put in a few days sport. A better locality for game is very difficult to find. The company's station and freight sheds are buildings of no mean importance and in their general store all necessary requirements can be had at reasonable prices. The residence of Mr. Brennan, the roadmaster, is an ornament to the village. Just at the village the railway crossed the Kazabazua river by a very strong and substantial truss iron bridge.

#### ENTERING A FARMING COUNTRY.

Leaving Kazabazua, the scenery along the line becomes superb. The woods are very dense and as the soil is more suitable to agricultural purposes, farms assume larger proportions and become more numerous.

After travelling five miles Aylwin station is reached but the line at this point is fully three miles from the village. Quite a number of men are employed here "grubbing" stumps of trees along the right of way. Five miles more travelled and the party embark at Pickanock, which is the end of the journey.

#### A BUSY SCENE.

Over one hundred men were found busy at all kinds of railroad work. Some were breaking the soil with the use of horses and scrapers, others heaping up the roadbed, a few more laying the ties, a gang were embedding them, and others putting down the iron.

Ninety percent of the "navvies" were either Italians, Finlanders or Swedes. Carpenters were also at work erecting the railway station. The construction will end here until next spring, when the first work will be to build a bridge across the Pickanock river. About an hour was spent here and then the party started on their homeward journey.

With the usual thoughtfulness of the company's officials, refreshments had been brought on the train from Ottawa and as soon as the homeward trip was begun these were served and all partook of an appetizing repast. Remarkably good time was made on the return trip and the party reached Ottawa again at half past four in the afternoon.

The employes in charge of the train were Conductor H. Heath, Engineer Wm. McFall and Fireman D. Rice.

The government inspectors were not free to express their opinions of the new part of the line but from their conversation it is evident that they are well pleased with the inspection.

Cut to Pieces at Ottawa.

William Levine, 21, unmarried, a yard man at the C.P.R. depot, Ottawa, fell between two freight trains while shunting last Thursday, and was cut to pieces. Irvine was only a day or two back from a long illness, and was probably weak. It is supposed to have been an accidental slip. No blame attaches to anyone.

**10/11/1893 Renfrew Mercury Renfrew Carp**

Carp. The O. & P.S. station here is now completed, and the agent, F.K. Morrison, moved from the little shanty - which he occupied as an office - into it last week. The company are also building houses for the section hand-cars along the line. Two were built here last week. They also intend to build a residence for the section men at Corkstown, as there is no boarding house convenient to the railway at that point. The steam shovel is still working in Rivington's pit, taking out ballast to fill the trestle over the C.P.R. They intend to work it until New Year, and at that time the trestle will not be filled. There is a force of twenty-five men under the supervision of foreman G. Christopher, grading the yard here and laying track for the steam shovel.

**13/11/1893 Ottawa Citizen Ottawa Electric**

The open cars of the Electric Railway Company were trailed down to the old car shed in New Edinburgh yesterday afternoon, where they will remain for the winter. The cars formed quite a train and attracted considerable attention along the streets.

**14/11/1893 Ottawa Journal Maniwaki**

Several hundred persons are expected to be at the ball at Pickenock this evening to be given by the O. & G.V.R. employes. A special car will be attached to the evening train to convey the Ottawa people to the ball.

**14/11/1893 Ottawa Free Press Renfrew Carp**

The steam shovel working here since early last spring suddenly came to a standstill on Wednesday last. The railway men worked all day on Sunday preparing new track for Monday morning so urgent was the case stated by their foreman, when your correspondent replied there was no necessity. The violation of the Sabbath has no product but disappointment. Hence another proof: in three days they were all discharged.

**15/11/1893 Ottawa Citizen Renfrew**

Mr. Cunningham left last evening for Renfrew as an arbitrator in the matter of John Smith and the O.A. & P.S. Railway in regard to the valuation of certain properties appropriated for railway purposes. The other arbitrators are James Reeves, of Eganville and George Eadt of Renfrew.

**15/11/1893 Montreal Gazette Belleville Cheese Train**

The Big Cheese Coming

The great Canadian cheese which has been on exhibit at the World's Fair, will arrive in Monreal to-day and will be on exhibition at the Dalhousie square depot of the Canadian Pacific railway.

**16/11/1893 Ottawa Journal Belleville Cheese Train**

The mammoth cheese passed Perth on Sunday last (Nov 12) on its way from Chicago to England. It looked all right. The wagon is still here having some repairs made ny Mr. Stanley. It stanchd an overhead beam at the Detroit Ferry. The cheese and waggon will be shipped at Montreal on Friday. - Perth Expositor.

**16/11/1893 Brockville Recorder Westport Athens**

The B. & W. management are doing an excellent job of filling in the low ground around the station, which will be appreciated by the travelling public. The work is under the supervision of roadmaster Stenson, and when finished the mud hole will be a thing of the past.

**16/11/1893 Montreal Gazette Belleville Cheese Train**

---

Canada's Mammoth Cheese

"Mammoth cgeese ferom Canada, weight 22,000 pounds" in prominent letters is the incdription on the side of an immense tube that rests on a Canadian Pacific railway flat car in the Dalhousie Depot yards.

---

**16/11/1893 Ottawa Journal Renfrew water**

Large train loads of gravel pass up daily on the Ottawa and Parry Sound Railway for ballast. The steel gangs are progressing towards Eganville and will probably reach there by the end of this week. The company is building a large tank on the side of the track a little beyond the station house, and from this an aqueduct is being dug to the creek beyond the lacrosse grounds from which the water supply is to be drawn. - Renfrew Journal.

