

Local Railway Items from Area Papers - 1894

02/01/1894 Ottawa Citizen Ottawa Electric

Sunday afternoon, Mr. Cardinal's handsome half bred Spokane ran away on Rideau Street. Turning down Sussex Street he continued his wild ride till the New Edinburgh bridges were reached, where in his blindness he took the Electric Railway bridge by mistake. The poor animal got safely over about half the bridge before his legs went through the spaces between the ties. It was nearly an hour before he was rescued, badly damaged and cut up. This bridge is a regular trap for runaways, or for even persons not knowing the locality. This is the second accident within a week.

02/01/1894 Ottawa Free Press Renfrew

Today the Ottawa, Arnprior and Parry Sound Railway will have their track completed as far as Indian Point on Golden Lake, a distance of eighty-five miles from this city, but the trains will run only as far as Eganville this winter.

03/01/1894 Ottawa Citizen Maniwaki

A man who was driving a load of provisions up the Gatineau for one of the city lumbering firms narrowly escaped being killed yesterday on the Chelsea road. While passing over the railway crossing a train came along and struck the hind part of the sleigh. He just managed to jump in time for the sleigh was badly smashed and its contents strewn over the road. The horse escaped uninjured.

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

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

05/01/1894 Ottawa Journal Ottawa Electric

An iron pulley in the new steam power house of the Ottawa Electric Railway broke yesterday, but fortunately no one was near enough to be injured.

08/01/1894 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Last week ex-mayor McDougal and engineer Harris of the P. & P. J. and G.V. railroads, made an inspection of the site for the Interprovincial bridge, taking notes of all the points favorable and otherwise on both sides of the river. The plans are now being prepared under Mr. Beemer's direct supervision and correspondence is being held with the department of railways and canals respecting the matter.

08/01/1894 Ottawa Journal Ottawa Electric Ottawa Car

Ahearn and Soper have been awarded the contract for the construction of 11 electric cars for the Hamilton, Grimsby and Beamsville electric railway.

08/01/1894 Ottawa Citizen Ottawa Electric

MADE A HOT FIRE

A blaze in a storehouse at the electric car headquarters.

Between the hours of nine and eleven o'clock Saturday night a storehouse used by the Electric Railway company adjoining the company's sheds on Albert Street, was destroyed by fire together with a couple of sheds at the rear owned by Martin McDonald. The origin of the fire is unknown. Within a few minutes after it started the storehouse was in a mass of flames, and the fire having been given an impetus by a couple of barrels of grease that was stored away in the building.

The fireman worked hard and kept the fire from making its way into the car sheds. At one time the car sheds were thought to be in danger, and the cars in them at the time were run out onto Albert street. The damage is estimated at \$500 or \$600, being covered by insurance. This estimate will be doubled if it is proved that several armatures that were stored in the building are destroyed..

11/01/1894 Ottawa Free Press Ottawa Electric Ottawa Car

A novelty on the electric car tracks today was a magnificent vestibuled car. Lettered Peterborough & Ashburnham St. Ry. Co. It was very much admired. It will be shipped to Peterborough today.

11/01/1894 Ottawa Journal Ottawa Electric Ottawa Car

A fine new car bearing the name Peterborough & Ashburnham Street Ry. Co. excited the admiration of citizens today as it passed through the streets today. It was on its way to Peterborough.

12/01/1894 Renfrew Mercury Kingston, Smiths Falls and Ottawa

C.F. Gildersleeve, promoter of the Kingston and Smiths Falls railroad, says that more bonus by laws will be passed this winter, and the Dominion Government will be asked for assistance to build the road through Carleton county. In the meantime surveyors are locating the line and men are engaged getting land in shape for the track.

12/01/1894 Ottawa Citizen Ottawa Electric Ottawa Car

The H.G. & B. Railway Company, says the Hamilton Herald, has purchased eleven cars from Ahearn & Soper, Ottawa, the cars to be ready for business when they arrive in this city June next. There will be seven long cars and three fruit cars. All the cars will be vestibuled and the long cars will have bow windows to protect the motormen from the storms. The cars will be attractive looking and built on the latest and most approved plans. (N.B. I have checked this carefully - the numbers don't tally).

12/01/1894 Almonte Gazette Renfrew

Mr. M.J. O'Brien, contractor of Renfrew, has been awarded the contract for constructing the third ten mile section west of Eganville on the Ottawa, Arnprior and Parry Sound Railway.

12/01/1894 Almonte Gazette Other Pakenham

PAKENHAM NEWS

Since the completion of the Ottawa and Parry Sound Railway to Kinburn there has been much discussion here and in other places as to the effect it will have on this community, and many are of the belief that it is within the range of possibility to utilize our splendid water power here to run an electric railway between here and Kinburn, which is hardly seven miles. This connecting Branch line would be run from the C.P.R. station here down the Main street past the grist mill and tannery, thence up a natural cut that runs up the 11th Con. in front of Rev. R. N. Jone's residence to the side line, which runs in a direct line into Kinburn, thus doing away with the necessity of purchasing a right of way. The scheme would give the inhabitants of this place a great advantage in freight; also the farmers living between the two points, who could make daily shipments of produce, etc. This project, once carried out, would make Pakenham what it once was - one of the best business centers in the Ottawa valley. Nature has done her part in beautiful scenery, rich agricultural lands, splendid water power, and a healthy climate; and why should Pakenham, with all those natural advantages, stand in the background? Some few weeks ago we learned from Mr. George Henderson, of Ottawa, that there were five different applicants for the water-power here, and it is to be hoped that it may fall into the hands of some man of wealth and energy.

ARNPRIOR NEWS

As soon as the mail car is put into service on the O.A. & P.S. Ry. we will get our Ottawa papers the evening they are published instead of next day, as we do now.

Mr. P. Done, who has the contract of shipping about 400 car loads of lumber from Gillies Bros' yards, Braeside, is drawing it here and shipping it over the O.A.& P.S. railway.

12/01/1894 *Eastern Ontario Review* *Vankleek*

The C.C.R.R.

Petitions to the Ontario Legislature for a cash subsidy to the Canada Central R.R. are being numerous signed in this part of the country, It seems that this company is justly entitled to consideration in this respect. It has done more than make promises, by a branch service in connection with the C.A.R. and a fairly good service too. Financially the C.C.R., has had but little from any quarter, and is even now unable to wipe out its floating debt.

We are not particularly anxious to see contractors blossom into millionaires but contractors, like other folk, should be paid when their work is done,

12/01/1894 *Almonte Gazette* *Canada Atlantic* *Alexandria*

The Canada Atlantic Express while entering the station at Alexandria on Friday last struck the sleigh of Mr. Donald Cameron, of Lochiel. Mr. Cameron, his daughter Winfred, and Miss Young of Montreal, were in the sleigh at the time. Knowing he could not turn his horses, Mr. Cameron attempted to cross but the engine struck the sleigh leaving the horses unscratched on the south side and hurling the sleigh and occupants to the north. The ladies escaped with slight bruises but Mr. Cameron received several severe scalp wounds, and the right thigh bone was broken.

13/01/1894 *Ottawa Citizen* *Ottawa Electric*

The loss by the fire at the Electric Railway Company's car sheds last Saturday was \$2,500. The company had \$1,000 insurance at the Atlas Insurance Company which it received on Thursday.

18/01/1894 *Brockville Recorder* *Prescott* *Kemptville*

A Kemptville correspondent says the C.P.R. station there is likely to be closed temporarily if not permanently.

19/01/1894 *Renfrew Mercury* *Renfrew* *Renfrew*

"Fault is beginning to be found with the new railway already," remarked a merchant to The Mercury last week. "What is the complaint?" was the query. "Why, goods from Montreal are now delivered so quickly that we have to keep them lying around until the invoices arrive by mail."

19/01/1894 *Renfrew Mercury* *Beachburg*

From an item in the District News this week, it will be seen that it is now proposed to bring a railway from Pembroke to Renfrew by way of Beachburg and Foresters' Falls: in order to connect with the several railways already centering here. The scheme is being gone into with some vim, evidently, and between the natural desire of Pembroke to get a line competing with the C.P.R., and the very probably willingness of the O.A. & P.S. to have all possible feeders for their traffic, - it is quite possible that the new project will get beyond the charter stage. It must be remembered, too, that a road following the route suggested would pass through just that section of Ross or Horton where the proposed line from Pontiac county would strike after crossing the Ottawa river; and if a combination of forces could be effected, one track would do for both roads for some miles before entering Renfrew, with consequent saving of construction expenses. Some such scheme as this may yet evolve; and if Renfrewites see a chance to put in a helping word or hand at any time it would be good policy to say the word or do the deed. With the best of wishes for the prosperity of every town around - still, let all roads lead to Renfrew.

19/01/1894 *Renfrew Mercury* *Kingston (CP)* *Flower*

The K. & P.R. Ry. have a ticket office here now. (Flower) This is an improvement of the old plan of buying tickets on the train.

19/01/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Harris, chief engineer, and staff commenced yesterday to make the preliminary survey in connection with the interprovincial bridge from Hull to Nepean Point. After surveying and fixing upon a route, soundings will be made and a complete report submitted to the various governments, from whom a subsidy will be asked.

19/01/1894 *Eastern Ontario Review* *Canada Atlantic* *Alexandria*

The Dreadful Grade Crossing.

Several level crossing disasters are reported, one occurred at Alexandria, on the 5th, when the Ottawa eastbound morning express, while entering the station, struck the sleigh of Mr. Donald Cameron, of Lochiel. The accident occurred at the railway crossing, a little west of the station. Mr. Cameron, his daughter Winfred, and a Miss Young, of Montreal, were in the sleigh at the time, and were on their way in to the village with grist for the Alexandria roller mills. Seemingly, they did not hear the whistle, and were opposite the Alexandria Manufacturing Company factory, situated on the north side of the track, when they first perceived the approaching train. Knowing he could not turn his horses and believing he had time to cross, Mr. Cameron made the attempt, but had hardly reached the track when the engine struck them, leaving the horses unscratched on the south side, and hurting the sleigh and its occupants to the north side. The two ladies escaped with slight bruises, but Mr. Cameron received several scalp wounds and the right thigh bone was broken. Surgical aide was called in, and Mr. Cameron is reported as doing well.

19/01/1894 *Almonte Gazette* *Renfrew* *Galetta*

While coupling cars at Galetts a brakeman named David Biggar had three fingers of his right hand crushed to a pulp. They had to be amputated.

19/01/1894 *Almonte Gazette* *Locksley* *Beachburg*

At a meeting in Beachburg last week the rate payers of Westmeath township passed a resolution in favor of granting a bonus of \$35,000 to a railway to be built from Pembroke to Renfrew to connect with the O.A. & P.S. west and the O.A. & P.S. And Canada Atlantic East to Montreal.

19/01/1894 *Ottawa Journal* *Renfrew* *Eganville*

Comment that goods from Montreal were now arriving by train before the invoices which came by mail.

24/01/1894 *Ottawa Free Press* *Renfrew* *Kinburn*

An official of the Parry Sound railway says that at various points along the route of the new road grain elevators are being erected. The one at Kinburn is now complete and several farther up the line will open a local trade within a short time.

25/01/1894 *Ottawa Free Press* *Carleton Place* *Chaudiere wood*

The Canadian Pacific railway is completing the erection of the steam coal hoist in the Chaudiere yards which was started last summer. The engine tenders can take on then supplies of coal very much more quickly by this new method. It is expected that the apparatus will be in running order in a couple of weeks.

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

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

28/01/1894 Renfrew Mercury Renfrew Golden Lake

The O.A. & P.S. Ry., will this week commence the regular delivery of freight at Golden Lake. Passenger trains will not pass Eganville. Eganville Enterprise.

29/01/1894 Ottawa Journal Renfrew Arnprior

It may not be generally known but it is a fact nevertheless that Gillies Bros., lumbermen of Braeside, find it sufficiently profitable to warrant their drawing lumber by sleigh to Arnprior and shipping it over the OA&PS tracks. Who says the latter company is not offering inducements? We are not surprised at the C.P.R. making so careful diagnosis of the situation by sending a representative up the line to investigate. According to the Renfrew Mercury, a travelling official of the C.P.R. visited that village recently in search of traffic. - Arnprior Watchman.

30/01/1894 Ottawa Journal Ottawa Electric

OER issues rules for electric rides.

31/01/1894 Ottawa Journal Ottawa Electric

Description of effects of heavy fall of snow. This includes a line drawing showing a street with an electric car behind a snow bank.

02/02/1894 Almonte Gazette Westport

The cheese shipped over the B. & W.R.R. last year will realize for the farmers of Leeds county the sum of \$470,528.50

02/02/1894 Renfrew Mercury Renfrew

Mail service between Ottawa and Eganville, and intervening points, on the Ottawa, Arnprior and Parry Sound Railway, commenced on Thursday, February 1st. The mail from Ottawa, etc., will arrive by the train due here at 10 a.m.; and from Eganville by the train due at 2.49 p.m. The service will be a great accommodation to merchants and others all along the line.

02/02/1894 Almonte Gazette Renfrew

The contract for mail service between Ottawa, Arnprior and Eganville and intermediate points on the Parry Sound road went into effect today (Thursday).

02/02/1894 Almonte Gazette Kingston (CP)

The Kingston and Pembroke Railway Co. has decided to reduce the wages of all its employees.

03/02/1894 Ottawa Journal Ottawa Electric

Drawing of Tuesdays storm. Shows electric sweeper pushed by car 44 on Sparks street near Elgin.

03/02/1894 Ottawa Journal Renfrew Killaloe

Mr. M.J. O'Brien of Renfrew will commence work next week on his contract west of Killaloe on the O.A. & P.S. He will employ about 60 men for the present, and will increase the number considerably in the spring time.

05/02/1894 Ottawa Journal Ottawa Electric

The street railway company have decided to issue school tickets in half dollar sizes instead of the dollar size as at present. It is believed they will be found more convenient, especially to parents who have a large number of children attending school.

09/02/1894 Almonte Gazette Chalk River Carleton Place

The C.P.R. shops at Carleton Place are now running full time.

09/02/1894 Ottawa Journal Renfrew

At a meeting of the railway committee of the Privy Council this morning were present Sir John Thompson, Hon. John Haggart, Sir Adolphe Caron, and Hon. T.M. Daly.

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The next application was from the Ottawa, Arnprior and Parry Sound railway for the extension of time for completing the two bridges across the Canadian Pacific near Ottawa. One of these bridges is to cross the St. Lawrence and Ottawa road near Rochesterville and the other is in the township of Nepean, some six or seven miles from the city near Bell's Corners, to cross the C.P.R.

Mr. Christie appeared for the railway committee [sic] and said that owing to the frost coming on before the bridges were built the work in both cases was stopped. He asked that the time for completion be extended to June next. The Canadian Pacific had no objection to the extension.

Mr. Haggart - Are the piers completed?

Mr. Christie - Yes.

Mr. Haggart - Is the material for the superstructure on the ground?

Mr. Christie - No. I think it has been purchased.

Mr. Haggart - When can they be completed?

Mr. Christie - Before the month of June so I would ask an adjournment until then.

Mr. Clarke of the C.P.R. said he had no objection. The application was granted.

12/02/1894 Ottawa Journal Tramway Buckingham

TEN TONS OF GRAPHITE PER DAY.

MR. W.H. WALKER AND A COMPANY START A NEW VENTURE

Capital of a Quarter of a Million is Invested in a Plumbago Mine and Factory Which will Open Soon at Buckingham - Details of the Industry

About 40 men and a dozen horses are now at work putting Mr. Walker's plumbago factory near Buckingham into running order.

By April, it is expected, the factory will be going at full blast and turning out ten tons of refined plumbago per day.

"Graphite City," as this factory with its surrounding buildings is called, is 35 or 40 minutes' drive from Buckingham 35 or 40 minutes drive from Buckingham.

(There is a full description of the facilities.)

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

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

15/02/1894 Ottawa Free Press Ottawa Electric

Car No. 33 hits a locomotive at the Bank street crossing.

15/02/1894 Brockville Recorder Brockville Brockville

Monday night's storm.

A delay of about two hours was caused the outgoing C.P.R. express this morning, but this is said to have been due to an attempt made during the night to run a light engine, tender first, into town from the round house.

15/02/1894 Ottawa Free Press Renfrew Elgin Street

The car cleaners shanty at the Canada Atlantic railway Elgin street depot was destroyed by fire yesterday morning. The damage will be repaired immediately.

15/02/1894 Ottawa Journal Ottawa Electric Bank Street

Electric car No. 33 came in for a rough experience and [sic] the Bank Street route yesterday afternoon.

The car was going south with two passengers a lady and a gentleman. As the car approached the C.A.R. crossing the gates were let down to allow a locomotive to pass. The motorman at once tried to apply the brake but the "controller" or handle came off and before he could get it on again the car crashed into the gate and smashed it and passed on. At the same time the locomotive reached the crossing moving slowly and striking the end of the electric car turned the car round. There was nothing injured but the gate.

Mr. J.F. St. Louis, who was the gentleman passenger on the car at the time of the accident, says the car as it approached the crossing was slowed down and only when a few feet away were the gates dropped. When the motorman applied the brake to stop the "controller" of the brake came off, and as the current was on the car struck and broke the gates and went through.

The accident, Mr. St. Louis says, was almost unavoidable. Nobody was hurt. He remained on the car all the time even when the locomotive brushed up against the rear end of the car and turned it round.

16/02/1894 Ottawa Citizen Canada Atlantic Rideau Canal

Bumped over the bridge

A freight train comes to grief in a bad place

The swing bridge near the C.A.R. Depot blocked for the night by three derailed cars - the Conductor jumps to the ice below and a Brakeman hangs on.

Last evening about half past seven o'clock three cars at the rear of a long freight train derailed as the train was pulling out of the C.A.R station at a pretty lively speed.

The train was composed of 28 loaded cars and was bound for the Rouse's Point. The engine and a number of the cars had cleared the swing bridge across the canal and as the rear three cars were approaching the bridge they

LEFT THE TRACK

but from what cause it is not definitely known. It is said that the switch, a short distance to the west of the bridge where the cars appear to have left the track, was not properly locked, and it consequently flew out of place or else someone turned it before the hind truck of the event at the rear of the train had passed over.

However, the van and the two cars in front went bumping over the beams of the bridge and on arriving at the opposite side of the canal, became detached from the other cars and plunged into a heavy snow embankment.

JUMPED FOR HIS LIFE

Daniel Lemieux, the conductor, was on top of the van at the time and fearing serious results jumped on to the ice below and escaped injury. One of the brakemen John Connolly, was also on the van, but he clung to it until he was finally thrown off when the car went into the snow bank. In order to keep from being thrown off while going over the bridge, he was obliged to lie down and cling to the small platform on the roof of the van. He escaped with a shaking up.

The derailed cars were pretty badly smashed. The trucks were torn away from the bodies of the cars, and the heavy iron braces were twisted into all shapes.

Men were set to work immediately to clear the track and repair the bridge. They were engaged the whole of the night.

The Montreal train was unable to pass the wreck, and had to pull up and let the passengers off at the Archville road, on the east of the canal.

THE CAUSE UNKNOWN

There is considerable mystery involved as to how the cars came to leave the track. The brakeman claimed that the switch was locked with the regular pin used for that purpose, and under this circumstance it could not spring or fly back. They attributed it to a broken beam on one of the cars having fallen while going over the switch, thus throwing the wheels from the track. Then again it is said that such was hardly probable.

An investigation will likely be held into the matter by the railway authorities.

16/02/1894 Renfrew Mercury Renfrew Glasgow

The O.A. & P.S. station here (New Glasgow) is about completed, and will soon be ready for occupation. It is a fine structure and a credit for both company and contractor. Besides, we have the most obliging and gentlemanly agent on the line.

16/02/1894 Ottawa Journal Renfrew Rideau Canal drawbridge

A very singular railway accident occurred on the C.A.R. swing bridge last evening shortly after seven o'clock. A heavily loaded freight train of twenty-eight cars was leaving the yards for Rouse's Point. As usual the train was moving slowly over the swing bridge, in fact part of the train had crossed over and part was upon the bridge, when in some unaccountable way, the two rear cars and the van were derailed. Before the train could be brought to a standstill these cars had been dragged bumping over the timbers of the bridge. Reaching the further end of the bridge the coupling broke and the cars slid down a low embankment into a huge snow drift.

When the cars were at first derailed, conductor Lemieux, fearing that they would tumble over the bridge, jumped from the top of the van to the ice of the canal below, a distance of about twenty-five feet, but fortunately was uninjured. One of the brakemen kept on the van until the far end of the bridge was reached where the cars went into the embankment. So severely shaken up were the cars that the trucks of two of them were detached.

No one appears to know how the cars became derailed. The switch at the west end of the bridge was securely locked and the only feasible theory for the accident is that a beam of one of the cars broke and, falling across the rail, derailed the cars. No one is blamed for the accident.

Also reported in the Ottawa Free Press, same date. Summary in Renfrew Mercury 23 February.

19/02/1894 Ottawa Free Press Ottawa Electric

When electric car No. 7, which was bringing a train of summer cars on Albert street to New Edinburgh repairing shops on Saturday afternoon, was rounding the curve on Sussex and Rideau streets, the brakes suddenly gave out, causing it to plunge into a Sussex street car on the same track. Considerable damage was occasioned to the vestibules of both cars and No. 7 made its way to the sheds for repairs.

22/02/1894 Brockville Recorder Westport Westport

A petition largely signed by the citizens of Westport will be sent to the postmaster general asking that the mail between here and that village be carried by the Brockville & Westport train instead of by stage. The train service between here and Westport is now excellent, and not a day has passed this winter that the train has been unable to get through, and it does seem that the petition should have some weight. A petition is also being circulated in the interest of the stage people.

23/02/1894 Almonte Gazette Renfrew

Fighting for the Pass.

The appeal case of the C.P.R. against the judgment giving the Opeongo Pass to the Parry Sound railway is now being heard in Toronto before the Chancery divisional court. The courts gave the exclusive right of the pass to the Parry Sound railway company, and the C.P.R. are trying to upset the judgment. The pass in contest is a narrow gap between the mountains in the township of Algoma, county of Renfrew, and is only capable of giving a passage to one line of railway track.

The Pembroke Southern R.R.

The stockholders of the Pembroke Southern Railway Company held a meeting Friday evening at Pembroke, and decided to apply during the coming session for an amendment to their present charter, making their route from Pembroke to Renfrew instead of from Pembroke to Douglas, as it now stands. From the encouragement the company obtained from the different municipalities through which the road will run, work will likely be commenced early in the summer. From Westmeath came an offer of a bonus of \$30,000; the township of Ross \$15,000; Portage du Fort, \$5,000; and also an amount from the township of Horton. Besides this the company will procure the government bonus of \$30,000. The distance from Pembroke to Renfrew is thirty-seven miles.

23/02/1894 *Ottawa Journal* *Kingston (CP)* *Clyde Forks*

RUN OFF ON THE K. & P.

Frozen Over Rails Caused a Train to Jump - The Accidents.

What may have been a serious accident occurred on the K. & P. railway about three quarters of a mile from Clyde Forks a couple of days ago about 2 a.m. that No. 3 mixed train from Renfrew (Craig, conductor) got derailed owing to the track being frozen over from the thaw on Sabbath. A special two hours before ran off at the same place. They placed fog signals on the track for the mixed, but all precautions were useless. The engine ran quite a distance off the track; a box car loaded with flour, etc., rolled down a slight embankment, then turned on its broad side; next a car of oak logs were pitched into, or near the river; then the passenger coach, which contained very few passengers - it ran off the track for about 25 or 30 yards, then went down the embankment, but remained on the wheels. Mrs. Rodgers, of this place, was on board. A large gang of men were speedily on the scene. The main line was blocked till about noon. Miraculously no one was hurt, but considerable damage to rolling stock. Mr. Folger, jun. was early on the spot.

01/03/1894 *Ottawa Free Press* *Renfrew* *Rideau canal*

The damage which was done to the swing bridge across the canal at the Canada Atlantic railway by the run off two weeks ago has been repaired. --

01/03/1894 *Ottawa Free Press* *Renfrew* *locomotive*

The work of preparing for next summer's operations on the construction of the Ottawa, Arnprior and Parry Sound Railway is going on around the Elgin street depot. Several of the engines which will be employed on the construction have already been rebuilt. No. 6 has lately come out of the shops after a complete overhauling.

01/03/1894 *Ottawa Journal* *Ottawa Electric*

Last night a barrel of lubricating oil got spilled on Elgin Street near the Canada Atlantic Railway station and afterwards somebody set it on fire, making a great blaze. The electric cars having to pass through the oil got some of it on the wheels which made them smell like steam locomotives.

01/03/1894 *Brockville Recorder* *Brockville and New York Bridge*

A number of men were engaged yesterday under the direction of Engineer Smellie and Mr. Howland in taking soundings for the proposed international bridge opposite the Three Sisters Islands. They are reported to have found forty feet of water at the spot where the piers are to be located.

01/03/1894 *Brockville Recorder* *Westport*

All the businessmen favor the petition being circulated asking for the government to have the mails carried over the B. & W. railway.

02/03/1894 *Ottawa Journal* *Pontiac Pacific Junction* *Interprovincial Bridge*

Have Got the Right of Way Now

The P. & P.J. railway have completed the purchase of the right of way through the property of the Grey Nuns on the Hull side of the river, directly opposite Nepean Point, for the approach to the Interprovincial bridge. Several other properties are being negotiated for.

02/03/1894 *Ottawa Journal* *Ottawa Electric*

Electric car 39 broke down on Sparks street.

02/03/1894 *Almonte Gazette* *Kingston, Smiths Falls and Ottawa*

It is said that the Dominion Government will subsidize the Kingston, Smith's Falls & Ottawa Railway between Smith's Falls and Ottawa.

04/03/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The work of taking the soundings in the Ottawa river for the Interprovincial bridge is still in progress. It will take the greater part of the week to complete the work.

05/03/1894 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

Ten new open cars for the summer are being built by the Electric car company.

08/03/1894 *Ottawa Free Press* *Carleton Place* *Chaudiere wood*

A new apparatus at the Union depot which has been in the course of construction since last summer, has commenced operations. This is the coal hoist which fills the tenders of all engines in the yard. The necessary coal for an engine can be taken on in a very short time. The power for hoisting the coal is supplied from a neighboring engine.

09/03/1894 *Almonte Gazette* *Ottawa Electric*

The monthly pay roll of the Ottawa City electric railway company is \$1,400.

09/03/1894 *Almonte Gazette* *Renfrew* *Arnprior*

The O.,A. & P.S. railway laid a new iron bridge across the Dochart on Sunday

12/03/1894 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

Galt, Ahearn & Soper were the successful tenderers today for the electrical construction, equipment and rolling stock of the Galt and Preston Electric Railway. The road will connect Galt and Preston and will eventually extend to Berlin.

Plans of the Union Bridge Co. have been approved by the US government--international bridge between Morristown and Brockville. --Mr. C.J. Pusey holds charters on both sides of the river--The plan was seen at the residence of Mr. Howland, a son in law of Mr. Pusey, himself a well known engineer, and, from what the reporter saw and heard, he for the first time feels safe in assuring the public that the long-talked of international bridge is an assured fact.

Mr. Pusey, who, though for some time a partial resident of Brockville, is not widely known by our citizens, is a pleasant appearing gentleman about fifty years of age, and resides at Irondale, Ont., where he owns and manages a successful railway line in addition to extensive mills, factories, etc. Though by no means an assertive talker, he converses fluently on the matter in hand, and impresses one with the conviction that he not only knows his subject thoroughly but is sincere in his expressed conviction that the bridge will be built.

Plans - Union Bridge Co. chief engineer C. McDonald of Gananoque.

Gives details of cantilevers, spans etc. - total 5,500 feet. The connections in order to tap on this side of the Canadian Pacific and Grand Trunk and on the American shore, the New York Central, will give, with the bridge proper an aggregate length of 6¼ miles.

Crossing on this side the Grand Trunk tracks east of Chaffey street, and not far from the new asylum, a sort of loop is formed in order to tap the Canadian pacific near the present round house. The line after crossing the Grand Trunk, bends southward, passes down through the east side of the old lacrosse grounds, crosses King street at that point and reaches the river in the property of Hon. W.J. Christie and just across from Three Sisters Islands.

American side --

Charters demand that bridge shall be 150 feet above high water--

As is generally well known, to Mr. Pusey is due the credit of successfully carrying to its present position the international bridge project, and no doubt seems to exist in his mind that the erection of the structure is a probability in the near future. In fact timber is now being got out in the vicinity of Irondale for the caisson work, and will be brought here at once, and work commenced in the early summer. The cost of the bridge as given in the engineer's estimates is \$2,500,000, and it will require in its construction 25,000,000 pounds of steel, 2,000,000 feet of timber, 14,000 yards of masonry and 60,000 yards of concrete. It will be the regulation width of railway bridges, and will be provided with a walk for foot passengers. The organizations under which the concessions were granted and work done up to the present were the St. Lawrence Railway Co. on the American side and the Brockville and New York Bridge Co. here. These will now be amalgamated under the name Brockville and St. Lawrence Bridge Co. and contracts issued for the building of the structure through the above.

Also summary in Renfrew Mercury, March 23.

15/03/1894 Ottawa Free Press Renfrew locomotive

Arrangements for the coming season's work on the Ottawa, Arnprior and Parry Sound Railway are being pushed ahead. The two steam shovels which did such effective work last year will begin to operate next week. The shovels are now undergoing some repairs. One shovel which has been at the Carp this winter will operate in the large gravel pit near that place. The other one which is now in the Elgin street yards will probably be located at the newer pit in the neighborhood of Eganville. Until the snowfall disappears and the frost is out of the ground several of the trestle works will be filled up and the roadbed further strengthened wherever necessary. For about one week past men have been employed filling up a trestle work on this side of Eganville where the track crosses Moore's Creek. This will probably be completed by next week and the staff of workmen will move to neighboring trestles. At least two hundred flatcars will go up the line as soon as the shovels commence work and it is likely that a number of those who were engaged on the construction last year will resume this work again.

MORE NEW ENGINES

It is said that the company has ordered three new locomotives from Philadelphia to be used on the Ottawa, Arnprior and Parry Sound Railway. These engines have been found necessary on account of the largely increased traffic over the Canada Atlantic and Parry Sound Railways. They will be freight engines and slightly smaller than the Canada Atlantic mogul No. 100. They will be here, it is thought, early in the month of May.

As soon as the yards are cleared of snow a number of the hands now employed in the mechanical shops in this city will start the erection of a large number of new flat cars to be used on the Parry Sound Railway. The material has already arrived and it is expected that in all about one hundred cars will be built this spring.

INCREASING THE SHOPS

For some time back since the work on the Parry Sound Railway the present mechanical shops in this city have been found rather small for the amount of repairs which have to be done for both the C.A.R. and Parry Sound lines. It is now said that the company will erect a larger and more suitable structure in another part of the yards. The present mechanical shops will be used as painting shops.

15/03/1894 Brockville Recorder Westport Brockville

The west end creek indulged in the usual spring tear Tuesday afternoon and as a result there were more or less trouble this mooring down in the vicinity of the outlet at the river. During the night the ice made out on the creek bed in huge blocks and lodging in rear of the gas house, formed a blockage which caused a bad flood. A new channel was formed down the bed of the C.P.R. extension, but even this was insufficient to carry off the surplus water and considerable land was flooded between that point and the B. & W. station. About 10.30 this forenoon the jam at the gas works was broken, but it formed again near Beecher's dock and again the water backed up. Dynamite was used at various places along the creek and eventually the pressure was relieved.

16/03/1894 Ottawa Free Press Carp, Almonte and Lanark

A charter was issued for the Carp, Almonte and Lanark railway by the Ontario legislature some time ago to a company composed of prominent business men in Almonte, Lanark and the Carp. A lively interest is now taken by the citizens of Almonte and the Carp to have the construction of this road commenced at once. Almonte proposes to take \$40,000 stock in the new road, and the townships of Huntley and Lanark will contribute handsomely also. Dr. Rains, mayor of Almonte, and W.H. Stafford, barrister, were in the city yesterday interviewing prominent railway men with reference to the matter and met with successful encouragement.

