

Local Railway Items from Area Papers - 1895

04/01/1895 *Arnprior Chronicle* *Renfrew*

Toronto News

A "HUMMER" IN HIS LINE

Mr. Geo. H. Phillips, travelling passenger and freight agent of the Ottawa, Arnprior & Parry Sound Railway, is a hustler after business for that road. He is a genial, courteous gentleman who carries within his head a mine of general information, and is an entertaining conversationalist. He had charge of the excursion business over the OA & PS Railway during the past summer, and made a grand success of it. At present he is talking up the Ottawa carnival in such glowing terms that the people have been "set-a-thinking," and there is not a shadow of a doubt but that the OA & PS will have large numbers of carnival excursionists from every point Mr. Phillips has visited. He's a hummer in his line and a jewel for the carnival committee.

04/01/1895 *Renfrew Mercury* *Renfrew*

A man named Bourdeau, a resident of Arnprior, was badly hurt by a steam shovel on the OA & PS Railway one day last week. He was standing on the bank above the cut where the shovel was at work, when the earth gave way beneath him, and he fell into the shovel. The accident was not discovered before the derrick had been swung around and the contents of the shovel dumped on a flat car, when the unfortunate man was found among the earth and gravel. One of his wrists was broken and he was badly cut about the face.

04/01/1895 *Ottawa Journal* *Renfrew*

THOUGHTFULNESS OF A RAILWAY OFFICIAL. A man named Joseph Pelsky, employed in a shanty near Long Lake, had one of his legs badly crushed by a falling tree on Thursday. He was brought down on the OA & P S R., last evening and taken to the Water street hospital. Mr. Chamberlain, general manager of the line, had a train sent from Barry's Bay to Long Lake to pick up the sufferer, and in consequence the regular evening train was two hours late in reaching Ottawa.

04/01/1895 *Almonte Gazette* *Renfrew* *Whitney*

A new town is to be laid out on the O.A. & P.S. RR. At Long Lake. It is to be called "Whitney", after one of the members of the St. Anthony Lumber Company, to which this town will owe its existence.

04/01/1895 *Almonte Gazette* *Renfrew* *Arnprior*

ARNPRIOR NEWS

Napoleon Bourdon, who was working on the O.A. & P.S.RR. Met with a severe accident on Friday. Curiously enough while working near the steam shovel he tripped and fell into it. He was lifted about fifteen or sixteen feet into the air, when the engineer released the bottom, and he fell to the ground amid the mass of dirt. He was brought out of the heap with many injured, among them a broken arm.

11/01/1895 *Renfrew Mercury* *Renfrew* *Madawaska*

--A siding is being built at the Madawaska crossing for the benefit of the upper Bonnechere and Petawawa shanties.--

14/01/1895 *Montreal Gazette* *Quinze Electric*

Quebec LEGISLATURE. Bills Passed.

Act to incorporate "The Quinze Electric Power Company."

15/01/1895 *Ottawa Citizen* *Maniwaki*

In regard to the Ottawa and Gatineau Valley Railway, it was proposed, out of the balance of \$265,400 (from the P. & P.J., \$62,920, and from the Quebec, Montmorency and Charlevoix, \$202,180) to grant \$115,320 to the Ottawa and Gatineau Valley Railway Co. to allow of the completing of its line from the Pickanock to Desert Village.

15/01/1895 *Ottawa Citizen* *Hull Electric*

QUEBEC RAILWAY LAWS,

Important Measures Affecting Local Enterprise.

PURCHASE OF THE AYLMEYER BRANCH.

Mr. Beemer Voted \$60,000 to buy it From the C. P.R. Besides Houses for a Station East of Hull and for the O.& G. V. and P.& P. J. Extensions. Viau Gives out Some tie Contracts.

Among the bills assented to by the Lieutenant Governor of Quebec at the close of the Legislature on Saturday was a measure confirming the franchise of the Hull Electric Company to run an electric railway from Hull to the village of Aylmer. When this information was received on Saturday, Mr. Viau, one the leading movers in the scheme gave out contracts to three different persons in the Ottawa district for ties. Mr. Viau states that the construction of the road will be commenced just as soon as possible..

15/01/1895 *Ottawa Citizen* *Pontiac Pacific Junction*

The proposal in regard to the Pontine and Pacific Junction was that if the company would renounce its subsidy balance of \$172,920 the Government would allow it \$110,000, to be expended as follows: To purchase the C.P.R. branch from Aylmer to Hull, \$60,000, to extend the line to Hull East, where a station is to be built for the Ottawa and gatineau Valley, \$30,000. To complete the ten mile section of the P. & P.J.R. from Waltham to Black River, in Pontiac County, making the road 70 miles in all, \$20,000.

15/01/1895 *Ottawa Free Press* *Hull Electric*

Among the bills assented to by the Lieutenant Governor of Quebec at the close of the legislature on Saturday was a measure confirming the franchise of the Hull Electric Company to run an electric railway from Hull to the village of Aylmer. More.

15/01/1895 *Ottawa Citizen* *Ottawa and Aylmer Railway and Br*

THE OTHER SCHEME

When the promoters of the company were seeking the franchise recently before the committee of the Legislature, Mr. McOougal, Q.C., solicitor for the Company produced an Ottawa paper with a report of negotiations, which, it was said, were going on between Ottawa capitalists and the C.P.R. for the construction of an electric road from Ottawa to Aylmer by way of a bridge at Deschenes. Mr. Tait, assistant general manager of the C.P.R. who was present before the committee, got to his feet when this report was shown, and on behalf of the C.P.R. gave an emphatic denial to the story. Ex-Mayor Scott of Hull who was present, also said: "It is quite true that Mr. Tait denied the report, and, moreover, assured the committee that the information did not come from any person authorized by the C.P.R. to deal with such matters,"

Mr. J. W. McRae was asked last night what he thought of Mr. Tait's denial of any interest in the scheme being taken by the C.P.R. Said Mr. McRae. "Mr. Tait, if he said so, stated the case correctly. Financially the C.P.R. company is not to the remotest degree interested in the undertaking. Any statement to the contrary was entirely unauthorized."

Council Meeting

A. Buchanan, the retiring reeve, then started the ball rolling anent the action of the C.P.R. closing the lower station at the village. He had been requested by several to bring the question before the meeting. He said he had written to the President of the railroad company, asking if their intentions was to close it permanently or only temporarily, and had not received a reply. He did not know as we had any hold on the company which would compel them to keep the station open but thought every interested citizen should put his shoulder to the wheel and see if we cannot have the accomodation which we formerly had. He could not see why any just reason for closing it would necessitate an additional amount of workand expense at the junction. Suitable freight billing would be required as more railway siding. The auditor stated that it was the best paying station the company had outside of cities, and from an authentic source he learned that the business of the past year was greater than any former year.

Geo. Sanderson, one of the oldest residents, being present was called on to give his recollections of the agreement between the company and the people but could give no light on the subject.

John Brown, P.L.S., said he recollected a John S. Brown of South Gower going around soliciting the necessary aid to have a station at Heckston instead of Oxford but the undertaking in that direction failed and the station was to be built at Kemptville.

O. Bascom, clerk, said he had received a letter from the law firm of Scott & Scott, Ottawa, asking for a copy of the by-law granting a bonus but he had not succeeded thus far in procuring it. He had also written to the registrar but found nothing recorded in that office.

Albert Beach said he remembered that one condition on which the bonus was to be given was that a station be built within at least half a mile of Kemptville.

Chester Banks said he remembered his father having to pay \$10 or \$12 , a yearly railway tax and less than twenty years ago he had paid \$4 yearly for the same purpose. He thought that according to the original agreement the station was to remain in Kemptville for 99 years. Beside paying a railway tax many of the farmers took shares and he remembered his father having six shares. He thought it looked to be a matter of spite on the part of the railway company for they had not only closed the station but had also removed the pump and not satisfied with that had to nail up the hole.

H.Brownlee thought that if a careful examination was made at the registry office that the desirable papers could be found there.

John Murphy could give no particular account of the affair but remembered the townships of South Gower and Oxford were to pay interest on £20.000 for twenty years.

17/01/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

Mr. W.D. Harris, C. Engineer of the P. & P. J. and G.V. Railways has, we learn, been appointed Managing Director of the Pontiac Road, and as ths gentleman is said to be in favor of an express service on the line, would it not be well for the many businessmen interested to take some action in bringing the matter before his notice.

18/01/1895 *Almonte Gazette* *Chalk River* *Carleton Place*

The C.P.R. shops at Carleton Place have been closed for an indefinite period.

18/01/1895 *Almonte Gazette* *Winchester* *Kemptville*

The lower town station at Kemptville on the C.P.R. has been made a flag station, much to the annoyance of the Kemptvillians

18/01/1895 *Renfrew Mercury* *Renfrew* *South March*

A new station is being built on the O.A. & P.S. Railway at South March.

21/01/1895 *Ottawa Citizen* *Maniwaki*

Yesterday afternoon a number of leading persons from the Gatineau district waited upon Mr. Harris of the G.V. Railway with a view to having the company abandon its present intention of constructing the road seven or eight miles back from the river on the west side in Bouchette township. They point out that the settlers in that township were chiefly close to the river, and their interested should be considered in its construction. Mr. Harris assured them that he would bring the matter to the attention of Mr. Beemer upon his return to the city. It is said that the reason for the company taking the back way route is to come in touch with several beautiful lakes and favorite resorts for sportsmen. Mr. J. Logue of Maniwaki, headed the deputation.

25/01/1895 *Almonte Gazette* *Havelock* *Bathurst*

The agent at Bathurst C.P.R. station has been removed and the station converted into a flag station.

25/01/1895 *Brockville Recorder* *Prescott* *Kemptville*

The station on the old St. Lawrence & Ottawa Railway at Kemptville has been closed by the C.P.R. and freight and passenger business has to be transacted at the junction two miles out.

The Advance says the people are very indignant at the government for allowing the C.P.R. to close the lower station. The mail has to be carried two miles to the junction.

25/01/1895 *Renfrew Mercury* *Prescott* *Kemptville*

The people of Kemptville are highly indignant at the action of the C.P.R. in closing the principal station there. All the hands have been dismissed and the townspeople who travel and the mails are forced to go to the junction station two miles from the village.

25/01/1895 *Renfrew Mercury* *Havelock* *Bathurst*

Bathurst station on the C.P.R. has been reduced to a flag station. All part of the CPR's economy plan.

26/01/1895 *Brockville Recorder* *Kingston (CN)* *Brockville*

By far the heaviest snowstorm of the season commenced this morning and at noon today was still in progress. When it started, a heavy north east gale was blowing and as a result, many of the railways were delayed. Between here and Lyn, the Grand Trunk express from Toronto had to go through some deep cuts where the snow was drifted to such an extent that only the tops of the smoke stacks could be seen. The CPR express from here to Ottawa was delayed but is expected to get through, Our citizens, knowing the condition of things on other roads, said the B&W train would not be seen here again until the first heavy thaw set in. However, "old reliable" pulled up at the Brockville station sharp on time.

January 28, 1895 - The effects of the terrible storm of the weekend have by no means passed away yet. Even "Old Reliable", the B&W railroad, came to grief this morning and has not yet left Westport. (Branchline)

01/02/1895 *Renfrew Mercury* *Renfrew* *Barrys Bay*

The threatened stoppage of trains on the O.A. & P.S. Ry. line at Barry's Bay has taken place. The station master has been removed from that place and trains no longer stop there. Passengers are taken on and left off at Wilno, six miles east of Barry's Bay, and Martins, two miles west of the same place. The proprietor of the land, who thought that he had the company at his mercy, has now found out his mistake; but the misfortune is that others suffer as wella as he does. The sidings at Barry's Bay have been taken up and the iron is being used in putting in a siding on the land of Mr. August Pilatzkie on lot 34 in the 25th Con. of Grattan.

Aylmer Branch Sold.

Pontiac Road to buy it from the CPR for \$84,000

The Aylmer branch of the CPR will pass into new hands within a couple of weeks.

The line has at last been purchased by the Pontiac and Pacific Junction Ry.

Rumors of the purchase had been afloat for some months but it was not until this morning that anything definite of the purchase was let out.

A Journal reporter met Mr. H.J. Beemer in the rotunda of the Russell House this morning and questioned him about the talked of transfer of the line.

He said "Yes, I may say it is all settled now between the companies. The purchase price has been agreed upon although all the details of the transaction have not been yet arranged."