**17/11/1893 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

City Coiuncil Meeting

A PROTEST PASSED BY.

A very lengthy document was then read. It was a protest signed A.S. Brodeur, against the location decided upon for the Gatineau Bridge. It stated that he was authorized to enter the protest by the members of the council of Gatineau Point. They claim that the bridge should be built on the site at first proposed which is 120 feet north of that finally decided on. They further claimed that the change of the site was illegal.

No attention was paid to the protest. The Mayor explained that the joint committee had agreed to the present site and that the contract for the erection of che bridge upon it had been granted. Ald. Helmer aud others agreed with the Mayor in this respect and all discussion on the matter was consequently dropped.

**17/11/1893 Ottawa Citizen Ottawa Electric Rockcliffe**

In the course of a few more days a double street car track will be completed to Rockcliffe. Fully one hundred men have been employed at the work during the past couple of weeks. The undertaking required considerable filling as well as cutting, but the result has been most satisfactory, as the double track will undoubtedly prove of great advantage.

Under the superintendence of Mr. F. Leamy a curve was laid last night from the electric railway tracks on Sparks street to the rear of the Post Office. The work was expeditiously performed and traffic was not impeded to the slightest degree.

**17/11/1893 Almonte Gazette Chalk River Arnprior**

ARNPRIOR NEWS

While shunting cars on the siding here Mr. Wm. Clark, a C.P.R. brakeman, had his hand badly jammed, one of his fingers being taken off.

**17/11/1893 Almonte Gazette Kingston, Portsmouth and Cataraq**

Sunday Cars in Kingston.

There is a mild sensation in Kingston since Sunday afternoon, when the electric cars were out attending to business the same as on an ordinary weekday. When questioned about the matter, the company replied that they were running them for the convenience of the public. What the outcome will be it is at present hard to see, but in the opinion of many double tracking is a question that sinks into insignificance in comparison with Sunday cars.

**18/11/1893 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Meeting of Civic Finance Committee. C.P.R. is not in it now. Mr. Beemer will get the bonus if any be voted. Article.

**20/11/1893 Ottawa Free Press Ottawa Electric**

Accident to car No. 43.

21/11/1893 *Ottawa Free Press* *Renfrew*

The Ottawa, Arnprior and Parry Sound Railway will be completed this week as far as it will run this year - to Eganville. Yesterday the rails were laid to within four miles of that station; and the ballasting keeps but a short distance behind. There are some two hundred flat cars working between Willis' pit near Galetta and the end of the track. Eight engines are required to manage all the gravel trains that pass along the line. After the track is completed to Eganville a large percentage of men will continue on the reballasting and general arrangements for next spring's opening. This (Ties?) will be distributed for miles in advance, and the bed of the track will be built up. The station house at Douglas, between Renfrew and Eganville, will be commenced this week. Next summer the company will likely push the road as far as Barry's Bay, a distance of 200 miles from this city.

Also in the Renfrew Mercury, November 24.

22/11/1893 *Ottawa Citizen* *Renfrew* *Carp*

The officials of the Ottawa, Arnprior and Parry Sound Railway are endeavouring to do all in their power to make their road second to none. They have of late spared themselves no pains in levelling off the grounds in the vicinity of the station here, and sinking drains taking water from culvert to culvert. The road reflects great credit on the R.R. company. It has greatly assisted the improvement of the adjacent lands.

24/11/1893 *Almonte Gazette* *Kingston, Smiths Falls and Ottawa*

The survey on the route of the Kingston and Smith's Falls railway will be completed this week for this season.

24/11/1893 *Renfrew Mercury* *Renfrew*

It is thought that the new line will be opened for passenger traffic some time next week. The roadbed is all in readiness, but while the fine weather lasts every energy is being directed to track laying and ballasting between Renfrew and Eganville.

24/11/1893 *Almonte Gazette* *Kingston (CN)* *Kingston*

\$400 Worth of Cattle kKilled by Train.

T. McConville & Son had eleven head of cattle in the stockyard at the G.T.R. station, Kingston, on Saturday, but in some unaccountable way they got loose and wandered out on the track. Two trains were approaching, one from the east and the other from the west. The cattle were struck, nine of them being instantly killed and two injured so badly that they had to be killed. The engines looked as though they had come through Armour's slaughter house. It is a question who will be liable. The cattle were in charge of the G.T.R., and in all probability the company will have to make good the loss.

24/11/1893 *Almonte Gazette* *Kingston (CP)*

A serious accident befell a young man named Cuddiford, a brakeman on the K. & P. The express from Renfrew to Kingston on Friday last was making a flying shunt at Folger Station. He was standing on the front of a loaded car, when it seems the break-staff [sic] gave way, the socket of it being too shallow. He fell on the rails, the car passing over his left leg, mangling it badly, there being also a bad bruise on the face. He was unconscious when picked up. A doctor went on to Kingston with him from Sharbot Lake.

---  
On Saturday afternoon F.Cuddiford, who fell of a K. & P. train and was run over, had a leg amputated below the knee at the Kingston General Hospital. This was the only way the limb could be partly saved.

24/11/1893 *Almonte Gazette* *Chalk River* *Snedden*

Trains Derailed.