16/03/1894 Almonte Gazette Locksley

The promoters of the Pembroke Southern Railway Co. have asked the Hon. J.G. Haggart, Minister of Railways for a subsidy of \$3,200 for their road. He promised to consult his colleagues on the subject.

16/03/1894 Almonte Gazette Belleville Perth

About sixty men are now employed in the C.P.R. carshops, Perth, principally on repairs.

16/03/1894 Renfrew Mercury Belleville Perth car shop

About sixty men are now employed in the C.P.R. car shops at Perth, principally on repairs. All cars now turned out have the old coupling replaced with new self couplers, made under contract at Mr. W.H. Frost's malleable iron works, at Smiths Falls. The manufacture of these couplers is a very large business.

20/03/1894 Ottawa Journal Ottawa Electric

Car 30 of the Bank and Ann streets line collided with car 21 of the Rideau street line at the corner of Elgin ad Sparks streets today with the result that the front of thr Bank street car was badly broken.

21/03/1894 Ottawa Free Press Renfrew Carp

The workers of the steam shovel are beginning to talk gravel. They are billed for the 1st of April.

23/03/1894 Almonte Gazette Carp, Almonte and Lanark

An Ottawa paper says: a charter was issued for the Carp, Almonte and Lanark railway by the Ontario legislature some time ago to a company composed of prominent businessmen in Almonte, Lanark and the Carp. A lively interest is now taken by the citizens of Almonte and the Carp to have the construction of this road commenced at once. Almonte proposes to take \$40,000 stock in the new road, and the townships of Huntley and Lanark will contribute handsomely also. Dr. Raines, mayor of Almonte, and W. H. Stafford, barrister, were in Ottawa Thursday last interviewing prominent railway men with reference to this matter and met with notable encouragement.

23/03/1894 Renfrew Mercury Renfrew Wilno

Mr. J. O'Brien, contractor, has the Wilno pass cleared, and is commencing the rock cut in it, which is very heavy. The materials will be used in a long dump at the foot of the pass. This dump will, in some places, be forty-one feet high.

23/03/1894 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Important Railway Meeting

A meeting will be held on Tuesday next at 1 o'clock p.m. at Kelly's Hotel, on railway matters.

Now or Never

24/03/1894 Ottawa Journal Renfrew Barrys Bay

The contract for next summer's work on the O.A. & P.S.R. construction was let this morning. It went to E.F. Fauquier. He will construct thirty-five miles of road from Barry's Bay, the present terminus of the line, one hundred and seven miles distant from Ottawa, to Long Lake, 142 miles from this city. This is considered the heaviest part of the construction between here and Parry Sound.

Also reported in Ottawa Free Press on 30 March and Renfrew Mercury March 30.

26/03/1894 Ottawa Journal Renfrew

Including the 35 miles of road the contract for which was given out Saturday to E.F. Fauquier, the O.A. & P.S. will construct 77 miles of road this summer.

Besides the 35 miles contract given to Mr. Fauquier today, twenty miles have been given to Wm. Heald; twelve miles to J. O'Brien, through the Haggarty Pass, and ten miles to Poelan and Fitzpatrick at the furthest end of the proposed line extending towards the terminus of the old colonization railway. This will leave about seventy miles of the road left to be completed next year.

26/03/1894 Ottawa Free Press Renfrew

The construction of a large number of new cars for the Parry Sound railway has started in the mechanical shops of the Elgin street depot. The work will likely be continued for a large part of the summer as many cars will be required to keep up with the increased trade over the line.

One of the two steam shovels owned by the Ottawa, Arnprior and Parry Sound Railway went up the line yesterday morning to commence work in the gravel pit at Eganville. Until the frost has disappeared from the ground the gravel will only be used to fill up spots that were not completed last year. Two gravel trains are expected to go up the line tomorrow.

26/03/1894 Ottawa Free Press Ottawa Electric

Men are engaged clearing the road bed of the street railway track on Albert street east of bank, preparing it for use during the Kirmess (at the Grand Opera House).

27/03/1894 Ottawa Free Press Ottawa Electric

The Electric Railway company has opened up the double track along Bridge street from Oregon to the suspension bridge. The single track was used all through the winter months.

28/03/1894 Ottawa Free Press Ottawa Electric Ottawa Car

The Electric Car Manufacturing Co. have completed five vestibuled and three open cars for Hamilton, Ont., twenty cars for Montreal, and eight open cars for the Ottawa road for the present summer. The handsome pillars for these cars were turned out under the skillful work of Mr. Charles Sabourin.

29/03/1894 The Equity, Shawville Maniwaki

Master Tom Armitage, fireman of No. 7 on the G.V. R.R. is home on a week's vacation.

29/03/1894 Brockville Recorder Brockville and New York Bridge

Mr. C.J. Pusey, promoter of the proposed international bridge here, is understood to have asked for tenders in certain quarters, for supplying half a million feet of lumber to be used in the structure. During the week he was also looking about for a suitable man to act as master of the tug which is to be used in towing supplies to the site of the work. It looks at present as though the major portion of the stone needed will be taken from Point Ann quarries near Belleville, which are so situated that barges can be loaded there and towed right to where the stone is wanted.

30/03/1894 Perth Courier Belleville Elmsley

Removing Houses - During the winter the second of the C.P.R. houses on upper Craig st was removed and re-erected at Kemptville, and now another has been pulled down and put up again at the Port Elmsley station, where it will be occupied by the section man, and perhaps used as a station house. There are still three of these houses left here, but their unfortunate location neutralizes their usefulness.

30/03/1894 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Railway Meeting Here

A preliminary meeting to consider the railway Situation in these United Counties was held here on Tuesday. A large number of gentlemen, notwithstanding the bad condition of the roads, were in attendance. Indeed, it was surprising how good a representation of the counties could have been obtained on such short and insufficient notice.

Attendance details omitted

Details of motions passed.

30/03/1894 Renfrew Mercury Renfrew

Work on the construction of the O.A. & P.S. Railway above Golden Lake is being pushed ahead, and much progress has been made during the past few weeks. Should the weather continue fine Mr. Heald expects to have his contract completed a month ahead of the time allotted to him. Mr. Booth has decided to immediately let the contract for another 35 mile section, which will bring the road to the Eganville Estate. This portion will be built this summer, and next year the remainder of the line through to Elmsdale (the point where the O.A. & P.S. will make connection with the Parry Sound Colonization Railway) will be finished. Then through traffic will be commenced from Georgian Bay to the seaboard. Enterprise.

30/03/1894 Renfrew Mercury Kingston, Smiths Falls and Ottawa

The by-law to grant a bonus of \$7,500 to the Kingston, Smiths Falls and Ottawa R.R. was carried in the township of Bastard and South Burgess by a majority of 129.

Mr. H.J. Beemer, president of the O. & G.V. and P.P.J. Rys. is at the Russell.

In conversation with the Journal last evening he stated that:

(piece on Maniwaki line)

The proposed extension of the P.P.J. Ry. to Pembroke would this season be built to as far as the seventh mile from here, where the line strikes the Ottawa river several miles beyond Coulonge.

Car 23 collided with car 34.

Mr. H.J. Beemer, president of the O. & G.V. and P.P.J. Rys. is at the Russell.

In conversation with the Journal last evening he stated that the company had decided to run two passenger trains each way over the Ottawa & Gatineau Valley line this summer to accommodate the large number of business men in the city who desire to spend their leisure moments among the beautiful sceneries of the Gatineau mountains.

The trains will run to Pickanock, the present terminus of the line. There will be a fast express in the evening, leaving Ottawa between five and six o'clock and reaching Pickanock about seven. The other train going out of the city will leave here at 9.45 a.m. on Tuesdays and Thursdays and on Saturdays it will start at half past one so as to better accommodate those who wish to spend Saturday afternoon and Sunday out of the city. The morning train will carry freight as well as passengers and will not be as fast as the evening train. This train will return to Ottawa at 7.55 on Monday and Wednesday and Friday evenings.

Asked if the company intended pushing the construction of the line beyond Pickanock this summer, Mr. Beemer said he could not give a definite answer until some arrangements now under consideration were completed.

Cars are already being manufactured at the new three story building of the Ottawa Car Company on Slater street. The upper portion of the building is hardly yet complete but owing to a pressure of business the company was compelled to use the lower part as soon as possible. They have now orders for thirty-six cars from outside cities and have an extra staff working at night.

The new electric car building shop on Albert street has advanced to the point of putting on the sheet iron covering.

Mr. C.F. Gildersleeve, president of the Kingston, Smiths Falls and Ottawa Railway is at the Russell. In conversation with the Journal today he said that two municipalities had lately voted bonuses on the line and the Dominion government would be asked at this session to pay over the bonuses in accordance with a promise made last year to do so, as the municipalities voted bonuses to the line. He states that the construction work, which was begun at Kingston last summer has been continued through the winter but the heavy rock cuts prevented the work progressing with any degree of rapidity. The line would, he said be pushed on to Ottawa with all possible speed.

A petition signed by eighty was presented to the Oxford council on Saturday requesting that the powers that be grant \$250 to the C.P.R. for a station and platform to be erected at the crossing near Oxford Mills. P.R. McDonald presented the petition and said the railway authorities claimed it would cost \$500, and if half that amount was provided the station would be erected.

Owing to the spring floods having damaged the roadway of the O.A. & P.S. line in several places between Eganville and Golden Lake, the carriage of freight west of Eganville has been stopped. They are now busily repairing damages.

Mr. J.R. Booth passed over the line last week as far as Golden Lake and inspected some of the new work. He was accompanied by Mr. Chamberlain, manager of the company.

The construction of the line from Barry's Bay to Long Lake, a distance of thirty-five miles, will be pushed through rapidly. It is said the contractors are bound to have it completed by the first of November so as to be ready to ship lumber from the mills being erected by the American company which purchased the Perley and Pattee limits.

The company which purchased the limits of Perley & Pattee took in last winter a portable steam saw to saw the necessary lumber for their new saw mill. They expect to have it ready by the time the O.A. & P.S. reach there.

It is said by some who think they ought to know that the division station between Ottawa and Parry Sound will be at Long Lake. - Eganville Enterprise.

The Free Press says that arrangements for the coming season's work on the construction of the O.A. & P.S. are being pushed ahead. The steam shovels commenced work last week - one at Carp, the other at Eganville. Until the snow all disappears, the trestles will be filled up, and the roadbed strengthened. Two hundred flatcars will be used with the shovels. It is said the company has ordered three new freight locomotives from Philadelphia. One hundred cars will be built at the Ottawa works this spring. A new and larger mechanical shop is to be erected in the Ottawa yard, the present shops being used for painting shops.

The Arnprior Chronicle says:- Including the 35 miles of road, the contract for which was given out Saturday, 24th ult., E.F. Fauquier, the Ottawa, Arnprior and Parry Sound Railway will construct 77 miles of road this summer. Besides the 35 mile contract given to Fauquier Saturday, 20 mile shave been given to Wm. Heald, 18 miles to Mr. O'Brien, through the Haggarty pass, and 10 miles to Poolan and Fitzpatrick at the farther end of the proposed line extending inwards from the terminus of the old colonization railway. This will leave about 70 miles of the road to be completed next year.

06/04/1894

Ottawa Journal

Ottawa Electric

Ottawa Car

In one month from the time the work commenced the Ottawa Car Company will have their new car sheds completed. The work has been rushed forward with the usual expedition displayed by the company in their undertakings.

It is a three story building 40 feet frontage by 99 feet deep on Slater street, immediately in rear of the company's present premises. The building is of wood, set on solid cedar posts, which are let down to the solid rock, and it is sheeted outside with Canada plate. Although only started only three weeks ago, it is so far completed that frames for the Hamilton cars are being worked on in it.

In the near future a solid masonry foundation will be put in. The floors are not divided up. On the first floor the finishing and painting will be done, and the second floor will be devoted to the trimming shop and the manufacture of carriages. The main portion of the machinery remains in the present premises and will be run there.

The roof is flat, inclined downward to the centre, where the water drains off. The flooring is double, the top laying being put down diagonally to give extra strength. Underneath the building is a space to be used for the storing of lumber.

Outside the building a drum elevator is being constructed which will take up a car from the ground to the first floor after it has been put together. The total cost of the building will be about \$5,000 and the strongest and best of work has been put into it.

CARS FOR OUTSIDE ROADS

The company now have an extra amount of work on. They are supplying all of the rolling stock for the Galt street railway, and they will be constructed similar to the Ottawa cars and put out as fast as possible. The eleven cars being built for Hamilton are 37 feet long and run on two trucks. In Hamilton there are no sharp curves and the length of a car is immaterial. They will be finished in a somewhat superior style to the Ottawa cars and will be built like a railway car with an aisle in the centre and rows of seats on each side.

The ten Montreal cars will be some closed and some open. The amount of work now in has made a boom and will keep a full staff steadily at work for the summer.

06/04/1894

Ottawa Journal

Canada Atlantic

Bearbrook

COUPLED HIS LAST CAR

J. CROTEAU CRUSHED TO DEATH ON THE C.A.R. AT BEARBROOK

An Early Morning Accident That Cost a Life - An Inquest to be Held at the Request of the Company - How the Accident Occurred.

J. Croteau, a brakeman on the Canada Atlantic Ry., while coupling cars early this morning at Bearbrook, was fatally crushed and died of his injuries on reaching the city shortly after 8 o'clock.

After the accident the injured man was promptly brought to the city where at the station doctor. R.W. Bell was waiting. It was seen, however, that medical aid was of no avail and the victim had hardly made a statement to Dr. Bell when he passed away.

The Remains were taken to his home at Archville and Coroner Mark notified. At the request of General Manager Chamberlain he decided to hold an inquest. The company wished to be freed from any blame that might attach to the death which they claimed was purely accidental. Accordingly this afternoon an inquest was opened at the late residence of deceased.

06/04/1894

Renfrew Mercury

Renfrew

Lots of lumber is going through on the O. A. P. S. It is going to Albany and Boston. Flood damage between Eganville and Golden Lake. Repairs are under way. The divisional point will be at Long Lake (now Whitney).

06/04/1894

Almonte Gazette

Renfrew

Arnprior

ARNPRIOR

A gang of men are now engaged erecting a freight shed in connection with the O.A. & P.S. Railway station here

The O.A. & P.S. Railway have given out several more contracts, and expects to have all but seventy miles of the road finished this summer.

07/04/1894

Ottawa Free Press

Canada Atlantic

Bearbrook

Accident at Bearbrooke station.

09/04/1894

Ottawa Journal

Renfrew

Rideau Canal drawbridge

The engine which went through the swing bridge of the canal last fall is repaired and turned out of the shops in splendid shape and will again be put on the line this week.

11/04/1894

Ottawa Journal

Ottawa Electric

Fatal accident with car No. 40. Also reported in the Ottawa Free Press same date.

12/04/1894

Brockville Recorder

Winchester

Oxford Mills

A petition signed by eighty was presented to the Oxford council on Saturday requesting the powers that be grant \$250 to the C.P.R. for a station and platform to be erected at the crossing near Oxford Mills. P.R. McDonald presented the petition and said the railway authorities claimed that it would cost \$500 and if half that was presented the station would be erected.

13/04/1894

Renfrew Mercury

Renfrew

The O.A. & P.S. Railway Company has decided not to build a station between Carp and Ottawa. The people of March, who were pretty confident of having one built in their township, are somewhat disappointed. In consequence of this decision, the veteran mail carrier, Mr. Phillip Orchard, will continue his rounds as usual.

13/04/1894

Eastern Ontario Review

Renfrew

Eganville

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

The spring floods having damaged the roadway of the O.A. & P.S line in several places between Eganville and Golden Lake, they are now busily repairing damages.

The construction from Barry's Bay to Long Lake, a distance of thirty-five miles will be pushed through rapidly. It is said the contractors are bound to have it completed by the first of November, so as to be ready to ship lumber from the mills being erected by the American company which purchased the Pattee and Perley limits.

The company took in last winter a portable steam saw mill, to saw the necessary lumber for their new mill. They expect to have it ready by the time the O.A. & P.S. reaches here..

13/04/1894

Almonte Gazette

Carp, Almonte and Lanark

Almonte

THE RAILWAY BYLAW

To be Voted on 8th May - What was done by our council on Wednesday evening.

(extracts)

It was decided that the debentures, to the extent of \$40,000, be paid for the 400 shares of stock in the railway as soon as the railway has been completed to within the limits of the town.

The railway company was allowed eighteen months after the passing of the bylaw in which to complete it as far as Almonte.

The rate of interest on the debentures is to be four per cent. per annum payable half- yearly.

The clerk was instructed to have the bylaw published with the proper notice appended there too

The van of No. 11 train over the Canada Atlantic railway will remain draped for four weeks as a token of respect for the late Joseph Croteau who was killed at Bearbrook station last week.

14/04/1894 *Ottawa Citizen**Ottawa Electric*

The Ottawa Electric Street Railway Company have issued neatly gotten up books containing the rules and regulations for the general guidance of conductors and motormen. Under the head of department it says: Conductors must be polite, civil and attentive to all passengers under all circumstances, giving special attention to ladies, children and elderly persons while getting in and out of the cars and must answer proper enquiries whilst avoiding unnecessary conversations with passengers.

18/04/1894 *Ottawa Journal**Montreal and Ottawa*

What the Row Is All About

THE MONTREAL & OTTAWA R.R. CHARTER AND THE C.P.R.

A Big Deputation in Town From the Eastern Counties

PRESCOTT AND RUSSELL REPRESENTATIVES WANT A FAIR SHOW

A Delegation From the Ottawa Board of Trade on Deck to Assist Them - The Facts of the Case up to Date - Why Should Not This Railway go on?

Is the Canadian Pacific railway playing the part of dog-in-the-manger in connection with the Montreal and Ottawa railway? That is the question which occurs in connection with a big deputation from Russell and Prescott counties which struck Ottawa to-day.

The Montreal & Ottawa line is intended to run along on or near the south shore of the Ottawa. The Canadian Pacific a couple of years ago got control of the charter. Then by promising to proceed rapidly with the work, it secured some Government subsidies, to the exclusion of rival schemes, and thus paralysed the latter. It has not gone on with the work, and its charter expires in July, but it is applying for a renewal of the charter for five years more. The Prescott and Russell men want the Dominion Government, before renewing the charter to the C.P.R. to insert some proviso that the C. P. R. must proceed with the work.

IS THERE A NIGGER IN THE FENCE?

Why is such a proviso needed, does some one ask? What does the C. P. R. want the charter for if it does not intend to go on with the work? Because it is possible that the C. P. R. wants the charter merely to prevent anybody else getting it. It is possible that the C. P. R. does not want any railway on the south side of the Ottawa at all.

Why not, again?

Because the C. P. R. has a line on the north side of the Ottawa, which at present benefits by a good deal of business from across the river. If the Montreal and Ottawa line is built, this business will go by it. So the C.P.R.R. may be arguing, first "what is the use of building a new road to injure our old one," and secondly, "what is the use of letting any one else build a new road to injure our old one, if we can help it.

A glance at the accompanying map engraved by THE JOURNAL, will indicate the situation pretty clearly.

THERE SHOULD BE NO DIFFICULTY

If this road were an expensive or difficult one, there might be a good explanation why the C. P. R. delays proceeding with the work. But there is no difficulty about it, and outside of the subsidies and bonuses that have been granted to this scheme, mighty little expense. The district over which the route is projected is about the easiest piece of railway country in Ontario. It is mostly level; few cuttings, embankments, bridges or trestles would be needed, and timber is plentiful for ties, etc. And the government subsidies and local bonuses, either actually available or certain to be granted, would almost build the road themselves.

HOW THE BONUSES STAND,

Here is how the subsidies and bonuses stand at present:

First, as regards the completed portion of the road, namely the 24 miles from Vaudreuil to Point Fortune. This was mostly built before the C. P. R. got hold, the contractor getting into difficulties, and the C.P.R. buying him out for a mere song. But for these 24 miles the following bonuses were paid:

Dominion Government, \$3,200 per mile \$76,800

Province of Quebec \$120,000

Vaudreuil \$7,500

Point Fortune \$2,500

\$206,800.

For the balance of the road there have been since 1890, subsidies and bonuses granted aggregating nearly four hundred thousand dollars, with a prospect of more, and yet it is estimated that this whole distance to Ottawa sixty-three miles, would not cost \$600,000 to construct and complete.

The grants available last year were as follows

Dominion government \$3,200 per mile for 30 miles (to Rockland). \$115,200

Ontario government, \$2,000 for 50 miles. 100,000

Municipal bonuses 64,000 (

\$279,200

And in addition there was every prospect that as soon as the plans were completed to carry the road to Ottawa, there would be the following additional help

Dominion, 43,200. 27 miles. \$86,400

Ontario, 13 miles 26,000

112,400

Already granted. 279,600

Total \$391,600

This is a pretty tidy free grant of money to an enterprise that will not cost \$600,000. to complete. But the C. P. R. does not move.

It may be mentioned that the municipal bonuses of \$64,000 included in the above nearly all lapsed last year, as they had been granted on condition that the work should be started by that time. That the C. P. R. allowed these to lapse is an ominous indication of the big road's indifference to the matter now. There is no doubt that these bonuses would be renewed if the municipalities were convinced that the seekers were acting in good faith. The list of these municipal bonuses is a long one, showing how thoroughly the eastern counties were in earnest about the matter. It is as follows

St. Eugene \$4,000 Longueuil \$3,000

E. Hawkesbury 3,000 Caledonia \$2,000.

Hawkesbury 10,000 Alfred 6,000

Vankleek Hill 10,000 Plantagenet 3,000

L'Orignal 5,000 Clarence 8,000

Rigaud village 2,000 Rigaud parish 3,000

Point Fortune 2,500

These sums, aggregating \$71,600 are large contributions for the municipalities in question.

THE COUNTY VIEW.

Text of the resolution on Which the Delegation is Acting

The delegation from Prescott and Russell counties is acting on the following resolution, passed at a mass meeting held at the court house at L'Orignal:

That, whereas there is a pressing and immediate need existing for a railroad between Montreal and Ottawa through the counties of Russell and Prescott; that the desire of the people for having such a railway has been repeatedly balked, notwithstanding the charters that have been from time to time granted for this construction, and that monsy subsidies have been voted to the promotors by the municipalities interested, legislators of Ontario and Quebec, and the parliament of Canada, many of which have been permitted to lapse.

That the right to build such a road is at present vested in the Canadian Pacific Railroad company as controlling Montreal and Ottawa Railroad company, ooupled with large bonus assistance from Dominion and Ontario governments; and the continuance of this state of affairs prevents construction of a road by any other company.

That the Canadian Pacific Railroad company entered into an agreement with the government of Ontario in November, 1893, that they would proceed with construction of the railway so as to have the same built as far as the village of Alfred by 1st November, 1891, and to Cumberland within two years thereafter, but nothing has yet been done in pursuance of that agreement.

That the charter of Montreal and Ottawa railroad company is about to expire, and Canadian Pacific railway have applied to the parliament of Canada, for an additional renewal of the charter for the further term of five years.

Resolved that it is in interest of these counties that steps should be immediately taken to have a clause inserted in the said bill renewing charter of the Montreal and Ottawa railway, providing that railway shall be built to the Village of Alfred by the 1st of November, 1894, in accordance with the agreement entered into with the Ontario government, and that it be completed to Ottawa within two years thereafter, and if the promotors of the said Bill will not agree to the insertion of such a condition in the bill, that the renewak of the charter should be opposed.

THE DELEGATES ARRIVE

Who They Were and Where They Came From

Most of the member so fthe deputation from the eastern counties arrived on the Canada Atlantic noon train. They met at the Russell at 2 o'clock and proceeded to the department of railways. Among the deputation were:

(details omitted)

The counties deputation was accompanied by members of the Ottawa Board of Trade, city and county members and others.

18/04/1894 *Ottawa Journal* *Ottawa Electric*

Electric car No. 222, new and open, was put on the Rideau street line this morning. It has a glass front and back instead of curtains.

18/04/1894 *Ottawa Journal* *Montreal and Ottawa*

A PROSPEROUS DISTRICT

The Country Which the Proposed Road Would Make Tributary to Ottawa

Ottawa should be deeply interested in the outcome of this matter. The country which the projected road would open up is well-settled and prosperous, and while part of its business would go to Montreal, part of it would come to Ottawa, and much more of it than Ottawa is getting now. At present the lower portion of the district, namely, Vankleek Hill and Hawkesbury, are reached in a roundabout way by a spur of the Canada Atlantic, which as a glance of THE JOURNAL'S map will show runs from Glen Robertson, on the main C.A.R. line, across country to the Ottawa. But this is a circuitous route nor does it touch Caledonia Springs, Alfred, Plantaganet, Rockland, Cumberland, and other centres.

The greater part of the district is dependent on the Ottawa river boats in summer, and on the north shore line of the C.P.R. But from the time the boats stop in the fall, and again in the spring, there are weeks and weeks during which it is impossible to cross freights over the river, and passengsrs with great difficulty.

A through railway would undoubtedly bring much business to Ottawa, but the ending at Point Fortune, as at present, would be a positive misfortune to Ottawa, for whatever traffic could reach that point would of course go wholly to Montreal. But the C.P.R. shows no disposition to go on and now asks for a renewal of the charter for five years, the company's powers at the end of that time to cease for any portion of the route not completed. This would allow the company to let the project stand ust [sic] as it is for five years, free from all responsibility, and at the end of that time they could juggle with it again. So the Prescott and Russell men, backed up by the Ottawa Board of Trade, want a clause inserted in the charter providing that the company must proceed at once. If the C.P.R. will not do to, let that company get out at the way. There are others willing to go on..

18/04/1894 *Ottawa Citizen* *Ottawa Electric*

The promotors of the electric railway have had a group photograph taken. Those in the group are Messrs. T. Ahearn, W.Y. Soper, J.W. McRae, R. Quain, P. Whelan, G.P. Brophy, Thos. Workman, W. Hutcheson, C. Dewar, J.D. Fraser and W. Scott.

19/04/1894 *Ottawa Journal* *Ottawa Electric* *Rockcliffe*

ROCKCLIFFE PARK NOTES.

Arrangements that Will Make the Resort very Popular this Season,

The Rockcliffe car will begin running today, making connection with both routes at New Edinburgh. The regular through series without change will be commenced in a few days.

Park Policeman Burke will be on duty again this year. He will be assisted by another policeman who will remain on all night end Sundays.

The double track now runs all the way to Rockcliffe.

A number of men are busy cleaning up and burning the underbrush, the poles for the electric lights are being put in position, and things got in readiness generally.

An officer of the company said yesterday "We are sparing no pains to make Rockcliffe the pleasantest resort in Canada, a place where ladies and children may go at any time day or night in perfect safety and with the assurance of meeting the best people"

The merry-go-round has arrived from Tonawanda, N.Y., and will be erected in a few days. It weighs over thirty tons and seats seventy persons. It and the organ in connection with it will be operated by electricity.

The Canoe club's boat house will be finished early in May, and will be equal in appearance to the best American. "Architecturally picturesque" is the word.

Caterer Burns is arranging for a big season He is importing a new soda water fountain specially for Rockcliffe.

The May flowers are out in April this year and are being gathered in large numbers.

20/04/1894 *Almonte Gazette* *Chalk River*

The C.P.R. will build new stations at Arnprior, Renfrew and Pembroke.

21/04/1894 Ottawa Journal Renfrew Arnprior

The lengthy trestle at the approach to the O.A. & P.S. bridge over the Madawaska river at Arnprior is being filled in with clay and gravel. The O.A. & P.S. Ry.. have begun construction of station houses at Golden Lake and other places along the line. Mr. C. Tomlinson of this city is building the station at Golden Lake.

23/04/1894 Ottawa Journal Ottawa Electric

MAIL car No. 3 ran off the track at the post office about 1:30 and caused a delay in the service for almost fifteen minutes.

23/04/1894 Ottawa Free Press Renfrew

Almost every day men are leaving by the morning train to secure employment on the construction of the Ottawa, Arnprior and Parry Sound Railway. This morning there was a large gang of Italians going up to work on one of the contracts above Golden Lake. So far there has been no steel laid this year, but it is expected that men will shortly commence on the department of the the construction. The steam shovel is now working at Eganville and a large part of the ballast is taken to fill up the trestle work at Arnprior. Also in the Renfrew Mercury 27 April.

24/04/1894 Ottawa Journal Maniwaki Kazabazua

The Ottawa and Gatineau Valley Railway will open their summer hotel at Kazabazua on 15th May. Situated close to the station.

25/04/1894 Ottawa Journal Montreal and Ottawa

THE KICK HAD EFFECT

Better Outlook for the Montreal & Ottawa R- R

THE C. P. R. AGREES TO A MEASURE OF COMPROMISE.

Within Eighteen Months They Will Spend \$100,000 on the Road, and Within 30 Months \$100,000 Exclusive of Bonusses - The Result of a Conference To-day.

The kick of the eastern counties men which The Journal ventilated so fully, against the five years delay asked by the C. P. R. in completing the Montreal & Ottawa railroad has resulted in good.

Judge Clarke, solicitor of th C. P. R. to day came to an agreement with a oommittee from the interested district. Within 18 months from this date the company is to spend \$100,000 on the road from Point Fortune westward and within 30 month from date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above the charter will lapse,

The committee that met Judge Clark were W. C. Edwards M. P. Sheriff Hagar C. G. O'Brien, E. A. Johnson, L'Original ; Warden Hurtebise, Mr. Proulx, M. P. Prescott; and Senator Clemow, Ottawa.

The conference was held in a committee room in the Senate. The local men asked that \$100,000 be spent the present year, and another \$100,000 next year.

THAT OR FIGHT.

Judge Clark said that in the present de pressed state of the money market it would be impossible for the C.P.R. to spend a cent that year, and if the committee insisted on it the company would fight tha point out in the railway oommittee. He then made the offer as stated above and which a ter some discussion was accepted.

It was arranged to incorporate the agreement arrived at in the bill to extend the time of completing the road, which is now before the House, and thus amended the bill be allowed to go through unopposed.

The present arrangement means that the company to spend \$100,000 within eighteen month must start work within something over a year from now or sometime next summer

25/04/1894 Ottawa Free Press Ottawa Electric

The distribution of ties for the electric street railway commenced this morning. About 170 tons of rails are on the road and expected here on Monday or Tuesday. As soon as they arrive the men will commence work.

27/04/1894 Ottawa Journal Ottawa Electric

The Ottawa Electric Street Railway company have entered a protest to the Hull city council against that body granting a charter to any other company to build and operate an electric street railway line in that city after having proposed and almost concluded terms with the Ottawa Electric Street Railway Co. towards the extension of their line into Hull.

27/04/1894 Renfrew Mercury Renfrew Golden Lake

The O.A. & P.S. Ry. have begun the erection of station houses at Golden Lake and other places along the line. Mr. C. Tomlinson, of Ottawa, is building the station at Golden Lake.

27/04/1894 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Montreal and Ottawa Railway

Mr. J. Seabury O'Dwyer, engineer in charge of the Montreal and Ittawa R.R., is at present on "The Hill." He is taking a look over the surveys already made, with a view of locating the route to be taken. Following interesting item is taken from the Ottawa Evening Journal, of Wednesday of this week.

The kick of the Eastern Counties men, against the five year delay asked by the C.P.R., in comopleting the Montreal and Ottawa Railroad has resulted in good.

James Clarke, solicitor of the C.P.R., came to an agreement with a committee from the interested districts.

Within 13 months from this date, the company is to spend \$100,000 on the road from Point Fortune westward, and within 30 months from the date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above. The charter will lapse.

27/04/1894 Almonte Gazette Montreal and Ottawa

A deputation appointed by the Ottawa Board of Trade and one from the counties of Prescott and Russell lately asked the Dominion government to compel the C.P.R. to complete the Montreal and Ottawa railway as far as Alfred by Nov.1894, on terms of their agreement with the Ontario government, and that the railway be built to the full extent of the subsidies within two years.