The Journal learned that the price to be paid is \$84,000. This sum is equivalent to the amount of subsidies votes to the P. & P.J. Ry. some years ago for the building of the line from Hull to Aylmer, \$60,000 being voted by the Quebec government, \$24,000 by the Dominion government.

Given an Entrance

The purchase of the Aylmer branch will be of great importance to the P. & P.J. Ry. as the company have very much in need of an independent entrance to the city. The prosperity of the line has been very much hindered on account of the end of the line being in the hands of the C.P.R. The company had to pay large sums of money annually for the privilege of running their trains over the Aylmer branch to Hull. The company was also greatly inconvenienced in the carrying of freight and passengers. There was always some delay with freight at Aylmer and the passengers on the P. & P.J. Ry trains east and west were obliged to change cars at Aylmer always causing considerable delay.

Until such a time as the Interprovincial bridge is built, the P.& P.J. Ry. will run trains over the C.P.R. from Hull into Ottawa paying toll to the C.P.R. for the privilege of crossing the railway bridge over the Ottawa.

Not Rolling Stock

It is understood that the purchase of the Aylmer branch does not include rolling stock, but takes in the station at Aylmer, the roadbed and all rights now held by the C.P.R.

An old line

The Aylmer branch is the third oldest railway entering Ottawa, It was built in 1877 about the time the old occidental railway was constructed. The branch is seven miles in length. The first railway entering Ottawa was the St. Lawrence and Ottawa in 1854. In 1874 the Canada Central was opened from Ottawa to Sand Point.

The P. & P.J. Ry. runs through Pontiac county as far as Black River, and is now about 60 miles long. The road is practically owned by Mr. H.J. Beemer of Montreal.

01/02/1895 Brockville Recorder Belleville Perth

About thirty men have been taken on at the C.P.R. car works in Perth. They will be given about two days work in a week.

01/02/1895 Almonte Gazette Winchester Kemptville

Kemptville was able to persuade the C.P.R. to restore their station which was recently done away with.

01/02/1895 Almonte Gazette Eganville

Among the cases argued before the Railway Committee of the Privy Council at Ottawa on Monday was that of the village of Eganville against the C.P.R. for an order to compel the company to grade up a street in the town over which runs its branch, the Atlantic and Northwestern. The company solicitor a professed its a willingness to bear an assessed share of repairing the street, and the case was postponed to allow of a settlement. Mr. R. J. Dowdall appeared for the municipality.

01/02/1895 Almonte Gazette Belleville Perth

Things have improved so far at the Perth car works that thirty men have been given two day's work a week.

01/02/1895 Brockville Recorder Kingston (CN) Lyn water

Mr. G. Cornish of Belleville, with his staff of carpenters is busy reconstructing the two G.T.R. water tanks at Lyn, used for holding water used in the stock yards.

MORE ELECTRIC LINES

THE COMING ADDITIONS TO THE STREET RAILWAY

The Tracks required by the Contract on Nicholas, Theodore, Chapel and Preston Streets - Will the Corporation Require an Extension on Elgin Street?

In a short while there is likely to be some activity on the part of the Electric Street Railway Company in preparing for the extensions to their system required this year by their contract with this city.

The charter provides for additions to the lines to be in working order and operation before June 1st in both the east and west ends of the city - one line on Theodore street to the rifle ranges, the other on Preston street toward the Experimental Farm. These are fixed by the contract without any option by either the city council or the street railway. Also the city council may in addition require other extensions if it chooses, one down Elgin street to Lansdowne Park, the other on Emily street towards the canal reserve. In the charter to the two companies, since amalgamated, the clauses fixing the conditions are as follows:

9. That the said companies shall construct, equip and have in operation not later than the first June. A.D, 1895. the following additional lines of railway:-

Along Nicholas street from its intersection with Rideau street to the southern city limits: also on Theodore street from its intersection with Nicholas street to its intersection with Chapel street or some street east of it, and thence to Rideau street, also to Rochesteiville and Mount Sherwood in the direction of the Experimental Farm from the Richmond Road, by way of Preston street.

And if required by the Corporation, from Catherine street along Elgin street to the Exhibition Grounds; and also from the westerly end of Emily street to the southerly end of Bell street in the direction of the Experimental Farm.

More Mileage

The construction of the Nicholas street and Theodore street, and of the Preston street lines alone will give a lot of work in the city in the spring, and will be welcome on that account, as well as by furnishing; additional public accommodation. If, in addition, the aldermen should decide to call on the companies for the Elgin and Bell street lines, there will be in all four or five miles of new street railway laid. And this would mean enough additional mileage tax from the company at once to almost carry the cost of Rockliffe Park.

The New Lines.

As the Theodore street line is paralleled, five blocks distant, or about quarter of a mile, by the Rideau street line, it will probably cut somewhat into the Rideau street car revenue. Still it will be a decided public accommodation, and the district to the south of Theodore is building up rapidly. As far as a paying revenue goes, it is somewhat problematical whether- any of the new lines that must be built will pay the railway company for the first year or two. But of course that was taken into consideration in 1893 in the whole contract, and was used as an argument by some of the aldermen why so good a bargain in other respects was given the company.

There is an Option.

The statement has been made above that the Nicholas, Theodore and Preston street lines must be constructed without option either by city or company. That statement should be qualified to the extent that these exact streets need not be used so long as the objective points named are reached in some way agreeable to the city corporation. Clause 12 of the charter says:

The said companies may with the consent of the Corporation to be expressed by by-law substitute other streets or parts thereof for the purpose of reaching the objective points hereinbefore mentioned.

Thus, for instance, although the company must before June 1 reach the corner of Theodore and Chapel streets, an objective point provided by clause 9, and even the city council has no power to alter that, the council may if it pleases allow the company to reach that corner by some other route than Theodore - for instance by Daly or Wilbrod and Chapel. And similarly the company must reach before June 1st the southern city limits east of the canal, although not necessarily by Nicholas street; also in the west the company must approach the Experimental Farm via Mount Sherwood, although not necessarily by Preston street.

However all these routes seem to have been wisely foreseen for the city is building up rapidly along all of them. and the new accommodation is undoubtedly needed.

04/02/1895 *Ottawa Free Press**Aylmer branch*

The Pontiac and Pacific Junction Railway are anxious to secure closer connection with Ottawa and a deal will shortly be closed by which the Aylmer branch of the C.P.R. extending seven miles between Hull and the town of Aylmer will pass into their hands. -- Mr. W. Dale Harris-- wished to state that no bargain had yet been concluded between the companies. It was a misapprehension on the part of many that the Aylmer branch had already been purchased. He was of the opinion that before the end of the present month the Pontiac and Pacific would be the sole owners of a line extending from Hull station of the C.P.R. to the Black river. In the meantime however there are a number of details requiring arrangement. The Pontiac trains will run into Ottawa, but it must be over the C.P.R. bridge above the Chaudiere Falls until some other means of entry be found.

INTERPROVINCIAL BRIDGE

The company is also bound to build a line round to the eastern part of Hull, and the site of the station will be in either wards 3 or 4, a convenient point for the proposed Interprovincial bridge which Mr. Beemer will doubtless build if sufficient subsidies are forthcoming from the federal government and likewise from Ontario and Quebec.

The purchase of the Aylmer branch will for the present make little or no difference in the train service from Ottawa except that facilities for transportation of both freight and passengers to the upper end of the line will be much better. The purchase will not include the Canadian Pacific railway rolling stock at present in use on the road. The P. & P. J. will use its own cars and engines.

Work on the last section of the road from the sixtieth to the seventieth mile as far as Waltham, near Black River, will also go ahead, the provincial government having added a \$20,000 bonus for the completion of this line.

The proposed deal will place the Pontiac and Pacific Junction Railway in a much better position to do business from Ottawa as the transfer at Aylmer will be done away with.

06/02/1895 *Ottawa Journal**Ottawa Electric*

The Electric Railway Co. have already commenced the purchase of materials for the contemplated extensions this spring.

Several thousand ties for the purpose are now being piled in the C.P.R. yards.

The extensions called for by the company's charter are, along Nicholas Street from Rideau street to the city limits, Theodore from Nicholas to Chapel and down Chapel to Rideau; and from the Richmond Road along Preston street in the direction of the Experimental farms.

Sent a letter to the city etc.

06/02/1895 *Ottawa Journal**Carleton Place**Britannia*

The house occupied by Geo. Gaw, C.P.R. station agent at Britannia was burnt to the ground last night. The loss is about \$400. Considerable difficulty was experienced in saving the C.P.R. station.

Conversation with a Cornwall gentleman of influence yesterday, brought to light that the people down there are again preparing to agitate for a railway from the factory town to a junction with the Canada Atlantic road and thus have immediate connection with the capital. As this matter is evidently to become a plank in the platform of each political party at the next general election the subject is of some interest. Among the charters already in existence by which Cornwall may connect itself with the outer world better than at present is one held by Dr. Bergin, to Sault Ste. Marie, another to Perth and another direct to Ottawa. Again the Central Counties road holds one from Moose Creek on the C.A.R. to Cornwall, and this road has already been surveyed.

The agitation at this time appears to have taken a firm root and developments are confidently expected, as the result of the election stump. Dr. Bergin's subsidy has run to seed on the proposed Soo road and that route is considered by not a few out of the running.

A deputation is coming up from Cornwall to talk the matter over here in political circles and probably at the same time, interview Mr. Chamberlain, of the C.A.R. on the subject. Meanwhile the Canada Atlantic road is not committed in any way, and the officials are reticent as to the future line of action. There is a feeling in Cornwall that the matter should not be treated politically but in an unanimous way, calculated to be of mutual benefit, irrespective of party or politics.

07/02/1895 *Ottawa Free Press**Maniwaki*

A number of men left yesterday to start work on the Gatineau Valley railway bridge at the Pickanock.

08/02/1895 *Brockville Recorder**Westport**Lyn*

Mr. M.B. Black has the contract for this year for carrying the mails from Lyn post office to the G.T.R. When are we to secure the luxury of a mail off the B. & W. railway? A strong petition to the Postmaster General might have some influence about this time.

08/02/1895 *Almonte Gazette**Chalk River**Snedden*

A derailed car at Snedden's on Wednesday caused the wrecking train considerable trouble before things were ut in ship-shape.

08/02/1895 *Almonte Gazette**Chalk River**Smiths Falls*

The express train from Ottawa on the C.P.R., while nearing Smith's Falls Monday, met with an accident which came near resulting disastrously to engineer Clendenning. One of the driving rods broke when a speed of 50 miles per hour was being maintained, and the revolving shaft acting as an iron flail did considerable damage. Fortunately no one was killed, and the train was only about half an hour late in reaching Brockville. A new engine was secured from Smith's Falls.

08/02/1895 *Almonte Gazette**Lanark County Electric*

LANARK VILLAGE NEWS

There is more talk in the village about the electric railroad.

08/02/1895 *Eastern Ontario Review**Montreal and Ottawa*

Montreal and Ottawa Railway

It is learned that the Canadian Pacific Railway Company is about to make another move in connection with the completion of the proposed line between the capital and the Canadian metropolis known as the Montreal and Ottawa Railway. The engineers who have been engaged for some months on the building of the CPR at Mattawa will, it is said, be shortly withdrawn from that line to complete the survey for the unfinished portion of the Montreal and Ottawa railroad west of Point Fortune. The idea is to make all preparations for the pushing of construction work as soon as the snow has left the ground next spring. If the CPR open up this long delayed branch, the North Shore line to Montreal will probably be abandoned, as the lease under which the road is now held has already expired. Since construction work on the Mattawa branch is completed for the year, the engineers should be in a position to begin their survey within a couple of weeks.

Ottawa Free Press

08/02/1895 *Ottawa Journal**Hull Electric*

HULL STREET RY. SOLD

PETER RYAN OF TORONTO MAKES THE PURCHASE

It is Laid [sic] He is Acting on Behalf of a Western Syndicate - The Rights and Privileges Secured - Work to Commence in the Spring.

Peter Ryan, ex-M. P. of Toronto, has purchased the exclusive right and privileges of the Hull Electric Ry. Co., of which Mr. T. Viau 's the moving spirit.

The privileges include the rights granted by the bill recently passed by the Quebec legislature, giving the company power to construct and operate an electric railway in the city of Hull and between Hull and Aylmer, also the privileges of lighting both Hull and Aylmer by electricity. Added to these are the franchises and exemptions already voted the company by the city council of Hull and the town council of Aylmer. The inducements to the company from Hull were 25 years' exclusive privileges and 25 years' exemption from taxation. Although the by-law does not allow more than 15 years' exemption, that being the limit of time that any corporation can exempt a company from taxation, there is an understanding that at the end of that period of time a new by-law will be brought into force giving the company the other ten years' exemption.