The fast east-bound Soo train got off the track at Snedden's station at 3 a.m. to-day (Wednesday) owing to the rails spreading. An engine and tool-car went to assist in replacing the Soo train on the rails, but owing to the same cause they too got off the track. After a delay of five or six hours the track was ready for business again.

---  
Wouldn't Hold Up.

When the Soo train was derailed at Snedden's early this (Wednesday) morning a brakeman was sent to Almonte to wire for another engine. This brakeman alleges that while he was walking along the track between here and Snedden's he was met by three men who tried to "hold him up," demanding his money. He fished out a revolver in a hurry, instead of spondulix, and put the trio to flight. It is a pity he did not take action to secure the arrest of the highwaymen.

Note. Spondulix is 18th century slang for money or cash.

24/11/1893 *Ottawa Citizen* *Renfrew* *Renfrew*

The Renfrew Mercury has the following re the Parry Sound Railway: It is thought that the new line to Renfrew will be opened for passenger traffic some time next week. The roadbed is all in readiness, but while the fine weather lasts every energy is being directed to tracklaying and ballasting between Renfrew and Eganville.

24/11/1893 *Ottawa Citizen* *Renfrew* *Caldwell*

The Eganville Enterprise says : The laying of rails on the O.A. & P.S. Ry. line reached the crossing of the Scotch Bush road at Caldwell's Corners on Saturday. They are pushing the work and will reach Eganville not later than Saturday. As soon as the rails are laid to Eganville the lumbers for the station will be brought up and the station erected. The line is being rapidly ballasted, several trains being engaged for the purpose.

## MR. BEEMER'S CONDITIONS

## THE BRIDGE COMMITTEE THROWS THEM ASIDE.

A Majority Considers They Would Entail Unnecessary Delay but the Matter Will be Discussed at Another Meeting to-night.

It would appear as if the ratepayers are not to be called upon after all to vote upon the by-law to bonus the proposed interprovincial bridge, for the Civic By-law Committee yesterday decided not to modulate the conditions in which the bonns [sic] will be granted to the extent that Mr. Beemer desires.

It was previously agreed by the Finance Committee and adopted by the council that Mr. Beemer should expend \$50,000 within the first year to get the bonus, but on Mr. Beemer stating that there would be delays in getting the plans of the bridge approved of by the engineers of the different governments, the committee decided to let him place the changes he desired in writing. He did so and they were discussed at a meeting of the By-law Committee held last evening.

## WHAT HE WANTED.

Ald. Henderson, chairman: Peterkin, Casey, Corry, Baldwin and Scott, the city solicitor, the city clerk and city engineer were present at the meeting. [sic] Mr. Dale Harris appeared on behalf of Mr. Beemer.

Ald. Henderson, Scott and Corry, who were appointed to see Mr. Beemer, submitted the changes he desired. All the changes asked were agreed to but the following, re the expenditure of the \$50,000.

"The company shall not, unless by mutual consent between them and the city of Ottawa, commence their work of construction until their approval of the aforesaid City Engineer of Ottawa and the three several government engineers of the Dominion of Canada, Province of Ontario and Province of Quebec respectively have been by each officially accorded to said plans and specifications, and within twelve months following such approval work to the extent of \$50,000 shall be performed by the company upon the construction of said bridge, and the whole bridge completed on or before the 9th July, 1897."

## AS TO THE EXTENSION.

Ald Corry and others stated the time for expending the \$50,000 might be extended to eighteen months from the passing of the by-law but he did not favor Mr. Beemer's request it would be to Mr. Beemer's advantage to allow, the plans to lay with the government engineers for a year or so.

Ald. Peterkin - But he would have to complete the bridge by the end of 1897.

Mr. Harris.- It is Mr. Beemer's intension to go on with, and complete the bridge as soon as possible, but the bankers would not take hold of the scheme with such a condition as that imposed.

Ald. Corry. I wouldn't ask any rate, payer to support the bonus on Mr. Beemer's condition,

On division as to whether the change desired by Mr. Beemer should be adopted or not Ald. Casey, Corry and Baldwin voted nay and Ald. Scott and Peterkin yea

## SETTLED THE BRIDGE BUSINESS

Ald. Henderson - That settles the bridge by-law, for Mr. Beemer insisted on that condition.

Ald. Corry.- All right; what's the next business?

Ald. Casey. It may settle the bonus, other companies may take up the work on our conditions.

Ald. Scott. I voted as I did to let the matter go before the council.

Ald. Henderson. - I feel that the change asked for by Mr. Beemer is not one that should have been refused.

The City Solicitor. - The, committee will have to report and the council can amend the by-law to suit Mr. Beemer.

It was agreed to meet again this evening to discuss the matter.

25/11/1893 *Ottawa Journal**Renfrew*

Galetta's gravel pit.

An immense amount of gravel has been taken from the pit between Arnprior and Galetta, and it is still being operated night and day. Since being opened there has been a telegraph office at the pit, and last week witnesses the introduction of the electric light. The light is powerful, illuminating the whole pit and dispelling the darkness for some distance away. It is an interesting sight to witness the loading of gravel cars during the day, but at night the scene has the additional benefit of picturesque ness. Only one shovel is used. - Arnprior Chronicle.

25/11/1893 *Ottawa Journal**Maniwaki*

The regular passenger service on the O. & G.V. Ry. between Ottawa and Pikanock will very probably open during next week.