30/04/1894 Ottawa Journal Ottawa Electric Rockcliffe

Arbor day, May 3rd, is the opening day of the through service to Rockcliffe Park. Cars from the Exhibition grounds will go through the park all day and cars from Hull in the afternoons.

30/04/1894 Ottawa Journal Carleton Place Britannia

The CPR summer service to Britannia and Aylmer will start May 15.

30/04/1894 Ottawa Journal Aylmer branch Aylmer

The CPR summer service to Britannia and Aylmer will start May 15.

01/05/1894 Renfrew Mercury Renfrew

QUEEN'S PARK: A cash subsidy is granted of \$3,000 per mile to OA & PS contractor Fauquier, to build thirty-five miles west of Barry's Bay, conditional on regulations for the protection from fire of timber. These railways would open up new and important sections of the country, and be close to large tracts of mineral and other natural wealth, and would open up valuable agricultural land.

The Toronto Board of Trade opposed this grant on the ground that it was practically a private line and as such, not entitled to a subsidy. Mr. Meridith charged that grants had been given as a result of petitions from Liberal organizations - which he described as a most extraordinary state of things.

A NEW BRIDGE OVER THE BONNECHERE: J. W. Monroe, Pembroke, F. Hilliard, Renfrew, were the competing contractors, but R. Weddel got the contract.

Twenty new cars, 34 feet long have been built in CAR workshops. They will soon be in service to meet the demands of shipping livestock.

A government official had expressed concern about the railway's locomotives causing forest fire damage to the pine. Booth's officials reported that the line as surveyed followed the swamps and lowlands, and that very little pine is passed through, for where it is not swamp, and along the lake shores it is through hardwood; there is therefore no danger to be apprehended from fire.

02/05/1894 Ottawa Free Press Montreal and Ottawa

Surveyors have begun work on the projected Montreal and Ottawa railway. The staff commenced at Caledonia Springs and are working towards Pointe Fortune.

03/05/1894 Ottawa Journal Renfrew locomotive

Two new passenger locomotives weighing 95,000 pounds each with tender and two freight locomotives each weighing 105,000 pounds have arrived at the C.A.R depot from the Baldwin Locomotives Works in Philadelphia to be used on the C.A.R and O.A. & P.S. Ry. The cost of each locomotive was \$8,000.

03/05/1894 Brockville Recorder Brockville and New York Bridge Brockville

A regularly advertised meeting of the Brockville and New York Bridge Co. was held Thursday afternoon at two o'clock, in the law offices of Wood, Webster & Stewart. The principle business on hand was the election of a permanent board of directors which resulted in the election of the following gentlemen:- Col. W.H. Cole, D. Darbyshire, D.W. Downey, Geo. H. Weatherhead, W.B. Smellie, Brockville, L.H. Howland and C.J. Pusey, Iroindale. At a subsequent meeting of the board, Mr. Pusey was elected president, Col. Cole vice president, and L.H. Howland secretary treasurer. The directors adopted the agreement of amalgamation with the St. Lawrence Railway Co. of New York, under the name of the Brockville & St. Lawrence Bridge Co. This agreement will be submitted to a meeting of the shareholders, which will be held on 17th May for confirmation. The St. Lawrence Bridge Co. will hold their meeting in New York City early next week when the agreement will be submitted to their shareholders. At that meeting the permanent board of the New York Co. will be named.

In conversation with president Pusey, a Recorder reporter was informed that nothing can be done towards asking tenders or laying supplies on the ground until the specifications for the proposed bridge are finished. These specifications are now in course of preparation by the Union Bridge Co. of New York, and upon completion will be submitted for acceptance by the governments of both countries. When this course has been taken, tenders will be asked and supplies will be put on the ground as soon as the necessary contracts have been awarded.

04/05/1894 Almonte Gazette Chalk River Pakenham

Pakenham News

On Monday last (30 April) Mr. John Beaton, who has been tank-man for the C.P.R here, received notice that his duties would be performed by the baggage-master at the station. As Mr. Beaton has purchased property and spent considerable means on improving it, the action of the C/P/R. places him in a awkward position

04/05/1894 Almonte Gazette Lanark County Electric

There is some talk about an electric railway between Lanark and Perth

04/05/1894 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS

The O.,A. & P.S. R'y. has made a settlement with Mr.O'Keefe. Mr. O'Keefe got \$100 damages.

04/05/1894 Ottawa Journal Renfrew

Twenty new stock cars, each 34 feet in length, built in the C.A.R. workshops, will shortly be put in service on the O.A. & P.S. railway and the C.A.R. to meet an increased demand on these lines by shippers of livestock.

04/05/1894 Renfrew Mercury Locksley

The people of the lower portion of Pontiac county are very anxious to get communication with Renfrew and its competing lines: and we understand that an effort is being made to secure a meeting of those interested in the Pontiac and Pembroke Southern roads, in order to see if the amalgamated forces could succeed in getting from the Government a bonus a bonus to aid in building the lines, which would probably unite a few miles from Renfrew. It is likely that representatives of the O.A. & P.S. and K. & P. railways - which are naturally interested in getting feeder lines - will be invited to a conference to be held at an early date in Renfrew.

04/05/1894 Almonte Gazette Carp, Almonte and Lanark Lanark

LANARK VILLAGE NEWS

Lanarkites are glad to note that the Almonte people are taking practical steps in the way of securing a competing line of railway, and, as Lanark is likely to benefit by the new line when it is extended, as it can scarcely fail to be, the rate payers here should be on the alert to see that our interests are not overlooked. We understand that something practical is likely to be done here too ere long

04/05/1894 Almonte Gazette Belleville Perth

60 men were discharged from the Perth car-shops on Saturday, and as many more were discharged some time previously. Perth is having hard times.

11/05/1894 Renfrew Mercury Renfrew

Twenty new stock cars, each thirty-four feet in length, built at the C.A.R. workshops, will shortly be put into service on the O.A. & P.S. railway and C.A.R. to meet an increased demand on these lines by shoppers of live cattle.

11/05/1894 Renfrew Mercury Belleville Perth car shop

Sixty men were discharged from the Perth car shops on Saturday, and as many more were discharged some time previously.

14/05/1894 Ottawa Free Press Renfrew

Mr. G.A. Mountain, chief engineer of the Canada Atlantic and Ottawa and Parry Sound railway, returned from the far end of the latter line this morning. In conversation with the Free Press he said that the construction of the Parry Sound road is advancing rapidly. The contract to Killaloe is winding up and the track from Eganville to Golden Lake has been thoroughly ballasted. This part of the road will be ready for government inspection in a few days and when this is over the O.A. & P.S. will be in operation for 84 miles from Ottawa. The work is well advanced to Haggerty pass, 109 miles from here. And from that point to the 129th mile the ground has been broken. From the latter point up to the 142nd mile the right of way is being cleared. Frost is still to be found in many of the swamps. The company expects to have track laid this year from Ottawa 250 miles westward. Mr. Mountain leaves in a day or two for the Parry Sound Colonization railway, which is now within ten miles of its destination, Parry Sound. When the year's construction is completed there will be a gap of 65 miles between the work which started from Ottawa and the Colonization road which is working in the opposite direction.

15/05/1894 Ottawa Free Press Canada Atlantic

The work of reballasting the main line of the Canada Atlantic railway from Moose Creek to this city is advancing steadily and a couple of trains are working on the section of road this side of Eastman's Springs. The roadway below Eastman's however, has not been gone over and trains are working there also.

15/05/1894 Ottawa Free Press Renfrew

'Construction of the Parry Sound Railway: Mr. G. A. Mountain, chief engineer of the Canada Atlantic and Ottawa & Parry Sound railways, returned from the far end of the latter line this morning. In conversation with the Free Press he said that the construction of the Parry Sound Road is advancing rapidly. The contract to Killaloe is winding up and the track from Eganville to Golden Lake has been thoroughly ballasted. This part of the road will be ready for government inspection in a few days, and when this is over the O., A. & P. S. Ry. will be in operation 84 miles from Ottawa. The work is well advanced in Haggarty pass, 109 miles from here, and from that point to the 129th mile the ground has been broken. From the latter point up to the 142nd mile the right of way is being cleared. Frost is still to be found in many of the swamps. The company expects to have track laid this year from Ottawa 250 miles westward. Mr. Mountain leaves in a day or two for the Parry Sound Colonization railway, which is now within ten miles of its destination, Parry Sound. When the year's construction is completed there will be a gap of 65 miles between the work which started from the Ottawa and the Colonization road which is working in the opposite direction. —Ottawa Free Press, Tuesday, 15th/Renfrew Mercury

15/05/1894 Ottawa Free Press Renfrew

Steel for the new Parry Sound railway is arriving in this city at the rate of about twenty-five car loads a day. The rails are taken up at once to the far end of the road where they are distributed ready for laying later in the season. Also in the Renfrew Mercury 25 May. Twenty new cattle cars for the Ottawa, Arnprior and Parry Sound Railway have just been built in the mechanical shops of the Elgin street depot. A few cattle are coming down the line at present and the cars will be used for different kinds of freight until the autumn comes.

16/05/1894 Ottawa Journal Maniwaki

New timetable advertisement.

16/05/1894 Ottawa Journal Renfrew

The ten mile section of the O.A. & P.S. Ry. above Golden Lake has been sub-let by the contractor Mr. Fauquier to J.C. O'Neil of Kemptville.

16/05/1894 Ottawa Journal Pontiac Pacific Junction

A considerable quantity of galena has been mined at the Russell Galena mine on Calumet Island and will be shipped over the P.P.J. Ry. to the states this summer.

16/05/1894 Ottawa Citizen Maniwaki

The new additional service on the Gatineau Valley Railway commences today. Trains will leave the city now at 8.15 a.m. and 5.20 p.m.

17/05/1894 The Equity, Shawville Pontiac Pacific Junction

Mr. W.D. Harris, C.B. Dunn and others of the engineering staff of the P. & P. J. Co., were up the line inspecting that portion of the road not in operation west of Coulonge, with a view to commence the work of repairing at once, in order that it may be utilized for traffic as speedily as possible. Once taken up, we hope to see the work of construction continued without intercession until the road is compelled to the terminus.

17/05/1894 Ottawa Citizen Lanark County Electric

Lanark County Electric Railway

The Ontario Gazette of this week will contain an application for incorporation of the Lanark County Electric Railway Co., Ltd., capital stock \$100,000, to build and operate a line from Perth to Lanark. The applicants are John B. Riley, of Plattsburgh, Alex. Wendler, Carthage, N.Y.; Thos. Henry, Montreal; A.H. Edwards and James Fowler, Carleton Place. A preliminary survey has already been made with a view to obtaining a direct line, and as the individuals in the company are all practical businessmen the project is expected to go forward at once. The towns interested would probably be asked to assist the enterprise, and will no doubt respond promptly in a project which will be of so much importance to both. Mr. Fowler is the moving spirit in the scheme. - Carleton Place Herald.

18/05/1894 Perth Courier Lanark County Electric

ELECTRIC RAILWAY TO LANARK - Mr. James Fowler, U. S. consul at Carleton Place, was here on Monday, and informs us that a scheme was in progress for building an electric railway between Perth and Lanark. The promoters are: Messrs. John B. Riley, Plattsburg, N.Y. Alex. Wendler, Carthage, N.Y.; Thos. Henry, Montreal; A. H. Edwards, Carleton Place, and James Fowler, Carleton Place. Some of these gentlemen are very wealthy, and if they find such a road can be built to pay, and a certain amount of encouragement given the company along the line, the scheme will go on. We understand a proposition is to be submitted to the Perth Board of Trade some time soon by the promoter in connection with the enterprise. The Lanark people look very favorably on the scheme, as it would give them access to the outside world, and we are sure Perth would have no objection to see the road go on.

18/05/1894 Renfrew Mercury Pontiac Pacific Junction

The Advance announces that work in the Pontiac Railway is to be resumed immediately by fixing up the part between Coulonge and Black River, to have the trains running on that section with the least possible delay.

18/05/1894 Renfrew Mercury Renfrew

Messrs. Jos. Boucher, (Almonte) James Wilson and Arthur Beggs, stone masons, have taken a contract for all the stonework required on twenty-five miles of the O.A. & P.S. R. beyond Eganville. There will be about 4,000 square yards in all, costing in the neighbourhood of \$40,000, and it has to be completed in 1894.

18/05/1894 Ottawa Journal Pontiac Pacific Junction

The ballasting of the further end of the P.P.J beyond Fort Coulonge has begun with a large force of men. The construction of the next ten mile section toward Pembroke will be begun as soon as this work is completed.

18/05/1894 Renfrew Mercury Renfrew Galetta

For the present the railway company have abandoned the gravel pit lying between Arnprior and Galetta. The sidings having been taken up.

18/05/1894 *Almonte Gazette* *Winchester* *Kemptville*

The C.P.R. have purchased a six-acre gravel pit from J.C. Rutherford, Kemptville, and employ about 40 men on it.

18/05/1894 *Ottawa Free Press* *Maniwaki*

Mr. John Davis, formerly of the P. & P. J. railway, Wednesday, commenced his duties as conductor, running the local train on the Gatineau Valley railway between this city and Wright station at the Pickanock.

19/05/1894 *Ottawa Journal* *Maniwaki*

More than a thousand cords of tan bark have been shipped over the Ottawa and Gatineau Valley Railway from the vicinity of Wakefield this spring for the Boston tanneries.

21/05/1894 *Ottawa Journal* *Renfrew* *Eganville*

The streets at night seem deserted since the opening of the boarding cars on the O.A. & P.S. Railway. Until very recently the hotel accommodation was taxed to the utmost and many private dwellings were filled with men working on the construction. Work on this line is now in full swing and the line is completed for some miles beyond Golden Lake. It is expected that regular train service will be opened to that point in the near future.

22/05/1894 *Ottawa Citizen* *Renfrew*

The Canada Atlantic Railway company are leaving nothing undone to ensure ample accommodation and every convenience for all who intend patronizing the excursion of the 43rd battalion to Arnprior on the 24th. Yesterday the company were fortunate in securing a number of first class coaches for the occasion.

23/05/1894 *Ottawa Free Press* *Ottawa Electric*

Accident with car No. 51.

25/05/1894 *Renfrew Mercury* *Renfrew*

Mr. Fauquier, contractor on the O.A. & P.S. Railway, has sub-contracted ten miles of his recent contract of thirty-five miles to Mr. J.C. O'Neil, of Kemptville. Mr. George Ferguson, son of the M.P., has the lower end and Mr. Heald, has ten miles at the west end. Eganville Star. The bridge contractor on the O.A. & P.S. Ry. has purchased from Mr. Oliver Menard, the right to quarry stone on his land in Grattan for five years. A switch is now being placed into the quarry. It is expected that about fifteen men will be employed and that the stone for the new Roman Catholic church in Eganville will also be taken from Mr. Menard's land. Eganville Enterprise.

25/05/1894 *Almonte Gazette* *Belleville* *Cheese Train*

The big Canadian cheese that was made in Perth has been subdivided into one hundred pound packages for general distribution.

25/05/1894 *Ottawa Journal* *Carleton Place*

THE DAY AT ALMONTE

The Sons of England and Their Friends Enjoy Themselves

Ten carloads of excursionists left the city yesterday morning on the Sos of England excursion to Almonte - in all about six hundred people. The train left the Union depot at eight o'clock and Almonte was reached about ten.

25/05/1894 *Almonte Gazette* *Renfrew* *Arnprior*

ARNPRIOR NEWS

The O.A. & P.S. R.R. are pushing things along their road. Several horses and carts have been secured here lately for the construction.

25/05/1894 *Brockville Recorder* *Lanark County Electric*

Application for charter in Gazette. Perth to Lanark. A preliminary survey has already been made with a view to obtaining a direct line - towns to be asked for assistance.

Similar note in Renfrew Mercury 25 May.

28/05/1894 *Ottawa Journal* *Maniwaki*

The O. & G.V. carried over two hundred persons to Chelsea on Saturday afternoon on the excursion under the auspices of the Field Naturalists Club. The O. & G.V. boarding house at Kazabazua is now filled with tourists and pleasure seekers, principally from this city.

28/05/1894 *Ottawa Journal* *Renfrew* *Golden Lake*

The O.A. & P.S. railway have arranged to run freight through over their line to Golden Lake twice a week. Golden Lake is eight miles beyond Eganville the present terminus of the line.

29/05/1894 *Ottawa Citizen* *Renfrew*

Freight trains now run on Mondays and Thursdays on the O.A. & P.S. railway, as far as Golden Lake, eight miles west of Eganville.

29/05/1894 *Ottawa Journal* *Renfrew* *Arnprior*

Eleven hundred and seventy people were carried into Arnprior on the Queen's birthday by the O.A. & P.S. Ry.. Of this number 841 were from this city.

31/05/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

It is said there are over 300 men at present engaged re-ballasting the unused part of the P. & P. J. above Coulonge.

01/06/1894 *Almonte Gazette* *Carp, Almonte and Lanark* *Almonte*

THE PROPOSED NEW RAILWAY

Letter to the Editor in support of Carp, Almonte and Lanark Railway. Similar comments to those of Traveller.

THE CARP ALMONTE AND LANARK RAILWAY

"Traveller" has a Few Words to Say on the Importance of the Proposed New Line

Next Wednesday will tell what stuff the citizens of Almonte are made of. On that day a vote will be taken which will decide whether we intend to remain a small town or big village, forever playing second fiddle to Carleton Place and Arnprior, side-traced in the great railway progress of the age, or taking the lead, as we formerly did.

We can easily resume the lead. We have splendid and natural advantages. But natural advantages are not enough today, when science and art are controlling nature more and more. We have abundance of good water-power, it is true; but much of it is lying idle, and will be idle unless we add to our water-power more railway power. Water-power is no scarce article in cCanada. There are heaps of it going to waste; it is a drug in the market. But let railway power be added to water-power and then lively times may be looked for. Peterboro has no better water-power than Almonte, but it had far better railway power. The Electric Plant Manufacturers had that in view when they preferred Peterboro to Almonte. And so it will always be henceforth. We have the C.P.R., it is true, but we only have an odd train or so, and that at inconvenient hours for the most part. A traveler to Smith's Falls, or Brockville, or Toronto, must start very early in the morning to do the first seven or eight miles, and then loaf around five or six hours before he can proceed on his journey. Express and mail matter from Toronto reaches Carleton Place soon after 4 p.m.. we can't get it till next morning, unless we resort to the old fashioned staging business. Arnprior, on the other side of us, has grand facilities now for going east and west. Are we content to remain the Rip Van Winkle of the Ottawa Valley? Shall we be idle and sleepy while towns right and left of us are multiplying their railways and their population? We lost the C.P.R. Junction solely by the inactivity and lack of foresight of our citizens when the opportunity presented itself. Shall our mechanics always have to go to other places where building is going on in order to find work?

Only one railway in a town does not mean much nowadays; and sometimes the town loses by it. St. Thomas, in Western Ontario has been a county town for many years. When it had no railway (in the "forties" and early "fifties") it managed to hold its own, though only 18 miles from London. When the London & Port Stanley R.R., passing through St. Thomas, was built the town was injured, for, being so close to London, people went there to do their shopping. Stores shut up, people moved away, and St. Thomas threatened to dwindle into a village. By-and-bye the "Loop Line" from Buffalo to Detroit was constructed through St. Thomas, making it a "four cross-roads." From that time it grew rapidly, and now in spite of its proximity to London, it is a large city, with no end of competing lines centering there.

We have now a chance of becoming a "four cross-roads" ourselves; and more, we have a chance of being on the direct highway, the shortest route, between Ottawa and Toronto. To do this we have only to aid in building a few miles - that is to say, between this and Carp. The old proverb says "Heaven helps those that help themselves." Whatever may be our opinion of the saying, one thing is certain: that is the principle on which railway corporations act; and small blame to them. Many towns and many would-be towns are suffering today from their chiurlishness when they had the chance of railway service through them. Gananoque, Merrickville, Richmond and others might be mentioned.

Suppose we had the few miles built between this and Carp. We need not be afraid that the corporation of the C.A. & L. R. would stop at that. They would not be so foolish; but even suppose it went no further. What would be the results to Almonte? We should have a shortcut to Ottawa. We should have two competing lines to Montreal. We could travel to or from either place at a cheaper rate. Merchants would pay less freight on their goods. The amount yearly saved in passenger and freight traffic between this and Montreal (or the Atlantic seaboard for that matter) would more than pay the interest on our debentures. The farmers would be benefitted, for their produce would be conveyed to the east at lower rates: and it is to the east all produce goes. This might become a grain purchasing center.

The same will happen to Lanark Village if the road goes there: and go there it will, if Lanark does its duty. Then a grain warehouse or two would arrive in the village, and the teams of the farmers around would find their way to them. And we may be sure the road would not stop there either. In its own interest it is bound to join some highway to Toronto. It will "get there" - no doubt about that; but it will get there along the lines that give it the best show - through the townships and villages that prove themselves most ready to cooperate.

Reading the bylaw carefully one can see that every precaution has been taken to secure ourselves. The road to Carp must be first built before a dollar of the money is given. It is "no road, no pay." then again we must remember this is no free gift to the road. It is no "bonus" (that "bonus" which so often turns out "bogus") We are going to take stock in the road; if it pays we get a dividends; if it don't pay we have a road all the same, and our cheap rates, and our share in the ownership of the road.

There is some talk of getting up a line of electric cars to go from place to place throughout North Lanark. They might begin by trying a line between Perth and Lanark, which would connect with our proposed railway - that is, during the summer, and occasional fine days in the winter, when there are no snow-storms or drifts.

Let us all turn out in force on the voting day. Let Lanark, Ramsay and Almonte all show that they mean to have the road and that they are ready to do their share.

TRAVELLER.

01/06/1894 *Almonte Gazette**Renfrew**Eganville*

The Fitzroy Agricultural Society excursion to Ottawa on June 7 will start from Eganville o the O.A. & P.S. Ry. Rates are less than half the regular fare.

01/06/1894 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

A couple of long truck cars are being shipped by Messrs. Ahearn & Soper to Galt.

The Chief Wins - but has lively fight before he does.

Desperate resistance to arrest.

A woman turned pugilist and gives C.P.R. engineer a right-hander.

Chief McDermott had about the liveliest experience of his official career last week.

Early in May a fence was built across the A. & N.-W. track between the Fourth Chute and Eganville. The sectionmen removed it once; the train hands removed it a couple of times.

About two weeks ago, a steel or iron angle bar was placed across the track near the Chute.

Then the C.P.R. sent detective policeman Graves, of Ottawa, up to investigate.

The railway men were fairly sure who was the offender in the fence case: but it required two or three visits into the neighbourhood before Graves located the suspected angle bar offender.

On Wednesday night he appeared before Magistrate Eady and had warrants sworn out for the arrest of John Kruger, of Grattan, on the charge of obstructing the track with the fence on May 4th, and of Mary Jane Tracey (wife of Samuel Tracey), living near the Fourth Chute, for obstructing the track with the angle bar, and with driving cattle upon the track.

Policeman Graves then asked Chief McDermott to execute the warrants. The Chief had almost taken a solemn vow after his trip to Lanark in the Carnegie case, that he would act in no more cases outside the town: but as Constable O'Gorman did not feel inclined, at his years, to take the warrants, and Mr. Faichney was busily engaged on the streets, the Chief finally agreed to go.

McDermott and Graves started on their errand on Friday morning. They went to Eganville on the morning train and had dinner there. Then doffing his uniform and donning a suit of brakeman's blue derry, the Chief and the Ottawa man took special train for Fourth Chute.

Their first visit was to Mrs. Tracey. Beyond the fact that at first it was somewhat difficult to make her understand that she would have to come at once with them, they had little difficulty in getting her to the car.

The train was run back towards Eganville and when near Kruger's place was stopped again on the track. Mrs. Tracey was left in charge of Mr. Graves; while the Chief and Expressman Morton, who knew Kruger, stated off to arrest him. When the house was entered and the warrant read to Kruger, he declared that he would not go. The Chief reasoned with him a little; and Kruger seemed to quieten down asking permission to get his horse from the field before he started. To this the Chief consented: and went to the field while the horse was caught and stabled. Then Kruger walked off very independently to the house and engaged in conversation (in German) with his wife. The Chief told him that they must go: and then Kruger asked permission to change his clothes. This also the Chief permitted: sitting down stairs while Kruger went up to the garret above. First his wife went up: then one married daughter: and then another married daughter climbed the stairway. Time went by. The Chief looked at his watch. He had been sitting there nearly half an hour. Just then the engineer of the trains tuck his head in the doorway. He had come to see what was the matter. It was time they were starting. So the Chief called up the stairway the instruction to hurry up. No answer. Again he called. This time an answer came. It was an order in no uncertain terms for the Chief and his companion to leave the house. The Chief's response was to start up the stairway. As his head and shoulders protruded above the trap door opening he found Kruger standing above him with an upraised stick, commanding him to go back. The Chief advised him to come peaceably, as he would have to. Kruger thereupon placed the stick against the wall. The Chief raised himself a step or two, and Kruger at once again seized a board about six feet long in both hands and made a savage strike at McDermott. There were several loose boards around and McD. grasped one with which to ward off the coming blow. As he moved the board, two of the women grabbed the upper end of it, but he managed to parry the blow considerably, and only received a light blow on the arm; but the board went right through the stairway and raised a great clatter among the pots and pans on the stove on which it fell. As the board went down, the Chief went up; but he found his way barred by the women. He pushed against them: and Kruger picked up another weapon and threw it at McDermott. He ducked and the weapon only took off his hat. Then McD. drew his baton, and called on the reserves below stairs. Morton was the first to come up cautiously: and while McDermott engaged the attention of the three women, Morton grabbed Kruger. Then a regular scuffle, pulling and mauling occurred. One of the women drew her fist and hit engineer Ed. Woods, a sounding crack on the neck. Finally, to get Kruger down the stairway, the Chief hit him a slight tap with his baton. They then managed to crowd him down, closely followed by the women. But the troubles of the law enforcers were not yet ended. The family dog came to the rescue: and introduced his teeth to Wood's pants. McDermott by this time had slipped the chain on Kruger's wrist, the latter exclaiming that he would sooner be killed than taken. And he kept up a desperate resistance, digging hands and feet into the earth, until, to make any headway at all, the Chief was again compelled to use his baton on Kruger's hands. Finally Kruger saw that he was conquered, and thoroughly exhausted, walked some distance to the train quietly. The two prisoners were then taken to Eganville and brought back by the evening train to Renfrew.

They appeared before Magistrate Eady on Saturday morning and were remanded until Monday, Mrs. Tracey being allowed her freedom on giving satisfactory bail for her appearance for trial.

The preliminary hearing of the cases took place in the Town Hall, Renfrew, on Monday, before Magistrate Eady. The court was crowded most of the day with witnesses and spectators, from among the neighbours of the accused, and interested villagers. Thomas Graves, C.P.R. policeman at Ottawa, was the complainant (for the railway company). Mr. W.R. White, C.P.R. Solicitor, was the prosecuting counsel. Mr. T.W. McGarry appeared for the defendants.

The case against Mrs. Tracey was first taken up. Conductor Wm. Anderson and baggageman Howard Morton testified to being warned by the fencing foreman on May 17th that he had that day removed some obstructions, and therefore to run their train slowly; and to finding the angle bar propped with stones lengthwise along one rail, and a 6 inch cedar post across the other rail, on a curve at a fill-in a short distance from the Chute and half a mile from the defendant's house. Morton was dropped off and went to her house. She said her husband was away on the drive, and that she and her children had not been on the track that day. One child was very sick with fever. John Tracey, father-in-law of the defendant, testified that on the evening of the 17th. When driving some cows along, the defendant was also driving her two cows home. He saw her on the track between four and five o'clock. Before this date he had heard her say that if the company did not fence the track, it would not be John Kruger they would have to deal with. She was angry at the time. Sometimes he and she had had disputes - Thomas Knight, 14 years old, testified that he had seen Mrs. Tracey about 25 yards from the track, about four or five o'clock, driving her cows. Agnes Knight, his 12 year old sister, testified to the same effect.

After statements by Thomas Graves about conversations he had had with the various witnesses, Mrs. Tracey made the following statement. "On the 17th of May, when Mr. John Tracey was driving the cows across the track into our corn, I met Mr. Tracey, and the two of us drove them around the fence, and came around to where I milked them, and then I came into the house. I took the horse out of my garden and tied him with two chains out in his own pasture. I then came in and skimmed my milk and fed my calves and pigs. I then went out and milked my cow and strained the milk. I then put the horse in the stable and prepared for bed. I had the sick child on my knee feeding her. That is all I have to say."

The magistrate did not consider there was sufficient evidence against Mrs. Tracey to warrant him committing her for trial: and she was at once placed at liberty.

In the case against John Kruger, for placing a fence across the track on 4th May, James Macklem, section foreman, testified that on the 4th he found a fence across the track. Thought Kruger put it there. He was about at the time. Spoke to Kruger about it. Kruger said he was going to fence it if the Company did not put up their fences. The line fence of Kruger was in line with the fence across the railway track. There was no railway fence at that time. There is one there now. Prisoner told him the day before that if the Company did not fence the road within 24 hours he would block the track: that he wanted to protect his grain. John Wilson, sectionman, gave corroborative evidence. Kruger then made a statement admitting that he had placed the fence across the rails, to keep the cattle out of his grain. He said, "I lost \$150 damages last year. I notified the Company three times to have the fenced up to save my small farm and business. I have never done any obstruction since then." The Magistrate committed Kruger for trial on this charge.

On the charge against Kruger for obstructing the track on the 6th of May, James Macklem again gave evidence. About 9 or 10 o'clock on the night of the 6th, he found a log, eight or ten inches through on the track. His gang removed it. Did not see any person at that time. Saw Kruger a few days after. Two other men and Shanks, the roadmaster, were present. Shanks asked him if he was the person who built the fence across the road. He admitted that it was he who did so: said that he had lost his crop last year and wanted to save it this year. On this charge also, Kruger was committed for trial.

Mr. McGarry applied for bail. Mr. White was agreeable; but it was decided that the magistrate could not grant it. Mr. White said he would facilitate the granting of bail, if the application were made to the County Judge.

01/06/1894 Renfrew Mercury Renfrew Eganville

On Wednesday evening after the arrival of the C.P.R. train, the engine with the baggage car attached, returned to Renfrew and during the night returned with a car loaded with dynamite for use on the O.A. & P.S. Ry. construction west of Eganville. Eganville Enterprise.

01/06/1894 Renfrew Mercury Renfrew Goshen

A petition has been in circulation here to have a flag station erected at the town line on the O.A. & P.S. Railway (Goshen).

01/06/1894 Ottawa Journal Renfrew

The O.A. & P.S. Ry. Are building a flag station at the Scotch Nush road near Eganville. A siding is also being built at the same place.

02/06/1894 Ottawa Free Press Canada Atlantic

The work of reballasting the main line of the Canada Atlantic railway between Ottawa and Casselman is progressing rapidly and in a short time the whole road will be in a condition to stand several years' hard traffic.

04/06/1894 Ottawa Citizen Ottawa Electric Ottawa Car

The Street Railway Company had placed some new open cars on the streets. There are fifteen similar ones, it is said, being made by the Ottawa Car Company. The making of the cars outside the city is tantamount to the annulment of the company's contract. Workingmen are asking if there are any of their representatives in the city council beyond the glamour of the company in the present distressing conditions of the labor market to object to this company overriding its by law by getting cars outside the city? There are plenty of skilled mechanics in Montreal, workmen say, to build as many cars as the street railway needs. They also call the aldermen's attention to the fact that under the company's charter it is obliged to have the cars made here. Witness.

04/06/1894 Ottawa Journal Renfrew Goshen

It is possible that the O.A. & P.S. railway will shortly erect a flag station at Goshen between Arnprior and Renfrew.

07/06/1894 Ottawa Journal Carleton Place Bells Corners

BELLS CORNERS

The C.P.R. Depot Burned to the Ground

The depot on the C.P.R. was burned a few days ago. The fire is supposed to have originated from a spark thrown out by a passing locomotive,

08/06/1894 Renfrew Mercury Renfrew

Laying of steel started from Golden Lake to the west. One hundred and seventy-five ballast cars are loaded every day. Work from Parry Sound to the east is going well, and now they are on the 4th ten-mile contract.