The Aylmer council granted fifteen years' exemption with exclusive lighting and railway privileges.

Mr. Ryan states that work will begin on the new lines next spring. It is understood that Mr. Ryan has made the purchase on behalf of a western syndicate.

The purchase price has not yet been ascertained.

08/02/1895 *Ottawa Journal**Carleton Place**Britannia*

Station Agent McCammond's house at Britannia that was burned down on Wednesday was insured for \$300. All the furniture was saved.

NB - this may not be the station.

11/02/1895 *Renfrew Mercury**Prescott**Kemptville*

The C.P.R. has restored to Kemptville the station within the village limits, instead of compelling passengers to go to the Junction two miles distant.

11/02/1895 *Ottawa Journal**Renfrew*

Mr. Simpson of the O.A., & P.S. engineering staff has commenced taking levels on the site of the proposed new workshops, Concession St.

WANT MR. BOOTH'S HELP

TO SET THE ALMONTE BRIDGE-WATER RY. SCHEME AFOOT.

A Deputation In Town - Claims They Set Forth in Favor of the Projected Road - How It Would Benefit Ottawa, Almonte and Surrounding Country

Mr. J.R. Booth was waited on yesterday by Mayor Thoburn, Reeve Willoughby and Councillor Robertson of Almonte who asked him to take a financial interest in the Carp, Almonte and Lanark railway scheme.

This proposed line which was mentioned in The Journal, when the company received a charter, looks towards securing for Almonte and the neighboring country, a railway line in opposition to the Canadian Pacific. For some years Almonte has claimed to be a victim to railway monopoly. When the heads of the big Edison Electric works which settled recently in Peterboro', went to Almonte looking for a site they told the council that for water power and general suitability it was just to their liking, but they could not tie themselves to a town that had only one line of railway - this despite the tempting offer from a citizen of free water power and a large piece property.

A Mis-Chance that Taught

The mis-chance of such a manufacturing bonanza, employing fully 500 hands, gave Almonte a sharp awakening to her interests, and it was not long before a scheme was under way to run a line from Carp to Bridgewater, via Almonte, Huntley, Ramsay, and Lanark townships, which form a rich farming district; through the succeeding rough but valuable mining country to Sharbot Lake, and finally to Bridgewater where connection would be made with the, Grand Trunk railway.

At this end the proposed road would connect with the Parry Sound at Carp and thus give the Almonters a double outlet to Ottawa on the east, and desired points on the west.

Almonte doesn't want two lines, of railway simply for style or fun. At the present time when an Almonte man comes to Ottawa he pays within five cents of the amount paid by an Arnprior man who makes a trip 25 miles longer. but lives in a town which has a competing line of railway.

This traffic expense makes the Almonters feel bad. Every time they come to Ottawa, which is very often, by the way, as a goodly trade is growing up between the two places, Ottawa being, of course, the paternal, they vow they will break the shackles soon.

Facts That Speak

It pains them to hear that since Arnprior got the Parry Sound road freight rates have, on the average dropped fully half. That the rates are decently low from Arnprior is shown by the statement that Gillies Bros, of Braeside, last year hauled their lumber by teams from Braeside to Arnprior and then shipped it by the Parry Sound railway, and this though the C.P.R. passed their doors. It came cheaper to take a little trouble to get to a competing point.

Some of the Almonte merchants were opposed to the scheme at first on the ground that the additional road would help to carry Almonte business to Ottawa, but of late the idea seems to be that Ottawa must benefit more or less in any case, and Almonte would have to take the chances; but hit or miss, they want to be in a position to get "bargains" in railway traffic as well as in shop foods.

Bonuses voted.

Almonte and Ramsay township have voted bonuses to the road, and the promoters think if they can get Mr. Booth to take up the scheme it can be made a rattling success.

Carried verbatim in the Almonte Gazette 15 February 1895

14/02/1895 The Equity, Shawville Pontiac Pacific Junction

The sectionmen on the P. & P. J. are growing weary in listening for the whistle of the pay car special which was to be along about the first of the month. The poky old concern is said to have got snowed up somewhere near the office of the Minister of Railways.

15/02/1895 Almonte Gazette Carleton Place Britannia

The C.P.R. station at Britannia was destroyed by fire last week. The agent managed to save most of the books and articles of furniture. The loss is about \$200.

15/02/1895 Renfrew Mercury Renfrew Rabbit

The new O.A. & P.S. station west of Barry's Bay is called Rabbit Station, on account of those animals being so numerous around there. (also Eganville Leader)

21/02/1895 The Equity, Shawville Pontiac Pacific Junction Bristol

Bristol Jottings. Our energetic Sec. Treas. was out in the vicinity of No. 10 school today "whipping the cripples", as they require as much of the bonus as possible to be collected, to pay for the eight miles of road recently purchased by the P. & P. J. R.

O.E.R. AND SUNDAY

MR. AHEARN EXPLAINS WHY SUNDAY WORK IS NECESSARY

Letter to Chief McVeity as a Result of Men Being Stopped Work - The Matter Before the Police Commissioners.

The police commissioners met this morning to consider a letter received from Mr. T. Ahearn, managing director of the Electric Railway respecting the company's right to put men at work on Sunday removing accumulations of ice from the tracks.

The company's workmen were ordered to stop work by a policeman last Sunday.

The letter was as follow, and was addressed to Chief McVeity:

The Letter.

I beg to request that you will submit for the consideration of the board of police commissioners the action of policeman No. 1. who, last Sunday evening under threat of arrest compelled one of this company's employes to stop work on Wellington street. The man was engaged in the work of clearing obstructions along the rails caused by the Sunday travelling, which prevented the free running of water, which work was necessary to prevent ice forming upon the rails.

You will remember I phoned you with the idea that you would permit the work to proceed, but as you expressed yourself as undecided whether the action of the policeman, was justifiable or not it appears to me that it is proper now that the board of police commissioners should decide the matter immediately so that further and more serious consequence may be avoided.

In the event of the board not meeting this week I must respectfully question the right of your officers to interfere with our employes, should it be found necessary to perform similar work on Sundays.

We have invariably delayed Sunday work as far as possible until night and, except during the progress heavy snow storms our sweepers are not sent out during the hours of service in the various churches, but while some delay is possible with snow it is not so with ice. Ice is our great enemy, and were it allowed to accumulate upon our wires and rails great damage, if not destruction, would certainly be done to the electrical equipments in each car and to the machinery at our power house, and to our dynamos, due to overstrain, which the presence of ice on our tracks would make necessary. Hence our property would be endangered, and we cannot safely operate our road if ice is permitted to accumulate upon our overhead wires or rails. On week days, when the intervals between cars are short the water has not time to lodge in great quantities, as the flanges of car wheels make a free path for running water, but on Sunday the absence of the regular car service makes it absolutely necessary that other means be employed to prevent water from covering our tracks, as the driving of horses and travel on that day obstructs the water channels.

Grates have been placed throughout the city at low points in streets between the rails to carry off water, and the work done by our men is simply to remove obstacle that accumulate on Sundays, which prevent its free passage to these grates before freezing.

This work is only necessary for about a month or six weeks in the spring and fall, and we claim that no further police interference should occur.

On Sunday night was with great difficulty that Her Majesty's mail car transferred the mails to and from the post office, due to a slight formation of ice upon the rails, which might have been much more serious had your man interfered earlier in the day. You are doubtless aware that this company is under contract with the Dominion government for the delivery of the mails between the post office and the railway stations.

I submit that the work done is a work of necessity, as already, pointed out, for the preservation of our property, and that we are acting within the law and our rights in the matter. If interfered with we will have to run our sweepers and salt cars on Sundays which is permitted by law and is done in Hamilton, Kingston, and elsewhere.

Left to the Judge.

The letter was referred to Judge Ross for consideration, Chief McVeity to act in the matter under the judge's instructions

22/02/1895

*Almonte Gazette**Chalk River**Renfrew*

The C.P.R. intend to build a new station at Renfrew next summer.

23/02/1895

*Ottawa Journal**Renfrew*

Half a million dollars is to be expended on the construction of the Ottawa, Arnprior and Parry Sound railway this coming summer. The work of construction is about to be resumed. The contractors have already gone out to select sites upon which to build camps for the men to be engaged upon the work.

Contracts have been awarded for the building of three more ten mile sections and a fourth section is to be let out. The contractors for the three sections are E. Fauquier, O'Neil and Ferguson, and Poulin and Fitzpatrick. Mr. Fauquier will construct the first ten miles west of the present terminus of the line at Long Lake. O'Neil and Ferguson the next ten miles westward of Mr. Fauquier's section and Poulin and Fitzpatrick the ten miles eastward from the terminus of the Parry Sound and Colonization Railway some forty or fifty miles east of Parry Sound.

To Rush the Work

The contractors will begin the bare rock cuttings immediately, and will start pile driving where necessary on the 1st of March.

About the beginning of may a force of fifteen hundred men will be put on the general construction work in order to rush on the line as quickly as possible. There is some very heavy work to be done this season. The part of the line that is being built passes through a very mountainous country, in fact the heaviest part of the line.

There will remain about 40 miles to be constructed in '96 if the four sections are finished this season. The gap will be this side of Elmsdale.

Also covered in the *Almonte Gazette* of 1 March 1895.

23/02/1895

*Ottawa Citizen**Maniwaki*

An inspection took place on Thursday of the Gatineau Valley Railway west of Pickanock. The inspecting officer was Mr. Vallee of the Quebec Government, who was accompanied by Mr. Beemer, Mr. Harris and Mr. Resseman, the newly appointed superintendent of the road.

They left by special train in the morning at 8.30 o'clock, and after reaching the terminus of the track, proceeded thence by sleigh to the end of the road which is about eight miles from Maniwaki. The track is laid about three miles past Pickanock. The new section runs through pretty much the same kind of country as that in the lower portion. It is somewhat mountainous but at the same time dotted with many lakes.

It is not yet decided whether the line shall run along the river bank through Bouchette township, as desired by the inhabitants, or some eight miles back from the river, which the management seems to favor owing to the access it would provide to several large lakes which promise to be favorite resorts for hunting and fishing parties.

The bridge across the Pickanock is in course of construction by Mr. Rowley. It will be finished in a couple of months.

01/03/1895

*Brockville Recorder**Prescott**Prescott*

Construction of the Prescott elevator.

--A track from the Canadian Pacific road will be built parallel to the front of the building, passing just within the northerly side and continuing outside on a trestle a sufficient distance to allow a train of empty cars to pass within the building so the cars can be loaded as they are brought back.--More

05/03/1895

*Ottawa Journal**Hull Electric*

The survey of the line of the electric railway along the Aylmer Road from Hull to Aylmer has been completed. Mr. Rainboth C.E. is now surveying an alternate route along the river bank.

08/03/1895

*Ottawa Journal**Renfrew*

Mr. Wm. Heald has sub-let a contract for the construction of the O.A. & P.S. from the Parry Sound end eastward and has left for the west to begin work on his contract.

Freight Troubles.

A railroad tie contractor last fall and gave out contracts for ties to be delivered at Barry's Bay station on the O., A. & P.S. railway. The ties have been delivered but the company have closed the station there, refuse to receive any freight at that point, and the contractor has to reload them on sleighs and draw them to Martin's station. A merchant at Barry's Bay just previous to the closing of the station ordered a car of salt, which was billed for Barry's bay. The company brought the car through to Martin's, the merchant refused to accept it there, claiming that if the company had billed it for Barry's Bay they must deliver it there. Finally the merchant, pressed for the goods had to yield, but when he went for his salt he had to pay for five days demurrage of the car. - Egannville Enterprise

08/03/1895 *Ottawa Journal* *Maniwaki*

The Ottawa and Gatineau railway will run two trains over their line each way next summer. An increased amount of travel is expected over the line.

09/03/1895 *Ottawa Journal* *Renfrew*

May not go on Concession St.

There is now a possibility that Mr. Booth may not build the Parry Sound Railway workshops on the proposed site on Concession st. A rumor to that effect was around town today based on the fact that yesterday the negotiations between Mr. Booth and Mr. Thos. Hickey for the sale of 12 acres of land owned by Mr. Hickey next to the land recently sold to Mr. Booth by his brother Andrew Hickey fell through. Mr. Hickey, it is understood, asked more than Mr. Booth cared to give.