27/11/1893 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

## MR. BEEMER'S LAST CHANCE

## IF HE FAILS TO TAKE IT OTTAWA ENTERPRISE WILL TRY

The Local Inoerprovincial Bridge Company Makes a Bid for the Bonus - The Committee Takes the offer into Consideration but will Try Mr. Beemer First

The latest indications are that the by-law to grant a bonus of \$150,000 towards the construction of a bridge over the Ottawa river will be submitted to the ratepayers.

The Interprovincial Company has made an offer re the construction of the bridge, and if Mr. Beemer declines to accept a modification on the first condition laid down by the city, as agreed upon by the By-law Committee, the Interproviucial Company will be treated with.

## THE COMMITTEE MEETING

This decision of the By-law Committee was made at a meeting on Saturday evening. Ald. Henderson, chairman; Peterkin, Corry, Casey, Baldwin, Scott and Champagne, the city clerk and city solicitor were present.

First was read a pointed document from Mr. Dale Harris, which stated on what terms Mr. Beemer would agree to build the proposed bridge.

## FROM THE LOCAL COMPANY.

Then the chairman submitted the following, which he said had been received by Mayor Durocher:

"The undersigned provisional directors of the Interprovincial Bridge Company would respectfully ask that aid to the amount of \$150,000 be granted to assist them in the construction of a railway, vehicle and passenger bridge across the Ottawa river from Ottawa to Hull in accordance with their charter upon the following terms, viz:

"\$30,000 to be expended on the construction of said bridge within eighteen months of the passing of the by-law

"The whole to be completed within three and a half years from passage of the by-law.

"Signed) Francis Clemow, F. McDougal, J.W. McRae, Charles Magee."

After discission it was decided that it Mr. Beemer would not agree to expend \$50,000 within eoghteen months after the passing of the by law the Interprovincial company would be offered the same conditions. This gives Mr. Beemer an extension of six months tiime on the original condition, in which to expend \$50,000 on the work.

TWO LEGS MANGLED BY A CAR.

A BOY'S TERRIBLE MISHAP ON RIDEAU STREET TO-DAY

Chas Mascotte Probably Fatally Injured

Two Boys were Playing on the Road When Mascotte Fell on the Rail - Supt. Hutcheson's Statement - The Brother's Story.

Charles Mascotte of 82 George st. aged 12, was run over by an electric car shortly after one o'clock this afternoon.

His legs were so badly smashed that this afternoon at the Catholic Hospital they had to be amputated.

The car that ran over him was No.52.

How the accident occurred is told best in the words of Policeman Walter Dicks who was on relief duty between Musgrove and Nicholas street. He said : "I saw two boys scuffling as I was coming up the street. I was going west at the time and was halfway between Nicholas and Musgrove sts., on the north side of Rideau Street. One of the boys was larger than the other and seemed to be using the smaller boy somewhat roughly. A little girl, a sister of the smaller boy, evidently intended to make the larger boy desist picked up a stone from the street. When the larger boy saw this he let go the little fellow and as soon as the little chap got away he made a race across the street.

**HOW IT OCCURRED**

Just then I saw the car coming down from the direction of Sapper's bridge. The boy evidently did not see the car. The front part of the steps of the car struck the lad and turned him in under the wheels. I ran at once and picked up the lad, who was bleeding profusely from his wounds. I carried him into Mr. George May's store."

The left leg was smashed between the knee and the foot and the right foot was also smashed into a pulp across the instep. The ambulance was summoned and the boy conveyed to the Catholic Hospital. "

Joseph Gales of Janeville was a passenger on the car and got off at Mosgrove street. He did not feel any jar, when the car struck the boy nor did he see how it happened. He assisted in carrying the lad into May's store. He did not remember hearing any bell ring.

**FELL ON THE TRACK**

Natt Beauvin of 180 Isabella street, who s working at Mr. Robart's new building, was standing near the door and saw the boy start to run across the street. The boy was evidently looking to the east and did not see the approaching car. His toe caught in the rail and he fell down on the track. He did not hear a bell ring, although one might have been rung, but owing to the confusion he was not sure. The car was running at its usual speed.

Mr. William Whillans was looking out of the window of Workman's store and saw the boy run across the street. The lad tripped on the rail and fell down when the car passed over him. The car was going at its usual speed and the accident seemed purely accidental.

**TO [sic] NEAR TO STOP**

The motorman of Car 52 which ran over the boy was Alexander McDonald one of the old hands. Supt. Hutcheson says the boy was too near the car for it to be stopped. The motorman tried to do so but as the boy was only about sic feet away it was impossible. Robert Brown was the conductor in charge.

Mr. Hutcheson says the accident could not have been avoided.

**THE BROTHER'S STORY**

Wm. Mascotte 11 year old brother of the injured boy told THE JOURNAL that he and his brother were coming down Rideau from the post office where they had mailed a letter. They met Harry Corcoran of Sussex Street who immediately started to run after them. Sunday he had met Harry Corcoran smoking and had told him the police would arrest him. When Harry Corcoran met them he said, "Now I'll catch you." he (Mascotte) ran down the sidewalk but his brother ran across the street. His toe caught in the track and the car ran over him. Before Harry Corcoran had met them, they were playing on the walk with Katie Kearns, 7 years old, a neighbor's child. William Mascotte says he yelled at his brother to stop but it was apparently too late.