George Richardson is the OA & PS contractor beyond Eganville.

08/06/1894 Almonte Gazette Renfrew

The new Booth railway between Eganville and Golden Lake, a distance of eight miles, has passed the government inspector and passenger trains will be put on at once.

08/06/1894 Renfrew Mercury Pontiac Pacific Junction

Another carload of Italian navvies is sent from Ottawa to work on the Pontiac and Pacific Junction Railway.

08/06/1894 Almonte Gazette Carp, Almonte and Lanark Almonte

The railway Bylaw.

The meeting to discuss the bylaw authorizing the Town Council to take \$40,000 stock in the Carp, Almonte and Lanark Railway drew a fair audience to the town hall on Tuesday night. The Mayor officiated as chairman, and Mr. Pittard acted as secretary. Mayor Raines opened the proceedings with an address explaining what had been done in the matter and what was expected if the bylaw was passed. Mr. A. Bell, C.E., showed the disadvantages under which our town labored through the absence of a competing road, and went into particulars as to the route, &c, of the new line. Messrs. R.J. Dowdall, A.N. Craig and John Fay followed with short speeches favoring the effort to secure another railway through the town, after which a resolution pledging those present in favor of the bylaw was carried almost unanimously, and the meeting broke up. The vote took place on Wednesday and was almost a unanimous one [sic] in favor of the bylaw. The Figures were as follows:

Against. For.

First Ward - No. 1 (Young's)	1	69
First Ward - No. 2 (Island)	0	40
Second ward	1	106
Third Ward - No. 1 (Town Hall)	1	34
Third Ward - No. 2 (Music hall)	2	73
	5	322

Majority for bylaw 317

The vote shows that Almonters are in a unit in favor of securing another line of railway through the town, and that they are willing to pay liberally for it. Now let the other municipalities interested show similar interest and the Carp, Almonte and Lanark line will be un fait accompli.

08/06/1894 Ottawa Journal Renfrew

In addition to the train leaving at 9.45 a.m. tomorrow morning for the Dominion SS picnic at Carp, arrangements have been made for a special to leave at 2 p.m. also. The 9.45 train will stop at Richmond Road crossing.

08/06/1894 Renfrew Mercury Renfrew Golden Lake water

The work of laying steel for the new Ottawa, Arnprior and Parry Sound Railway from Golden Lake station westward was commenced on Tuesday. Several miles will be finished at this stretch and rails will be laid as far as the ties are ready. One hundred and seventy-five cars are loaded with ballast every day at the Eganville pit for distribution along the far end of the road. The work is also progressing well from Parry Sound towards Ottawa, where the construction gang are now engaged on the fourth ten mile contract.

There were shipped from the Elgin street depot yesterday three carloads of material for the construction of a station house nineteen miles on this side of Parry Sound. There were also shipped today three carloads of material containing everything necessary for the building of a very large water tank on the far end of the Parry Sound road. The tank end station house were all purchased in this city. The tank, which will contain 60,000 gallons of water, will be put up by men who will go west for the work next week under the direction of Mr. George Tomlinson. Ottawa Free Press.

08/06/1894 Renfrew Mercury Renfrew Caldwell

Renfrew County News. A flag station has been established at the crossing of the O.A. & P.S. Ry. at the Scotch Bush road, and a siding will also be placed there.

11/06/1894 Ottawa Citizen Ottawa Electric

A magnificent group photograph of the conductors, motormen and officials of the Electric Railway Company is to be seen in one of Ahearn & Soper's windows.

15/06/1894 Almonte Gazette Carleton Place Bells Corners

The depot of the C.P.R. at Bell's Corners was burned a few days ago. The fire is supposed to have originated from a spark thrown out by a passing locomotive.

15/06/1894 Perth Courier Lanark County Electric

ELECTRIC ROAD - A deputation from Carleton Place and Lanark came to town yesterday regarding assistance to the proposed electric railway between Perth and Lanark.

15/06/1894 Renfrew Mercury Renfrew Caldwell

On Monday, last week, at the gravel pit at Caldwell's Corners a wreck took place on the O.A. & P.S. Ry. As a train of twenty loaded ballast cars were going east, 8 or 10 of the flatcars passed over the switch safe, one truck took the siding and the others kept the main line and the car became crosswise in the centre of the line. Several of the cars became so badly broken up that they were set on fire and burned. The wreck trains arrived on Tuesday and cleared the track.

The gravel pit on the O.A. & P.S. Ry. near Eganville has been abandoned, it becoming almost a solid bed of stone after sinking a few feet. The steam shovel, men and boarding cars were removed on Thursday to Caldwell's Corners, where the company have procured a good gravel pit which lies partly on the farm of Mr. M. Egan and partly upon that of Mr. W. McLeod. This removal will seriously affect the boarding houses at the station here, one boarding house losing 40 boarders and the other one 30. The total number of men employed in connection with the work at the pit is 115. Eganville Enterprise.

15/06/1894 Renfrew Mercury Carp, Almonte and Lanark

Only five ballots were cast at Almonte last week against the by law to take \$40,000 stock in the Carp, Almonte and Lanark railway.

THE ELECTRIC RAILWAY

History and Shareholders

BILL FINALLY PASSED

A review of the History of the Amalgamated Roads

WHO THE CITIZENS ARE WHO HOLD THE STOCK OF THE COMPANIES.

Two Million, Seven Hundred Thousand Passengers Carried During the Year Just Ended - The Steadily Growing Popularity of the Service - The Cars and Employees of the Road.

If there is one thing more than another, that Ottawa people take a pride in the successful operation of, it is the electric street railway.

They point it out to visitors as one of the best equipped and best run roads in America, and an evidence of local enterprise and business ability, all the promoters being Ottawa men, and the money invested, Ottawa money.

As the bill before the Dominion Parliament, amalgamating the Ottawa city passenger railway, and the electric street railway, passed its final reading in the Dominion Parliament (the Senate) yesterday, and the annual meeting of the amalgamated company will be held in a few days, some facts about the roads will be of interest.

It was way back in '66 that the first was heard in Ottawa of streetcars. At that time the town was beginning to assume some importance, and as is the case in all growing communities, there came a demand for car service. In August of that year some of the leading businessmen got together and decided to organize a horse car company. The same year a charter was obtained from the old Parliaments of Ontario and Quebec. The charter then obtained gave the company perpetual running rights over the streets used. This perpetual charter was held till last year, when it was given up, the city in return allowing the company to convert the road into an electric road, and giving them a thirty year electric charter.

FIRST DIRECTORS OF THE ORIGINAL HORSE CAR COMPANY

Jos. Aumond, J. M. Currier, Wm. McNaughton, W.G. Pearly, E. McGillivray, G.B L. Fellowes, Robt. Blackburn.

Of these seven Mr. Robt. Blackburn is the only one now alive; Mr.W.G. Pearly, M.P. was the last to pass away. From '66 to '68 the company did nothing more than to select the route, and to get the necessary capital raised. The authorized capital was \$100,000, but when the road got into running order, two years later, only \$41,000 had been subscribed and paid in.

TO RUN RAILWAY CARS

It was in 1868 that the scheme took practical shape. In that year Mr. Thos. Reynolds, managing director of the St. Lawrence and Ottawa railway entered the horse car company, securing a controlling interest in the stock. After his entrance the street railway company's charter was amended so as to give them power to run their cars over the line, Mr. Reynolds idea being to use the street railway tracks for hauling lumber by the St. L. and O. cars direct from the lumber yards at the Chaudiere, thus saving time and expense in trans-shipping from the lumber waggons to the cars. It was the intention to do the work at night. But when the road was built the idea was found impracticable owing to the sharp curves existing.

Whether it was because of the uselessness of the horse car road to the St. L. and O. railway, or for other reasons, Mr. Reynolds about the end of 1871 retired from the horse car company, selling out his controlling interest to Mr. T. Keefer.

THE HORSE CAR SERVICE BEGINS

In July, 1870, the road was completed. At first the service consisted of six cars, which ran between New Edinburgh and the old suspension bridge at periods of from 15 to 20 minutes.

For some time after the road started the cars did not run in the fall or spring owing to the bad roads. From the start there was a winter service by sleighs. As it is not so long ago the sleighs were done away with, most people will remember the cold, uncomfortable driving there was in them, compared to the pleasant warmth and comfort of the present electric cars. Who will forget the days of straw wad and frosted windows?

From 1870 to 1874 the venture, for venture it was in those early days, got on pretty well, making both ends about meet, but in 1874 the hard times accompanying the Mackenzie regime struck the town, and people drew a line at riding on the cars. To give an idea of how hard the young road was hit, it is only necessary to say that the receipts in 1879 were only half what they were in 1874. In those days ('74 to '79) the gross receipts ran from \$10,000 to \$20,000 per year.

NO DIVIDENDS FOR TWELVE YEARS

That things went hard with the promoters at first is shown by the fact that up till 1882, 12 years, no dividend had been declared, except in paid up stock, after this there were rapidly increasing and eventually large profits.

AHEARN & SOPER ACQUIRE CONTROL

In 1881 the horse car road saw a change that proved the beginning of more eventful days.

One hot day in August it became known, and the JOURNAL was the first to give the news that Messrs. T. Ahearn and W. Y. Soper had bought out Mr. T. C. Keefer's controlling interest in the road, and it had passed into the hands of the electric railway. Mr. Keefer's interest was about \$50,000. Mr. T.C. Keefer had been the moving spirit in the old horse car road and to a large extent whatever success the road achieved was due to his push and enterprise. Mr. Keefer was one of those to whom the origin of the road is due.

It may be said here that for several years Mr. Robert Surtees, now city engineer was Secretary of the horse car road.

From that day, the public, who had already had experience of the enterprise of the electric railway management, looked for better things in the horse car route. They came.

NEW BLOOD IN THE ROAD

At the first annual meeting of the horse car road held in December, 1891, a new board of directors was elected.

They were

W.Y. Soper Wm. Hutchison Robt. Blackburn Geo. H. Pearly G.P. Brophy T. Ahearn Hon. E.H. Bronson.

Mr. Soper was elected president, and Mr. Robt. Blackburn, who had always taken an active interest in the old road, was elected vice-president.

At this meeting it was decided to change the road into an electric road.

But in the meantime the new management set about improving the line. More cars were put on, the running time improved and other minor changes made.

That winter the sleighs were fitted up with coal stoves, a change the public was not slow to appreciate, as was shown by largely increased traffic.

In the summer of '91 there were nine horse cars on the road, and fifty-five horses in use. These cars each made about sixty miles per day. They ran about six miles per hour. Now, ten electric cars do service between Rockcliff and Hull, a much more efficient service being given.

THE MOTOR CAR COMES

ELECTRICITY RUN BY OTTAWA CAPITAL - HISTORY OF THE ELECTRIC ROADS.

At this point it is necessary to leave the horse car road, and turn back a couple of years to the new electric road. For several years previous to 1890, it will be remembered, there was an agitation for electric cars in Ottawa. What follows, resulting in a purely local company taking the field in 1890 after Toronto capitalists had backed out of an offer, is to [sic] familiar to readers to require mention. In February, 1891 the Ottawa Electric Street Railway company was incorporated under the Joint Stock Companies Act of Ontario, the provision- directors being, T. Ahearn, W.Y. Soper Wm. Scott, D.C. Dewar and R. Quain.

The first annual meeting was held in June, 1891, at which officers, directors and officials were elected as follows:

J. W. McRae, president,

G.P. Brophy, vice- president,

Wm. Scott, Thos. Workman, D.C. Dewar, R. Quain, P. Whalen, Directors.

J. Hutcheson, superintendent,

J.D. Fraser, secretary-treasurer.

T. Ahearn, general manager.

Mr. Ahearn became general manager of both roads, which from the time Ahearn and Soper entered the horse car road were practically one, though not legally so.

It should be stated here that the road was built and equipped by Messrs. Ahearn & Soper and handed over to the company in running order in July, 1891.

A DAY TO BE REMEMBERED

ground was broken for the electric road on the 1st of May, 1891, and one month and thirteen days later, so fast was the work rushed, a car was run up town, much to the delight of the people.

On June 27th the road was formally opened, the company tendering a banquet to a large number of leading citizens at the Exhibition Grounds.

That the cars and the service from the first "took" with the public is putting it mildly. The electric cars were the talk of the town, and for months everybody was riding on them.

The first year the cars carried 1,520,000 persons.

The second year (June '92 to June '93) the register marked 2,394,000 fares almost 900,000 more than the first year.

TRAFFIC IS GROWING

at the coming annual meeting it will be shown that for the THIRD YEAR, namely that ending May 31, 1894, the cars have carried the remarkably large number of 2,700,000 persons. The coming year the company expect the figures will run up to 3,000,000.

the authorized capital stock of the electric street railway company was half a million. When the road started, \$225,000 was subscribed, but this amount has been extended from time to time since. The authorized capital of the amalgamated cCo. is \$1,000,000, with \$625,000 subscribed.

When the electric railway began operations, it had only six motor cars running. Now the company's rolling stock consists of: -

22 open motor cars.

31 closed

4 trailers

3 postal cars

5 sweepers

- - -

65 cars in all.

The company since 1891 has laid 23 miles of single track, the road bed throughout being of the very best.

The company besides its extensive rolling stock owns two splendid brick car sheds and offices on Albert street, and one of the finest water powers and power stations in America. The power-house at the Chaudiere is fitted out with duplicate sets of dynamos and water wheels the second sets being for use in case of accident. The electric horsepower available at the power house is 1,700.

The company employs permanently over two hundred men. These do not include the hands used on construction work. At times in the winter four hundred men are employed at once shovelling snow.

THE SHAREHOLDERS

THOSE WHO HAVE STOCK IN THE AMALGAMATED COMPANY

In view of the above, it will be of interest to the public to know who are the men who have invested in the now successful enterprise, and the amounts they have taken up.

The JOURNAL gives herewith the shareholders in each company, which till after the coming annual meeting of the amalgamated company, are legally separate.

AMALGAMATION ARRANGEMENTS

At the coming annual meeting of the amalgamated roads, the shares of the two companies will be fused. The shares of the new company will be \$100 each. Each 5 shares of \$20 shares in the City Passenger Road will count one share in the new road. The name of the amalgamated companies will be the Ottawa Electric Railway Company.

It should be said in conclusion that as the stock of the amalgamated company is probably worth on the market from \$150 to \$200 for each \$100 face value, it will be seen the holdings given should be placed at almost double the nominal value

THR OTTAWA ELECTRIC STREET RAILWAY COMPANY

LIST OF SHAREHOLDERS UP TO MAY 31ST, 1894

Long list of shareholders omitted

OTTAWA CITY PASSENGER RAILWAY COMPANY

LIST OF SHAREHOLDERS, MAY 31ST, 1894

Long list of shareholders omitted

Ald. J.D. Fraser, the secretary-treasurer of the Amalgamated Roads, was secretary-treasurer of the City Passenger Railway from 1882 till the fusion of the roads. He has always been highly esteemed by the management and employees of the road.

16/06/1894 Ottawa Journal Ottawa Electric

THE STREET RAILWAY AMALGAMATION

The electric street Railway amalgamation bill has passed the Dominion senate, and the legal preliminaries to the union of the electric company and the former horse car road are complete, lacking only the usual formal vice-regal assent to the act of parliament. This renders timely a review of the history and position of the company such as appears on another page.

The joint company is giving probably the best service, all things considered, known in any city of the proportions of Ottawa. If the company, as THE JOURNAL maintained, secured a much more advantageous franchise than the representatives of the city should have conceded, it at least is making all the return to the public that a first class service can make. This is certainly a powerful factor in wiping out the memory of the franchise contest, especially in view of the liberality of the company in matters in which the interest of Ottawa is concerned, as for instance the recent visit of the American mechanical engineers. And in a general way, the convenience, attraction and success of the present service must be proving a strong factor in advertising the city and promoting its growth.

19/06/1894 Ottawa Journal Carleton Place

New rails have been placed on the CPR between the city and Bell's Corners.

20/06/1894 Ottawa Journal Chaudiere Chaudiere

Did it ever occur to you that the C.A. Railway employees excursion to Clarke's Island on June 21st. is the best of the season? Train leaves Chaudiere station at 7 a.m., Elgin Street 7.15 a.m. Everybody goes.

21/06/1894 Ottawa Free Press Ottawa Electric Ottawa Car

A fine vestibuled car for the Galt and Preston Street Railway company went up Sparks street this morning and attracted considerable attention. It was a beauty and finished in excellent style.

22/06/1894 Ottawa Citizen Canada Atlantic

C.A.R. EMPLOYEES

Their Annual Picnic Yesterday the Usual Success - Sports Winners

The annual picnic of the C.A.R. employees at Clarke's Island yesterday proved the usual success in every way. There was a large attendance and all enjoyed themselves well.

The picnic was attended by fully two thousand people, some 1,200 being from the city. They left the C.A.R. station at 7.20 a.m. in twenty fine cars provided by the efficient managing committee.

The popular picnic ground, where the refreshing breezes from the St. Lawrence can be obtained, was reached about 10.30, and there during the day there was music by the G.G.F.G. band and dancing in the excellent pavilion, while a choice program of sports was carried out. At 6 o'clock the train was boarded for the home trip, and at 9.45 the city was reached. All the excursionists were well pleased with their day's outing, although many were tired. The committee of management, who are to be congratulated on the success of their efforts, and the members of which were kind to all, was composed of the following: E. Aust, (chairman). F. Radmore, (secretary), J. Brown, (treasurer), Messrs. Harvey, W. Holtby, A. Holtby, Robb, McFarlane, O'Doherty, W. Baker, Yeatman, Allen, J. Clark, Roy, Ellis, Boyer, Monson, McEwen, Pangborne, Bruyere, Phillips, J. White, Logan, J. Campbell, aE. BrazeauBrazil and P. McDonald.

List of price winners omitted.

22/06/1894 Eastern Ontario Review Canada Atlantic Glen Robertson

A fatal accident.

Yesterday morning or Wednesday night Mr McDonald and his brother-in-law Mr. John Erwin, both of this place, left Alexandria to walk to Glen Robertson on the railway track. About midnight or a little before, Mr. McDonald feeling tired wanted to sit down and rest, but his companion did not want to so he kept on for a while longer, until they were about 2 miles from the Glen when Mr. McDonald's would not go any further and sat down on the track, but Erwin kept on for a little way further when he too sat down, not on the track as the former but on the bank, he went to sleep and on the wakening at about four o'clock in the morning, started back to find McDonald, supposing he had fallen asleep also, but when he arrived at the spot where he had left him sitting the reader can imagine his horror when he beheld his brother-in-law's mangled body lying on the track cut into three pieces. Erwin started with all haste for Glenn Robertson and notified Senator McMillan, who is the corner of that place, and other officials, who returned immediately to the scene of the accident. The remains were picked up and brought back to the Glen in a packing case, where an inquest was held on the body at five o'clock in the afternoon. They returned a verdict of accidental death as there was no evidence which pointed to the contrary.

By all appearance there must have been two trains that ran over McDonald as they [sic] sat down about midnight and, and from the time they went to sleep until Erwin awoke, 12:20 train number 15 and the 3,20 passed by, but from the opinion of the jury it was the first train that did all the damage as a suction of the wheels will pull him from one side of the car to the other and would certainly cause instantaneous death. The remains were brought to "The Hill" last night on the regular evening train and was taken to his home on High Street.

The funeral will take place today at 2 p.m. .

He leaves a wife and four children to mourn his loss.

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

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

26/06/1894 Ottawa Journal Renfrew

The steel of the O.A. & P.S. is now laid to Killaloe, about fifteen miles beyond Eganville, and the work of construction advanced well advanced over that distance.

The O.A. & P.S. Ry. has been surveyed by the government engineer for ten miles west of Eganville to enable the company to draw the bonus for that distance.

27/06/1894 Ottawa Citizen Renfrew

Mr. John Fowler (brother of the Governor of New York State) Presidet of the Kingston and Pembroke Railway. Mr. Henry Sabert, a director of the road, Mr. R.W. Folger, general manager and other officials arrived yesterday on the company's private car after a trrip over the O., A.& P.S. Railway as far as constructed. They leave this morning by C.A.R. for Montreal.

27/06/1894 Ottawa Free Press Ottawa Electric

Accident to car No. 16.

28/06/1894 Ottawa Journal Chaudiere Chaudiere

The boys who have been in the habit of throwing stones at passenger trains on the C.A.R. between the Chaudiere and Elgin Street station, are to be prosecuted. The police know their names.

28/06/1894 The Equity, Shawville Renfrew

The steel of the O.A. & P.S. is now laid as far as Killaloe, about fifteen miles beyond Eganville, and the work of construction well advanced over that district.

29/06/1894 Brockville Recorder Westport Brockville

An excursion over the B. & W. Friday morning under the direction of the Elgin Sabbath school brought in about 250 people, arriving by the regular express on schedule time. The excursionists were carried over the extension track to the new C.P.R. slip, where they boarded the steamer Haggart for Union Park. They returned home at 3.50 this afternoon after having spent a most enjoyable outing.

29/06/1894 Almonte Gazette Renfrew Eganville

Samuel Irwin, of Carleton Place, while working in the gravel pit at Caldwell's, on the O.A. & P.S. R. near Eganville Thursday last, fell betwee tgeoo gravel trains going in opposite directions and had his left hand so badly mutilated that it had to be amputued..

30/06/1894 Ottawa Free Press Renfrew

The company has purchased another steam shovel of the Marion build, which will probably start work in a few days at the far end of the line. The shovel has just arrived in the Ottawa yards and is to match the same style as the one purchased last year.

Another gravel pit has been purchased just above Eganville and from it will be taken the ballast for that portion of the line. The new station building at Golden lake has just been completed and a similar structure is in the course of erection at the next station, Killaloe.

03/07/1894 Ottawa Journal Renfrew Eganville

The pretty little town of Eganville was taken possession of yesterday by nearly 5,00 Ottawans who took in the excursion to that place conducted by St. Patrick's literary (or library) association. -- The excursion from Ottawa was run over the O.A. & P.S.

04/07/1894 Ottawa Journal Maniwaki

The Gatineau Valley railroad train officials are looking spruce in new navy blue uniforms of a very trim and natty appearance.

05/07/1894 Ottawa Journal Renfrew Killaloe

In the course of a few weeks passenger trains on the O.A. & P.S. Ry. will be running to Killaloe, a point twenty miles beyond Eganville the present terminus of the line.

06/07/1894 Eastern Ontario Review Lachute Masson

A stick of Timber on the rails

The CPR train from Montreal yesterday evening had a narrow escape from being wrecked just outside of Buckingham. Mr WC Barnhardt of Montreal was a passenger by the train and brought the news to town last night. He states that when running at 40 miles an hour and passing a culvert, the engine was suddenly jerked into the air and the passengers in the coaches got a terrible shock. The engine got over the obstruction and was at once stopped. In making an investigation it was found that a very large stick of timber some 12 feet long had been put down through the culvert and wedged in between the ties. The heavy weight of the engine was sufficient to break the ties against which the stick of timber leaned and let down the engine. Had it not been for this breakup of the tie the whole train would have been derailed and the consequences must have been disastrous. There must have been more than one man on the work as it took five men to lift away the stick of timber. No one was hurt and the delay was a brief one.

The trainman and passengers saw no one loafing around and do not know whom to suspect of the dastardly deed.

06/07/1894 Ottawa Journal Pontiac Pacific Junction

Pontiac and Ottawa

Separate Railway Entrance to the Capital Wanted

Pontiac county's railway question received an airing in the House last evening. Mr. Bryson brought the matter up and made a strong appeal for better treatment of his constituency. He showed that Pontiac county had by a small majority voted a \$100,000 bonus to the Pontiac and Pacific Junction railway but the road had not been completed and five western townships were compelled to yearly pay large contributions to this subsidy without receiving the smallest benefit in return.

TOUGH ON ALLUMETTE ISLAND AND AYLNER

He instanced Allumette Island, 12 miles away from the nearest point on the P. & P.J. which, this year, had to pay over \$1,100 towards the subsidy. His constituents, to get to Ottawa, had two roads to deal with, the P. & P.J. to Aylmer and the C.P.R. from Aylmer to Ottawa. He was satisfied, and had proof, on ordinary freight as much was charged for transport over the C.P.R. from Ottawa to Aylmer, seven miles, as over all the rest of the road, 61 miles.

AN ENTRANCE INTO OTTAWA WANTED

Something should be done to give the P. & P.J. an entrance into Ottawa. Judging from the newspaper reports he feared no aid was to be extended the proposed interprovincial bridge at Ottawa, and declared it an exceeding hardship on Pontiac that it should be barred out of a continuous line to the Ottawa market.

Nearly every other similar railway had received much larger bonuses than the P. & P.J. and he asked that sufficient aid be given to enable the company to complete its line both westward and to Ottawa.

If the P. & P.J. did not show any disposition to go on with the extension the subsidies should be transferred to other companies which would go on with the work.

The Dominion government ought to relieve Pontiac county, of the \$100,000 bonus it had voted the railway, just as it had relieved Pembroke of an \$85,000 subsidy because the terminus of the railway, to which it was voted on the condition that Pembroke was to be the terminus, had been changed.

MR. HAGGART'S PROMISE

Mr. Haggart said the only way the government could exceed aid was by increasing the bonus for the unfinished portion of the road and he promised to lay the county's claims before his colleagues. He considered it would be extremely bad policy to relieve Pontiac of the subsidy it had voted. It would be creating a bad precedent.

Also reported in the Ottawa Free Press same date.

06/07/1894 Renfrew Mercury Renfrew Killaloe

The Killaloe station grounds have been laid out and masons are at work on the foundation of the station.

07/07/1894 Ottawa Journal Renfrew Elgin Street

The large coal shed that is being erected at the C.A.R. depot is on a fair way to completion. The shed is about five hundred feet in length and of considerable width and will cost some thousands of dollars before completion.

07/07/1894 Almonte Gazette North Lanark

The survey of the North Lanark railway is now being made, Messrs. Andrew Bell, of Almonte and E.T. Wilkie, of Carleton Place being the engineers at work. It is expected that the work of construction will be commenced this fall. - Watchman.

07/07/1894 Ottawa Free Press Ottawa Electric

The Electric Railway company has erected incandescent lamps along the length of their line from New Edinburgh to Rockcliffe. Light being placed on every trolley wire pole.

07/07/1894 Quebec Saturday Budget Lachute Buckingham

A report reaches here from Buckingham that two tramps had been arrested for attempting to derail a C.P.R. train. Their manner of proceeding to accomplish their ends was most fiendish and deliberate. The attempt was made on the western C.P.R. train Wednesday. It was going west from Montreal and when a few miles this side of Buckingham a large stick of lumber was seen placed in the culvert. Had the culvert not given away the train certainly would have been wrecked. As it was the locomotive was raised in the air and it is miraculous how it and the other cars were not derailed.

08/07/1894 Renfrew Mercury Renfrew

Plenty of whiskey peddlers on the OA & PS, and doing a good business too. There are 1,100 men working on the project now.

11/07/1894 Ottawa Free Press Ottawa Electric

The Street Railway company yesterday began the construction of a siding at the Queens wharf for the cars awaiting the arrival of boats.

11/07/1894 Ottawa Journal Ottawa Electric

The Electric Railway Co. are putting in a switch at the boat landing at the Queen's wharf, so that cars waiting on excursions will not interfere with traffic on the main line.

12/07/1894 Ottawa Free Press Renfrew

Work on the Ottawa and Parry Sound line has been completed as far as Killaloe, 92 miles from this city. Here bridges will delay the work a little but grading westward of this point is being pushed along.

12/07/1894 The Equity, Shawville Pontiac Pacific Junction

Pontiac Railway Matters - laid before parliament in an admirable speech by Mr. John Bryson, M.P.

13/07/1894 Perth Courier Lanark County Electric

THE ELECTRIC RAILWAY SCHEME - A meeting of the Perth Board of Trade held in the town council chamber on Tuesday evening, Wm. Meighen, president, in the chair. The object of the meeting was to consider the scheme of Mr. Fowler of Carleton Place, and company, to build an electric railway between Perth and Lanark. After some discussion the feeling of the majority of the Board appeared favorable to granting the bonus asked, but on condition that the tolls on the road between this and Lanark be done away with, and a resolution was passed to that effect.

13/07/1894 Almonte Gazette Lanark County Electric

LANARK VILLAGE NEWS

There is a great talk just now about the electric railroad from Perth to Lanark. We hope it will amount to more than talk.

13/07/1894 Brockville Recorder Westport

Annual meeting of B.W. & S.S.M. shareholders.

Directors - set out in full

James G. Leiper, Philadelphia, president.

Col. W.H. Cole, Brockville, vice-president.

Samuel Hunt, Cincinnati, general manager.

James Mooney, Brockville, treasurer, superintendent and G.F.A.

E.A. Geiger, Brockville, secretary, G.P.A. and traffic auditor.

Account of annual directors' picnic.

13/07/1894 Almonte Gazette Renfrew

The new railway will reach 20 miles west of Eganville by the end of the present month.

THE NEW RAILWAY

Ramsay Ratepayers Discuss the Proposal to aid it - By-law Favoring the Taking of \$20,000 stock to be voted on.

The meeting of Ramsay ratepayers in the town hall of that township last Monday afternoon was a small one, partly, no doubt, because it was advertised for but a few days, but largely because farmers were busy haying. Mr. Gavin Hamilton, reeve, was voted to the chair, and Mr. James Caskey was appointed secretary. Mr. Hamilton explained that a petition with the requisite number of names had been presented to the council asking that a bylaw authorizing the corporation to take stock in the proposed Carp, Almonte and Lanark Railway be submitted to the rate payers, and that, as the petition did not state the amount, this meeting had been called to decide on the amount of stock (if any) that the township should take, so that it might be inserted in the bylaw. In answer to Mr. J. McArton, jr. Mr. Hamilton expressed the opinion that the council would have to submit the bylaw when the petition was presented, and read from the act to justify his opinion. He (Mr H.) bracket had been asked to name the amount of stock the township should take, but as it was a matter in which all the rate payers were interested, he thought it was it to allow the taxpayers to decide that matter for themselves, and for that reason the meeting has been called.

Mayor Raines, of Almonte, was asked to express his views, and did so in a short address. He explained that in the vote that was to be taken, in order to carry the bylaw at least one - third of the total vote must be in its favor, as well as a majority of the vote cast. He showed some of the advantages the people of Ramsay could reap from the building of a new road. The C.A. & L. RR. would form a portion of a through line east and west, and could not fail to be of great benefit to both importers and exporters, as it would be a competing line with the C.P.R. Being a shorter line than the C.P.R., it would cost less to build it, and there was (for the same reason) be a saving in distance traveled as well as by the natural result of competition. Taking stock in the road would be better than giving a bonus, as the stock would always be worth something, and each municipality taking stock would be entitled to a representative on the directorate, who would look after the interests of the corporation. The municipalities would get a dividend from the new road every day in the year in the shape of reduced rates. It would be necessary for each municipality through which the line would run to take stock. Almonters had shown their opinion of the value of the new road by voting almost unanimously in favor of the town encouraging it to the extent of \$40,000; and it would be just as valuable to the farmers of Ramsay as to the people of Almonte, as they would get three or four cents more per bushel for their grain, &c., because of the competing line, and would benefit in the same way on what they had to buy. In Almonte the cost of a new road would be \$2.80 per \$1,000 assessment, and the saving it would affect would be a much greater amount than that. In Ramsay the cost for say \$20,000 stock would be in the neighborhood of 80 cents per \$1000 assessment. He gave figures to show how REfrew and Arnprior, and the country round about, had improved as a result of the building of the Parry Sound road. If it benefited towns and villages it must benefit country places as well. Where there was no railway competition there was always railway imposition. He believed in making progress - in helping forward anything that improves the prosperity of the county - and he hoped this new line would be pushed forward as rapidly as possible. If the people would do what they ought to do in the matter, the road was certain to be built - he had the assurance that before two years it would be the connecting link of a through line.