It was stated this morning that without the Thomas Hickey property, Mr. Booth would not have enough room for his shops, yards and other purposes, and would therefore be obligated to look elsewhere for a site.

Mr. Booth was not in town yesterday, and officials of the road approached, outside of admitting that the negotiations with Mr. Thomas Hickey were off, were not prepared to say anything.

14/03/1895 *Kemptville Advance* *Kingston, Smiths Falls and Ottawa* *Kingston*

A petition signed by three hundred ratepayers was presented to the Kingston Council Monday night asking that agreement between the city and the Kingston and Smith's Falls Railway Corporation concernin(g) a bonus be declared off. This action was taken, owing to the directors of the road not fulfilling the arrangements stipulated in the agreement. The matter was referred to the Finance Committee. The claim was that this agreement had not been carried out in any particular. The route was not being laid out in the most direct line to Ottawa and the construction work had not been begun within the specified time.

14/03/1895 *Ottawa Journal* *Pontiac Pacific Junction*

Mr. W. Dale Harris, general manager of the Pontiac and Pacific Junction Railway informed the Journal this morning that the company is arranging to pay in full all their employees and that the company expects to be able to do so by next week.

The employees have for some time been kept between six and seven months in arrears and the information that they are to be paid up within a few days will be joyful news to them.

15/03/1895 *Renfrew Mercury* *Renfrew* *Caldwell*

During the past winter there has been an average of fifteen car loads of pulp wood, railroad ties and fence posts delivered at Caldwell's station (Scotch Bush) on the O.A. & P.S. Ry.

15/03/1895 *Almonte Gazette* *Carleton Place* *Carleton Place*

The C.P.R. shops at Carleton Place are again running with a full staff.

15/03/1895 *Ottawa Journal* *Ottawa Electric*

This season's track laying program.

16/03/1895 *Ottawa Free Press* *Canada Atlantic* *locomotive*

Three new "Mogul" locomotives, Nos. 101, 102 and 103 intended for the O.A. & P.S. railway arrived at the Canada Atlantic Railway station yesterday and will go into service at once.

18/03/1895 *Ottawa Journal* *Renfrew*

Booth, Chamberlain and Mountain returned from looking for a site for the terminal at Parry Sound.

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The work on the eastern end is going on rapidly. Over twelve hundred feet of pile driving has been done on the Mud Creek trestle on Long Lake. This work will be finished in about four days after which rock cutting will begin.

21/03/1895 *Kemptville Advance* *Prescott* *Kemptville*

C.W. Spencer, Supt. of C.P.R. and H.B. Spencer, Asst. Supt. Of C.A. railway, arrived here by special car on Tuesday [19/3] to make what is probably their last visit to their grand-father, Henry Bush. They were accompanied by the father, a popular conductor of the Canada Atlantic railway. They returned to the city in the afternoon, in company with Mrs. Spencer and Miss Stanley.

When the Pay Car's In

There will now be joy among the employes of the Ottawa and Gatineau Valley. The paymaster was to have gone up the line today and pay up the five and six months arrears of wages due the employes of the road. This will put an end to dissatisfaction among the men over the delay in the payment of their wages.

An employe of the line requests the Journal to publish the following piece of poetry which well describes the scene that may be expected along the line of the O and G Ry. after the pay car passes up.

When the Pay Car's In

When the pay car's in,
When the pay car's in,
Won't the boys around the railway
Have a mighty pile of "tin".
And all the wives and children
Will be smiling, for they know
That father will be coming
With his features all aglow,
To have a quiet evening
From the rattle and the din
Of the smoky locomotive
When the pay car's in.

When the pay car's in,
When the pay car's in,
Won't the grocers and the butchers
And the haberdashers grin,
For the "fifties" and the "twenties"
Will be flying around the town,
And the clerks will all be busy
Writing lots of credit down.
Oh! The joy of getting married
Would be hardly worth a pin
Beside the jubilation
When the pay car's in.

27/03/1895 *Ottawa Free Press* *Hull Electric*

It is understood that the negotiations which have been in progress between Mr. Theophile Viau the projector of the new electric railway between Hull and Aylmer and a wealthy syndicate of gentlemen in western Ontario are being renewed and the deal will either be closed or knocked on the head within a week. A gentleman who was negotiating the deal some time ago is expected in the city next week, when further developments may be expected.

28/03/1895 *Ottawa Journal* *Maniwaki*

There was a high time on the O. & G.V. Ry. last night. As announced in yesterday's Journal the pay car went up the line yesterday and the employees were paid the five or six months arrears in wages due them by the company. The sixty or seventy employees of the line were thus enriched from \$200 to \$300 each.

A gentleman who came down the line this morning states that when the pay car came along yesterday the women and children actually came out to meet it. He states that after work last evening the employees at the end of the road besieged the hotels and had a hilarious time.

It is estimated that the company paid out over \$10,000 to their employees yesterday.

Mr. W. Dale Harris, general manager, and Mr. Resseman, general superintendent and Engineer Dunn went up with the pay car special yesterday. They returned to Ottawa again today and tomorrow will go over the line of the P.& P.J. Ry. to pay up all arrears.

28/03/1895 *Ottawa Journal* *Renfrew*

Fully 300 men are waiting at Whitney for the re-opening of the work on the construction on the O.A. & P.S. Ry. At present the only work being done is on the rock cuts and pile driving. It is expected that work on the gravel pits will commence in about a fortnight, and this will give employment to many of these men. Work on grading will not commence until the frost is out of the ground. - Eganville Enterprise.

On Friday night two engines passed Eganville on the O.A. & P.S. Ry. loaded with dynamite for the construction west of Long Lake. Each engine drew two cars, each car containing ten tons of dynamite. in order to make the conveyance of the dangerous material as safe as possible, the trains were four hours apart, one passing here at twelve o'clock, midnight, and one at three o'clock Saturday morning, and both arriving at Whitney on Saturday morning. - Eganville Enterprise.

29/03/1895 *Renfrew Mercury* *Renfrew*

The OA & P S Ry. Company ought to put on another passenger car on their train between Eganville and Whitney. There are at present only two passenger cars on this train, and in both going and returning they are very often uncomfortably crowded as much so that sometimes passengers cannot get a seat and have to stand.

On Friday night two engines passed Eganville on the OA & PS R. with cars loaded with dynamite for the construction west of Long Lake. Each engine drew two cars, each car containing ten tons of dangerous material as safe as possible, the trains were four hours apart, one passing here at twelve o'clock, midnight, and one at three o'clock on Saturday morning, and both arrived at Whitney early on Saturday morning.

The train left Ottawa late at night and travelled slowly, so as to minimize unexpected stops, cows, etc. on the line.

29/03/1895 *Ottawa Journal* *Canada Atlantic*

The C.A.R. will put a large number of new, elegant excursion coaches on their line this summer. The coaches are now being built at the Crossen Car Works.

02/04/1895 *Ottawa Free Press* *Renfrew* *Barrys Bay*

The pile driving operations on the Parry Sound Railway at Barry's Bay will be completed in about a week's time.

Letter to the editor.

I see by your paper of last night that the O. & G.R. had sent up their pay car and settled all arrears. Now I would like to give you the people's side of the question and to inform you that they did not and never did pay up to date. They were over 9 months instead of 5 months in arrears and tonight would complete the 10th. They only paid to 31st December and are now still three months behind. One year ago they paid for February and we saw no more of them until July, when they sent out to the men that if they could wait for the four month's pay then due the company would commence a system of semi-monthly payments. They paid this way for one month, July. In September they paid for March and August only, and from that day until 27th March inst. we did not get a sight of them, notwithstanding all their promises of pay month to month, week to week and day to day. This time when the men confidently expected to be paid in full they were put off with pay to December, and if you were up this way you would have heard curses, not loud but deep - instead of the jubilate you publish. The people may have been out looking, but doubtfully for the car, as they had been so often deceived, and went home disappointed. As one man remarked, "This will not pay the little bills we owe, and the few dollars we should have to get a little comfort of us just what we never get".

Several agents and section men had sent in their resignations, to take effect 1st of April if not paid in full by that date. Those of the sectionmen were not accepted, but the station agents were allowed to depart, being told that they had nothing to complain of as they had free rent, wood and light. The rent was alright, but cordwood and coal-oil is poor chuck to feed a family on and the men find it hard to be obliged to look for other provisions on credit, when the money is earned and justly due to them.

The company have now promised to be up again in 2 weeks to pay up arrears but the men have lost all confidence in these promises and there is scarcely one of them but has his weather eye open for another job and ready to drop the O. & G. like a hot potato.

It is admitted that the road is paying splendidly. Then why not pay the men?

DE L'ARGENT COMPTANT Wakefield March 30, 1895

[Note the company is probably trying to do the best it can, and as it is spending a lot of money in pushing construction, it is under a heavy burden. That employees should not get their full wages on time is certainly a hard matter, but it might be remembered, too, that if there were no road there would be no wages at all, nor would there be any wages if, through a shortage of money the road stops operating. We do not think the road is "admitted to be paying splendidly". In fact, it is almost a miracle if a short piece of unfinished line with four trains or less per day is paying at all. The company has spent a lot of outside money in construction in the Gatineau country, but no dividends have come back yet, and nobody connected with the company appears to be a millionaire. - Ed]

05/04/1895 *Renfrew Mercury* *Renfrew* *Barrys Bay*

It is reported that the O.A. & P.S. R. Co. will rebuild their station at Barry's Bay, on land adjoining that of Mr. Stafford, which has been given them for free.

09/04/1895 *Ottawa Free Press* *Hull Electric*

Mr. Viau, of Hull, today stated that work on the electric railway in Hull would be started when the frost has left the ground. He hoped to have the cars running this summer and the construction will be rushed ahead with that intent. The plans and specifications being all arranged, it will be only a question of securing the right of way between Hull and Aylmer, which he anticipates little difficulty in obtaining. The alternate routes are now under consideration and a choice will be made shortly. As for the electric lighting, it will probably stand over till the road is in operation. It is believed by most of the prominent Hull citizens that the electric railway will be running next summer as promised by Mr. Viau and his associates.

09/04/1895 *Ottawa Free Press* *Renfrew* *locomotive*

Two new big "Mogul" freight locomotives for the Canada Atlantic railway arrived at the shops yesterday and will be put into service at once.

10/04/1895 *Ottawa Journal* *Maniwaki*

A landslide occurred on the O. & G. Ry. Monday evening between Farelton and Venosta. The slide covered ninety fet of track to the depth of five or six feet. The danger was observed before the evening train was due.

11/04/1895 *Ottawa Journal* *Renfrew* *Whitney*

Big boom in the lumber industry in the district --

On the railway near Whitney the principal work is rock excavation and trestle work. There are 150 men employed there now, and the summer camps are being put up.

12/04/1895 *Renfrew Mercury* *Renfrew*

The passenger traffic of the OA & PS is now almost as large as the CAR between Ottawa and Montreal. Both lines are doing a good business, but travel on the OA & PS is increasing every day, and becoming a rival to the older line. Residents from as far as fifty miles distant come to make their large purchases. *Ottawa Journal/Renfrew Mercury*

12/04/1895 *Almonte Gazette* *Maniwaki*

A landslide took place on the Gatineau Valley R.R. on Monday last., Covering the track for some distance with five or six feet of earth. It took fifty men to clear the track for next day's running.

12/04/1895 *Almonte Gazette* *Other*

Ontario Legislature

April 9th. - a strong deputation from Pembroke waited on the government today and asked for a bonus for a railway from Pembroke to Douglas- a distance of 25 miles. The deputation claimed that the proposed line would open up a fine tract of country and come into competition with no other road. The government promised to consider the question.

14/04/1895 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 43.

15/04/1895 *Ottawa Free Press* *Maniwaki*

A small landslide occurred on the Gatineau Valley railway on Saturday morning above Chelsea.. The track was cleaned during the day and traffic was kept going. The line is being watched carefully throughout its whole length.

15/04/1895 *Ottawa Journal* *Maniwaki*

A Second Slide on the G.V.R.

In consequence of another land-slide on O. & G. Ry the morning express bound for Ottawa was delayed nearly three hours at the bend two miles beyond Chelsea. A portion of earth and rocks slid down on the track and caused the delay. The track itself was not turned. A gang of men were put at work to remove the debris. A strict look out is being kept, along the line for slides of this kind.