27/11/1893 *Ottawa Free Press*

*Ottawa Electric*

A wooden trough has been build over the trolley wires at the Suspension bridge to protect them from the constant spray which is carried from the Chaudiere Falls. The wires will also be oiled so that the moisture may not cling to them.

Accident to car No. 52.

27/11/1893 *Ottawa Free Press*

*Renfrew*

Now that the winter weather is setting in a new contrivance to shelter the brakemen who run the ballast trains on the Parry Sound construction line has been arranged for. Small canvas shelters which are fastened to the flat cars are being constructed in the mechanical shops on Elgin street. Some five thousand sections of snow fences for the Parry Sound railway will be built this winter to stretch from this city to the end of the track. Some fifty more flat cars are to be prepared for ballasting work on the road this week. The track, it is said, will be run as far as Golden Lake, some eight miles past Eganville. The Galetta ballast pit is being worked as fast as the one steam shovel can load cars night and day. Also in the Renfrew Mercury December 1.

27/11/1893 *Ottawa Citizen*

*Aylmer branch*

*Ottawa, Broad Street*

There were a number of indignant persons around the C.P.R. depot Saturday morning. The train for Aylmer, which for some time past has started from the track to the south of the central platform, took its departure from a different track, and as a result, several intending passengers were left behind. Some who had been waiting at the station claim that no notice was given before the train started, and indignantly complained to the station officials. (Note. There is no indication whether this was a C.P.R. or a P.P.J. Train)

28/11/1893 *Ottawa Free Press*

*Ottawa Electric*

Incident with car No. 28.

29/11/1893 *Ottawa Citizen*

*Ottawa Electric*

City Fire and Light Committee

---

A communication was received from Mr. Hutcheson of the Ottawa Electric Railway Company, regarding a length of hose broken by a motor-car at the Booth mill fire on Monday night. It was decided by vote of the chairman, to ask the company to pay damages, Ald Masson and Wallace voting yes, Ald. Perkins and Gareau votong nay, and Ald, Fraser declining to vote at all.

29/11/1893 *Ottawa Citizen*

*Renfrew*

*Stittsville*

Mr. W.H. McGuire, contractor, who has been working on the O.A. & P.S. railway, has returned home after finishing his contract.

30/11/1893 *Brockville Recorder*

*Chalk River*

The work of laying the 72 pound rails on the Canadian Pacific railway is now being pushed ahead between Renfrew and Pembroke. A very large gang of men is employed and they will keep at it until the hard frost sets in this winter.

30/11/1893 *Ottawa Citizen*

*Renfrew*

*Eganville*

Ballasting and grading is being proceeded with on an extensive scale on the Ottawa, Armprior and Parry Sound Railway between Armprior and Eganville. Although the track is laid as far as Eganville no passenger trains will run to that place until the ballasting is finished.

01/12/1893 *Ottawa Citizen*

*Ottawa Electric*

*Ottawa Car*

An electric sweeper was shipped to Hamilton yesterday afternoon by Messrs. Ahearn & Soper.



**01/12/1893 Renfrew Mercury Renfrew Eganville**

The laying of rails on the O.A. & P.S. Ry. line reached Eganville on Friday. The ballasting of the road is now complete to this side of the Scotch Bush road and is being pushed rapidly forward, and it is expected it will reach Eganville next week and that by the 10th of December the line will be ready to be inspected and opened for passenger traffic. The line will not be opened for traffic from Renfrew to Arnprior until it is opened from Eganville, as doing so would seriously interfere with the ballasting, the greater part of the ballast being brought from east of Renfrew. - Enterprise.

**01/12/1893 Ottawa Free Press Maniwaki**

The Gatineau Valley railroad will be open for general traffic as far as Pickanock next week, the first regular train leaving on Wednesday for that point.

**01/12/1893 Ottawa Citizen Renfrew Eganville**

Eganville merchants are rejoicing in the prospect of reduced freight and passenger rates now that the town has become the terminus of competing lines, the C.P.R. and O.A. & P.S. railways.

**01/12/1893 Ottawa Journal Ottawa Electric**

ELECTRIC car 32.broke its trolley at corner Sparks and Bank, shortly before one o'clock and delayed traffic for a short time

**01/12/1893 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

THE BRIDGE MAY YET BE A "GO".

MR. BEEMER MAKES A NEW OFFER WHICH IS ACCEPTED.

By the BylawCommittee and Will go to the Council - He Will Spend \$50,000 Inside of one Year and Nine Months.

It looks like as if the by-aw to bonus an interprovincial bridge will be "a go" after all.

Mr. Beemer has agreed to comply with the conditions laid down by the council. Some time ago he said it would be impossible for him to agree to the expenditure of \$50,000 eighteen months after the passage of the by-law. Now he agrees to spend the \$250,000 on actual bridge construction before the 15th of October, 1895. and complete the work by the 9th of July, 1897.

The conditions of the agreement between Mr. Beemer and the city were discussed for over two hours at the meeting of the by-law committee yesterday afternoon.

Mr. Beemer's willingness to spend the \$50,000 on the bridge within a year and nine months after the passage of the by-law was agreed to, but Mr. Beemer will not be paid any of the \$150,000 bonus unless he carries out all the conditions, and none of it shall be paid until the bridge is completed.

One of the clauses in the agreement stipulates that the street cars shall have the right to cross the bridge on conditions and terms to be made by the city council only, and that Mr. Beemer shall maintain lights on the bridge.