Mr. Andrew Bell, C.E. was next called on. He exhibited a map showing the position of the Carp, Almonte and Lanark Railway would occupy in connection with the railway system of the country, and said comparatively few people realize the importance of the proposed road, which, by connecting with the Canada Atlantic system at Carp and the Grand Trunk system at Bridgewater, as well as with connecting lines, would get the people of this district the benefit of a competing line that traversed the whole country, and we will be entirely independent of the C.P.R., as we would then have connection with the railway and steamboat systems of the whole continent. The more the C. A. & L. scheme was studied the more it was thought of. Going to the want of a competing line we were now compelled to pay the highest rates the law allows, and there was now an opportunity to break up the monopoly. He showed how the C.P.R. Co. had increased their rates at Pakenham, Almonte and other points since the Parry Sound Road was built, in order to make up for the loss by competition at Arnprior, Renfrew and other stations, and this placed us at great disadvantage from a financial point of view, apart all together from the poor traveling facilities now given us. The new road would improve our means of communication with the world around us, and will give us a great advantage in the way of reduced freight and passenger rates. The distance to Ottawa would be lessened by seven miles, and to Montreal by ten miles, thus affecting quite a saving in the matter of distance alone. Every farmer would get the benefit of the reduced rates on goods he has to buy, and would get the full advantage of competition in the transportation of grain and produce he has to sell. The amount to be paid by each farmer would be so small that he would have it returned to him several times over. There was very little doubt that the railway would be built if the different municipalities take the stock they are expected to take, and he hoped the people of Ramsay would do their duty in the matter.

In answer to a question Mr. Hamilton said the expense of submitting the bylaw - which would be in the neighborhood of \$125 would be born by the municipality.

Mr. W. H. Stafford, on being asked to the platform, made a concise speech in favor of the railway scheme, accentuating some of the points made by the previous speakers and advanced many reasons for the building of a rival road to the C.P.R. The people had long felt the want of a competing line, partly for the convenience of the traveling public but clearly owing to the exorbitant freight and passenger rates that were now charged. As a sample of the benefit resulting from competition he quoted an Almonte merchant as authority for the statement that Carp people get in goods 18 cents per cwt. cheaper than in Almonte. The Edison Electric works at Peterboro would have been located at Almonte but for the fact that there was no competing line of railway with the C.P.R. Had there been, that industry alone would have added 1,600 to the population of Almonte; and if Almonte prospered Ramsay could not fail to benefit as well. Provision was made that the proposed new line would not amalgamate with the C.P.R. - there was no danger of it being gobbled up. Provision had also been made that the road had to be completed before the money is to be paid. It should be born in mind that the railway stock would always be worth something - it was not like giving a bonus. He referred to the fact that McLaughlin Bros., of Arnprior, had such confidence in the road that they themselves had taken \$40,000 stock in it, and they expected to get it back in the form of reduced freight rates in a few years.

Mr. John McArto, jr., expressed his views in opposition to the proposed railway. He thought more notice of the meeting should have been given, in order that there might be ample opportunity for discussion of the question. He was opposed to municipal corporations becoming speculators, or to collecting taxes to be expended on an enterprise that might be precarious. He had no doubt the new railway would benefit the township to some extent, but if they had to pay for that benefit by taking stock in the enterprise it was hard to see where the benefit came in. As to the gain to the township expected from reduced freight rates, it might be that they would have another example of amalgamations and combinations to rub them of that expected gain. Even if the municipalities, through their representatives, had a controlling interest in the management of the road, they might be as anxious about good dividends as other members, and might act like the majority of carrying companies and charging as high rates as possible; but anyone who seriously thought the municipalities would have a controlling interest was indulging in an absurdity parallel to that unnatural freak of "the tail wagging the dog." In concluding Mr McArton said that if the rate payers felt like borrowing a large sum of money it could be expended more profitably on improving the roads than by buying railway stock. Before sitting down he moved a resolution to the effect that this meeting does not approve of the Ramsay council taking any further steps towards subscribing for stock in the proposed C.A. & L. Railway. " Mr. Jos. Smith seconded the motion.

In amendment thereto it was moved by Mr. Peter McDougall, and seconded by Mr. Andrew Houston, that the blank in the petition to the council be filled with the words "Twenty Thousand Dollars," and that the bylaw be submitted to the rate payers.

The vote was a tie, and the chairman gave the casting vote in favor of the amendment, at the same time expressing the belief that unless that were done the township would be put to further trouble, as a council would have no opinion in the matter when the petition was regularly presented. After a vote of thanks to the chairman and secretary the gathering dispersed.

18/07/1894 *Ottawa Journal*

Canada Atlantic

Mr. A.W. Fleck states that the report that Mr. Booth would build the Parry Sound Railway car shops on Sherwood street is incorrect. Mr. Booth has made no decision yet as to the place where they will be erected or the time of their erection.

19/07/1894 *Ottawa Journal*

Pontiac Pacific Junction

Must Come to Ottawa.

Another step towards bringing the P. & P.J. Railway.

The subsidy to the Pontiac & Pacific Junction railway for a line from Aylmer to Hull was so changed in the House yesterday that in the event of the company either constructing a new line or acquiring the present one from the C.P.R. the company will have earned the bonus. The ultimate object is to promote the independent entrance of the road into Ottawa, which the management consider a matter of the greatest importance to the welfare of the road and the district.

When Mr. Haggart proposed the change Mr. McMullen jumped up at once to protest against it. He declared it was a new principle to subsidize a road and then subsidize another road to purchase it.

OPPOSED BY LAURIER

Mr. Laurier censured the proposal, claiming, like Mr. McMullen, that the present line had been subsidized by the Dominion government and it was ridiculous to subsidize another to purchase it.

Mr. Bryson pointed out that a part of the road constructed from Quebec by the province of Quebec did not receive any Dominion subsidy. The line to Aylmer had never received a cent's assistance.

Mr. Mills said the passage of this matter would be just like making one railway a big present to help it buy another.

SPEAKER WHITE EXPLAINS

Speaker White favored the incorporation of the proposed change. The Federal government had agreed to bonus the P. & P.J. from Hull to Pembroke and it made no difference whether the money was used for construction or purchase.

Mr. Charlton, who has been over the P. & P.J. line, mentioned the difficulties suffered by the people of that section on account of the road terminating at Aylmer. He sympathized with the people in their desire to get an outlet to Ottawa and expressed the opinion that it was proper a bonus should be given to duplicate the line from Aylmer to Hull.

SHOULD HELP NEPEAN BRIDGE

Mr. Devlin said the object of the P. & P.J. was more to get to Ottawa than to reach Hull and that even though the line was extended from Aylmer to Hull the company would still be as much at the mercy of the C.P.R. as it was now. If the government was anxious to take the P. & P.J. out of the grip of the C.P.R. it should extend aid to the Nepean bridge.

It should not be forgotten that the company did not seem to be able to go on unaided with the work. Those who had claims against the company should be protected as well as the company itself.

EMPLOYEES UNPAID FOR FIVE MONTHS.

If his information was correct not one of the employes had received one dollar for five months. He said it was the desire of the people along the route that the P. & P.J. should acquire the C.P.R. line from Aylmer.

The resolution was eventually carried as proposed, extending the subsidy for purchase as well as for construction.

19/07/1894 *Ottawa Journal*

Montreal and Ottawa

When the re-vote for the Montreal and Ottawa railway went through, Mr. Haggart said he believed the construction of the road was to be prosecuted with a good deal of vigour next year.

20/07/1894 *Eastern Ontario Review*

Canada Atlantic

Vars

Vars, July 13. - A fatal accident occurred on the C.A.R. near this place last night. An old man who was walking on the track was struck by the Montreal express and instantly killed. He was unknown here, but papers found on his body show his name to be John ?ton.

20/07/1894 *Ottawa Free Press*

Ottawa Electric

Accident with car No. 48.

20/07/1894 *Eastern Ontario Review*

Vankleek

Vankleek Hill

The station is getting to be quite a lovers walk in the evening. The boys and their sweethearts take a quiet stroll down and back the past few nights particularly to enjoy the bright moonlight;

20/07/1894 *Renfrew Mercury*

Renfrew

Wanted

To work on the OA & PS Ry.. at Wilno.

100 Good Men and 30 Good Teams.

Also, Station Men, to work by the yard.

Wages \$1.25 and \$3.00.*

Apply on the works to

O'BRIEN & McDONALD.

20/07/1894 *Brockville Recorder*

Brockville

Brockville

On Monday afternoon a gang of masons under the direction of Foreman Ross, of Ottawa, arrived here and proceeded to do some necessary work on the interior of the C.P.R. tunnel. The masonry of the arch has been gradually giving out of late years and repairs were considered imperative. The men are now working at the rock cut end.

20/07/1894 *Renfrew Mercury*

Renfrew

The Parry Sound Colonization railroad received a grant for \$64,000 for twenty miles.

A special excursion rate - Renfrew to Portland, return - \$9.95. Moncton - \$12.05.

E. C. Whitney from Minneapolis, and E. N. Briggs from Saginaw were up to oversee the erection of a large lumber mill.

20/07/1894 *Almonte Gazette*

Lanark County Electric

LANARK VILLAGE NEWS

There was a railroad meeting here on Friday last. The reeve, Mr. McLean, was in the chair, and called on Mr. W.C. Caldwell to address the meeting. Mr. C. then said that he was only there to break the ice for Mr. Fowler, and he then explained the power of electricity. He also made a few remarks regarding the Carp, Almonte and Lanark R.R., and said it was our duty to consider which would be of the most benefit to the village. He then ended by saying that Mr. Fowler would explain what the electric company would do. Mr. Fowler then addressed the meeting. He said that if the village would grant \$5,000 bonus, and Perth the same, the company was ready to start at once, and that they would have a road into Lanark in about three months. Then quite a few questions were asked as to the power of the electric train, &c. He replied that the company was prepared to make as good time and give as cheap rates as any other railroad would give and that they could hold 1, 2, or 3 cars according to the amount of business done in Lanark. Then a motion was passed that the council consider the matter. So now it is for the people to say whether they want a railroad or not, and we hope it will not be long before they get a chance to vote on the question.

PONTIAC'S CLAIM TO USE THE C.P.R. BRIDGE

MR. BRYSON NOW AFTER INDEPENDENT RUNNING POWERS

He Will Bring th Whole Matter up Again at the Next Session of Parliament.

Mr. Bryson in the house this morning notified the government that at an early date next session he would introduce the question of running powers being granted to the P. & P. J. Over the C. P. R. bridge from Hull to Ottawa, which right was due to the people of Pontiac on account of certain monies intended for railway purposes in the county of Pontiac, having been, it is said, diverted for the construction of the C.P.R. bridge.

21/07/1894 *Ottawa Journal**Renfrew*

Over 2000 men at work

Yesterday, Chief Engineer Mountain and some of his assistants came down from the scene of active operations between Eganville and Killaloe, and report all going on lively.

Mr. C.D. Chitty, who is hiring men and sending them forward as they can be grouped together was also a passenger down by the afternoon train, having been up to the works with a lot of English navvies whom he secured in Montreal through the emigrant agent there, and they are said to be a desirable lot of men.

A PROMISING ROADWAY

In conversation with a member of the Journal staff, Mr. Chitty gave some items of information that may be interesting at this time when such decided efforts are being made to push on to completion a railway enterprise fraught with great advantages, it is confidently believed to the Capital and the whole Ottawa country.

There are now 35 miles under contract above Killaloe, to which point the iron horse now travels regularly, all of which it is proposed to finish this fall. That being accomplished there will then remain 70 miles to finish the road to the Soo, thus tapping the western trade at an important point for the interests of the country generally. The scheme will be completed next season.

THE CONTRACTORS

The following are the different contractors for the seven sections into which the levelling and grading, and making the road ready for the rails, is now going on: No. 1 - R.N. Slater; 2 - J. O'Brien; 3 - W. Heald; 4 - O'Neil and Ferguson; 5 - E. Fauquier; 6 - W. Heald; 7 - Burford, all being sub-contractors under Mr. Fauquier.

Following the grading the company have gangs laying rails and putting the finishing touches on the roadbed, and thus the supplies of all kind are being pushed forward, and keeping with the advance party as the clearing of the right of way goes on. and such is the energy exhibited at present that night gangs are employed on some sections where it is necessary to connect.

KILLALOO EN FETE

Thursday was pay day, and Killaloe, the depot from which the shekels were issued; and as can readily be imagined, there was a high old time. It so happens that the musical [sic] Killaloe is not a city nor a town where architectural beauty is considered, but is composed of a few "shanties" of the original backwoods type, at nearly all of which firewater is retailed, an extra effort being made by the different licensees - for the county of Renfrew collects the revenue - to pass around the fluid freely on the day the men receive their pay. And accordingly yesterday there was fun and frolic, with a knock-down not infrequently a la Donneybrook in honor of the occasion.

THE NATIONS CHIEFLY REPRESENTED

There is more or less grog drinking on all public works, and where the gangs are composed of Swedes, Finlanders, Poles, Italians, Frenchmen and Irishmen, added to which the last gangs were of the Cockney type, it can readily be imagined that occasionally there is rough times.

The trouble in the management of such an agglomeration, even motley as it is, would be much minimized were there no selling of liquor. But revenue is sought after, and as the licensees appear before the commissioners armed with the necessary petitions and forms the licenses are granted directly without regard to the interests of the men or the employer.

Mr. Chitty again left for Montreal last evening for the hiring of men for it is proposed to put all available help on the work so that the 35 mile division now in hand may be completed early in December.

WHY NOT OTTAWA MEN?

The question why Ottawa men were not hired was replied to by the statement that many have already gone up from here, but of late the demand for work has been so lessened that it is scarcely worth while looking after the applicants. There are not many idle men in Ottawa and only a few are willing to become railway navvies. The average shantyman disdains the shovel and the spade.

21/07/1894 *Ottawa Free Press**Renfrew*

The work of construction on the Parry Sound line has reached to within 2½ mikes of the famous Haggarty's pass. Work is carried on, in some cases, by night and day gangs. The rails are laid as far as Killaloe, the trains crossing the bridge at that point yesterday.

The new stream shovel for work on the Ottawa, Arnprior and Parry Sound was taken up to Arnprior in the regular morning train and commenced work at once in a new gravel pit which the road has recently purchased at a point west of Arnprior.

21/07/1894 *Ottawa Free Press**Prescott*

Article entitled "Along the St. L. & O." Mainly concerns history of the towns.--

Leaving Ottawa the first station on the railway is Chaudiere junction, the next Gloucester, the third Manotic-- Osgoode station. This wanders into a senseless diatribe concerning the subsidies to the C.P.R., Suez canal etc.

24/07/1894 *Ottawa Journal**Ottawa Electric*

Mr. W.Y. Soper yesterday handed over the new electric railway at Galt to the company for which it was constructed by Athenr & Soper.

26/07/1894 *Ottawa Journal**Renfrew*

The O.A. & P.S. Ry. are running two gravel trains between here and Arnprior and will have the grading on this section completed in a few days.

The following reduced railway fares have been secured for the excursion by P. & P. J. Railway to the Ottawa Experimental Farm on Tuesday July 31st. Return

Fort Coulonge \$1.90
 Vinton \$1.75
 C. Bay \$1.70
 Clarke's \$1.60
 Shawville \$1.45
 McKees \$1.40
 Bristol \$1.30
 Wyman's \$1.25
 Quyon \$1.20
 Mohrs \$1.10
 Parker's \$1.05
 Eardly \$1.00
 Breckenridge \$0.75

The above will include lunch at the Experimental Farm. The excursionists will be addressed by Prof. Robertson, dairy commissioner, and the officers in charge of the several branches of the institution.

27/07/1894 *Almonte Gazette* *Renfrew*

ARNPRIOR NEWS

The O.A. & P.S. Ry. Have two trains at work now between here and Ottawa filling up the trestle work and grading.

27/07/1894 *Ottawa Free Press* *Renfrew* *Elgin Street*

A long train of steel rails for the Ottawa, Arnprior and Parry Sound Railway arrived at the Elgin street depot last evening, and was immediately taken up to the far end of Mr. Booth's new road. A large force of men have been laying steel for a couple of months, but the supply ran out last week, and as a result the work had to be closed down for a few days.

28/07/1894 *Ottawa Journal* *Maniwaki*

There being a report that the conductor of the Ottawa & Gatineau evening express was likely to be transferred to the Pontiac & Pacific route, a petition to the company has been largely signed by residents along the Gatineau route and by summer visitors asking that Heath, who is a very obliging and popular official, be retained in his present duties.

31/07/1894 *Ottawa Journal* *Maniwaki*

A number of the friends of Mr. J.H. Davis, conductor on the Gatineau Valley railway presented him with an address and a handsome gold ring on Saturday. The presentation was for the purpose of showing the esteem in which he is held by his friends, the occasion being his marriage to Miss Bell of Aylmer.

31/07/1894 *Ottawa Free Press* *Renfrew* *Elgin Street locomotive*

One of the C.A.R. locomotives is in the repairing shops at the Elgin street depot today as a result of an accident which occurred on Saturday last. It is said that the C.A.R. mogul ran against one of the Central Vermont engines in the yard at Rouses Point, and had the front of her boiler pretty well bruised.

01/08/1894 *Eganville Leader* *Renfrew*

Rumours of diphtheria outbreaks in the area "and no wonder, says the local doctor " some very small houses are accommodating twelve to eighteen men. When one gets up, another tumbles into his warm bed. Some men have died of diphtheria." Exact day in August 1894 not recorded.

01/08/1894 *Ottawa Free Press* *Ottawa City Passenger*

The full provisions of the agreement of the two Electric railway companies took place today, this being the legal date of the amalgamation.

01/08/1894 *Canada Lumberman* *Chalk River*

An Ottawa paper states that considerable square timber from the upper Ottawa is being brought down from Arnprior and pembroke by the Canadian pacific railway this year to escape the expense which is involved in running the government slides ?? And other parts of the river. The timber is as a rule taken direct to Quebec where it is ready for shipment to the English market.

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

Article on Cableways for Logging.

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

01/08/1894 *Ottawa Free Press* *Renfrew*

Mr. Donaldson, superintendent of the Ottawa, Arnprior and Parry Sound Railway has returned from a trip to the far end of the Parry Sound road where construction is being pushed in an easterly [sic] direction. Five hundred and sixty men are hard at work, and steel is being laid steadily. There are something like 600 men working on the Parry Sound construction above Eganville. Steel is being laid above Killaloe. The location of the next station has not been fully decided upon yet. The contractors preparing the roadbed through the woods have now more than a thousand navvies employed and more are being taken on every week. The reported strike among these navvies seem to have been incorrect, for with the exception of a very few Frenchmen from Hull, these navvies are all steady at work.

02/08/1894 *Ottawa Free Press* *Renfrew* *Barrys Bay*

On Tuesday last a sad accident occurred at the works of the O.A. & P.S. railway in the vicinity of Barry's Bay. A charge of dynamite exploded, instantly killing three men and injuring several others. --

03/08/1894 *Perth Courier* *Lanark County Electric*

1894-08-03

THE ELECTRIC RAILWAY - A public meeting called by the mayor was held on Wednesday evening to discuss the advisability of granting a bonus to an electric railway from Perth to Lanark. There was a good attendance, but everyone seemingly went there for information on the subject. While very few had given the matter sufficient consideration for decisive action. Mr. Fowler was there in the interest of the company, and laid the scheme before the meeting. Two routes were proposed - one along the toll-road, and the other between lots 5 and 6, Drummond, by Stacey's, or what is known as the swamp road. The latter route was looked upon with decided disfavor. While the former, providing it embraced the abolition of the toll-gates, was more open for discussion. Several spoke of giving \$5,000 bonus to the electric road along the toll-road; others thought if the toll-gates were bought up and the road made a free one, we would receive all the benefits of the trade north of us; while others were of the opinion that the electric road would be a positive injury to the town. The matter was pretty fully discussed, and has set the ratepayers thinking. It was thought better to leave the matter in that shape for the present. Another meeting will be called very soon, when the scheme will be thoroughly considered by everybody. and action will be taken to test the feeling of the people before a by-law is submitted. One thing certain - unless the toll-road is made free as part of the scheme, a bonus to the electric railway will be snowed under by the freehold vote of the town.

03/08/1894 Almonte Gazette Renfrew Killaloe

Trains will soon be running to Killaloe on the O.A. & P.S Ry.

04/08/1894 Ottawa Free Press Lanark County Electric

A public meeting called by the mayor was held on Wednesday evening at Perth to discuss the advisability of granting a bonus to an electric railway from Perth to Lanark. Two routes were proposed - one along the toll-road, and the other between lots 5 and 6 Drummond, by Steacy's or what is known as the swamp road. The latter route was looked upon with decided disfavor, while the former provided it embraced the abolition of the toll gates, was more open for discussion. Several spoke in favor of giving \$5,000 bonus to the electric road along the toll road. The matter was pretty fully discussed, and has set the ratepayers thinking. It was thought better to leave the matter in that shape for the present. Another meeting will be called very soon.

07/08/1894 Ottawa Journal Pontiac Pacific Junction

About eighty of the men employed on the construction of the P&PJ Ry have been discharged, the work having been completed. About forty have been retained.

07/08/1894 Ottawa Journal Sussex Street Sussex Street

RECALLED OLD SCENES

A Big Excursion Party Come in by the St. L. & O. Depot.

For about three years now there has not been such a scene of activity on the St. Lawrence & Ottawa railway depot as occurred this morning. It was caused by the arrival of an excursion from Kemptville numbering almost a thousand people. The excursionists filled eleven passenger coaches to overflowing and it is said even the cab of the engine was crowded. This was the first Excursion into the St. L. & O. depot for three years. It was run under the auspices of the Kemptville Presbyterian church. After arriving in Ottawa a number of the excursionists boarded the Empress and spent the day picnicking at Thurso, but the larger number remained in the city.

08/08/1894 Ottawa Journal Pontiac Pacific Junction

The government inspection of the P. & P. J. Ry from Fort Coulonge to Black River will take place on Thursday of this week.

08/08/1894 Ottawa Journal Belleville Perth car shop

The CPR car shops at Perth are almost shut down now, only 12 men being at work on half time.

09/08/1894 Kemptville Advance Sussex Street Sussex Street

The Montebello Excursion

Ottawa Journal: "For about three years now there has not been such a scene of activity on the St. Lawrence & Ottawa railway depot as occurred this morning. It was caused by the arrival of an excursion from Kemptville numbering almost a thousand people. The excursionists filled eleven passenger coaches to overflowing and it is said even the cab of the engine was crowded."

The journal scribe must surely have been on an extended excursion, for unfortunately there were not quite 200 tickets sold. There might have been 1,000 excursionists had there not been so many difficulties in the way, viz: the very busy time among the farmers; the unusual hour of starting; the conductors' cheap excursion to Ottawa to-morrow; the excursion to Ogdensburg next week, etc. However all the attendants were highly delighted with their day's outing, the run down the river and also the hospital and painstaking manner in which Mr. Papineau entertained them.

10/08/1894 Renfrew Mercury Pontiac Pacific Junction

The ballasting of the P. & P. J. R. has been completed to Black River, a point seventy miles from Ottawa. As this is as far as the line will be built at present the men employed on the work will be discharged for a few days. The Government inspection of the line will take place shortly. It is expected passenger traffic will be opened to Black River by the middle of the month.

10/08/1894 Brockville Recorder Renfrew Killaloe

A row occurred on the O.A. & P.S. at Killaloe on Saturday, says the Pembroke Standard, that will be remembered for some time to come by at least one party. Archie Stewart, a navvie working on the line, went into Mr. Grand's [sic] store and started to tear things up generally. He fired around crockery and had broken several articles when Grant ventured to protest. A fight ensued and Stewart bit Grant's ear clean off. The latter carries it around to show friends and vows that when he meets Stewart the latter will have something to remember the meeting by.

10/08/1894 Ottawa Journal Renfrew

The rails of the O.A. & P.S. Ry. are laid to three miles beyond Killaloe.

10/08/1894 Almonte Gazette Renfrew Barrys Bay

On Tuesday last, July 21, a sad accident occurred at the works of the O.A. & P.S. Railway in the vicinity of Barry's Bay. A charge of dynamite exploded killing instantly three men and injuring several others. He names of the unfortunate men are as follows: George Marsten, from Mattawa; Keller, from Halmer Rapids, the other being an Englishman, name unknown, lately out from the Old Country.

10/08/1894 Renfrew Mercury Belleville Perth car shop

There are now about 75 men employed in the Car shops at Perth.

10/08/1894 Renfrew Mercury Renfrew

THE FATAL DYNAMITE EXPLOSION. The Ottawa Evening Journal of Friday last, published the following account of the dynamite explosion, mentioned in last week's MERCURY. It will be seen that it varies from the report received here as to the number of men killed and injured:

The particulars of the dynamite explosion of the O.A. & P.S. Ry. construction at Barry's Bay, which resulted in the loss of three lives as mentioned in yesterday's Journal are now at hand.

Mr. G. A. Mountain, chief engineer of the O.A. & P.S. railway returned to the city last evening from a trip to the vicinity where the accident occurred.

In conversation with a Journal reporter last evening he stated that the three men who met their death were 'loading a hole' with dynamite, had placed three cartridges in position and were about to place a fourth when the explosion occurred, from what cause will never be explained. The three men were blown many feet high in the air and one of them named Geo. Marsten from Carlow was killed outright. Another named William Kellar of Palmer Rapids, lived for an hour and the other, an unknown Englishman died four hours afterwards. The bodies were horribly mangled. During the night coffins were made in which the remains were placed. Kellar's remains were taken to his home at Palmer Rapids, the other remains were buried in the vicinity.

The accident occurred in a part of a rock cut at the western outlet of the Hagarty Pass. Between fifteen and twenty men were working within a few yards of where the explosion occurred.

"The 'George Marsten, of Carlow,' was the only son of Mr. Marsten, who, many years since kept the Basin Depot house, at Barnet & Mackay's depot at the Basin. Mr. Marsten subsequently kept other stopping places between Renfrew and the Basin and kept a store in lower centre town. George was then a growing boy of about a dozen years of age, and gave promise of turning out a young man of good character and disposition. His father, after leaving Renfrew, took charge of Mr. McGuire's lumbering farm near Mattawa, and still resides there. Mr. and Mrs. Marsten came down by the CPR from Mattawa, and took the O.A. & P.S. train to attend the funeral of their unfortunate and lamented son.

Four car loads of horses and one hundred men passed up the O.A. & P.S. Ry. this morning for the St. Anthony Lumber Co.'s limits beyond Barrys Bay. It was this company that bought the old Perley limits in this locality and this is the first season that the company will work them. It is evident that the company intend making a big cut this winter since they have begun operations in the bush so early. The company are erecting a sawmill about sixty miles beyond Killaloe where their logs will be cut and the lumber shipped over the O.A. & P.S. Ry. and C.A.R. to the States.

16/08/1894 *The Equity, Shawville* *Pontiac Pacific Junction*

About noon on Friday last week a special train having on board Messrs. Thomas Ridout, C.E., Dominion Government inspector of Railways and his assistant; J.T. Prince superintendent of the road; and others went over the line for the purpose of inspecting that portion of the road between Fort Coulonge and Black River, which was built about eight years ago, but never opened for traffic. This section was allowed to take care of itself until the present season, when the work of reconstruction and repairing was taken up, and prosecuted to completion. This section will be immediately opened for traffic, and no doubt will be found of great convenience to the people of Chapeau and vicinity. For present requirements a small station has been built at Black River, which will be in charge of Mr. J. Ward, who, for some time, has been agent at Coulonge. It is expected that the opening of the new section will be the means of adding about 20% to the traffic of the road. The special returned same evening, accomplishing the distance between Fort Coulonge and Aylmer - 60 miles - in one hour and a half. At this flying rate, the engineer would have some difficulty, we imagine, in taking stock of the ties he was passing over. His report on this particular will be interesting.

17/08/1894 *Almonte Gazette* *Carp, Almonte and Lanark*

A Railway Meeting.

A meeting of railway men was held in Ottawa on Friday of last week when the Carp, Almonte and Lanark Railway came in for some attention, and was looked upon as a favorable route by which the Grand Trunk could gain a western entrance to the capital. This road would run in almost a direct line from Ottawa to the G.T.R. connection in the west, the length of line to be built being considerably less than by any other route. From present appearances it looks very much as if the road would in the near future be an accomplished fact. Almonte has shown her appreciation of the scheme and the vote will, in all probability be taken in Ramsay within a short time. Other municipalities through which the road will run are waking up to its importance, and matters will likely take a practical shape ere long. The prediction of our Mayor that before fall the whistle of C.A. & L. locomotives will be heard in Almonte, may yet come true, and all who are interested in the welfare of the community cannot but hope this may be so.

17/08/1894 *Perth Courier* *Lanark County Electric*

ELECTRIC RAILWAY MEETING - A good number of ratepayers attended a public meeting in the Council Chamber on Tuesday, called by the Mayor. to discuss the question of an electric railway to Lanark Village, Mr. Duncan Kippen, mayor, in the chair. Messrs. Fowler, of Carleton Place, and Riley, of Plattsburg, N.Y., U.S. Consul General for Ottawa, promoters of the road, were present as well, and the latter, being invited, entered into some explanations of the scheme, and of the probable benefits not only to the two terminal points, but also to the farmers along it, who would be afforded a cheap and quick mode of transit to the market towns. Though not wishing to be down to any particular route, Mr. Riley thought the company would seek to make arrangements to run the line from Perth to Balderson along the present macadamized road between the telegraph poles and the fence. This would not interfere with the wagon road, while the fears that horses would be frightened by the trolley cars were groundless. They were not in other places, as there was no puffing or smoke from an electric car, and but little noise. He thought Perth needed something to give it a start again, just like Plattsburg did ten years ago before it went into certain expenditures and public enterprises to keep it moving. The fare between Perth and Lanark would be very low, sufficiently so as not only to encourage but create travel and traffic. There was some speaking from local people, some on behalf of the macadamized road company, others of the town wholly, and some for ward interests. In the end the following resolution was put and carried by a large majority: - Moved by Mr. F. A. Hall, seconded by Mr. John McCann, "That in the opinion of this meeting It is advisable to submit a By Law to the ratepayers of Perth to raise the sum of \$5,000 as a bonus to the Lanark County Electric Railway Company, such bonus to be paid when the road is completed, and cars running thereon from Perth to Lanark. Rates of fares and the details to be agreed upon between the Railway Company and the Town Council, one of such conditions to be that the tolls on the road between Perth and Balderson be abolished and the public travelled road made free of tolls."

17/08/1894 *Renfrew Mercury* *Renfrew*

Heald, the contractor has moved his men from Killaloe to his upper contract at Long Lake. The rails are now three miles past Killaloe. Contractor O'Brien will be finished soon. All the rock cuts are completed.

17/08/1894 *Renfrew Mercury* *Renfrew*

The Enterprise, in its report of the late fatal dynamite explosion at Barry's Bay, says that the foreman, Raymond Dunning, was within six feet of the charge when it exploded, and was blown by the concussion of the air, fully 150 feet up the side of a hill, but fortunately fell on a brush heap, and in a few minutes was able to get up. Marsten was found about thirty feet from the point of explosion, resting on his knees and face. He was still breathing, but unconscious, and died in twenty-five minutes. One arm and one leg were broken; the upper part of his face filled with gravel, and his breast injured with stones. Wm. Deep had his clothes completely torn off; and one leg and one hand had been blown off. He was delirious, sometimes calling on his mother. He died in about three hours. He was from England and had been in Canada about a couple of years, and the day before his death had been saying he would go to see his mother next year. Louis Kellar's body was fearfully mangled and disembowelled. He was from Palmer Rapids, and leaves a wife and four children. He and his brother intended to start for home the next day. The remains of young Marsten were taken by his sister, and brother-in-law, Wm. George, who reside at Barry's Bay, to Eganville, and interred in Melville cemetery: Rev. Mr. Rattray officiating at the funeral. Mr. M. J. O'Brien informs us that the foreman was not blown so far, as above-mentioned; but only about 20 feet.