18/04/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

Last week a government engineer made an inspection of the Pontiac Railway, to ascertain as far as we can learn, if the reports regarding the unsafe condition of the road were well grounded. Nothing authentic has reached us as to the nature of the engineer's report, but one rumor states that the road was found to be as good as the C.P.R., whilst another avers that it barely escaped condemnation. The latter agrees pretty closely with the opinion of the line men, who state that the great majority of the ties need replacing. It is to be hoped that for the safety of the travelling community, the company will undertake the necessary repairs at once.

19/04/1895 Renfrew Mercury Kingston, Smiths Falls and Ottawa

The Kingston News of April 6th says:- C.F. Gildersleeve, one of the promoters of the Kingston, Smiths Falls & Ottawa railway, says it is likely that Mr. Drummond, now in London, England, will be able to float the bonds of the road to the satisfaction of the directors. The Grand Trunk Railway Company has entered into an agreement with the Kingston, Smiths Falls & Ottawa Railway company, which will give confidence to English capitalists who will take up the bonds. In about two months it will be known whether the new road will be completed or not.

19/04/1895 Almonte Gazette Winchester Smiths Falls

A few days ago Peter Lynch of Smith's Falls, had two ribs broken by falling down the coal chute in the C.P.R. yards of that town.

19/04/1895 Brockville Recorder Westport

Last week a number of small boys, while out on a sap hunting expedition above town, reached the B. & W. Railway tracks just as the outgoing express came along. They were armed with catapults and at once proceeded to assault the train. One stone crashed through a window in the passenger car, and as this is a very serious offence, the perpetrators were looked up. A son of William McNish was arrested and in police court Tuesday morning was found guilty and let go under suspended sentence, his father furnishing \$50 bail.

19/04/1895 Almonte Gazette Chalk River Almonte

The C.P.R. exhibition car will be at Almonte station Wednesday and Thursday May 15th and 16th, and will be open to the public from 9 to 12 a.m. and from 1 to 6 p.m. each day. Admission free to all.

19/04/1895 Ottawa Journal Hammond Rockland

Surveyors are engaged today surveying the sidings into W.C. Edwards and Co.'s yards.

19/04/1895 Eastern Ontario Review Winchester Green Valley

The C.P.R. has offered to furnish free at Green Valley station, 100 cars of gravel to be used in repairing the military road between Alexandria and Green Valley.

19/04/1895 Renfrew Mercury Chalk River Renfrew

This week, Mr. Milward, the travelling freight agent of the C.P.R., in passing Renfrew, gave to Mr. W.M. Dickson, C.P.R. agent, the good news that Mr. C.W. Spencer had told him Saturday evening that the appropriation of money for the erection of a new station at Renfrew had been passed and that Mr. Spencer would be in Renfrew on the 25th to lay out the site. If the appropriation is to cover the plans prepared some time ago - by one of Montreal best architects - the structure will be of a kind to make it worth Renfrew's while to have had to wait for.

22/04/1895 Ottawa Free Press Renfrew

Two new gangs of workmen have just been despatched to begin operations on the far end of the Ottawa, Arnprior and Parry Sound Railway. There were two locomotives and a long train of flats, together with one of the steam shovels, which has wintered in the Elgin street yards. A second shovel, which has not left the city will be sent up the line in a few days to begin work in one of the gravel pits. The frost seems to be pretty well out of the ground and it is anticipated that one of the shovels will be able to operate without difficulty.

THEY CAN HIRE MEN NOW

ELECTRIC EXTENSION BY-LAW GETS ITS THIRD READING.

But Not Before the Special Council Meeting Saw Several Lively Passages and Two Amendments Knocked out - The Votes and How they Went - Cheap Fares Wanted

The street railway extension by-law is passed, and the company can now proceed with the work as soon as they please.

The agreement between the city and the company came before the council on April 16 when the by-law got its first reading. Last night the discussion on the second and third readings was a warm one.

The aldermen present were Ald. Bell. Campbell. Champagne, Cook. Dalglish. Davidson, Davis, Enright. Forde. Gleeson. Grant, Greene, Haste, Jamieson, Lauzon, Leverdure, McGulre. Martelock, Masson. Payment, Starrs. Stewart, Wallace and Mayor Borthwick.

The by-law gives permission to lay tracks on the Richmond road, Broad, Preston and Cedar streets to the city limits.

That the company be bound to have a line of railway to the Experimental Farm before the end of the present year.

That Nicholas street from Rideau to Theodore, and Theodore from Nicholas to Chapel be double tracked and a single track from Theodore on Nicholas to the city limits not later than 1st June of this year.

The company to have in operation by June. the Elgin street line from Catherine street to the Exhibition grounds, and to operate the same throughout the year not later than June, 1900.

That clause 9 of the original contract compelling the company to build on Preston street be rescinded.

Ald. Forde rose to a point of order and said he had received no notice of this meeting of the council.

Ald. Laverdure and Jamieson also had got none.

City Clerk Henderson said he had sent out 15 notices and could not tell why they had not been received.

Ald. Green moved the second reading of the Street Railway Company's bylaw.

Noon Hour Tickets

Ald. Bell moved an amendment to put in a clause for working-men's tickets from 12 noon to 1:30 p.m.

Ald. Lauzon seconded it but, at the same time questioned whether it was in order as dealing with the original charter and not with the by-law under consideration. -

It was decided to leave, the amendment to the committee for consideration.

Ald. Davidson had an amendment seconded by Ald. Davis. It dealt with the mode of the passing of the agreement and was that the by-law be referred back to the committee for discussion.

Ald. Davidson had frequent interruptions while reading the amendment and finally appealed to Mayor Borthwick, who said that the amendment was distinctly out of order.

A Curious Charge.

Ald. Lauzon made a long speech and objected to a straight railway resolution at the last meeting of the council. It should have been referred to the railway committee. He was told that members of the committee had held a meeting with the street railway officials in their office on Albert street on April 1, and made up the resolution against the interest of the city. People wanted the Ann and Preston streets extension to build up their locality.

Ald. McQuire - You want to buy Booth's lumber yard.

Ald. Lauzon - We will wait until you are a candidate and then hear from you. (Laughter.) Continuing, Ald. Lauzon said he did not mind putting off the construction, but the committee sought to abandon the line all together

Ald. Champagne here interrupted the speaker, and Ald. Gleeson said If a man talked sense he was interrupted.

Ald. Champagne - Do you ever talk sense, Gleeson?

The Mayo - Order, order.

Ald. Lauzon said he would support Ald. Davidson's amendment to refer the matter back to the railway committee.

Ald. Jamieson said white the situation might be amusing, he did not think the actions of the committee should be imputed.

Ald. Davidson said there were several things that should be discussed in the committee. He had made an amendment which the mayor had ruled partially out of order. Instead of returning his amendment it had been handed round for the aldermen to make a laughing stock of.

Ald. Campbell supported sending the agreement back, as no one knew anything about it but Ald. Cook and Greene. He did not believe in bargains being made in the Russell House or the street railway sheds, but in the city hall St. George's ward had got all they wanted, but he was surprised at the chairman (Ald. Cook) sacrificing the rest of the city for his own ward.

Ald. Campbell said the by-law said: "In view of the street railway committee withdrawing its report." The committee had not withdrawn any report at all.

Ald. Davis, as a member of the street railway committee, said the report had been doctored, and the members not asked to sign the report at all. The railway committee had been slighted in a disgraceful way. Complaints had been made of giving the railway too much. Now they wanted to give them a slice more and build up Cedar and Preston streets for them.

Ald. Cook said the report was withdrawn in the council. The agreement complained of gave St. George's ward the cream of the baagaln and he only supported it as the chairman of the committee. Bell and Preston streets extensions were only originally intended for a route for the Experimental Farm. So long as the cars got to the farm no one cared how they went. Dalhousie ward was not to be. dealt with simply as a ward and he contended that the proposed route missed the Dalhousie ward swamps and gave them a picturesque 5 cent route through Hintonburgh. He challenged Ald. Lauzon that if he had got the little bit of line he wanted in Ottawa ward he would not have kicked. (Laughter.)

Plain Talk.

Stewart considered the men that so much boomed their own honesty were those who most needed watching. He would go where he liked and speak to whom he liked and did not think he would be contaminated. He thought Ald. Greene deserved the thanks of the council for the hard work he had done in the interests, of the city. The present agreement was one the city should be proud of, and they should be proud of the Electric Company and the service they gave the city.

Ald. Starrs did not want to give a silent vote and would be guided by the aldermen resident in the wards interested. He must, however, say he thought it despicable question the motives of aldermen because certain people were seen going into their offices.

Ald. Greene said. "Honi soit qui mat y pense" was an old saying and now very applicable. As to the agreement there was no concession so far as the Elgin street line was concerned. There was a nominal concession of one year, but this time would be required to get permission to cross the C. A. R. tracks. Against this the railway agreed to run a winter service, while on the original contract they need not run a winter service on Elgin street south of the C. A. R. for 25 years. On the Theodora, street route the city got more than the contract called for. Some aldermen seemed to think that so long as they voted against the railway company they were sate with their constituents. If everyone voted as Ald. Lauzon did. they might be safe, but they would get few railway extensions.

The Vote

Details omitted

All Settled

Ald. Greene moves, seconded by Ald. Enright, that in view of the urgency of the matter the by-law be read a third time and carried

This was agreed to only the same five voting against it.

25/04/1895 The Equity, Shawville Pontiac Pacific Junction

Last Friday the P. & P. J. Co. put a construction train and a force of "tallymen" to work putting in new ties along the line where they are most needed. As to the expediency of this move opinion is unanimous, and if the work of repairing is prosecuted as it should be, till the road is thoroughly overhauled, it will go a considerable length towards restoring the confidence of the public in the company and - in their own necks.

25/04/1895 Ottawa Journal Maniwaki

Mr. F. Vallee, inspector of railways for the Quebec government accompanied by Mr. W. Dale Harris went up the line this forenoon to inspect a portion of new road near Picanock. [sic]

25/04/1895 Ottawa Journal Pontiac Pacific Junction

Pay on the P.P.J.R.R. - arrears of wages brought up in the house. Line heavily subsidized by the Dominion government and action should be taken to ensure that employes properly treated.

26/04/1895 Renfrew Mercury Renfrew

Arthur Bruce, engineer, O.A. & P.S., has discovered a gravel pit on the right of way, one mile west of Whitney. As formerly, gravel was brought from Opeongo Forks, the value of the pit is apparent. This will supply gravel to the end of the road.

Contractor Richardson was burning brush and it got out of control. It burned for three days near Whitney. They tried to save buildings at Contractor Heald's headquarters. The fire was on the least valuable portion of the limit. Ottawa Journal/Renfrew Mercury

26/04/1895 Almonte Gazette Renfrew

Four hundred men are already at work on the O.A. & P.S.R. Three hundred are engaged on the first section west of the eastern terminus and one hundred on the second section. The principal work at present is rock-cutting and clearing the right of way. Three hundred men are now at the end of the iron ready to go to work.

26/04/1895 Ottawa Journal Hammond

The Rockland and South Indian Railway will be opened for traffic in a short time. Regular trains will stop at The Brook and Clarence Creek where stations are being erected.

29/04/1895 Ottawa Journal Hammond South Indian

The Central Counties Ry. Co. have resumed work on their line and expect to commence ballasting shortly.

29/04/1895 Ottawa Journal Ottawa Electric

Rails on the way.

The rails ordered by the Electric Railway for the 1895 extensions have arrived in Montreal and are expected here in a few days.

Today the company gave their order for spikes and bolts. These are purchased in Canada.

The ties are all out and delivered in the situ. As soon as the rails arrive work will at once be begun.

The first ties will be laid on Nicholas street, but the line to the Experimental Farm will go on at the same time. Employment will be given to a large number of men.

Seven hundred and sixty-two tons of rails will be used in the different extensions. Theodore and Nicholas streets will take 282 tons and the Hintonburgh-Experimental Farm line 480 tons. In the different branches 22,000 ties will be used.

It is not know how soon the line to the Farm will be built, but the company with their usual push will hustle the work all they can.

29/04/1895 Ottawa Journal Renfrew

Four hundred men are already at work on the O.A. & P.S.R. Three hundred are engaged on the first section west of the eastern terminus and one hundred on the second section. The principal work at present is rock-cutting and clearing the right of way. Three hundred men are now at the end of iron ready to go to work.

30/04/1895 Ottawa Journal Canada Atlantic

The C.A.R. will construct one hundred flat cars this summer.