The bridge which is to be a railway and passenger bridge combined, will be built under a charter held by the Pontiac and Pacific Junction Railway company which calls for a bridge between the city of Hull and Nepean Point in the city of Ottawa.

WHERE THE BRIDGE WILL STRIKE.

As to the place the bridge should strike on the Ottawa side of the river, Ald. Champagne thought it should be worded "north of St. Patrick street." The idea of the lower town people, he explained, was to have the passenger or vehicular part of the bridge come in so that it would strike the west end of St. Patrick street, but the people were not adverse to have it come in further north if there was any engineering difficulties in the way of having it come in at St. Patrick street. It was finally agreed that the words "Nepean Point" covered the idea exactly as it was left that way in the conditions.

Another condition is that Mr. Beemer deposit \$1,000 with the city by December 10 so that should the by-law carry and Mr. Beemer make default then the \$1,000 should go to pay the expenses of advertising the by-law. If the by-law does not carry he will get it back and if the by-law carries and he completes the work he will also get it back.

The conditions were left in the hands of chairman Henderson so that everything could be signed and in readiness for Monday night's council.

**01/12/1893 Ottawa Free Press Ottawa Electric**

The following explanation is given of the streetcar and fire hose accident on Bridge street last Monday night as related by an eye witness. The car, which was on its way down the slope towards the Suspension bridge was billed to stop at J.R. Booth's mill as several of the passengers were making the fire their destination. Those waiting to get off were standing on the steps and platform whilst the car moved along. The big hose in front of them was distinctly visible as were also the actions of the policemen and sergeants-major as the car rolled on towards the hose. The motorman did not seem to notice the hose until the car struck it, his attention being attracted by the blaze.

**01/12/1893 Almonte Gazette Chalk River Arnprior**

Mr. Edward Carroll a C.P.R. brakeman., had his arm badly crushed on Monday night when coupling cars at Arnprior.

**01/12/1893 Almonte Gazette Westport Newboro**

Someone living near Newboro, who fancied he had a grievance against the B.W. S. Ste. Marie RR recently sent an anonymous letter to the manager of the road, stating that if he does not settle his claim he will burn the station and ditch the train. The manager, in a sarcastic letter published in the Newboro Standard, advises his anonymous correspondent to take a dose of pills and work off his bile.

**01/12/1893 Almonte Gazette Renfrew Renfrew**

The arbitration between the Parry Sound railway and Mr. Smith, of Renfrew for the price to be paid for right of way across Smith's property, was ended by Smith being awarded \$3,700, \$800 more than the railway offered.

**01/12/1893 Ottawa Journal Ottawa Electric**

Motorman Proulx Summoned to tell About the Hose Cutting

Motorman Proulx, whose car ran over the hose at the fire at Booth's Mill on Monday evening, has been summoned to appear before the police court on Wednesday next for an infraction of the by-law which provides against cars running over hose or in any way interfering with the apparatus of the fire brigade.

There will be quite a number of witnesses summoned for the prosecution to show that it was impossible for Proulx not to have seen the hose over which his car ran and damaged.

**02/12/1893 Ottawa Journal Renfrew**

The new station of the O.A. & P.S. at Arnprior has now been completed and is occupied. The rooms are large, clean looking, airy and handsomely furnished. The finish is red pine stained and varnished. The depot is a model one in every respect. The waiting rooms are gems of neatness.

The O.A. & P.S. railway track is now graded to a point about five miles from Eganville, and it is expected that the entire work of grading and "lifting" will be completed by the 15th of December.

05/12/1893 *Ottawa Citizen* *Maniwaki*

Ottawa and Gatineau Valley Railway - Special Notice.

Notice is hereby given that on and after December the 6th, 1893, this railway will be operated to Wright, (The Pickanock), and freight destined to Wright, Gracefield, Bouchette, Maniwaki and all points north, should be way billed to Wright station. Freight destined to Aylwin should be billed until further notice, to Kazabazua.

J.T. Prince, General Superintendent.

Also in Ottawa Free Press Monday 4 December, 1893.

05/12/1893 *Ottawa Free Press* *Ottawa Electric*

Yesterday afternoon one of the old winter conveyances formerly plying between New Edinburgh and Hull, was taken to the end of the electric line at the Chaudiere Falls and, being fitted up with electric lights and heaters, left there as a waiting room for passengers. The idea is a good one, and Hull passengers feel grateful to the company for its kind act.

06/12/1893 *Ottawa Journal* *Maniwaki*

Timetable advertisement Dec 6 1893

Leave Ottawa 5.30 p.m. arrive Wright (the Pickanock) 8.30 p.m.

Leave Wright (the Pickanock) 6.00 a.m. arrive Ottawa 9.10 a.m.

06/12/1893 *Ottawa Journal* *Ottawa Electric*

THE MOTORMAN AND THE BOOTH FIRE

Proulx Discharged as it was not Proved He saw the Hose

Motorman Napoleon Proulx, charged before Magistrate O'Gara this morning with wantonly injuring a hose at the fire at Booths Mill on November 27th was discharged, there being no positive evidence to show that Proulx knew there was a hose across the street at the time his car passed. Proulx was put in the box by his lawyer, Mr. F.R. Latchford, and told his story. He said that he went on duty at six o'clock that evening and did not know that there was a fire at the mill until after the car had run over the hose. He heard no shouting or got no alarm from anybody. Two other witnesses George Dick, jr. and S.J. Smith, examined said they were on the front of the car and heard no shouting to stop the car and the motorman did not know the car had struck the hose until they told him. Policeman Gilhooly said that he shouted to the motorman to stop when the car was some five yards away and the car was moving slowly at the time.