17/08/1894 *Almonte Gazette* *Locksley*

Mr. Booth, of Ottawa, has bought the Moffat property in Pembroke and it is not known what use he intends to make of it. Some think it is intended for railway purposes, as he may run a branch from the Parry Sound road into Pembroke. Others surmise that he may build a mill in Pembroke.

17/08/1894 *Almonte Gazette* *Renfrew*

The Ottawa and Parry Sound R.R. will be completed to Long Lake, 120 miles from Ottawa, this fall. There are 40 miles billt at the Parry Sound end of the line, which leaves only 40 miles to be built to complete thr through road from the Georgian Bay to Ottawa.

18/08/1894 *Ottawa Free Press* *Hull Electric*

The new company which Mr. Viau has for some months past been organizing to operate a system of electric railway and lighting in Hull, is now looking after a charter from the provincial government of Quebec. This action has converted nearly all of the ratepayers of the transpondine city to the opinion that Mr. Viau's company will shortly be a reality. Those who were opposed to the granting of certain privileges to the local company are now rejoicing that Hull capital will have a say in the running of the new railway. It is said that Mr. J.M. McDougall, Q.C., of Hull, is at present in Quebec trying to secure a charter for the new road.

18/08/1894 Ottawa Free Press Renfrew

Government inspection of the latest section of the Ottawa, Arnprior and Parry Sound Railway from Golden Lake to Killaloe was performed yesterday, Mr. Thomas Ridout, C.E., acting for the Dominion government and Mr. McCallum C.E., for the provincial. There were on board the special train Mr. John R. Booth, Mr. Mountain, chief engineer, and Mr. Morley Donaldson. The latest part of the new road is getting pretty well beyond the bounds of settlement. The country is for the most part hilly and wooded, and will no doubt be used for grazing in a few years. It was ten o'clock last night when the party returned to Ottawa. Trains will be run as far as Killaloe in a short space of time, the station house and yard at that place being about ready for occupation. The next section will bring the line into the famous Haggarty Pass on which men have been engaged blasting a rock cutting since early spring.

19/08/1894 Ottawa Free Press Pontiac Pacific Junction

Considerable progress has been made during the last three or four months on the extension of the Pontiac and Pacific Junction railroad westward from Fort Coulonge. The line now reaches from Aylmer to Black River, exactly opposite Pembroke. The problem of a bridge across the Allumette island and thence to Pembroke on the Ottawa shore is now being worked out in the minds of the directors.

Waltham station has been established at the mouth of the Black River where the line now ends and an intermediate shipping place is being erected opposite the Upper Ottawa Improvement Company's Chenial booms. This will be Mellon's station. The government inspection of the new system is being made today by Mr. Thomas Ridout, C.E., Mr. W. Dale Harris and J.T. Prince, superintendent.

20/08/1894 Ottawa Journal Renfrew Elgin Street

Passengers who come in at the C.A.R. station complain at the way they are "mobbed" by the cabmen. One gentleman a few nights ago nearly had his satchel torn out of his hand by a driver who wanted to carry him.

21/08/1894 Ottawa Journal Carleton Place

The CPR are laying new rails on their line between here and Smiths Falls. Over one hundred men are at work.

22/08/1894 Ottawa Journal Pontiac Pacific Junction Black River

On Monday next the extension of the Pontiac & Pacific Junction railway from Fort Coulonge to Black River will be opened. The distance is 12 miles.

23/08/1894 The Equity, Shawville Renfrew

Referring to the progress which is being made in constructing the Ottawa, Arnprior and Parry Sound Railway, the Eganville Star says:- Mr. Heald, contractor, has finished his contract at Killaloe and has moved his men and teams to his upper job at Long Lake. O'Brien will have his job completed by the end of the month. All his rock cuts are about completed.

24/08/1894 Renfrew Mercury Renfrew Wilno

The directors have received an application from near Wilno, on the line of the O.A. & P.S.R., for the establishment of a skimming station there. An answer has been returned that the application will be favourably entertained, if a sufficient number of cows to supply enough cream can be obtained. About this there can be little doubt.

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

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

24/08/1894 Almonte Gazette Renfrew

ARNPRIOR NEWS

The government inspection of the O.A. & P.S. railway from Golden Lake to Killaloe took place on Friday last.

Two gravel trains on the O.A.S. & P.S. railway are now engaged in cutting down the grade which is about one mile west of here and here [sic] and emptying the contents into the trestle at the Madawaska bridge

24/08/1894 Ottawa Journal Renfrew Barrys Bay

A contractor with a number of men will start next week to build a railway station at Barry's Bay on the Parry Sound railway. The track is constructed as far as the bay and passenger and freight trains will soon be running to that point.

25/08/1894 Ottawa Free Press Carleton Place Britannia

The C.P.R. officials have installed an operator at Britannia, George Pit, and intend ballasting thoroughly between Ottawa and Carleton Junction.

Rockland Branch is being rushed.

The building of the line of the Central Counties railway from Rockland to Casselman is booming.

Six miles of the line are already graded and soon the laying of the iron from the South Indian terminus - from which point operations are being conducted - will be commenced and the construction train will be gradually pushing onward towards the Rockland lumber piles.

When the Atlantic was first projected Mr. W.R. Hibbard was the initiating power, and when more recently the Central Counties branch from Hawkesbury to Glen Robertson was added the same practical hand had much to do with the enterprise. And again, Mr. Hibbard is to the front with Mr. F. Shanley C.E. as engineer and it is seldom that a work of this kind is pushed more vigorously, and with less ostentation than the new branch which is now being added to the Ottawa Valley system of railway. The road will run in an almost straight line from South Indian to Rockland, touching at the Stewart quarries - the best workable limestone formation in this country - and will be distant from the Hawkesbury and Glen Robertson branch, running parallel therewith, by about 20 miles.

THE PROSPECTS FOR BUSINESS

The country through which the road will run is level and the land good, and what is very important to local traffic is the fact that in addition to the prospects of a considerable trade in carrying farm products, there are immense forests of timber suitable for building purposes, railway ties and firewood sufficient to last for several years on each side of the railway line for its entire length.

On first of January the road is expected to be completed when it will be handed over, after government inspection, to the Canada Atlantic company, who have agreed to operate the line and thus another feeder will be added to this well managed concern which gives Ottawa most acceptable connection with Montreal and the Eastern States.

Only two small bridges will be necessary to build, that over Bearbrook Creek being the one of any considerable account, and no engineering difficulties whatever have to be overcome, the country being very level throughout.

A SINGLE BONUS

Rockland is the only municipality granting a bonus up to the present time, \$6,000 being the sum voted, conditional upon completion within the year. Clarence, it was hoped, would feel bound in duty to aid the road, for the greater part of the road traverses the township, but so far nothing has been voted, although it is said the municipality may yet make up to what is being done for Clarence.

LUMBER AND LIMESTONE READY FOR THE CARS

As will be readily understood the chief trade for the new railway will be Rockland's lumber piles; but for one or more seasons another solid article of transport will doubtless be Mr. Archibald Stewart's limestone, already dressed for building the Soulanges canal and piled up at present in stacks sufficient apparently for the construction of the whole Ottawa locks. The quarries are about a mile from Rockland on the very line of the railway and about 100 men are engaged in quarrying and dressing the stone, making the industry a most valuable one for Rockland for the last two years. Skilled labor is chiefly employed and thus the wages paid is quite a boon to the locality.

A RISING VILLAGE

It is less than 25 years since the seat of the present extensive lumber industry, and the prosperous village which crowns the heights a short distance off, was a scene of some scattered farm buildings. Now Rockland has about 1,800 inhabitants, a couple of hotels, several stores, a bakery and all the et ceteras of modern comfort. The post office returns are perhaps the best indication of business, and the kind of people who dwell above but lean largely upon the prosperity of the lumber industry at this point, and the figures point to Rockland being comparatively high up in the proportions of her daily mail bag. The new venerable postmaster is John Tyler, long known as a leading J.P. and municipal man in Clarence, and recently the candidate of the conservative party in opposition to Mr. Robillard. The chief of the whole prosperity is, of course, Mr. W.C. Edwards, the managing partner of the Rockland Lumber company, whose respected father was connected for half a century previous to his death with all that was prosperous in that part of the country.

NO SAWDUST THERE

27/08/1894

*Ottawa Citizen**Canada Atlantic*

For the second time within a couple of months Mr. J. R. Booth has suffered heavy loss by fires. Worse still, the circumstances seem to point to incendiarism as the origin of both. That the business enterprise which Mr. Booth has displayed should render him the particular object of this villainous species of malignity is a further cause for regret; and we feel sure that the sympathy of every citizen of the Capital will be his in the misfortune which overtook him yesterday.

27/08/1894

*Ottawa Journal**Renfrew**Booths Piling grounds*

Acres of lumber gone in ashes.

Seventy Thousand Dollar Blaze in Booth Rochesterville yards.

A fierce fire that was desperately fought.

A critical moment when the city was in danger.

Incendiaries supposed to have been at work.

A thousand piles of lumber, the Cedar St. School, a number of cars and two dwelling houses wiped out - notes of the blaze - how it was fought.

The greatest Lumber fire Ottawa ever had.

Such was the blaze last evening in Booth piling grounds between Cedar Street bridge and the Parry Sound crossing. It covered a greater area, destroyed more lumber and with the possible exception of the destruction of Booth's big mill a few months ago did more damage than any other fire that Ottawa has ever seen.

In length the fire covered fully a quarter of a mile. It was over 1,000 feet wide and destroyed a thousand piles of lumber. In addition to this the Cedar St. school, a dozen railway cars, three small dwelling houses, all the railway tracks and platforms throughout throughout the yard went up in smoke. The lost, it is expected, will reach fully \$70,000.

Note. This is the beginning of a very lengthy article. The fire was west of Preston street and east of the CPR and included the CAR curve, includes plan.

27/08/1894

*New York Times**Canada Atlantic*

Ottawa, Ontario, Aug. 26. Fire this afternoon burned 300 lumber piles, a long string of freight cars on the Canada Atlantic Railway, and late tonight, the fire was still not under control.

27/08/1894

*Ottawa Citizen**Renfrew**Booth's Piling Ground*

Exerpt

SPREAD OF THE FLAMES. The fire broke out in the piles about half way between Cedar and Balsam streets. It spread rapidly, and by the time any streams were put on, the flames were raging furiously. Two railway sidings filled with cars separated the burning piles from the yard of the Export Lumber Company which is at present thickly stocked. By a hard fight the fire was kept from spreading into this yard, although six of the cars on the sidings adjoining were destroyed. There were some twenty or thirty cars on the sidings altogether. Some of those destroyed belonged to the Delaware and Hudson railway, others to the Grand Trunk and the C. A. R.. An attempt was made to haul these cars away, but the fire was altogether too intense to admit of rescue. The flames took a westward course, and by degrees worked their way almost in every direction through Mr. Booth's lumber. Some cars on another siding leading from the O. A. & P. S. into a more central part of the yard were saved by being hauled out just in time.

28/08/1894 Ottawa Free Press Ottawa Electric Ottawa Car

Another very fine car was shipped to the Hamilton, Grimsby and Beauville [sic] Electric railway.

31/08/1894 Brockville Recorder Kingston, Portsmouth and Cataraq

Two Kingston young ladies have applied for positions as conductors on the electric railway of that city.

A man named Spooner was killed by an electric street railway car at Kingston Wednesday. This was the first fatal accident from the trolley in Kingston.

31/08/1894 Ottawa Journal Renfrew

The O.A. & P.S. Railway company are building an office and freight shed at the diamond crossing on the K. & P. Railway about a mile above Renfrew.

An enterprising Combermere merchant has purchased a two decked steamer, 40 feet long, which will be conveyed over the O.A. & P.S. railway to Barry's Bay in September.

31/08/1894 Almonte Gazette Pontiac Pacific Junction

The pening of the Pontiac and Pacific Junction Railway to Black River, ten miles above Fort Coulonge, is expected to take place next Monday. This will extend passenger traffic on the line to within twenty miles of Pembroke.

31/08/1894 Almonte Gazette Renfrew

Rushing The O.P. & S. Work.

General Manager E.J. Chamberlain, of the O.A. & P.S. Railway, returned to Ottawa last week after making a trip up the line of the Parry Sound railway. He says the construction is going on rapidly, over two thousand men being employed on the works. This summer ten miles of the west end of the line - that is, between the Northern Pacific Junction Railway tracks and the Sound - have been built, which leaves about eight miles more to be constructed to connect Parry Sound Town with the Northern Junction line. These eight miles will be built next summer. In the meantime the line from the east is being rushed along, and it is expected that the road between Ottawa clean through to the town of Parry Sound will be finished about the first of November of next year.

01/09/1894 Canada Lumberman Whitney and Opeongo St. Anthony Lumber

Four car loads of horses and one hundred men recently passed up the O.A. & P.S. Railway for the St. Anthony Lumber Company's limits, beyond Barry's Bay. This company have purchased the old Perley limits in that locality, and this will be the first season's operations. The company are erecting a sawmill sixty miles beyond Killaloe, where their logs will be cut, and the timber shipped over the O. A. & P. S. railway and the C.A.R. to the United States.

03/09/1894 Eastern Ontario Review Tramway Hawkesbury

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

04/09/1894 Ottawa Journal Ottawa Electric

ELECTRIC CARS IN COLLISION

BAS SMASH ON RIDEAU STREET THIS MORNING

Motorman Oscar Freidrjoke Injured - A Worse Accident Averted by the Bravery of th Motorman - The Damages

The worst collision that has occurred in Ottawa since the electric cars started took place this morning. Happily no lives were lost, but the motorman of No. 43 car can consider himself a lucky man.

About 11:30 this morning car No. 10 on the Bank Street and New Edinburgh line running a trip to Rockcliffe missed the switch on the corner of Sussex and Rideau streets and went straight ahead on Rideau street for about 40 yards. Then the motorman pulled up but just as he was backing up some passengers signaled that they wanted to get on. The new Edinburgh car No. 10 then stopped and was about to continue backing up to the switch when car No. 43, on the Rideau street route ran down the hill at a fast rate. Motorman Oscar Freidricks was in charge of the Rideau st. car. He put on his brakes as hard as he could but the car slid, and at the last moment even a reversal of the current was not sufficient to stop it. The New Edinburgh car was? when car 43 ran into it with a loud report and Freidricks, who had hung on to his controller to the last, fell among a maze of debris.

The weight of the two cars made the collision a very heavy one and the 43 closed car had the whole of the cage, the platform and controller smashed to pieces. Fortunately the door of the car was open and Freidricks fell through this flat on his back in the car. Large numbers of people were at once on hand and the unfortunate man was picked up in an unconscious condition from the bottom of the car and conveyed in one of the cushioned seats to his home on St Patrick Street.

THE DAMAGE

It was a fortunate thing for the motorman of the New Edinburgh car that he was backing up his car and was consequently behind the collision. His car, No. 10, was an open car but was also badly damaged. The controller and platform being smashed up, one row of seats and the glass partition between the motorman and passengers damaged. The car was knocked several yards by the force of the concussion, but fortunately no passengers in either car were hurt.

Dr. Prevost and P.C. Hamilton, who happened to be on hand, accompanied the injured man to his home. Doctor. Valate was also called in and on examination it was found that Freidricks had miraculously got off with only a severe shock and he soon revived. He has the reputation of being a most careful driver and but for his standing to his post and reversing the controller at the last moment the impetus of his car would undoubtedly have caused a still greater wreck.

05/09/1894 Ottawa Journal Brockville Smiths Falls

On Monday night baggageman Franklin attempted to eject from the mixed train when a short distance south of Smiths Falls, three tramps who were beating their way from Ottawa to Brockville. They resisted and a scuffle ensued.

Franklin defended himself with his lantern which was finally smashed to atoms. He succeeded in putting them off, however, and gave the signal for the train to proceed. The tramps at once pulled revolvers and opened fire on him, but owing to the darkness did not get good aim and he escaped uninjured.

A number of bullets were afterwards found embedded in the car. Word of the affair was at once sent to Smiths Falls and a party was organized to go in search of the tramps, but no trace of them could be found.

06/09/1894 Shawville Archives Pontiac and Ottawa

At Chapeau on Monday last, the provincial (s/b provisional?) directors of the Pontiac and Pacific Junction Railway Black River Railway - the line for which a charter was obtained at the last parliament, and for which Mr. Bryson succeeded in obtaining a subsidy of \$73,000 - held a meeting at which steps were taken to proceed with the construction of the road. These were to ask the several municipalities through which the road will run for right of way and to memorialize the Provincial Government for additional assistance towards the building of the enterprise. In this, the cooperation of the County Council will be asked for at its next session.

06/09/1894 Ottawa Journal Canada Atlantic Rideau River

The C.A.R. bridge near Hurdman's bridge has just been painted a vigorous red.

07/09/1894 Almonte Gazette Carp, Almonte and Lanark

Petitions in favor of the proposed Carp, Almonte and Lanark Railway are in circulation in Ramsay, and are being largely signed.

07/09/1894 Renfrew Mercury Renfrew

Last week we paid a visit to the quarry on Mr. Oliver Menard's land about five miles west of Eganville, on the O.A. & P.S. Ry. We were shown over the work by Mr. Wilson, the genial foreman, who showed us every attention and explained the different ways of quarrying stone. Mr. Wilson informs us that it is one of the best quarries of its kind he has ever seen, and showed us one block of stone 3 feet 6 inches high, the highest he has ever got out. The work has been going on since the beginning of May, and for the small gang of men kept employed they have got out and dressed a large quantity of stone, over 400 cords. Mr. Wilson, with his partners, have the contract of building all the bridges on the O.A. & P.S. Ry., six in number, four of which will be built this fall and for which enough stone has already been got out. On Friday the men will stop work for about a month and then return and get out the material for the other two bridges which will be built next summer. None of the stone has been shipped out as yet, but will be next month. - Enterprise.

07/09/1894 Renfrew Mercury OtherTramway Mattawa

Lake Temiscaminque.

The traffic for some years past has been taken from the Mattawa up the Ottawa by a line of small steamers, which tow large scows from one rapid to the next. There is a railway track on each of these scows, on which they place cars loaded with freight: these cars are then run on to tramways, which are built past all the rapids, drawn by horses, and run on to the scows again on the next run. There are four changes of boat to get to the Long Sault, about thirty miles. Here there is a narrow gauge railway, run by steam power, for six miles to the head of the rapids, where it connects with the Temiscaminque boats. There is a branch line of eight miles to the head of Gordon Creek, where it connects with the boats on the Kippawa Lake. The C.P.R. is now engaged in making a railway to this point, which branches from the main line, and crosses the Ottawa at the Mattawa, and keeps right along the water side all the way to the Long Sault. It is a tremendous undertaking, owing to the rugged nature of the country: it is nearly all the way a bold rocky shore, with mountains running up two or three hundred feet high, and in some places nearly perpendicular from the water. Between two and three thousand men are at work on it now, in small gangs, all along about thirty miles: chiselling a track in the side of those mountains, mostly in the solid rock. The bridge over the Ottawa is not built yet; but they have floated an engine and some cars over, and are busy laying track on a piece that is graded, and are pushing it in good style. They intend having it in running order to the Sault this fall.

11/09/1894 Ottawa Free Press Westport Brockville

The Brockville, Westport and Sault Ste. Marie railway train was seized this morning by the deputy sheriff on his arrival at 11 o'clock. The execution is to satisfy a claim of Cooper, Fairman & Co. of Montreal, for steel used in the construction of the road.

11/09/1894 Ottawa Free Press Ottawa Electric Ottawa Car

Six new cars built for the St. Johns, N.B., street railway by the Ottawa Car company were run over the line yesterday.

13/09/1894 The Equity, Shawville Pontiac Pacific Junction

Chief Engineer, W.D. Harris was here last week inspecting some repairs that were made to some culverts along the line.

14/09/1894 Almonte Gazette Belleville Perth

Forty men were lately discharged from the Perth car-shops, leaving a staff of only twenty-five or thirty in the works.

18/09/1894 Athens Reporter Westport

The B and W Railway train was seized on Monday morning to satisfy a claim by Cooper Fairman & Co. of Montreal for steel used in the construction of the railroad, which was never paid for. Supt. Mooney and Conductor Flegg still hold their same positions and it is not thought the seizure will affect passengers or service.

19/09/1894 Ottawa Journal Maniwaki

The day train on the O. & G.V. Ry. will be taken off on the first of October.

PROSSER IN GAOL

Thursday last the old man Wm. Prosser was brought before Magistrate Selleck to answer to the charge of having attempted to wreck a C.P.R. train on Tuesday evening of last week.

Conductor Webd sworn said : Am conductor on C.P.R.; was in charge of ballast train on Sept. 6, came in contact with obstruction on the road about two miles east of Kemptville Junction while running west; saw the obstacle before we struck it but was too close to stop; after the train struck we stopped and removed a railway tie that had been placed in center of track braced against the cross ties; the end was raised on two pieces of board so that one end was elevated about a foot above the rails; it would certainly have wrecked any eastbound train that might come against it; little damage was done to my train as we were running very slowly and were coming west and ran up on the slope of the tie; I examined the place where the tie was placed. A hole had been dug between two cross ties and the end of the obstruction put into it. I came on to the station and reported the occurrence. This occurred about 6.55 p.m.

Section foreman Belky sworn said : About 8.30. p.m. on Sept 6th i got orders to go down the track and keep a look-out for any obstructions that might be upon it and also to see if there were any suspicious characters in the vicinity. I got a lantern and took two of my men with me. When we got about two miles east of the junction we stopped to search the place around where the accident had occurred. We found that the tie that conductor Webb says he removed and examined the spot and found it as he described. I proceeded further down the track and kept watch until daylight. On my way back I stopped at the scene of the collision. In searching around the spot I found foot-steps and traced them through the woods in the direction of the prisoner's house for about forty yards. They could be seen quite distinctly as there was a heavy dew on the ground. I went down again with Detective Ross on Saturday morning. As we neared the spot where the tie had been we saw prisoner in the woods just inside the fence. As soon as he saw us he darted into the bush. Ross jumped the fence and followed him and brought him back. He had the prisoner make his foot-print in the soft clay and we measured it and compared it with the foot-print at the spot from which the tie had been taken to put up on the track. They corresponded exactly. On Monday, 10th inst. I went with Ross to prisoner's house. Prisoner asked Ross if he knew who put the tie on the track; Ross said he knew. Prisoner asked him how much damage had been done; Ross said that the damage only amounted to about \$5. Prisoner said he would give \$5 if they would give him two weeks to pay and say nothing more about it. Ross asked him if he did it; prisoner said he did. Ross then wrote down an admission in a notebook and read it over twice and explained to prisoner. Prisoner signed it and I signed as witness. That is the writing (writing produced and marked exhibit "A"). Ross told prisoner he needs not sign unless he liked but prisoner did so. Thomas Ross sworn: Corroborated [sic] all section forman Belky's evidence and said further that on Saturday morning when he chased prisoner through the woods he called to him to stop. Prisoner stopped and immediately said "I never put anything on the track or took anything off the track." This was before he had been accused. He signed this confession now shown me (marked "A") quite freely and without any threat or coaxing or undue influence of any kind. He told me that he had done it and he would pay the \$5 damage if there was nothing more about it. The pile of ties from which the one on the track had been removed was quite close to the track.

The Prisoner then made a statement delaying any guilt in the matter.

He was committed to Brockville to await trial.

G. H. Ferguson [sic] conducted the prosecution on behalf of the C.P.R.

20/09/1894 *Kemptville Advance* *Winchester* *Kemptville*

Wm. Prosser was to have been arraigned before Judge McDonald on Monday but could not owing to the prisoner's ill health. It is said that he has been very sick ever since being placed in gaol last Thursday and has been under the physician's care.

21/09/1894 *Almonte Gazette* *Winchester* *Kemptville*

On Thursday an attempt was made to wreck the express by placing a number of ties on the C.P.R. track east of Kemptville Junction. Fortunately a freight train came from the west. The obstructions were placed in such a position that a train from the east could not avoid an accident. Four tramps were arrested next morning in a barn close by, but nothing could be proved, and they were let go.

21/09/1894 *Brockville Recorder* *Prescott* *Kemptville*

In connection with the attempt to wreck a C.P.R. train near Kemptville recently by placing ties on the track, the Advance says, "C.P.R. constable Ross yesterday lodged in the lock up here Wm. Prosser, a resident of the township of South Gower, who is about 55 or 60 years of age, who is suspected of having committed the depredation, Naturally it was a great surprise to all, as little or nothing was ever heard against the man. He is a man of poor circumstances, not looked upon as being very shrewd or sharp, and for many years, it is said, he has acted as grave digger of South Gower cemetery. He was being tried before Magistrate Sellick last night as we went to press. Sufficient evidence was offered against the man to warrant Magistrate Sellick committing him for trial. He was brought out here last night and lodged in jail."

21/09/1894 *Brockville Recorder* *Westport* *Athens*

The B. & W. on Thursday evening was forced to make a second trip between Athens and Forthton the accommodate the large number of excursionists who went by train to the fair.

21/09/1894 *Renfrew Mercury* *Westport*

The Brockville, Westport & Sault Ste. Marie railway train was seized on Monday morning by the deputy sheriff on its arrival at Brockville at eleven o'clock. The execution was to satisfy a claim of Cooper, Fairman & Co., of Montreal, for steel used in the construction of the road.

21/09/1894 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The Ottawa Car company ran a very finely finished car over the rails today. It will go to the St. John's electric railway.

21/09/1894 *Renfrew Mercury* *Eganville* *Eganville*

It is said that it is the intention of the C.P.Ry. Co. to send surveyors this fall to survey a line west of Eganville to French River, and thence to Spanish River, there to connect with the Soo branch of their line. The survey, it is said, will follow the Harris line up the Bonnechere.

21/09/1894 *Perth Courier* *Lanark County Electric*

(two items)

THE ELECTRIC RAILWAY - The Drummond Council have consented to allow the proposed electric railway between Lanark and Perth, the use for right of way of the allowance for road between lots 5 and 6 through the township.

THE ELECTRIC RAILWAY - Mr. Fowler, of Carleton Place, was in town between trains on Wednesday to find out what the people were going to do about the electric railway to Lanark. Public opinion, however, had not travelled very fast on the question, but put a by law before the people and there would soon be an awakening and a full ventilation of the subject. It must be confessed there is nothing in the resolution passed by the Board of Trade recommending that the road between here and Balderson be made free of tolls. The grant is too small to ensure both the and free roads. If there is anything to us in the railway, the question will have to be dealt with differently.

21/09/1894 *Renfrew Mercury* *Renfrew*

The contract of Mr. M.J. O'Brien, on the O.A. & P.S. Ry. line will, it is expected, be completed by the end of this week. This will enable the rails to be laid to some distance beyond Barry's Bay. The work west of this on the Fauquier contract, on which there is a number of subcontractors, is being pushed rapidly forward to completion.

One cow killed a score - see drawing also.

TERRIBLE SLAUGHTER OF CATTLE AT BRITANNIA

Wreck of CPR Night Freight by a cow on the rails

TOUCHING SCENES VIEWED BY DAYLIGHT

Aninaks Nercifukky put out of Their Misery by City Butchers - Story of the Accident - Terrible Crash of Cars

There was a wholesale butchery of cattle on the C.P.R. track at Britannia at an early hour this morning through the derailing of a stock train from the Northwest.

The train was composed of about twenty-five cars which were filled with more than three hundred head of cattle bound for the English stock market.

As the train was passing through Britannia at twelve minutes past three this morning the engineer noted a cow lying on the crossing only a few yards west of the station. He whistled several times but the animal refused to move, and as the train was travelling at the rate of fifteen miles an hour, it could not be controlled in time to avert striking the animal.

STRUCK THE ANIMAL

When the engine struck the cow, instead of being knocked off the track, the animal got under the cow catcher. It was dragged along under the engine for about one hundred yards rolled up in a ball. Then the cow got before the trucks of the first car of the train and soon the front trucks of this car were wrenched off, and the car and seventeen others that followed filled with their living freight were thrown into the ditch.

AN APPALLING SCENE

The scene which followed is described by an eye witness as appalling.

The groans of the dying cattle could be heard fully a mile away. So pitiful were their moans that they caused one to shudder. Many of the cattle were killed outright, their bodies being horribly mutilated. Others were pinned beneath the timbers of the wrecked train in dreadful suffering.

The train hands and those in charge of the cattle had nothing else to do than to cut the throats of these animals.

Other cattle that were injured beyond hope of recovery were killed on the spot that their flesh might be bought by the city butchers and thus the owner of them recover something that he would not have done had they been left to die.

WRECKING TRAINS ARRIVE

No sooner had the accident occurred than telegrams were despatched to the city giving information on the wreck.

The city butchers were also informed at an early hour that there was beef galore only a few miles distant from the city that they might buy at whatever they choose to offer

A message was also sent to Carleton Place asking that the wrecking train be sent to the scene of the accident

Within three quarters of an hour after the accident occurred the wrecking train from Carleton Place had arrived and with the same promptness a few minutes later the wrecking train from the city with Assistant Superintendent Spencer on board also made an appearance

The work of clearing the track was immediately begun, with a staff of over fifty men. Under the direction of Mr. Spencer and after many hours hard work the track was cleared shortly after one o'clock this afternoon.

255 HEAD OF CATTLE

The stock train consisted of 255 head of cattle belonging to Mr. Gordon Ironside, the proprietor of one of the largest cattle ranches at Calgary, and three other car loads of forty-three cattle belonging to Mr. J. McMullen of Prince Albert, N. W. T. The men in charge of Mr. Ironside's cattle state that they had it traveled two thousand miles without the slightest mishap. This was the eighth train of cattle shipped from their ranche [sic] this year and not an accident had happened. There remained two thousand more cattle to come over the C.P.R. this year.

The cattle belonging to Mr. McMullen were in the rear of the train and not one of the cars containing them was derailed. Of the Ironside shipment twenty two cattle were killed, four butchered and three disabled but these will be taken on with those uninjured.

It is very remarkable that the loss of cattle was not greater than it is. The cattle were in splendid condition and were expected to realize a hundred dollars a piece when they reached the English markets.

TRAIN SERVICE STOPPED

In consequences of the accident, No 8 "Soo" train due here at 4 in the morning and No. 20 train from Toronto were sent around by Smith's Falls and Kempsville Junction entering the city by the Prescott line.

This forenoon's train for Toronto went round by way of Kemptville. P

The Britannia Suburban service was not affected in the least.

The train conveyed the passengers from the east end of the wreck, which is only a hundred yards from Britannia station, into the city.

AT THE SCENE

A JOURNAL reporter visited the scene of the wreck this morning. Many of the cars were badly smashed and lying in all positions along the side of the track. The line of wrecked cars stretches a distance of more than 200 yards along the track. The cars were bespattered with blood. Underneath them lay the cattle pinned to the earth by the broken timbers and by the side of the cars in the center of the wreck which seem to be more broken up than the rest lay dead cattle in groups of three, four and five in pools of blood.

The uninjured were re-loaded into other cars and taken into the city and about two o'clock this afternoon we started on their way to Montreal by a special train.

The conductor of the wrecked train was J. Carrell and the driver of the engine o 282 was J. Towsley

The engine was partly derailed but by the use of jacks was put on the track and sent into the city shortly after the accident happened.

The cow which caused the derailing of the train was owned by Mr. W. W. Wyld of this city and was a valuable Jersey breed. The flesh of the cow was scattered for several hundred yards along the track.

Also covered in Ottawa Free Press same date.

They Spiked a Switch

And Held Freight Cars on the P. & P.J.

TROUBLE IN THE COMPANY'S YARD AT AYLMEER

After an Investigation in Which the Section Foreman was Dismissed the Company Settled by Paying Complained of Arrears of Wages

There was serious trouble in the yards of the Pontiac and Pacific Junction railway at Aylmer on Friday last.

The men it seems, for some reason or other, according to their own statements, have been out of their pay for the past six months.

In order to bring the matter before the company and force a settlement, employes of the road on Friday took two loaded freight cars, ran them on a siding and then spiked the switch so that the cars could not be taken out.