30/04/1895 Ottawa Free Press Renfrew

The new steam shovel for the Parry Sound Railway has now been sent up to work at "The Forks" and one hundred men have been given employment in addition to those already at work.

01/05/1895 Ottawa Journal Renfrew Whitney

Grading has begun at several places on the O.A. & P.S. Ry. near Whitney. By the end of this week there will be nearly one thousand men at work on the line.

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

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

02/05/1895 Ottawa Free Press Canada Atlantic

Government will drive piles along the canal bank - article.

03/05/1895 Ottawa Journal Carleton Place Britannia

Yesterday it was intimated that the probable time for the leaving Britannia of the morning train would be 8.30 as desired by a majority of those interested and this is the hour fixed upon the local service having been begun yesterday; and the former afternoon local will now be an evening one, leaving Ottawa at 9.40 and Britannia at 10 o'clock, thus bringing in after an evening's enjoyment, those who may go out to visit friends in the afternoon. No better arrangement could be desired and Mr. Spencer deserves thanks those interested say, for his consideration for the Burghers and their friends.

03/05/1895 Eganville Enterprise Renfrew

Mr. J. R. Booth passed west on the O.A. & P.S. on Wednesday, 17th, being accompanied by Mr. Chamberlain, the manager of the road. The report is that part of their business going west was to settle the Barry's Bay dispute, either by arranging with Mr. Stafford or by moving the station upon the land of Mr. James Drohan, who has made a most liberal offer to them. While at Eganville station they were interviewed as to furnishing material to gravel the travelled road from the station to the village, which at present is almost impassable. They promised that as soon as the gravel pits were opened, that they would have several car loads of gravel dumped at the station, if the villagers would draw and spread it. This the hotel keepers and other owners of teams have promised to do.

The Booth limits on both sides of the Madawaska, near the mouth of L' Amable Creek, were on fire last week. All the men on the various drives of logs were taken off the river to endeavour to prevent its spread but despite their efforts it spread with great rapidity. The fire started from the O.A. & P.S. Ry.. Line where the right of way was being cleared out. The McLachlin limits to the north of Carson Lake were also on fire and their men were also fighting it. The heavy downfall of rain on Saturday night and Sunday came just in time to save the limits from disastrous fires.

PAKENHAM NEWS

According to the notice given by the C.P.R. Co. their exhibition car will be on exhibition here on Saturday 11th. inst. L.O. Armstrong Colonization Agent for the Co. will deliver a lecture in the Town Hall here at 7.30 p.m. on the advantages and resources of the great North-West.

04/05/1895 *Ottawa Free Press* *Ottawa Electric*

Electric railway construction will be in full blast within a few days, and large gangs of men will be engaged very shortly in building the extensions to the system along Nicholas, --and to the Experimental Farm, already the ties are being laid on the first named thoroughfare, and this morning fourteen cars of rails arrived in the city for the tracks. These will be distributed in quick order on the route of the St. Georges ward extensions first, while the Hintonburg route will be followed up as rapidly as possible.

Hitherto, Mr. Frank Leamy has done the work under the immediate control of the company, but this year the company has made a change, having signed a contract with Mr. Walter Leamy to execute the job, Mr. Frank filling a similar position under his brother's contract as he did for the company. One of the stipulations of the Electric Railway Company is that

ONLY CITY LABOR

shall be employed on the construction work wherever it is possible to do so, the desire of the directors being to give employment to our own people under every possible circumstance. Mr. Leamy had the control of a large share of the Montreal Electric Railway tracks and is one of the best men on the continent in this class of work. There will be no time lost in completing the job. He is today making arrangements to start work on Monday morning.

The new design of rails for laying on the asphalt pavement have been shipped by boat from Chicago, and will come via Prescott.

The Rockcliffe route appears to be as popular as ever judging by the number of visitors there during the past few days. Improvements made by the company during the past winter are highly spoken of.

06/05/1895 *Ottawa Free Press* *Maniwaki*

The Governor General and the Countess of Aberdeen left Ottawa on Saturday afternoon for a short trip on the Gatineau Railway, in order to obtain a day or two of quiet and retirement. Their excellencies travelled in their private car which was placed on a siding at Cascades, a charming spot where the party remained over Sunday.

07/05/1895 *Ottawa Journal* *Maniwaki*

The O. & G. Ry. will run two passenger trains over their line east and west during the coming summer, as they did last season. The service will begin about the middle of this month. Passenger trains will leave Ottawa about 8.30 a.m. and 5.20 p.m. returning to the city about 9 a.m. and 3 p.m. The Gatineau promises to be as popular a spot for summer excursion parties this year as it was last season.

08/05/1895 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

There is a rumor abroad today which appears to be well founded that negotiations are pending between the principals of the Parry Sound Railway, and the Ottawa East council for the erection of the workshops in that village. More.

10/05/1895 *Ottawa Free Press* *Deschenes Bridge*

Railway Committee.

The bill to incorporate the Deschenes Bridge Company, composed of W.J. Conroy, Hull; J.R. Booth, J.F. Booth, John Christie, and William Anderson of Ottawa was taken up. Sir James Grant introduced Mr. Christie the company's legal advisor. In reply to Mr. Haggart, Mr. Christie said the total length of the bridge was to be 1,560 feet and that they desired the usual approach of track of three miles on each side. On a question raised by Mr. Fraser, Mr. Haggart said he knew the place, had no objection to the clause which declared it to be for the general advantage of Canada. The specification had to be approved by the government, and they could provide that in case of a canal being built there, a drawbridge would have to be constructed.

Mr. Chrysler, for the Ottawa Electric Railway Co., said his company proposed building a bridge, either at the same point or at Skead's Mills. At the former point there was only about 100 yards available where a bridge could be built. He wanted the section amended so as not to give the company exclusive bridge building rights at this point. He was assured that his company would be safeguarded when its own bill came up. Mr. Chrysler also secured an amendment putting railway companies on the same footing as foot passengers in case of a dispute as to tolls to be charged. The capital stock of the company is to be \$500,000, and the estimated cost of the bridge \$300,000. The bill passed.

10/05/1895 *Ottawa Journal* *Deschenes Bridge*

DESCHENES' PROJECTED BRIDGES

The Conroy Company Get Their Bill Passed - Matters Watched by the Ottawa Street Railway Interest.

The railway committee of the House of Commons organized this morning, electing Lt-Col Tisdals chairman.

The bill to incorporate the Deschenes Bridge Co. was passed. This is not the company promoted by the Ottawa street railway. Its incorporators are Wm. J. Conroy, Robt H. Conroy, J.R. Booth, C.J. Booth, J.F. Booth, John Christie and Wm. Anderson. Mr. Christie appeared for the applicants. Of course the object is to construct a bridge over the Ottawa above the Deschenes rapids. The location is; From some point in the vicinity of Britannia at or above the Deschenes Rapids to the opposite side of the river. The company are to have power to construct a railway line three miles in either direction from the terminals of the bridge in order to connect the bridge with railways, tramways, etc. There is power to arrange the bridge for the use of foot passengers, carriages and vehicles all kinds; also for the use of electric cars and railway cars. The tariff or tolls has to be submitted to the Governor General in Council for assent.

The original bill provided that so far as tolls for street cars, railways, etc., were concerned, they should be such as the railway companies concerned and the bridge company might agree.

At the instance of Mr. Chrysler, who with Mr. J.W. McRae represented the rival project promoted by the Ottawa Street Railway Company, this last clause was changed so as to put all railway companies on the same footing as the public in this regard, that is, that the tariff should have to be submitted to the Governor-General-in-Council.

Mr. Chrysler also raised a question as to the location of the bridge. The available space being limited, he said it was desirable to see that the Conroy Company should not have any exclusive rights. It might possibly be necessary for his (Chrysler's) company to locate within 100 yards of the Deschenes company's. It was agreed to settle this point when the other bill was taken up.

The capital stock of this company is fixed at \$500,000. The head office is to be at Ottawa.

The bonding powers were fixed at \$500,000. Work must be commenced within two years and finished within seven.

The company is to have power to lease or sell the bridge and its approaches, surveys, plans, or amalgamate with other companies, subject to the approval of the shareholders and the Governor-in-Council

10/05/1895 *Ottawa Journal* *Renfrew*

Track laying will likely begin on the O.A. & P.S. Ry. by then end of next week. The grading is going along rapidly and two gravel pits are being worked.

11/05/1895 *Ottawa Citizen*

Deschenes Bridge

The bill to incorporate the Deschenes bridge company was before the House Committee on railways canals and telegraphs yesterday and was passed with one or two slight amendments. Mr. Christie, solicitor for the Conroy company, appeared on behalf of the promoters of the enterprise and explained the details of the project. Mr. F.H. Chrysler, counsel for the Ottawa Electric railway and Mr. J. W. Mcliae, opposed the granting of exclusive privileges to the Deschenes company as the Ottawa electric people proposed bridging the Ottawa at or near the same place and the available space for a bridge is limited. Assurances were given that the electric company's right would be safeguarded. Another amendment obliges all disputes as to tolls charged to railway companies to be referred to the Railway Committee of the Privy Council.

13/05/1895 *Ottawa Journal*

Ottawa Electric

Messrs. Ahearn & Soper of this city have been awarded the contract for the construction and equipment of an electric railway in Oshawa, besides an extension from the town to Lake Ontario.

The line to be built will be about six miles and a half in length. The extension from the town to the lake will be about two miles in length. It is understood that the price for the contract is between \$175,000 and \$180,000.

Mr. M.C. O'Donnell of this city is to be sent up by the firm to have charge of the mechanical construction. He will be absent from the city all summer on this work.

14/05/1895 *Ottawa Journal*

Maniwaki

The Gatineau Valley Railway Company have received two petitions. one that the line through Bouchette township should skirt the river and another that it should go some distance back of the river front. The route has not yet been chosen.

15/05/1895 *Ottawa Free Press*

Maniwaki

The Gatineau Valley Railway Company are having their coaches painted in the Ottawa Electric car shops, in New Edinburgh. In order to reach the shops it was necessary to place a spur from the Ottawa & St. Lawrence track, near St. Patrick street bridge to the electric track on Creighton street, thence via Creighton, Sussex and John street, they reach the shops.

16/05/1895 *Ottawa Journal*

Ottawa and Aylmer Railway and Br

The railway committee passed the bill incorporating the Ottawa and Aylmer Railway and Bridge Co. This is the bridge promoted by electric railway capitalists. The company are given power to build a line of railway from Ottawa through Nepean township to Britannia or Skid's Mills and thence across the Ottawa river by bridge. The company are also authorized to extend their lines to Hull and Aylmer and Fort Coulonge in Pontiac county.--

16/05/1895 *The Equity, Shawville*

Pontiac Pacific Junction

A change of time will be inaugurated in the running time of the P. & P. J. trains on Monday next, the 20th. The train going east will leave Shawville at 6.25 in the morning, arriving at Hull in time to connect with the Winnipeg express for Montreal. Returning the train will arrive at Shawville at 7.10 o'clock in the evening. Shortly following the change an express service will be established on the road, and thus will be supplied a want which has long been felt, and such an improvement in our railway service which the public will much appreciate.

16/05/1895 *Ottawa Journal*

Renfrew

The railway committee passed the bill this morning to extend the time for completion of the O.A. & P.S. Ry. by five years.

Petition from South Renfrew over the closing of a station owing to some difficulty with local landowners.

17/05/1895 *Renfrew Mercury*

Kingston (CP)

Calabogie

On Wednesday evening, the K. & P.R. express train was late in reaching Renfrew. The cause of the delay was a break in one of the twin bridges over the Madawaska at Calabogie - the bridge furthest from Renfrew. Just as the mixed train was crossing the timbers were heard to crack. The hands prepared to jump in quick order, if necessary, but the locomotive and cars crossed without mishap. When the express came along, it was not deemed expedient to run the engine over. The cars were shunted across the bridge safely, and then the passengers walked over. The freight engine completed the trip to Renfrew. The passengers may have to be transferred in this way for a day or two before the bridge is made safe again for engines.

17/05/1895 *Almonte Gazette*

Chalk River

Almonte

The C.P.R., exhibition car has been here for two days, and has attracted many visitors who were greatly pleased with the display of the caried produces of the Algoma, the Nipissing District and the North-West

17/05/1895 *Almonte Gazette*

Renfrew

A daily train is now running between Eganville and Whitney.

20/05/1895 *Ottawa Journal*

Maniwaki

Ottawa & Gatineau Railway timetable advertisement. Change of time effective 20 May.