The magistrate in summing up said in such cases it was necessary to prove that the motorman saw the hose. This was not shown and he dismissed the case. However, he thought that at fires there should be a red light and a red flag or some such indication so that the motormen and others might know there was a fire and a danger of injuring hose.

Among the interested spectators in the courtroom were Messrs J.R. Booth, J.W. McRae, W.Y. Soper, Chief Young and JE. Hutchison [sic], superintendent of the Street Railway company.

07/12/1893 *Ottawa Journal* *Renfrew* *Bank Street yard*

The official car of the C.A.R. and engine No. 2 ran off the track in the Bank Street yard this morning. One end of the car was smashed in and Paul Brennan, a yardman had his shoulder dislocated.

08/12/1893 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Company shipped a sweeper to Peterborough yesterday.

08/12/1893 *Renfrew Mercury* *Pontiac Pacific Junction*

Surveyors have been at Westmeath and talking railroad. It seems the P. & P. J. is likely to cross over, there, just above the head of the rapids near Mr. A. Fraser's residence. The line to Westmeath would pass through a very level tract of country, having very low grades and few bridges,

08/12/1893 *Renfrew Mercury* *Renfrew*

A LETTER FROM MR. SMITH TO THE EDITOR OF THE RENFREW MERCURY.

Renfrew, Dec. 1, 1893.

SIR, - I have taken notice of what is in last paper about the arbitration between the Railway Company and myself. It is quite clear there is a wish to slide off a certain way and cause a wrong impression. It is quite true that I thought, and am now convinced, that the damage to me caused by inconvenience, annoyance, and danger from fire for all time to come, along with land, building, etc., was worth \$12,000; for which I offered to settle for \$7,500; and for which, in the first place, I was only offered \$2,200. And as a proof of what I told Mr. Booth, that he was either badly advised or making a great mistake, or both, in making me such an offer, - he since has come up \$1,500, and a crossing (which is worth hundreds to me); making \$3,700 and the crossing, instead of \$2,200 and no crossing. This I was advised to accept by friends; and having some days before agreed to abide by whatever they thought about right and fair, I would not break my word. I more readily accepted this advice, as I felt certain the award would be based very closely on the evidence given to them. There was no necessity of any uneasiness about settlement on my part, as it was conceded by almost every one that an award would be in my favour. I have no doubt, Mr. Editor, what is said is as you got it. Anyone having doubt as to what I here say, I will privately give them the name of the party I refer to, who will give the facts. I thought, and still think I ought to have got more. Some of my friends think if I would take advantage of the close connection with my mills, I would think otherwise. I shall study this out and act accordingly.

Respectfully yours,  
JNO. Smith.

09/12/1893 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

A fine snow sweeper was despatched to the Peterboro Electric railway by the Ottawa Car Works yesterday. Mr. John Ahearn has gone to that town to see it in running order.

11/12/1893 *Ottawa Citizen* *Ottawa Electric*

Not elaborate but quite comfortable is the "waiting room" of the Electric Railway Company at the Chaudiere. It is one of the sleighs formerly used by the Horse Car Company, but it is well heated and lighted.

12/12/1893 *Ottawa Journal* *Renfrew*

There was to be a private inspection of the O.A. & P.S. Railway between Amprior and Renfrew today. The government inspection of the road to Eganville will take place within another week.

The Parry Sound Railway will be opened for passenger traffic between Ottawa and Eganville, a distance of 74 miles, on Monday next when two passenger trains daily will be put into service.

15/12/1893 *Almonte Gazette* *Chalk River* *Pembroke*

Mr. S.J.Irvine, a C.P.R. brakeman, lost two fingers while coupling cars at Pembroke on Friday last.

**15/12/1893 Ottawa Free Press Renfrew**

The cessation of work on the O.A. & P.S. railway has caused a large influx of navvies to the city. Groups of ten and twelve is a familiar sight on the street.

**15/12/1893 Almonte Gazette Belleville Perth**

A few days ago forty men were dismissed from the car-shops, Perth, leaving the staff at present only forty strong.

**15/12/1893 Almonte Gazette Maniwaki**

David Rice, who lost both legs on the Ottawa & Gatineau Valley railway, has recovered \$3,500 damages before a jury at Aylmer, Que.

---

Lost Both Legs, and Got \$3,500 Damages.

A unique lawsuit, that of David Rice vs Ottawa & Gatineau Valley railroad, came to a close last week in the Aylmer, Que., Superior Court. The particularity of the case consists in the fact that, although a purely civic action, a jury was on hand to consider the evidence. The oldest lawyer in the district says the last trial of this nature took place some twenty years ago. Rice sued the railway for \$10,000 damages on account of an accident at Farrelton [sic] station by which he lost both legs. The evidence was all of a technical nature. After deliberating one hour the jury held that Rice had suffered damage to the extent of \$3,500. The judge accordingly awarded the plaintiff \$3,500.