This summary action, peculiar though it may be, had the desired effect of bringing the alleged grievance to the attention of the company. Mr.

Prince and some of the directors got the men together and talked matters over, but they refused to go to work without a settlement.

AN AGREEMENT

The company held an investigation into the whole matter and as a result Section Fireman [sic] St. Jean was dismissed on account of the switch spiking, he being held responsible, and at the same time it was arranged to give the men five months of the six months pay due and agreed to have the balance forthcoming in forty days. The men then returned to work.

25/09/1894 *Ottawa Citizen**Carleton Place**Britannia*

CATTLE CARS DERAILED.

A Whole C. P. R. Train Thrown off the Track at Britannia

At a quarter to four o'clock yesterday morning Mr. H.B. Spencer, Assistant Supt. of the Eastern Division of the C.P.R. might have been seen eagerly pacing the sidewalk in front of the Russell, and heard muttering maledictions on the head of a tardy cab man. The cause of his early appearance and his great haste to be off [sic] to the station was the news that had just reached him of the wreck of a cattle train near Britannia. And it was not long until the Assistant Superintendent was on the spot directing the movements of the relief crews.

The scene was one of great confusion; the sounds emitted from the living wreckage something appalling. Eighteen cars had been thrown off the tracks and piled up in the ditch. It was some time before the cattle were released. Twenty-two head were killed by the overturning of the cars; four were wounded past recovery and were slaughtered by city butchers, and three or four injured, but not so seriously as to necessitate their slaughter.

In the past two months or more these stock trains from the Northwest have been passing through Ottawa at the rate of 18 to 25 trains a month instead of going to Montreal via Smith's Falls as formerly, and this is the first casualty of any sort that has occurred. The one wrecked at Britannia yesterday morning contained 268 head, 255 of which were from the Ironside ranch, near Calgary N.W.T. They were destined for the English market. Three cars containing 43 head of cattle from Prince Albert were left safely on the track

The accident was caused by the train striking a cow which was lying on the track at Britannia, and which refused to budge when the whistle was sounded. The carcass of the animal, after being run over by the engine, struck the forward truck of the first car, throwing it off the track. Seventeen others were derailed and thrown into the ditch.

All the morning trains arrived in the city by way of Smith's Falls and Kemptville Junction on the Ottawa and Prescott line.

The cow that caused the mischief was a valuable Jersey, said to belong to Mr. W. Wyld, of Ottawa.

25/09/1894 *Almonte Gazette**Lanark County Electric*

LANARK VILLAGE NEWS

A railroad meeting was held in the Town Hall on Monday evening. Mr. John McLean, reeve, was in the chair. A few short addresses were given by some of the leading men of the village, after which a motion was passed that the council submit a by-law to the ratepayers to grant a bonus of \$10,000 for an electric railroad between Lanark and Perth.

25/09/1894 *Montreal Gazette**Carleton Place**Britannia*

A Stock Train Wrecked.

A cow on the track of the C.P.R. at Britannia, five miles from Ottawa, caused the wreck of a cattle train this morning [sic] at 3 o'clock. The stock train consisted of 255 head of cattle belonging to Gordon & Ironside, the proprietors of one of the largest cattle ranches at Calgary, and three other carloads of 43 cattle belonging to Mr. J. McMullen, of Prince Albert, N.W.T. The men in charge of the Ironsides cattle state that they had travelled 2,000 miles without the slightest mishap. This was the eighth train of cattle shipped from their ranches this year and not an accident had happened. There remained 2,000 more cattle to come over the C. P. R. this year. The cattle belonging to Mr. Mc Mullen were in the rear of the train and not one of the cars containing them were derailed. Of the Ironside shipment twenty-two cattle were killed, four butchered and three disabled, but these will be taken on with those uninjured. It is very remarkable that the loss of cattle was not greater than it is. The cattle were in splendid condition, and were expected to realize one hundred dollars a piece when they reached the English markets. The wreck caused detention of two hours to the Toronto train, which was brought in over the St. Lawrence and Ottawa track. Fifty men were at work immediately under Mr. H. B. Spencer, and by one o'clock the track was cleared.

27/09/1894 *The Equity, Shawville**Pontiac Pacific Junction*

The pay car of the P. & P. J. came up the line on Thursday, and gladdened the hearts of the section men, who have been existing on expectancy for the past 6 or 7 months.

28/09/1894 *Eastern Ontario Review**Montreal and Ottawa*

Ottawa and Montreal Railway.

Mr. Evanturel had an interview with CPR officials on Wednesday on the necessity of commencing work immediately on the Ottawa and Montreal Railway to secure the provincial appropriation. The CPR authorities still contend for delay, urging as a reason the depression in trade and the decrease of receipts &c. M. Evanturel has fought manfully the battle of the central counties in holding the CPR to the terms of the appropriation. The matter stands over for 10 days, when Mr. Evanturel will receive the final decision of the CPR and on which he will basis recommendation to the provincial government.

28/09/1894 *Ottawa Journal**Maniwaki*

The construction work on the Ottawa and Gatineau Valley railway above Pickanock has been extended to Greenwood, two miles above the present terminus of the line.

Accident on the CPR.

Near Ottawa on Monday - many cattle bound for the English Market killed and others maimed - Seventeen cars thrown into the ditch.

Ottawa, 24. - a cow on the track created a tremendous smash up on the C.P.R. at Britannia six miles west of Ottawa, at an early hour this morning. A special stock train from the northwest, composed of about 25 cars and filled with over 300 head of cattle, bound for the English markets, reached Britannia shortly after 3:00. The engineer noticed a cow lying on the crossing near the station and whistled several times for the animal to move, but without avail. As the train was traveling at the rate of 15 miles an hour, it could not be controlled in time to avert striking the animal. When the engine struck the cow instead of the animal being knocked off the track, it got under the cow catcher and was dragged along under the engine for about a hundred yards. Then the cow got before the trucks of the first car of the train and soon they were derailed, and the car and seventeen others that followed, filled with the living freight, were thrown into the ditch. The scene which followed is described by an eyewitness as appalling. The Groans of the Dying Cattle

could be heard fully a mile away. So pitiful were their groans that they caused one to shudder. Many of the cattle were killed outright, their bodies being horribly mutilated. Others were pinned beneath the timbers of the wrecked train in dreadful suffering. The train hands and those in charge of the cattle had nothing else to do then cut the throats of these animals. Other cattle that were injured beyond hope of recovery were killed on the spot and their meat might be bought by the city butchers, and thus the owner of them recovered something which he would not have done had they been left to die.

28/09/1894 *Ottawa Journal**Carleton Place**Britannia*

The debris of the recent railway wreck at Britannia has been gathered together and burned. The damaged cars are being made ready for loading on other cars that they may be taken to the workshops for repair.

28/09/1894 *Renfrew Mercury**Pontiac Pacific Junction*

Quite an excitement prevailed along the line of the Pontiac railway when the train came up the line in Tuesday night without any freight, in consequence of the employees having refused to do any more work until they were paid for several months' arrears wages. The matter was satisfactorily settled on Wednesday by the coming of paymaster Brennan with the needful. The train on Thursday night was a long one, and freight will now be handled as of old.

01/10/1894 *Ottawa Journal**Renfrew**Barrys Bay*

O.A. & P.S. timetable advertisement. Train service open between Eganville, Golden Lake, Killaloe and Barry's Bay. A similar advertisement with altered train times is dated 8 October 1894.

02/10/1894 *Ottawa Free Press**Hull Electric*

Hull city council contracts with Viau for an electric railway. More.

04/10/1894 *The Equity, Shawville**Pontiac Pacific Junction*

Mr. G.W. Pangborn, foreman of the car shops at Aylmer, his son, Edward, driver, and several other employees of the road have been discharged in connection with the recent strike for back wages on Pontiac P.J. Railway. By this course the Company has simply demonstrated its indisputable title to being the smallest souled institution "on wheels" for if ever under the sun a strike was justifiable, that on the P. & P. J. bore that distinction. It was practically a case of desperation on the men's part - they were forced to act as they did, or (some of them at least) see their families in want. The company, on the "eye for an eye, and tooth for a tooth" principle, took its revenge by discharging the eladers in the movement. Such an exhibition of meanness is rarely witnessed.

05/10/1894 *Almonte Gazette**Chalk River**Pakenham*

The local express going south on Thursday last, killed five cows at the Pakenham crossing

05/10/1894 *Almonte Gazette**Renfrew*

The O.A. & P.S.R. have started a steamboat service between the end of their line at Barry's Bay and Combermere, a distance of over 12 miles.

05/10/1894 *Almonte Gazette**Winchester**Smiths Falls*

A distressing accident happened last week to Gilbert K. Townend, (formerly of Almonte) an employee at the C.P.R. repair shop, Smith's Falls. He was assisting in unloading lumber from a car when he accidentally fell off backwards, the result being that his leg was broken below the knee. The doctor who was summoned found a clean break of both bones, and set them in position. Much sympathy is felt for Mr. Townend, his wife and little family.

05/10/1894 *Almonte Gazette**Carleton Place*

Marvelous Nerve.

Patrick McGovern, switchman at the C.P.R. and a resident of Bolton street, met with an accident early on Wednesday morning during the fog. He was walking the track as usual when his foot caught in a frog. He kept his senses, however, and got so far out of the way of a train which passed a few seconds later as to escape with comparatively slight injuries. He had the toes of one foot and the heel of the other badly jammed. His sensations as the train approached must have been agonizing. He knew he could not avoid mutilation, and that to escape death he must keep his wits about him and face the ordeal without flinching. Bracing himself for the effort he leaned as far outward as he could. Even as the wheels ground off sections of both feet he did not flinch. To have swerved would have thrown him under the train where he would have been ground to death. The seconds must have seemed hours to the young switchman as he endured this torture of the passing wheels. But he kept his presence of mind and when the last car had passed he drew himself painfully away from the fatal frog and called for help.- Ottawa Citizen

05/10/1894 *Almonte Gazette**Carleton Place**Britannia*

Last scene of the Britannia wreck.

The final scene of the C.P.R. Britannia station accident was enacted on Saturday, when the last animal which broke away at the time of the slaughter was shot. From the day of the accident the men in charge of the cattle on the derailed train had been chasing the wild steers that broke away during the confusion following the killing of a number of the cattle and had great difficulty in collecting them together. Some of them were so wild and dangerous that people found it necessary to give them a wide berth, and finally there was one that had to be brought to be with a rifle.

05/10/1894 *Ottawa Free Press**Hull Electric*

The banquet given last evening in Hull by Mr. T. Viau, contractor for the new electric railway which is to connect Hull with Ironsides, Aylmer and Gatineau Point, was a perfect success and one of the most elaborate spreads seen in the Transpentine City for years. All the local celebrities were in hand including His Worship Mayor Aubry, and aldermen of Hull, county mayors and several gentlemen from Aylmer, Gatineau Point and Ironsides. Mr. Charles R. Devlin, M.P. for Ottawa County was on hand and delivered a rousing speech on the advantages accruing to Aylmer through the building of a line of electric railway along the Aylmer road. Mr. N. Tetreau M.P.P., was another speaker. He complimented Mr. Viau upon his enterprise. Several other gentlemen delivered short addresses and the gathering dispersed soon after midnight.

05/10/1894 *Brockville Recorder**Prescott**Kemptville*

The case against Chas. Prosser, of Kemptville, charged with placing obstructions on the C.P.R. track near that place, details of which have already been given in the Recorder, was called before Mr. Justice McDonald at 11 o'clock Saturday forenoon. After hearing the evidence which pointed strongly to the fact that the prisoner was led into making a confession of the deed, this confession was thrown out and Prosser acquitted. --

05/10/1894 Brockville Recorder Westport Athens

A rumor was current among the high school students on Thursday that the B. & W. train was seized and sold at Brockville. It caused quite a panic to those attending from the surrounding country, so much so that several wrote home to their parents to be sure and drive in on Friday for them, while it is said that one hastened to the telegraph office and had a despatch sent. But all fears were dispelled when the familiar rumble and whistle were heard as usual that evening.

06/10/1894 Ottawa Journal Canada Atlantic Alexandria

The Canada Atlantic purposes erecting a new station at Alexandria. It will be about eighty feet long and work will be begun upon it at once.

06/10/1894 Eastern Ontario Review Montreal and Ottawa

In view of the late interview of Mr. Evanturel with the CPR authorities, and the evident intention not to begin building operations this year; it is now for the United Counties to be after themselves and take some definite action towards securing the provincial appropriation, and having the road built by some other company. The people of these counties have been played and trifled with far too long. Let them now assert themselves and demand a yes or nay from the CPR. This continual suspense as to whether they will build or not should be ended. And the company if they do not intend to build the road, should be honest and straightforward and say so. The people of the United Counties have lost faith in the mere lip honor of the company; and therefore if they mean to build the railway in the near future, let them bond themselves to the counters and the Provincial Government to begin operations at a set time to be agreed upon by all parties immediately concerned. Failing in this let the Counties proceed to secure other parties to build the road. They have decided that the road is a necessity and ought to be built. The government's have recognized the same amade appropriations accordingly. The people of the United Counties owe it to themselves not to be thwarted by the CPR Co; but ask for the appropriation and secure a responsible contractor to proceed with the road. Such a contractor it is understood is prepared to go on with the construction of the road. If it is not in the interests of the CPR Co. to build the road, then let them stand aside and clear the way for some other company to build it. The United Counties want the road. Government Ontario has recognized their claim to aid, and no mere game of bluff should deter the people from giving utterances to their claims and demands.

08/10/1894 Ottawa Free Press Buckingham Buckingham

Buckingham is shortly to have a system of electric cars. The matter has been talked of for some time past and a charter has been applied for from the Quebec government.

08/10/1894 Ottawa Free Press Hull Electric

Details of Hull Electric railway scheme, application for charter etc.

09/10/1894 Ottawa Free Press Renfrew

Yesterday a number of the C.A.R. officials and several Ottawa citizens of prominence took a run over the Parry Sound railway as far as Barry's Bay. His Worship Mayor Cox was among the number, and this morning spoke in great praise of the way in which the line has been built. He declares it to be as fine a piece of railroad as he has seen, nothing having been slighted in the least. At the far end of the line there is an inexhaustible supply of gravel of excellent quality which provides splendid ballasting material, and the country must open up rapidly as a result of the line, it being all of good quality. He was delighted with the beauties of Golden lake and speaks of it as the ideal of a sportsmen's hunting ground.

10/10/1894 Ottawa Journal Aylmer branch Aylmer

The Aylmer branch may change hands soon.

A dicker for its purchase by the P.&P.J. Now going on.

The Aylmer branch of the Canadian Pacific railway may soon have new owners.

The Pontiac and Pacific Junction railway is dickering for it. Rumour said yesterday that a deal had been reached.

The Journal, to get at the facts of the matter, wired to Montreal to Mr. H.J. Beemer who is the president and probably the largest owner of the P&PJ Railway.

Mr. Beemer, today replied "Nothing definite has yet been arrived at."

This reply, while not confirming the rumour of a sale confirms the idea of a deal being under way.

WOULD NOT BE SURPRISED

Mr. J.T. Prince, general superintendent of the P. & P.J. Ry. here, seen about the matter, said that he would not be surprised to hear that the line had been purchased by his company but he had no information on the matter.

At the last session of parliament a grant of \$3,200 a mile which has been held by the company for the construction of a line from Ottawa to Aylmer was changed, so that the money might be applied to the purchase of the C.P.R. line. There is, besides this, a subsidy due from the Quebec government for the purchase of the C.P.R. Aylmer line.

The P.&P.J., which comes as far as Aylmer, have for some years desired an entrance of their own into Ottawa. When the Interprovincial Bridge scheme was first meted it was stated the P. & P.J. would use the C.P.R. line to Hull from which they would build a spur round to the bridge opposite Nepean Point. It appears now definite steps are being undertaken.

12/10/1894 Ottawa Journal Aylmer branch Aylmer

Letter from a citizen of Aylmer who wants nothing to do with the PPJ owning the Aylmer branch because the PPJ held back the wages of its employees and fired the ringleaders when the employees took action.

12/10/1894 Renfrew Mercury Renfrew Renfrew

Cornerstone of the creamery was laid 24 September.

The engine and boiler came in from Vermont on Tuesday. The railway siding was so far completed that the car containing the machinery was run right up alongside the creamery.

The opening ceremonies are recorded in August 2, 1895 edition.

12/10/1894 Renfrew Mercury Renfrew Renfrew Junction

The K. & P.R. took its first passengers from the O.A. & P.S. new station at the diamond junction, about two miles from?, on Friday morning last.

12/10/1894 Ottawa Free Press Maniwaki Venosta

A new saw mill has been started at Venosta, on the line of the Gatineau Valley railway, by Mr. John Holmes, and twelve men were set to work on Monday last.

12/10/1894 Ottawa Journal Renfrew

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake five miles from Barrys Bay. The work along the whole line to Long Lake is being pushed vigorously and long stretches are ready for the ties and rails.

A new steamboat for the Madawaska which is to run from Barrys Bay on the O.A. & P.S. Ry. to Combermere has been launched and will at once commence to carry passengers and freight.

ELECTRIC RAILWAY TALK - Mr. Riley, U.S. consul, Ottawa, and Mr. Fowler, U.S. consul, Carleton Place, arrived in town, and met the Board of Trade in the Council Chamber in reference to the electric railway to Lanark. The visitors did not seem to think \$5,000 enough for Perth to contribute, but they found the feeling of the Board adverse to granting any more. Mr. Riley thought Perth should give \$10,000 but they would consider a bonus of \$5,000, without conditions imposed connected with the abolition of tolls. They offered to pay the expenses of submitting a by-law to the ratepayers, providing the by-law were carried and they should afterwards back out of the arrangement, so that the town would incur no expense if the road did not go on. Nothing has been done since. We think something definite should be settled on at once.

12/10/1894 *Brockville Recorder**Prescott**Prescott*

A carload of Kangaroo skins crossed the river from Prescott last Friday.

12/10/1894 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

From a communication in another column it appears that our hopes of a railway this fall are doomed to disappointment. Neither the C.P.R. nor the C.A.R. seem inclined to take hold of it just now, whatever the reason. The fact remains, though, that we want a road that will give us direct communication East and West. We want a competing road and we are bound to have it sooner or later.

Full article on page 2.

16/10/1894 *Ottawa Free Press**Eganville*

Toronto. At the Chancery Divisional court yesterday, the second round of the long fought contest between the Ottawa, Arnprior and Parry Sound Railway company and the Atlantic and Northwest Railway company, resulted in a victory for the latter with costs. The former will, however, shortly enter a further appeal to restore the new dissolved injunction, which, until now, has prevented the latter company from laying their line in a certain way in Carleton county.

17/10/1894 *Ottawa Journal**Hull Electric*

Aylmer to Ottawa by electric railway - proposal to Hull city council.

18/10/1894 *Kemptville Advance**Winchester*

On Tuesday afternoon of last week a railway tie was discovered on the C.P.R. track at Shield's cut. The driver of the express going east observed the trap and immediately put on the air brakes and saved a disaster.

19/10/1894 *Renfrew Mercury**Renfrew*

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake, five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously and long stretches are ready for the ties and rails.

19/10/1894 *Brockville Recorder**Renfrew*

The rails on the O.A. & P.S. have now reached Carson's Lake, five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously.

19/10/1894 *Ottawa Free Press**Renfrew*

Parry Sound car shops located - on Concession street. More.

24/10/1894 *Ottawa Free Press**Renfrew*

Work commences on the car shops. More.

26/10/1894 *Almonte Gazette**Kingston (CP)*

Miss Merrill, of the Globe staff, is at present engaged in writing up the K. & P. RR., and is gathering information about the iron mines along the line.

26/10/1894 *Almonte Gazette**Kingston (CP)**Flower*

Miss Mary Maxwell, station mistress at Flower Station, on the K. & P. RR., was recently married to Thos. E. Appleby, of Deseronto. Miss Maxwell enjoyed the distinction of being the only lady station agent in Canada.

26/10/1894 *Almonte Gazette**Renfrew**Arnprior*

ARNRIOR NEWS

The O.A. & P.S.RR. Are putting in a new diamond at the junction. The switchman there has improved the surroundings with pretty flower beds.

26/10/1894 *Ottawa Journal**Hull Electric*

Aylmer council will go slow on electric railway scheme. Need to see what C.P.R and O.E.R. will do.

26/10/1894 *Almonte Gazette**Carp, Almonte and Lanark*

The Railway Bylaw.

To be voted on in Ramsey on Nov. 27th is published in this issue. The Carp, Almonte and Lanark Railway is to be built from Carp to the first concession line of Ramsay within two years from the passing of the bylaw, otherwise the money will not have to be paid. The money to pay the expense of submitting the by-law has been deposited with the Treasurer of Ramsay by the promoters of the new line. It will now be for the ratepayers to consider the pros and cons before the vote is taken. To our mind the advantages that will be secured to farmers and others by the building of the new competing line far out weigh what it will cost the municipality. For that reason we hope the vote on the 27th prox. will be in favor of taking \$20,000 stock in the C.A. & L.RR. Co. - just half the amount Almonte has agreed to take.

27/10/1894 *Ottawa Journal**Canada Atlantic**Ottawa East*

DANGEROUS PLAY.

BOYS UN-BRAKE CARS ON THE C. A. R. AND CAUSE A RUNAWAY.

And now the Police are After Them - A Serious Accident Might Have Occurred

Informations are to be sworn out immediately charging several Ottawa East boys with a very serious offence.

The charge will be that they set loose, a number of freight cars on a down grade on the Canada Atlantic railway in Ottawa East and thereby might have caused a smash-up.

The cars were set loose Wednesday evening. There are several tracks in the portion of the C. A. R. yard in Ottawa East and quite a number of the boys of the village have been in the habit of playing on and around them.

On Wednesday night some of the boys loosened the brakes of several of the cars on the side track. There is a heavy grade on this part of the line and the cars sped away Montreal direction. They broke through a safety appliance designed to prevent them getting on to the main track, and tore down the line. A couple of them, it is said, jumped the track further down.

Fortunately some yard hands discovered the occurrence, and steps were taken to prevent any accidents. It is said the special on which the president of the Central Vermont Ry. and party came to Ottawa arrived shortly after the occurrence and had to be taken around by a side track. The Canada Atlantic authorities placed the matter in the hands of Detective Flanagan, who is about to serve paper in the case.

THIRTEEN CARS WRECKED AND FIRED

A BIG SMASH UP OF C. P. R. FREIGHTS LAST NIGHT.

The description of a witness who has arrived in Ottawa - The Ottawa Express Delayed.

There was a big smash up on the C. P. R. at Central Ontario Junction near Perth last night. Mr. R. M. Moncur of the Hamilton Coffee and Spice Co., who arrived in the city to-day, furnished the JOURNAL with particulars of the accident.

A long freight train, he says, was coming east when an axle of one of the cars broke and fourteen cars were derailed. The accident occurred about eleven o'clock last night. The car was loaded with flour, bran, and oatmeal, and as soon as they were derailed caught on fire. Mr. Moncur described the burning of the car as a wild scene.

Most of the cars were destroyed with their contents. No one was hurt although some of the train hands had a narrow escape

DETAINED BY THE WRECK

The express from Toronto due here early this morning was following the train that was wrecked and had to remain at the wreck for six hours until the arrival of the express from the east when the passengers were transferred from one train to the other, the eastbound train returning to Toronto with the eastern passenger and the train from the east returning with the passengers from the west.

The Toronto train did not arrive here until noon. The C. P. R. gave the passengers their breakfast at Smith's Falls free and the train officials were very kind.

29/10/1894 *Ottawa Citizen**Renfrew**Ottawa*

Sheep were the victims.

Late on Saturday night (27/10) as a ballast train of the car was backing to a water tank in Rochesterville, a couple of ballast cars became detached from the train and running down the grade between Preston and Le Breton streets ran into a cattle train on one of the sidings. The first car of the stock train was broken up and 18 sheep were killed. There were 250 sheep in all on the train. Two ballast cars were derailed. A wrecking crew worked the remainder of the night and yesterday forenoon the line was clear again

29/10/1894 *Ottawa Journal**Hammond**South Indian*

The work on the Central Counties railway is being rapidly pushed forward and the line will probably be open for traffic the coming winter.

29/10/1894 *Ottawa Journal**Renfrew**Le breton, Ottawa*

FREIGHTS CRASHED IN.

A SMASH ON THE O., A. P. & S NEAR LE BRETON STREET.

Eighteen Sheep Killed- Six Hundred Were on the Train - The Accident Occurred Saturday Night

There was a rather big smash-up Saturday night on the Parry Sound road at Le Breton street. Five box cars, and seven flat cars came to grief.

Eighteen sheep were killed and considerable other damage was done.

The accident occurred at 10 minutes past ten Saturday night. A way freight from up the line was the victim. The train consisted of 44 cars, 24 being flat cars and 20 box cars. Two engines were attached, one in front and one behind. The box cars were attached to the front engine. No. 4, and the flat cars followed.

Just how the accident happened is unknown. It is supposed, however, that the train broke apart when coming down the heavy grade at Preston st. crossing and that the hind part then smashed into the front part. At all events the trains came together with a tremendous crash.

Five of the box cars were thrown off the track and very badly damaged. Heavy oak "stringers" were snapped and heavy iron bars twisted into all shapes. All the cars were jammed together more or less and a number of them were wrenched from their trucks. The "jam" extended from near Division street, past Rochester and Division to Le Breton.

SIX HUNDRED SHEEP ABOARD

Among the box cars destroyed were three loaded with sheep. In all 600 animals were aboard, but only 18 were killed. As soon as the accident happened the train hands broke into the sheep cars and liberated the sheep. They went wild through the country. All were recovered but 15. It may be said that a number of the dead sheep were sold at prices ranging from 40 cent to a dollar apiece. No one was injured.

Immediately after the accident a large number of men were set to work on the wreck. They worked all Saturday night and all day Sunday until 5:20 p.m. and succeeded in clearing the track in time to avoid any interference with the ordinary traffic. It was fortunate for the company that the accident happened on Saturday night instead of on a week night.

Two ballast trains coming down the line were delayed beyond Preston st by the accident until the track was cleared.

An immense crowd visited the scene of the accident yesterday. All trains were running OK this morning.

29/10/1894 *Ottawa Citizen**Renfrew*

Sheep were the victims.

Late on Saturday night (27/10) as a ballast train of the car was backing to a water tank in Rochesterville, a couple of ballast cars became detached from the train and running down the grade between Preston and Le Breton streets ran into a cattle train on one of the sidings. The first car of the stock train was broken up and 18 sheep were killed. There were 250 sheep in all on the train. Two ballast cars were derailed. A wrecking crew worked the remainder of the night and yesterday forenoon the line was clear again.

29/10/1894 *Ottawa Free Press**Renfrew*

In the annals of the Parry Sound railway Saturday night's accident will be chronicled as the first that has occurred on that line. From information given it appears that a freight and a construction train were backing into the Ottawa yards together near Preston street. The steam having been shut off in the engine of the construction train, the drawbar uniting both became dislodged at one end, and falling, caught in one of the ties. The freight engine continued in motion and as a consequence a merchandise car to which the bar was attached, was raised and canted to one side. The other train, moving up, caught the misplaced car and threw it, as well as three other cattle cars, to the side of the road. In the latter were some 300 head of sheep. As soon as the doors were opened these scampered out, some of them falling into a pool of water, where they drowned. Eighteen in all were wounded or killed. All Saturday night and part of yesterday the hoisting engine was at work replacing the wrecked cars and last night the road was clear of all obstruction. The total loss will not reach more than \$600 and officials consider the company very lucky in view of the nature of the accident.

01/11/1894 *Canada Lumberman**Maniwaki**Venosta*

A new saw mill has been started at Venosta, Que., on the line of the Gatineau Valley Railway, by John Holmes.

02/11/1894 *Ottawa Free Press**Hammond*

Work on the branch line to Rockland is progressing rapidly, the grading is nearly finished and next week will see part of the rails and ties in position.

02/11/1894 *Almonte Gazette**Renfrew*

Eighteen sheep were killed in a smash up at the junction of the Parry Sound and Canada Atlantic railways at Ottawa on Saturday night.

02/11/1894 *Renfrew Mercury**Carp, Almonte and Lanark*

The township of Ramsay will vote on a by-law to take \$20,000 stock in the Carp, Almonte and Lanark Railway.--

02/11/1894 Almonte Gazette Brockville and Ottawa E

There is talk about an electric road between Brockville and Ottawa. It is proposed to procure power for the project from the falls, such as at the Chaudiere and Manotic, along the route

02/11/1894 Almonte Gazette Renfrew

ARNPRIOR NEWS

A new engine made its first trip on the O.A. & P.S.R.R. on Monday. The inhabitants were notified of its visit by its singular whistle.

02/11/1894 Eganville Enterprise Renfrew

On the OA & PS line west of Wilno, there is a sink hole which causes the company a good deal of trouble and expense, and is continually sinking and requiring more ballast. A few days ago, while a train was passing, one side sank eighteen inches, nearly throwing the last of the cars off the track.

05/11/1894 Ottawa Journal Canada Atlantic Carlsbad Springs

What might have been a serious accident was narrowly averted on the C.A.R. Saturday about noon.

The party of Central Vermont Ry. officials who returned to the city Friday evening from a week's hunt at the terminus of the O.,A. & P.S. Ry. left Ottawa about 11 o'clock on Saturday for home. They travelled on their own special train, which was in charge of an engineer and fireman of their own line.

When the special was approaching Eastman's Springs the agent at that place, it is alleged, flagged the train to stop, but the engineer, it is stated, took no notice of the signal and went straight through without stopping.

The Boston express coming to Ottawa had, by this time, left Bearbrook, the next station below Eastman's, and it seemed that a collision was certain. Half way between those stations the engineers of both trains saw the other train approaching. The engines were brought to a standstill just in time, for not thirty yards of track separated the two trains when they were brought to a halt.

THE STRAIGHT LINE DID IT

A passenger on the Boston train, who informed the Journal of the narrow escape of the trains, states that the stretch of straight line between Eastman's and Bearbrook was the only thing that prevented a collision.

The Central Vermont special backed up in front of the Boston express to Eastman's.

It is learned that an inquiry will be made into the matter by the C.A.R. officials. The agent at Eastman's stated that he has witnesses to prove that he flagged the special.

AFTER THE CULPRIT.

An investigation was in progress before Mr. E.J. Chamberlain, general manager of the C.A.R. today. The agent at Eastman's and the engineer of the Central Vermont special were the principal parties to give evidence.

05/11/1894 Ottawa Free Press Carleton Place Ottawa, Broad Street

For the convenience of passengers travelling by Canadian Pacific railway two large signs have been placed at the Union Depot announcing the arrival and departure of C.P.R. trains. This improvement seems to have been appreciated by the travelling public and does away with a great deal of unnecessary questioning of the station constable.

08/11/1894 Kemptville Advance Chalk River Almonte

Almonte is now a flag-station for Sault Ste. Marie trains,

08/11/1894 Kemptville Advance Carp, Almonte and Lanark

On the 27th inst.,- the ratepayers of Ramsay will vote on a by-law to bonus a railway from Carp to Lanark

09/11/1894 Renfrew Mercury Renfrew

The steel on the O.A. & P.S. is now laid as far as the crossing of the Madawaska, twenty miles west of Barry's Bay. The building of the bridge will delay them there for some days as the building could not be commenced until the steel reached that point to bring in the necessary stone, cement and iron superstructure for the bridge. -- Enterprise.

09/11/1894 The Equity, Shawville Pontiac Pacific Junction Campbell's Bay water

The P. & P. J. Ry. had a staff of machinists engaged last week placing a steam apparatus in position at Campbell's Bay, which is to be used for pumping water into their tank at that place, the windmill having been displaced.

09/11/1894 Brockville Recorder Brockville and Ottawa Electric Brockville and Ottawa Electric

-- On Saturday last a notice appeared in the Canada Gazette that next session application will be made to the Dominion government for the passing of an act incorporating a company to build, equip and operate a railway either by steam or electricity from Ottawa to Brockville, and to purchase lands and water power for the generating of electricity along the proposed railway line.