20/05/1895 *Ottawa Free Press*

Ottawa Electric

Description of the route to the Experimental farm.

21/05/1895 *Ottawa Journal*

Ottawa Electric

Somerset street

CARS WILL GO THAT WAY

SOMERSET ST. CHOSEN DESPITE THE PROTEST

The New Route Goes Through Council Withour Much Opposition

The Somerset Street Line.

Then came the Somerset street route of the electric'street railway. The special committee recommended the Somerset street route, and a petition of residents came in to stop the route.

Ald. Masson and Forde moved that the matter be referred back, but were defeated, as follows:

Yeas Ald. Bell. Campbell. Davidson. Davis. Forde. Gleeson, Haste, Lauzon, Masson 9. Nays Ald. Champagne. Cook. Dalglis, Enright, Grant, Jamleson, Laverdure, McGuire, Martelock, Morris, Payment, Starrs. Stewart. Wallace 15.

The report was then carried, and Somerset street will now he the route of the cars to Hlntonburgh..

THE CENTRAL STATION

Arrangements in Connection With the Project
CHANGES IN THE RAILWAY ROUTES

It was learned last night from a reliable source that Mr. Booth had completed all arrangements for the central station project as well as for the construction of the workshops for the C.A.R. and the O.A. & P.S. railways.

What the Citizen was told was:

"That a station would be erected on the east side of Dey's rink near Theodore street.

"That to reach it the line of the C.A.R. beginning at the west side of the bridge over the Rideau river would be changed so that it would run directly to the head of Deep Cut and thence by way of the canal bank;

"That the line of the Parry Sound railway would be extended on the east of the canal so that it would connect with the C.A.R. line at the head of Deep Cut; and

"That the site of the proposed workshops would be the government property near the Deep Cut.

TO HAVE A SUBWAY

The Citizen's informant stated there would not be a level crossing on Theodore street for a subway was to be built. He further stated that the pile driving necessary along the canal bank for the construction of the railway was to be commenced in a few days. As the Citizen has stated a short time ago, Mr. Booth would have the work done. Yesterday two scows used by Messrs. Bronson and Weston some time ago in towing lumber up from their mills to the piling grounds at Rockcliffe had been taken up through the locks and would be used in the work. Another small scow was in the course of construction at the C.A.R. workshops and was to be used for the same purpose.

A TEMPORARY STATION

Regarding the site of the station, the Citizen was told that Mr. Booth had come to the conclusion that it was best to construct a temporary station on the site indicated pending a settlement on the ownership of the property along the canal basin, and now in dispute between the Government and the Sparks' estate. The property for the station had been purchased from Mr. Thomas Kirby, and it was likely Mr. Booth would have the station and railways completed by October.

22/05/1895 *Ottawa Free Press**Ottawa Electric*

There is trouble over the extension of the electric railway along Nicholas street, and there may be an appeal to the government in which the city, the Canada Atlantic company and the electric railway company will be the interested parties. It has been started through the employees of the electric railway being staying in the process of erecting poles on the extreme southern end of Nicholas street by the agents of the Canada Atlantic and Parry Sound railways. More.

23/05/1895 *Ottawa Journal**Pontiac Pacific Junction**Aylmer*

Aylmer - the change of time in the P.P. & J.R. service came into effect on Monday. The train from Pontiac now arrives at 8 o'clock thus connecting with the first train for Ottawa and enables passengers from north of Aylmer to reach Ottawa two hours earlier than heretofore.

24/05/1895 *Brockville Recorder**Kingston (CP)**Calabogie*

On Wednesday the K. & P. express train was late on reaching Renfrew. The cause of the delay was a break in one of the twin bridges over the Madawaska at Calabogie - the bridge furthest from Renfrew. Just as the mixed train was crossing the timbers were heard to crack. The hands prepared to jump in quick order, if necessary, but the locomotive and cars crossed without mishap. When the express came along, it was not deemed expedient to run the engine over. The cars were shunted over the bridge safely, and then the passengers walked over. The freight engine completed the trip to Renfrew.

24/05/1895 *Renfrew Mercury**Renfrew**Killaloe*

Alex Barnet, of Renfrew, a square timber dealer, states that there is now a very limited demand for square timber, and this year, not nearly so much will be got out.

The sawmill at Killaloe was completely destroyed by fire. The origin of the fire is supposed to be a spark from a passing OA & PS locomotive. Damages were about \$2,500, and there was no insurance.

24/05/1895 *Almonte Gazette**Kingston (CP)**Calabogie*

The bridge on the C.P.R. over the Madawaska at Calabogie gave way the other day while a freight train was crossing it. There was no damage beyond the delay and trouble portaging until the bridge was repaired. The passengers had to walk over for some days.

C.A.R. Extension

The impression having got abroad that the Canada Atlantic railway was about to take vigorous action to prevent the tracklaying of the electric railway at the south end of Nicholas street at the very point proposed to be crossed by the C.A.R. extension down the canal bank to the Central station whenever that work is proceeded with, the Journal called on Mr. Booth yesterday for information on the subject. Mr. Booth was very reluctant to speak, but eventually consented to do so.

Wholly baseless

Was there any ground for the report that your company intended to stop the Electric Railway Company from putting down their track on the south end of Nicholas street? Mr. Booth was asked.

None whatever, Mr. Booth replied. I prefer to do things in an honorable and businesslike way.

The Electric Railway Company have put down a piece of track where your line will cross Nicholas street?

Yes, it is so reported.

Will that interfere in any way with your line?

Oh no.

Well then, what was their object in putting down a short piece of track at that point and then stopping work?

Their object

I can't give any reason than that it arose from a resolve to get ahead of me, to get prior rights of the crossing. Perhaps I should give my reasons for using these terms. When I found out they were putting a track on that street, and as I understood they were only going to the city limits, as I would soon be crossing gravel trains at that point very often each day for some time, and I had an interview with Mr. Ahearn and the city engineer and I explained to them that I intended to make an undercrossing at that point, as I considered it would be in the interests of both companies and the public to have it in that way.

Mr. Ahearn agreed with me. He asked me how long it would take to put in the undercrossing. I answered about a month or so. Mr. Ahearn said then he would stop the work there, and I was very much surprised to learn that he had put down a few yards of track just at this point, where it was intended to make the undercrossing. I was very much surprised also to hear that police protection had been obtained in anticipation of a difficulty.

What will your company do now in the matter of the crossing?

Oh nothing, only to give them the level crossing that they appear to want.

As to Central Station.

What about Central Station?

I am working on that, and am trying to get things in shape to go on as soon as possible but matters are not in a position just yet to say anything further on that point.

WHAT MR. AHEARN SAYS

Mr. Ahearn was seen by the Journal this morning with respect to the Nicholas street extension of the Electric Railway Company. He said he was desirous of removing the impression that trouble with the Canada Atlantic had been expected. From the reports circulated one would have thought the electric people were going out with shotguns "loaded for b'ar." On the contrary, the relations were most cordial.

Why were policemen sent out to protect the electric railway construction?

I was never more surprised than when I heard it. There was nothing in the relations of the two companies calling for it. I found out on enquiry that they were sent out on the application of the Contractor Leamy, who had been told there might be trouble if he employed Italians or other elements not agreeable to the labor leaders. They were not wanted by the electric road.

Why the south end was started.

As regards the question of constructing the electric road track across the proposed C.A.R. right of way, Mr. Ahearn explained that he had been asked to stop construction at that point for a few weeks, and had agreed to do so. In the meantime, however, he was charged with not intending to go on with the road, and a question arose as well as to stopping construction at the end of the granolithic sidewalk on Nicholas street, which is about 150 yards from city limits. The object of the Electric Company was to get to Ottawa East. To stop short of the south end of Nicholas street would be out of the question. It was therefore decided to proceed with the construction at once - but at the south end of the street. Unless he did so, the C.A.R. would have the right of way and the extension of the electric road to Ottawa East might be delayed indefinitely and this of course was out of the question. There was no help for it but to commence at the south end and secure the right of way for the electric road. It was purely a measure of self defence and an absolutely necessary one. The company could not allow its track to be stopped on the north side of the C.A.R. crossing indefinitely.

The contract.

The city engineer being asked what should be done, answered "There's your contract. carry it out." In other words their contract with the city called on them to build across the proposed C.A.R. crossing at the south end of Nicholas street, and they had gone ahead accordingly.

27/05/1895

Ottawa Journal

Canada Atlantic

Grand Trunk timetable advertisement.

Trains leave Union station at 11 a.m., 6.10 p.m. and 10.35 p.m. for all points west, northwest and southwest.

Leave Elgin st. station 8 a.m. and 4.15 p.m. for all points east and south.

28/05/1895

Ottawa Journal

Hull Electric

Mr. Viau says the Hull and Aylmer electric road is to be started within the next month.

29/05/1895

Ottawa Free Press

Ottawa Electric

Chaudiere

Yesterday as two green cars were passing each other on the Chaudiere bridge, where the tracks are very close, they collided and shattered to pieces the steps and uprights on one side of both cars. Conductor Lyon gave his motorman the signal to start from the end of the line, and when his car had gone three quarter ways on the bridge the car coming from the other end started on to the other end of the bridge, and before the cars could be stopped, they collided with the above results. The two motormen were suspended for one month because they knew that the tracks were too close at this point to admit the passing of two cars. The motormen were new hands and it was owing to this that the accident happened. The damage to the two cars amounts to \$200. No person was hurt.

THOSE BRIDGE COS.

OTTAWA & AYLMEY COMPANY GETS ITS BILL THOUGH

Protracted Discussion This Morning Before the Railway Committee of the House of Commons

Quite a lengthy discussion was started by Hon. Mr. Ouimet when consideration of the bill to incorporate the Ottawa & Aylmer Railway and Bridge Co. was resumed before the railway committee today.

Mr. Oulmet suggested that the company should be compelled to construct its bridge so as to be suitable for the use of foot passengers and vehicles as well as electric cars. As the bill stood the construction of such a bridge was optional with the company.

The committee on division refused to amend the bill on the line suggested.

Opposition From Hull.

Opposition was offered to the bill by Mr. J.M. McDougall on behalf of the Hull Electric Railway Co. The Ottawa Company's bill provides that they may in addition to erecting the bridge build lines of electric railway from the Quebec terminus of the bridge to Hull and Aylmer. McDougall said these provisions meant that the proposed Hull line should be paralleled, and that this would practically kill a local enterprise (the Hull line. Mr. McDougall said he would not object to these powers being given to the Ottawa line if provision was made that before the extensions in the province of Quebec were the bridge and the Ontario portions of the system (Ottawa to Britannia) must first be completed.

This suggestion was: accepted.

The company was authorized to issue bonds to the extent of \$20,000 per mile of its branches and lines, though Mr. Mulock contended this was altogether too large.

The construction of the railway lines is to be commenced within two years and completed within six years and the bridge is to be commenced within four years and completed within eight years.

The bill as amended was reported to the House..

29/05/1895 *Ottawa Free Press**Ottawa and Aylmer Railway and Br*

At the Railway Committee this morning the bill incorporating the Ottawa and Aylmer Railway and Bridge company was finally put through. On the objection of the Hull Electric Railway, represented by Mr. J.M. McDougall, Q.C., an amendment was added providing that before the Ottawa company build any of their line in Quebec, they shall be obliged to have the bridge and the Ontario part of the line built. This, Mr. McDougall said, was a necessary precaution, as the company have power to build their line via Hull to Aylmer, and in any event the Viau line would be paralleled from opposite Britannia to Aylmer by the line incorporated under this bill.

Mr. Mulock wanted the capital stock reduced from \$1,000,000 but this was lost on division.

Mr. Ouimet wanted it made compulsory for the company to let the bridge be used for carriage and foot passengers as well as railway, but this was objected to and lost on division, and the committee agreed to report the bill as amended.

30/05/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

Notes of the Session.

At the instance of Mr. J.M. McDougall, Q.C., representing the Hull electric railway, the Ottawa & Aylmer Railway and Bridge Company's bill was amended by the Railway Committee of the House yesterday so as to compel the company to build the Ottawa and Britannia branch and complete the bridge itself before building from Deschenes to Aylmer. A motion to amend the bill so as to oblige the company to construct a foot passenger and vehicle as well as a railway bridge was defeated.

30/05/1895 *Ottawa Journal**Aylmer branch**Aylmer*

At the C.P.R. station at Aylmer, a trained dog is kept constantly on hand to keep stray cows off the track at the street crossings.