**18/12/1893 Ottawa Journal Renfrew**

Passenger and freight service opened Ottawa and Eganville. OA&PS timetable advertisement also dated this day,

**18/12/1893 Ottawa Free Press Renfrew Eganville**

A carload of cattle and lambs collected by Mr. S. Howard was shipped to Ottawa Tuesday for Messrs. Terrance and Slattery, butchers. This is the first to go over the O.A. & P.S. railway from this point (Eganville Star). Also in Renfrew Mercury December 22.

The frame work for the O.A. & P.S. railway station has been completed and the work of closing it in has been commenced. They are also busy building the station platform which is to be two hundred feet long. Up to the present there were some twenty boarding cars on the side track, but on Monday nine of them were taken down to Douglas where men were commencing the building of the railway station for that place. Also in Renfrew Mercury, December 22.

**19/12/1893 Ottawa Citizen Renfrew Eganville**

The Samuel Rogers Oil Company were the first to ship freight to Eganville over the Parry Sound Railway. It was a car load of oil. An Ottawa firm, Messrs. Slattery & Terrance were the first to ship from Eganville to this city. The consignment consisted of several car loads of sheep.

**19/12/1893 Ottawa Citizen Ottawa Electric Ottawa Car**

A magnificent new car for the town of Peterborough's Electric Railway, is approaching completion in the Ottawa car company's workshops. It will be one of the finest the company has ever turned out.

**19/12/1893 Ottawa Free Press Ottawa Electric Ottawa Car**

The Ottawa Electric Car company are completing a beautiful car for the Peterboro Electric railway. It is said to be the best yet made by the company.

**19/12/1893 Ottawa Free Press Renfrew**

Yesterday the additional passenger and freight service between Ottawa and Eganville on the Ottawa, Arnprior and Parry Sound Railway was instituted. The passenger trains both ways were well patronized and the road officials seemed satisfied of the fact that the trade in general freight will keep up all winter through. The contract for grading another ten miles of the road has just been allotted.

**20/12/1893 Ottawa Journal Maniwaki**

Timetable advertisement.

Leave Ottawa 5:30 p.m., arrive Wright 9:10 p.m.

Leave Wright 5:20 a.m., arrive Ottawa 9:00 a.m.

**20/12/1893 Ottawa Journal Ottawa Electric**

The electric street railway have extended their New Edinburgh line to the lodge gate at Government House.

**20/12/1893 Ottawa Citizen Ottawa Electric**

The electric cars will henceforth run through to the lodge gate at Government House. The short piece of track between the present terminus and the gate will be cleared of snow this evening, and Lord Aberdeen will go over the electric lines this afternoon. [sic]

**20/12/1893 Ottawa Citizen Renfrew Eganville**

The station of the O.A. & P.S. at Eganville is just about complete. It is now being painted.

**20/12/1893 Ottawa Free Press Ottawa Electric**

Accident to car No. 29.

**21/12/1893 Ottawa Free Press Renfrew locomotive**

Two of the old locomotives which have been working on the construction of the O.A. & P.S. railway during the past summer have arrived at the Elgin street yard. They are numbers 2 and 5, both light engines. Unless they are required for extra service in the yard here they will be shipped for the winter. Two more engines remain on the far end of the road laying ties and steel this side of Indian Pond. The work goes on but slowly owing to the fact that the ground is frozen. This section of the road will be finished in perhaps two weeks, after which the engines will come down to this city for the winter.

**22/12/1893 Renfrew Mercury Renfrew**

Let it be remembered that the 18th of December, 1893, was the date on which regular passenger service from Renfrew to Ottawa was commenced over the O.A. & P.S. line. The first train - two passenger cars- arrived from Eganville on time. The weather was intensely cold, the thermometer then ranging close to ten degrees below zero; consequently there were but few persons around the station to witness the arrival and departure of the first train. The heavy fall of snow had made walking very tiring, and at the station a number of hands were hard at work for quite a while, clearing the heavy pile of snow off the platform. There was nothing to tempt people out, in such weather, with any idea of enjoyment: and we understand that the only passenger from Renfrew, was Mr. J.A. Ferguson, of Arnprior; and if any got off here from up the line they were not specifically noticed. Speaking of the arrival of the train at Ottawa the Evening Journal, however, says: "It conveyed a number of prominent people from all along the line, particularly from Eganville Douglas and Renfrew." - The fact is, so far as this place is concerned, all business men are too busy at this season to get away; and of those who might have had leisure, too many are, unfortunately, suffering, from grippe, in varying degrees of intensity. The first train came down from Eganville at a good pace; a big snow plough having gone up the line in Sunday and cleared the track. We understand that both freight and passenger business is already fairly developing.

*22/12/1893 Renfrew Mercury Renfrew*

Mr. Heald, the contractor, who has just completed his contract for grading the O.A. & P.S. Ry. from Eganville to Golden Lake, has been awarded the contract for ten miles west of Golden Lake. These ten miles will reach the villaeg of Killaloe. Mr. Heald will at once take steps to have the right of way cut out and work will be carried on all winter.

The bush around Wilno is alive with men making railroad ties and fence posts.

*28/12/1893 Ottawa Journal Renfrew*

Track laying on the Ottawa, Arnprior and Parry Sound railway was finished yesterday for this year, when the end of the grading was reached at Indian Point, a place nine or ten miles beyond Eganville.

Before long passenger trains will run to this point which will be the terminus of the line for this winter. A temporary roundhouse is now being built at this place.

Also in Renfrew Mercury January 5, 1894.