The company will ask for power to construct and operate a ferry on the St. Lawrence between Brockville and Morristown, there to connect with U.S. railways.

Ottawa will be asked for \$100,000 bonus.

A Merrickville correspondent of the Smiths Falls News says: "the Brockville recorder has an article in its issue of October 25th which says that a company has been organized to build an electric road from Ottawa to Brockville, that there is said to be plenty of money behind the enterprise and that the water power at Ottawa, Manotick, Merrickville and all along the line will be used, only requiring steam at Brockville. Such a scheme, if carried out, would be far more favorable to Merrickville than anything that has been talked of or brought about in its past history.

12/11/1894 Ottawa Journal Renfrew

To Inspect the O.,A. & P.S. railway.

A special train left the CAR depot this morning having on board E J Chamberlin, general manager; and G A Mountain, chief engineer of the O.,A. & P.S. Ry; Mr. Lynch, government inspector; city engineer; C J Booth and C P. Cunningham for the purpose of inspecting the last twenty-five miles of the O A & PS Line west of Barry's Bay. The party return this evening.

12/11/1894 Ottawa Journal Hammond South Indian

The Central Counties Railway have commenced distributing ties and rails on their new line.

12/11/1894 Ottawa Free Press Hammond

Mr. James Shanly, chief engineer of the United Counties railway in an interview yesterday said the whole line from South Indian, on the Canada Atlantic, to Rockland, on the Ottawa River, a distance of seventeen miles, would be completed and trains running shortly after the new year. "We will begin track laying on Monday morning and a good gang of men will rush the work ahead quite rapidly," he said. He expects a large passenger and freight traffic will develop itself from the day the new railway is opened. The Canada Atlantic have leased the road and will run it in connection with their system.

13/11/1894 Ottawa Free Press Hull Electric Aylmer

At the meeting of the Aylmer council last night an arrangement was arrived at whereby the proposed electric light and railway company, now being formed by Mr. Viau, was granted a twenty years' franchise to run a railway from Hull to Aylmer--

13/11/1894 Renfrew Mercury Renfrew

English buyers now prefer dimension lumber (sawn, as opposed to square timber) because it is easier to ship. The timber limits around Ottawa district, 6,758 miles, produced \$21,395 in ground rent. (Lemkay -This was the beginning of the end for square timber.)

13/11/1894 Ottawa Journal Hammond

Mrs. [sic] Jas. Shanley, chief engineer of the United [sic] Counties railway was in Montreal yesterday. He stated that track laying would be begun at once between South Indian and Rockland. This line will be 17 miles in length and will be completed early in the new year. The new road will be operated by the Canada Atlantic Railway, who have leased it for a term of years.

15/11/1894 Ottawa Journal Renfrew Wilno

The O.A. & P.S. Ry. Co. has been petitioned to build a station at Wilno half way between Barry's Bay and Killaloe.

16/11/1894 Eastern Ontario Review Montreal and Ottawa

Series of letters between Evanturel and Shaughnessy about timing of the construction of the Montreal to Ottawa line.

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Mr. Eventurel on Tuesday went down to Montreal to consult with Mr. Shaughnessy in response to above Telegram and returned Wednesday. We understand he has been successful in bringing the CPR Co. to his terms and that they will bind themselves in a new agreement to construct the road not later than next summer as far as Alfred, the Clause giving them power to extend time to be canceled. Also that Mr. Eventurel has moreover obtained from them the promise of the expenditure of \$50,000 over and above the \$100,000 as per the Dominion Government's agreement with them, on construction westward from Alfred during the year 1896. This is a new concession not to be found in the present Toronto agreement, and to which the company yielded at our members earnest request. It is expected that the question of right-of-way will be dealt with early this winter.

16/11/1894 Almonte Gazette Kingston (CP)

A few nights ago as the K. & P. train was going north, some of the lamops flamed up on the roof of the car, and baffled all the efforts of the brakeman either to turn them down or to extinguish them. Some passengers came to his relief with hats and overcoats, and with difficulty avoided an explosion.

18/11/1894 Renfrew Mercury Renfrew

Ten miles of the O.A. & P.S. railway between Barry's Bay and the Opeongo Forks passed under Government inspection on Monday. Mr. Lynch, government engineer, made a thorough examination of this new portion of the road and found everything satisfactory. The rails have been laid for a distance of twelve miles beyond the point of inspection. It is expected the trains will run to Long Lake by December 1. Ottawa Journal.

20/11/1894 Ottawa Journal Hammond

The first rails on the new railroad between South Indian and Rockland are being laid.

20/11/1894 Ottawa Journal Renfrew Eganville

THE WHEELS CRUSHED OVER HIM
FATAL ACCIDENT IN A "STEEL TRAIN" ON THE O. A & PS.

It occurred to a construction party near Eganville - an inquest on the dead, and the wounded brought to Ottawa.

A very sad accident, the first with fatal results that has happened on the O, A & P S Ry, occurred yesterday near the Egan Estate Depot above Eganville.

The "steel train" was conveying a gang of men from camp to work after dinner. The men were seated on the platform cars as the train moved along to the spot where the gang had been working in the forenoon.

Four men were riding at the rear of the tender, sitting on the toolbox with their feet supported on the coupling of the flat car next to the tender.

The roughness of the road caused the coupling pin to drop out unnoticed by the men and the engine and cars separated. The separation caused the four men to lose their balance and they tumbled off the tender.

The two men nearest each side rolled off at the side of the track. The other two were not so fortunate.

ON TO THE RAILS

One of them fell directly on the rails, and was instantly run over and killed. The other fell between the rails underneath the train. He miraculously escaped death but received a dreadful shaking up.

The name of the man killed was Wm. J. Chugg. He lived with his mother in this city on Preston Street, south of the railway bridge. The man injured, whose name is James McGowan, is also a resident of this city.

E J Chamberlin, general manager of the O, A & PS Ry, from whom THE JOURNAL gleaned the particulars of the accident happened to be at the upper end of the line yesterday when the accident occurred. He arrived at the scene of the accident about four hours after it took place and at once wired to Pembroke to have the coroner, Dr. Dixon, hold an inquest. The boy [sic] of Chugg was brought down to Barry's Bay to await the coroner's arrival and a coffin was sent up in which to place the body. Mr. Chamberlain brought the injured man down to Ottawa on his special train, and on the train's arrive at the Elgin street depot the ambulance was in waiting to convey McGowan to the Protestant Hospital.

BADLY SHAKEN UP.

Inquiry at the hospital today finds that some of McGowan's bones were broken but he is very sore from the severe shaking up he received.

Mr. Chamberlin states that this is the first fatal accident on the line since the road left Ottawa.

20/11/1894 Ottawa Journal Renfrew

E.J. Chamberlain, general manager of the O.A. & P.S. Ry. returned last evening from a trip up the line. He states that the rails will be laid today to a distance of five miles from Long Lake and trains will be running to that point, which is 144 miles distant from Ottawa, some time next week.

The construction will stop at this point for the winter although the rock work will be continued throughout the winter.

Also - report of a fatality at Egan Estate on a construction train, the first that has happened with fatal results to the O.A. & P.S. Men sitting on the tender of the construction train, rough road caused the couplings to part and one man fell between the wheels. (also reported in the Ottawa Free Press same date)

FELL UNDER THE CARS

An Ottawa man killed on the railway work of the Parry Sound.

The body of William J. Chugg, who was accidentally killed near the Egan estate, on the O., A. & P. S. Railway, on Monday, was brought to the city yesterday evening and taken to the residence of deceased mother, 117 Pamilla street, from where the funeral will take place tomorrow afternoon.

Deceased leaves three brothers and a sister besides his mother to mourn his untimely demise. He was a member of the Orange Young Britons, and members of the order will attend the funeral in a body.

Chugg met his death in a simple manner. He was employed on railway construction work near the Egan estate as J. R. Booth's Depot on the Madawaska, is still called, which is 24 miles beyond Barry's Bay. With others he was being taken from camp, after having had dinner, to their working place on Heald's contract. Four men including Chugg and James McGowan of this city, were sitting on the tender with their feet on the coupling of the flat car next to the tender. The coupling pin between the tender and the flatcar fell out somehow, and before they could save themselves the men were precipitated in front of the oncoming cars. Two fell outside the track, McGowan fell lengthwise in the centre and Chugg across the rails. The cars went over Chugg killing him instantly. McGowan was badly bruised but managed to escape serious injury.

General manager Chamberlin hastened to the scene and had the body of Chugg taken to Barry's Bay, where an inquest was held. Late at night he brought McGowan home on his train, the city being reached early yesterday morning. McGowan was taken to the Protestant hospital, where it was learned that he had no bones broken. He will be confined to bed for some days, however.

22/11/1894 *Rideau Record**Kingston, Smiths Falls and Ottawa*

A despatch from Kingston to the Ottawa Free Press of Monday says:

Hopless will be any agitation to substitute electricity as the power for the proposed Kingston & Smith's Falls Railway, instead of steam. If an attempt is made to cause such a change there will be much opposition, and it will be defeated. Roundhouses and headquarters for the road must be in Kingston, and any other bargain will not be listened to, even if there is the possibility that the road will never be built.

23/11/1894 *Ottawa Journal**Renfrew*

Navvies are coming down now, off the Barry's Bay and Long Lake (now Galeairy Lake) job. Winter operations will be limited to clearing and blasting mostly. The navvies are a mixed lot, dark complexion, and stunted in size- probably Italian or Polish - where swarthy complexions abound.

23/11/1894 *Almonte Gazette**Kingston (CN)**Brockville*

Arthur Cousins, a G.T.R. engine driver, running between Brockville and Montreal, was badly injured at Brockville station last week by an iron pulley, weighing 600 pounds, falling on him. He had three ribs broken, several teeth knocked out, and otherwise badly disfigured. Cousins belongs to Montreal, where he has a wife and family.

23/11/1894 *Brockville Recorder**Kingston (CN)**Brockville*

--The exact date was Saturday 17 November 1855 when the first train arrived from the "eastern city of merchant princes" with the Mayor of Montreal, members of the press and officials of the new line, there was a large number of enthusiasts on hand to receive them. The station superintendent, J.S. Martin, seems to have had charge of the ceremonies.

- those present, toasts etc.

23/11/1894 *Eastern Ontario Review**Hull Electric**Aylmer*

The Aylmer town council passed a by-law last week granting a twenty year charter to the Hull Electric Railway Co; for the operation of an electric railway between Hull and Aylmer, and through the streets of the latter town.

24/11/1894 *Ottawa Journal**Ottawa and Aylmer Railway and Br*

C.P.R. and O.E.R. Unite to Build an Electric Railway to Aylmer from Britannia

Right from Ottawa to Aylmer by electric cars by way of Hintonburg, Skead's Mills and Britannia, crossing the Ottawa river at Deschenes Rapids on a bridge that is to cost \$150,000. Such is the move the C.P.R. and the Ottawa Electric Railway have combined in.

The Journal got a hint of the scheme this morning. Mr. H.B. Spencer, superintendent of the C.P.R. and Mr. Ahearn, manager of the electric railway, being seen, admitted the Journal's information to be correct and further stated that all arrangements have been made to carry it out by next spring.

The plan is to run a track from the terminus of the Albert street line, to Cedar street in Rochesterville, over the Cedar street bridge to Hintonburgh through the heart of which it will run, afterwards traversing the property of the Ottawa Land Company, which is, in reality, the Electric Railway Co., down to the C.P.R. tracks near the river.

After crossing the C.P.R. tracks at a very advantageous spot, the electric line will continue its way on the C.P.R. property parallel to the C.P.R. tracks.

ALONG THE C.P.R. PROPERTY

The electric line will pass through Skead's Mills and at Britannia will shear off just east of the C.P.R. station, cut through the village and strike the river just at the foot of the Deschene rapids.

As stated, the river will be crossed by an iron bridge which will also be used for vehicles, toll will be charged. By this bridge will be filled a want too long felt by the farmers on both the Quebec and Ontario sides of the river.

The electric line will land on the Quebec side near Conroy's mills where it will again enter the C.P.R. property and continue on its way to Aylmer. The C.P.R. to allow the Electric Co. to do the business that will pay have agreed to withdraw all of their "suburban" trains from Aylmer and Britannia to Ottawa.

The distance of the run is estimated at ten miles.

The road would be a sort of joint affair between the C.P.R. and Electric Railway.

SURE TO PAY

Mr. Ahearn thinks the line is sure to be patronized and pay because it will tap so many important suburban points. The scheme will provide an easy way of giving Hintonburgh car service.

Mr. Spencer said the new road will be started next spring, as there is very little right of way to buy, or other arrangements to make.

24/11/1894 *Ottawa Journal**Renfrew*

O.,A. & P.S. Divisional Point Selected.

Land is being surveyed at the Madawaska crossing for the divisional station and grounds of the O.,A. & P.S. railway. This place is exactly halfway between Ottawa and Parry Sound located in the township of Murchison in Nipissing District, about twenty miles above Barry's Bay. A tract of land two miles long and one wide is being surveyed out and the remainder of the land that is not required for car shops, c., will be laid out into town lots.

Electric cars every hour.

The decision of the C.P.R. and the Electric Railway Co. to build jointly an electric railway to Aylmer, bridging the Ottawa river at Deschenes Rapids, as outlined exclusively in the Journal Saturday night, has caused much favorable comment. Today the Journal secured details of the scheme.

It is the intention of the companies to start work in April and to have electric cars running to Britannia by the middle of May.

The bridge across the river will not be finished until sometime in July, but after that the cars will run to Aylmer. "Till they do, the C.P.R. will keep on their present steam service on the Quebec side of the river.

CARS HOURLY

When the line is complete to Aylmer, the cars will run hourly between Ottawa and Aylmer, and intermediate points. A car will leave the terminus each hour, crossing somewhere near Britannia.

These cars will run from 6 o'clock in the morning until 11 o'clock at night. There can, therefore, be no objection to the time card by summer residents and others.

The cars will run all winter, the tracks being ballasted high like the tracks of the steam cars. The rails will be kept clear of snow in the usual way - by snow plough. If the traffic is blocked in any storm it will be after all the steam cars are snowed up. In the matter of keeping the cars going the energetic record of the electric railway should be a guarantee of constant running.

The cars used will be of the same pattern as those made by the Ottawa Car Co. for the Galt and Preston Electric Railway. 40 feet long with a 10 ft. compartment in front for mail, baggage and express parcels. The company expect to carry the mails along the line and will do an express business between the points of the road. Freight from Aylmer and Britannia will be carried by the C.P.R. in the usual way.

HIGH POWER MOTORS

On the new line high power motors are to be used and it is calculated the distance estimated at ten miles will, including stops, be travelled in half an hour.

The cars will be housed in Ottawa, the last trip being made from Aylmer at 11 o'clock.

The intention of the company is to close up the present line from Aylmer on the Hull side of the river and throw all the passenger traffic from Aylmer to Hull and vice versa on to the Ontario side of the river. With the court house and jail removed from Aylmer to Hull the travel between these places will be much smaller than at present. Those who have to make the trip will get on the Ottawa electric car at Hull and be given transfers to the Aylmer line.

The price of tickets has not been arranged yet, but Mr. Ahearn says the fare will be very reasonable as the companies are desirous of encouraging suburban traffic.

SUBSIDY FOR THE BRIDGE

The companies expect to get liberal subsidies for the bridge from the various governments as the bridge will be a boon to farmers living on both sides of the river and who, to cross now, have to drive round via Ottawa.

In case of any breakages on the road at any time to delay traffic, the C.P.R. will take up the service with steam engines.

Mr. Ahearn, speaking to the Journal today, stated that the scheme has been under consideration for the past 18 months. It is not something suddenly sprung to counter another scheme.

WORKING TOGETHER

For a couple of years back the electric railway has been considering the scheme, but were not prepared to face the powerful opposition of the C.P.R., but now an amicable arrangement has been made and the two companies were working together.

27/11/1894 *Ottawa Free Press* *Renfrew*

General cessation of work among the construction gangs of the O.A. & P.S. road has now commenced and by this time next week will have been completed. Mr. M. Delaney, construction foreman for Mr. Wm. Heald, the furthest western contractor, arrived down last night with his gang of men. In conversation with the Free Press, he said that the road was now graded up to the end of the contracts at Longlake and the steel will be laid to that point by Saturday, or at latest on Monday next. The work has been carried on with great dispatch and satisfaction to all, each of the half dozen contractors having been fortunate in securing excellent staffs of steady men. Mr. Delaney, who has had wide experience of railway work on the continent, says it is one of the finest and most substantial roads built in Canada or anywhere else, each contractor out of the half dozen taking a pride in his section of the road. As there is a large amount of trestle work on the last section there are a number of men at work in that department, but otherwise the road is deserted of men who are now making their way towards Ottawa to winter in the city and environs.

Traffic prospects --

28/11/1894 *Ottawa Journal* *Pontiac Pacific Junction*

Mr. J.T. Prince, superintendent of the P. & P.J. railway, returned last night from Montreal where at a meeting of the company it was decided to make Black River the terminus of the line for some time to come. To run to Pembroke as proposed would require two bridges over the Ottawa at Allumette Island. These would cost \$200,000 a sum the company is not at present prepared to expend.

30/11/1894 *Renfrew Mercury* *Renfrew*

The divisional point on the OA & PS will be at the Madawaska bridge near Barry's Bay on the property of Mr. J. R. Booth. Engineers are laying out the grounds and buildings will be erected at once.

30/11/1894 *Renfrew Mercury* *Renfrew* *Ruby*

A flag station will be built at once midway between Killaloe and Golden Lake which will be convenient for the people of South Algoma, Brudenall and parties getting out timber.

30/11/1894 *Huntsville Forester* *Renfrew*

Ten miles of the OA & PS Railway between Barry's Bay and the Opeongo Forks, passed under government inspection Monday. Mr. Lynch, government engineer, made a thorough examination of this new portion of the road and found everything satisfactory. The rails have been laid for a distance of twelve miles beyond the point of inspection. It is expected that trains will run to Long Lake by Dec. 1.

30/11/1894 *Renfrew Mercury* *Renfrew*

Mr. C. McKiernan is getting names to a petition to get a siding on the O.A. & P.S. Railway at the place known as the Spring Creek on the Perreault Road. A siding there would be very beneficial to the farmers in this country as it is very inconvenient for them to take their stuff to the Eganville station. A great many have signed the petition, and it is very probable that the work of construction will commence soon. - Star.

30/11/1894 *Almonte Gazette* *Renfrew*

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

This week the season's work on the O.A. & P.S. railway will reach an end. The line will then be completed to Long Lake, a distance of 144 miles from Ottawa, leaving only 60 miles to be built next season to complete the line to Parry Sound. Rails are now laid to 149 miles from Ottawa. By the end of the week the fifteen hundred men who are still engaged on the work will be discharged. More than two thousand men were employed all season on the work. The trains coming eastward are to be seen crowded every day with returning laborers, principally Italians. During the winter nothing will be done besides survey work. One party has now set out from Long Lake and another from Elmsdale, at the western end of the line, to rectify the hurried survey made during the summer of the sixty miles of the line unconstructed.

ARNPRIOR NEWS

Engine No. 676 of the C.P.R. was here on Tuesday. It had upwards of 75 cars in its rear. The line of cars reached from the station to the bridge. The engine is said to be the largest on the road. It and No. 675 were exhibited in the World's Fair in 1893.

30/11/1894 *Almonte Gazette**Renfrew*

A man named Mahoney, brakeman on the O. A. & P.S. Railway, lost one of his hands while coupling cars last week.

30/11/1894 *Almonte Gazette**Carp, Almonte and Lanark*

Railway Bylaw Carried

The bylaw submitted to the property owners of Ramsay on Tuesday last - to authorize the council of that township to aid the Carp, Almonte and Lanark Railway by taking \$20,000 stock in the proposed road - was carried by a majority of 20. A heavy vote was polled showing that Ramsay's citizens are fully alive to the interests. There was not much excitement, polling being carried on quietly. The Galbraith division was the only one to record a majority against the bylaw, and it was a heavy one - 73. In this division. Mr. John McArt, jr., who has the courage of his convictions and knows how to express them effectively, led the opposition to the bylaw in a manly and able way that won for him much admiration, even from those who did not see eye to eye with him on the question. At the counting of the ballots on Wednesday he acknowledged the defeat, and said he and his friends would "pay the extra like men." Mayor Raines, Messes. Shaw, Rosamond, Fraser, Stafford and others from town worked energetically for the bylaw, and his Worship received many congratulations when the result was made known. As the statute requires that one third the total available vote be polled in favor of the bylaw and the total available vote was 612, it will be seen that the bylaw got over this clause just by the skin of its teeth, 204 votes were necessary; 205 were polled. But six at least of the above 612 ratepayers are dead, therefore not high "available," and should not be counted. The full returns are as follows:

	Against	For
Appleton	52	53
Rosebank	10	79
Clayton	39	62
Galbraith's	84	11
	185	205
		185
Majority for bylaw		20

30/11/1894 *Eastern Ontario Review**Montreal and Ottawa*

The M & O Railway.

On the 28th inst., Mr. Evanturel MPP, forwarded to the Ontario Government the new agreement signed by Mr. T.G. Shaughnessy, on behalf of the CPR Co. under which an extension of time will be granted the company for the construction of the M & O Railway. The substance of the agreement is, that the CPR Co will bind themselves to construct and operate the road as far west as Alfred village during 1895, that they will expend \$50,000 on construction westward from Alfred, in addition to the \$100,000 which they have in the Dominion Government's agreement bound themselves to expend during the year 1896; no further extension of time shall be granted them; and that this road shall be completed at as early date as practicable.

Mr. Evanturel in transmitting the papers, drew Mr. Mowat's attention to the importance of the clause regarding extension of time, and requested that he give it his personal attention, so that there might be no legal loophole whereby the Company could evade their obligation if they so desired.

30/11/1894 *Ottawa Free Press**Belleville**Perth*

The C.P.R. carshops at Perth have been closed down, ostensibly for one week, but that means for a time that cannot yet be determined. The hands feel more or less blue over the winter's prospect. Perth Courier.

30/11/1894 *Brockville Recorder**Westport**Lyn*

Quite a serious accident occurred Friday afternoon to the B. & W. express while leaving Lyn on the outward trip. About a mile and a half the other side of the village, a simple minded and slow going bovine was encountered on the track, the collision being disastrous to both the cow and train. The former was killed instantly and remained on the track but all of the train didn't as the engine and tender were knocked off and the freight car displaced. It took about three hours to get things in shape again and the train proceeded on its way after taking the boxcar back to Lyn and leaving it there.

01/12/1894 *Canada Lumberman**Renfrew**Long Lake*

E.C. Whitney's saw mill at Long Lake, on the Ottawa and Parry Sound Railway, is nearing completion. The building is erected and ready for the machinery, which will be put in on completion of the railway to that point.

03/12/1894 *Ottawa Free Press**Quinze Electric*

John Bryson, of Fort Coulonge, lumberer; James B. Klock and Robert A. Klock, both of Klock's Mills, in the province of Ontario, both lumberer; James T. McDougall, of Klocks Mills aforesaid agent and John Malcolm McDougall, of the city of Hull, advocate, are asking incorporation under the name of "The Quinze Electric company." The bill provides that the company may construct, build operate and maintain tramways and railways, with single or double track, either upon the surface of the ground or as elevated roads, from and to any point or points in the said county of Pontiac and Pacific Junction Railway the townships of Guiges and Duhamel, on both sides of the river Ottawa, in the vicinity of the Quinze rapids and above, below and alongside the same where the said river passes in the province of Quebec, for the purposes of supplying electricity, gas, natural or artificial, for light power and heating. The capital stock of the company is to be \$80,000 and its principal place of business is to be at Hull.

05/12/1894 *The Equity, Shawville**Pontiac Pacific Junction**Black River*

Black River

The passenger train is running regular trips to the new station here now.

05/12/1894 *Ottawa Journal**Ottawa Electric*

The Rockcliffe service has been restored and will continue during the winter or until stopped by snow.

05/12/1894 *Ottawa Free Press**Renfrew*

Several thousand long boom logs have been taken out of the Ottawa river since the mills closed down, and at the present time these are being stacked along the entire length of Mr. J.R. Booths long mill platform. It is said that the logs will be made into very heavy dimension timber during this present winter season, and will be used in the construction of the new workshops of the Ottawa, Arnprior and Parry Sound Railway on Concession street, and this fact forms additional evidence that the shops will be put up at the earliest possible date. The cutting will be done in a new circular sawmill built during the present summer at the Chaudiere Falls. A number of men will be engaged during the greater part of the winter in this mill.

05/12/1894 *Ottawa Free Press* *Quinze Electric*

Mr. John Bryson, M.P., was in town yesterday and was seen about the Quinze Railway company of which he is a stockholder. He says the line is to be 15 or twenty miles long and is to connect Temiscaminque with the Quinze lake so that goods brought to the end of the lake by boat may be shipped to Quinze by rail instead of being teamed as at present. Mr. Bryson was quite enthusiastic about the beauties of Quinze river along which the line will run and predicts for it a great future as a summer resort. The river is full, he says, of the most beautiful falls, some of them of considerable height.

07/12/1894 *Renfrew Mercury* *Renfrew* *Barrys Bay water*

Barry's Bay is threatened with the removal of its station and water tank to a point four miles west. Disputes between land owners and the railroad company respecting land required by the company is the cause.

07/12/1894 *Almonte Gazette* *Ottawa and Aylmer Railway and Br*

The C.P.R. and the Ottawa Electric Railway Co. are said to have decided to build an electric railway from Ottawa to Aylmer by way of Hintonburg, Skead's Mills and Britannia, crossing the Ottawa river at the Deschenes Rapids on a bridge to cost \$150,000. Also in the Eastern Ontario Review 14 December 1894

07/12/1894 *Eastern Ontario Review* *Montreal and Ottawa*

The M & O Railway Co. has deposited with the Registrar of deeds for the County of Prescott, a map, showing the location of the line from Point Fortune to Vankleek Hill, and the lands which will be required for the road, work, & On page 7 there is a copy of the draft agreement.

10/12/1894 *Ottawa Citizen* *Quinze Electric*

Quinze Electric Company

The bill to incorporate the "Quinze Electric Company" has passed the primary stages in the Quebec Legislature. The scheme was briefly outlined in the Citizen in October last, but its provisions are more fully set out in the measure itself thus :

That the company may construct, build, maintain and operate tramways and railways, with single and double track, either upon the surface of the ground or as elevated roads, from and to any point or points in the said county of Pontiac, and the townships of Guiges and Duhamel therein, on both sides of the river Ottawa, in the vicinity of the Quinze rapids and above, below and alongside the same where the said river passes in the province of Quebec, for the purpose of supplying electricity and gas, natural or artificial, for light, power and heating. The capital stock of the company is to be \$80,000 and its principal place of business is to be at Hull.

The promoters are Messrs. John Bryson. James B. Klock, R. A. Klock. James T. McDougall and J. M. McDougall, Q.C.

10/12/1894 *Ottawa Free Press* *Renfrew*

Progress on Parry Sound railway.--

14/12/1894 *Almonte Gazette* *Chalk River* *Carleton Place*

When the large tank in the C.P.R. yard here was being cleaned out some weeks ago, three well developed fish, each five or six inches long. Were found. The peculiar part of the find is that they must have passed through the pump when quite small and developed in the tank, as they could get in no other way. They were quite healthy. - Carleton Place Herald.

14/12/1894 *Huntsville Forester* *Renfrew*

The OA & PS is now completed to a point of one hundred and forty-seven miles westward from Ottawa, and will be finished to Parry Sound next summer. There are vast timber limits all the way, and already saw mills are being prospected and erected. The American mill at Long Lake is now frame-built, and only awaits the completion of steel laying to bring in their machinery.

In a day or two, work on the OA & PS will have reached an end. There is only sixty miles to be built next season to complete the line to Parry Sound. By the end of the week the fifteen hundred men working on the site will be discharged. More than two thousand men were employed all season, and the trains coming eastward are to be seen crowded every day with returning labourers, principally Italians - during the winter only survey work will be done. Renfrew Mercury

20/12/1894 *Kemptville Advance* *Kingston, Smiths Falls and Ottawa* *Burritt's Rapids*

The grist mill at Burritt's Raoids owned for some time by Mr. Patterson has been purchased by T.A. Kidd. The new proprietor intends making many improvements in the property but no doubt can seemuch money in the water power if the proposed Ottawa, Smith's Falls & Kingston railway materializes.

21/12/1894 *Ottawa Journal* *Renfrew* *Elgin Street*

There are great improvements going on at the Canada Atlantic depot at present. All the offices have been removed from the depot to the handsome new three storey building across Catherine street and the interior of the depot is being completely changed. The eastern end, where the offices were, is being made into a ladies waiting room while the western end will be made into a restaurant. Mr. Burgess will have charge of the restaurant. The company are also to open a restaurant at Alexandria.

21/12/1894 *Brockville Recorder* *Westport*

Superintendent Mooney, of the B. & W. Railway caused the issuance of posters Thursday offering a reward of \$100 for information that would lead to the arrest and conviction of the party or parties who recently placed obstructions on the track of that road. It appears that on two different occasions, or to be more exact, Dec 5th and 13th, the engineer of the outgoing express observed at one place a pile of stones and at another a lot of crossing planks laid upon the track evidently with the intention of causing a wreck. The one discovered last night was particularly dangerous but was discovered mainly through the fact that owing to previous attempts of a similar nature the train is run slowly through that section. The obstructions were found in both instances at Bell's crossing between Newboro and Westport and adjoining the lands of Oliver McNally and Thos. Lynett. It certainly seems strange that in a supposedly respectable community there resides any person, who to injure a real or fancied enemy, would endanger the lies of innocent fellow beings, but there seems to be such an one, and both Newboro and Westport should make every effort to bring him down

21/12/1894 *Renfrew Mercury* *Belleville* *Perth car shop*

The Perth car shops are working on half time.

21/12/1894 *Ottawa Free Press* *Hull Electric*

Mr. S.P. Martigny, manager of the Banque Jacques Cartier in Hull, one of the promoters of Mr. Viau's proposed electric railway from Hull to Aylmer, returned from Quebec yesterday. He says the combined influence of the C.P.R. and the P. & P. J. railroad was too much for the Hull capitalists.

Mr. DeMartigny adds that Mr. Thos. Tait who represented the interests of the company denied positively that the company had anything to do with the proposed new line of electric railway to Britannia and Aylmer.

22/12/1894 *Ottawa Citizen* *Quinze Electric*

QUEBEC LEGISLATURE

The Quinze Electric Power Company's bill was passed with slight alterations.

QUEBEC LEGISLATURE

In the Railway Committee today the Hull Electric Com-pany's bill was passed after having been amended. The operations of the railway were limited to Aylmer and gatineau Point. By mutual consent between the parties interested Chelsea was struck off from the bill.

Mr. Theophile Viau, promoter of the new electric railway scheme in Hull, has returned from Quebec where the question of the charter was before the provincial legislature. The compromise which he was successful in arranging with the P. & P. J. and C.P.R. companies will permit him to establish a line of electric railway from Hull to Aylmer and Gatineau Point. He is debarred, however, from building the line up to Chelsea and the Quyon. Although the refusal of a charter along the Gatineau road will mean considerably smaller profits to the shareholders, Mr. Viau does not imagine that it will put an end to the scheme. The matter will be put through the upper house today and no opposition is expected in this quarter. Mr. Viau, however, left for Quebec last evening to watch the progress of the bill in its final stages. The charter for electric lighting and heating has met with no opposition, and it is the intention of the company to proceed with the establishment of this system at an early date.

Mr. Theophile Viau of Hull returned on Saturday from Quebec where he had been attending to business in connection with his charter to operate a system of electric railway in Hull, Aylmer and Gatineau Point. It is said that he had secured himself from further opposition on the part of the C.P.R. and the Gatineau Valley Ry. by a written agreement. It is expected that his charter will be brought before the upper house on Wednesday of this week.