31/05/1895 *Ottawa Journal**Ottawa Electric*

\$600 was found on car 220.

31/05/1895 *Eastern Ontario Review**Montreal and Ottawa*

Mr. Alfred Evanturel MPP, was in town on Thursday, and in course of conversation informed us that he will soon call a meeting of the residents of the county, for the purpose of discussing the evident bad faith of the CPR, in not keeping the verbal agreement with him in regard to beginning construction work on the M & O Ry this spring. Mr. Evanturel has been at a great personal expense, and persistent in his efforts to secure for the county better railway facilities, for which the residents are under great obligations to him. The present condition of affairs would lead one to believe the CPR will, this year, follow their tactics of last, and the road will be no near completion when snow comes than it is a present.

31/05/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

A young man by the name of Wm. Ogilvie in the employ of the C.A.R on the work of the pile driving on the east bank of the canal had his fore and second fingers badly jammed yesterday.

01/06/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

After recess the bill to incorporate the Ottawa and Aylmer Railway Bridge Company was read a third time.

03/06/1895 *Ottawa Free Press**Ottawa Electric*

On Saturday the Ottawa Electric Railway company purchased two lots owned by the Slater estate on Albert street running through Queen in the east side of the present car sheds with the intention of extending the buildings to accommodate the steadily increasing number of cars. The building on Albert street thus far used for manufacturing electric heaters will be pulled down, while the residence of Mr. Back, on Queen street, will be sold. On these lots the company will erect another large building, extending from Albert to Queen street, of the same substantial character as the two now in use. This will provide a covering for the dozen cars which have latterly had to stand on Albert street every night and also for the additional cars now being constructed for the Hintonburg route. More

04/06/1895 *Ottawa Journal**Ottawa Electric*

City council relieves OER from building on Nicholas street beyond Theodore.

05/06/1895 *Ottawa Free Press**Canada Atlantic*

Arrangements being made for locating work shops in Archville. More.

05/06/1895 *Ottawa Free Press**Hull Electric*

Mr. Theophile Viau, of Hull, is in Montreal where he is making final arrangements with the firm of railroad contractors for the construction of an electric railway system in between Hull and Aylmer.

05/06/1895 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

The O. & G.V. Ry. Co. are sending out letters to M.P.s asking assistance in getting a grant for the construction of the Interprovincial Bridge. More.

05/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Mr. A.W. Fleck, secretary treasurer to the O.A. & P.S. and C.A. Ry., was walking along the canal bank last evening viewing the pile driving that is now being done there by Mr. Booth, when a Journal reporter met him. He states that Mr. Booth will be obliged to run night and day gangs, as they have only a limited time to complete the work.

06/06/1895 The Equity, Shawville Pontiac Pacific Junction Quyon

Merchants and businessmen appreciate the advantages obtained by the establishment of the express agency at the P. & P. J. station.

06/06/1895 Ottawa Free Press Maniwaki

The new bridge being built by the Gatineau Valley Railroad Company over the Pickanock river will be completed about the 15th of this month when the portion of the new road constructed last summer and extending about five miles on the northern side of Pickanock will be brought into direct communication with Ottawa. On account of an unexpected delay in the arrival of the iron superstructure which should have been delivered on the first of May, the company found that they would not be able to secure the material till fall and in order that the plans for the present season's construction work might not be balked, the management have put up a temporary trestle which will serve the purpose well until it is replaced by the more substantial iron work. --

07/06/1895 Brockville Recorder Brockville and New York Bridge Perth

On Tuesday, says the Perth Courier, Mr. Chas. J. Pusey, of Bancroft, Ont., arrived in town in the interest of the proposed extension of the Irondale, Bancroft and Ottawa railway eastward to Lanark, Perth and Brockville, there to cross by the projected new bridge across the St. Lawrence, to New York city. The other end will be extended to Gravenhurst on Georgian Bay, to get Northwest connections. Bonuses will be asked from the municipalities about here.

07/06/1895 Ottawa Journal Ottawa Electric

The stringing of the trolley wires for the Nicholas - Theodore street extension began today on Nicholas street.

07/06/1895 Ottawa Citizen Renfrew

Of the one hundred flat cars to be built for the O.A. & P.S. railway, twenty five are now finished. Each car has a capacity of 60,000 pounds.

07/06/1895 Almonte Gazette Renfrew

There are 1,800 men at work on the Ottawa, Arnprior and Parry Sound railway.

James Perrigo, of Eganville, at Whitney, on the O.A. & P.S. construction, had several fingers smashed, necessitating amputation.

07/06/1895 Ottawa Free Press Ottawa Electric

Incident with car No. 22.

08/06/1895 Ottawa Free Press Maniwaki

The cars of the Gatineau Valley railway are being painted in the New Edinburgh shops of the electric railway. They are transferred over the line of the St. L. & O. railway. A mail car with a smoking compartment presented a very neat appearance as it left the sheds this morning.

10/06/1895 Ottawa Free Press Hull Electric

Mr. Theophile Viau is back from Montreal where he was negotiating for the construction of his proposed line of electric railway in Hull and Aylmer and connecting those two communities. He states that he met with good success, and will very shortly be able to begin active operations.

10/06/1895 Ottawa Journal Canada Atlantic Central Depot

An engineering party from the Canada Atlantic railway are surveying a route for a temporary track from the main line back of Ottawa East to the Deep Cut. A level crossing has also been laid over the roadway fronting the canal in the village just outside the city limits.

The object of the track about to be laid, is, the company state, to secure a means of carting away the material that will be taken out of the canal, in connection with the pile driving and also to draw material to fill in the flat below the Deep Cut through which it is proposed to run the canal bank line, when formalities are settled.

There is also the likelihood that the line for which the survey is now being made will also be used as a permanent line, if the road goes on. Some people who saw the crossing put down were of the impression that the Canada Atlantic were trying to secure possession of the street crossing, but Canada Atlantic officials asked about the matter said the idea was away off. Possession would do the company no good, as all crossings depended upon the approval of the railway committee of the Privy Council.

11/06/1895 Ottawa Journal Deschenes Bridge

The Deschenes Bridge Company was also read a third time.

11/06/1895 Ottawa Journal Ottawa and Aylmer Railway and Br

The bill of the Ottawa and Aylmer Bridge and Railway Company was read a second time in the Senate yesterday,

11/06/1895 Ottawa Journal Canada Atlantic Central Depot

Trestle work begun

A definite move towards the canal bank line

The first definite move in the direction of building a line into the Central depot was began this morning, when a gang of men were set to work to build the trestle work of the line from the C.A.R. main line to the head of Deep Cut. The timber is being laid today on Mr. Alex. Stewart's property, the flow flat of land lying back of Ottawa East.

An official of the C.A.R. stated today that the trestle work will go on at once. It will take some time to build the trestle, as it will be nearly a quarter of a mile in length. After the trestle is all built the company will begin filling it in with gravel. This work will keep a gang of men employed almost all summer.

DESCHENES BRIDGE BILL

It is Read a Third Time in the Senate After Some Debate

Hon. Mr. McCallum moved in the Senate yesterday the third reading of the bill to incorporate the Deschenes Bridge Company.

Senator Power called attention to an error in the amendments to the bill as printed in the minutes. Senator McCallum saw no reason why the bill should be again delayed. He thought that these objections were taken only for the purpose of delaying the bill. Senator Scott's amendment that the company be compelled to alter the construction of the bridge at any time provided a canal should be built along the shores of the Ottawa river, without claim for damages, was equivalent he said to a six month's boost.

Senator Scott: Oh no;

Senator McCallum: But I say yes. It would be impossible for this company, if you load down this bill, to borrow money to carry on the work.

The company in asking for the charter, he said, was in earnest and proposed to do the work it sought powers to do. He was afraid the senators from Ottawa feared the proposed bridge would mean the taking of a few street railway fares from Ottawa.

Senator Power disavowed any intention of opposing the bill. He simply desired to call attention to an error in the printing of the amendments made in committee.

Senator Scott did not intend to oppose the bill. It was true, he said, that in committee he had favored a single bridge for the use of the two companies which sought incorporation and powers to bridge the river at Deschenes. Those supporting the bill had, however objected and he was quite willing to bow to the wish of the majority. His amendment, proposed on third reading, as to changes should a canal be constructed, he had also proposed in committee where it had been defeated. He pointed out the importance of the Ottawa river canal scheme and said that his only object in proposing [sic]

11/06/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

THE OTTAWA SCHEME

A bill to incorporate the Ottawa and Aylmer Railway and Bridge Company was read a second time.

Senator Clenow explained that it was proposed to construct a line of electric railway from Ottawa to Britannia, and bridge the Ottawa River at or near the site proposed in the bill just read a third time. He had hoped it would be possible for the two companies to use the same bridge, but that had been found objectionable. It was also proposed at some future time to extend the line along the shores of the lake, affording an opportunity to the people of Ottawa to take advantage of the situation and convenience to build summer residences on the lake shore.

12/06/1895 *Ottawa Journal**Ottawa Electric*

The construction of the Somerset street line is now being rushed. It began Monday. Today the ties are laid beyond Percy street, the rails to a short distance below, and the ballasting is completed to Kent street. Contractor Leamy is getting on a phenomenal hustle. He is employing a large number of men.

12/06/1895 *Ottawa Journal**Ottawa and Aylmer Railway and Br*

The Senate to-day passed thr Ottawa and Aylmer Bridge Company's bill

13/06/1895 *Ottawa Citizen**Ottawa and Aylmer Railway and Br*

THE BILL HAS PASSED

And Work on the Electric Railway to Aylmer Will Soon Commence

The Ottawa and Aylmer Railway and Bridge Coy's, Bill passed the Railway Committee of the Senate yesterday morning with a few unimportant amendments. The bill is promoted by the shareholders of the Ottawa Electric Railway Company, and the work proposed under the charter is to extend the line of the company to Britannia, where the river will be bridged to Deschenes, the line to proceed along the river front to Aylmer. It is understood it is the intention of the company to commence active operation on the construction of this line as soon as the present extension is completed.

13/06/1895 *Ottawa Journal**Ottawa Electric*

Montreal, June 12. The Butcher's Association met last night and decided to accept the rates offered by the Street Railway Company for the conveyance of meat from the abattoirs to the different stores and markets in the city, and the association recommended that all the members accept these terms so that the company can commence the work immediately.

NB - it is not clear that this refers to Ottawa.

14/06/1895 *Ottawa Free Press**Ottawa Electric*

Shortly after half past two this afternoon officials of the electric railway and a number of aldermen, Mayor Borthwick, and several prominent citizens, boarded two cars and officially opened the Theodore street loop line. More.

14/06/1895 *Ottawa Journal**Ottawa Electric*

The formal opening of the Nicholas and Theodore street branch of the electric street railway took place this afternoon. Two special cars containing the mayor, aldermen and many prominent citizens left the city hall square at half past two o'clock. At the corner of Nicholas and Rideau streets as well as along Nicholas and Theodore, bunting and flags were displayed in honor of the opening of the line to residents along these streets. Many of the residents cheered lustily as the cars passed by.

A trial trip was made over the line last evening by a special car on board of which were superintendent Hutcheson, W.Y. Soper, Ex-Ald. Baldwin, F. Leamy, Geo. Harris and others.

14/06/1895 *Ottawa Journal**Kingston, Smiths Falls and Ottawa*

The right of way for the Kingston, Smiths Falls and Ottawa railway is being surveyed.

14/06/1895 *Almonte Gazette**Kingston, Smiths Falls and Ottawa*

A surveying party is at work on the route of the Kingston & Smith's Falls railway.

14/06/1895 *Ottawa Journal**Renfrew*

The Dominion Bridge company have had a writ issued against Mr. J. O'Brien of Renfrew, a contractor on the O.A. & P.S. Railway for \$1,375, the price of a turntable supplied the contractor on the construction work on the line.

14/06/1895 *Almonte Gazette**Renfrew**Whitney*

WHITNEY NOTES

A station house is being erected a short way below the railway bridge. Mr. Cunnyworth, agent, intends to bring his family up from Killaloe as soon as it is completed.

O.A. & P.S. NOTES From our own correspondent. About 150 men are at work between Opeongo Forks and Whitney on "the lift" and on ballast trains. It is reported that a station and section houses will be erected at Madawaska siding- a mile-a-half from Murchison. Messrs. D. McDonald's and McMartin, sub-contractors for the first ten miles above Whitney, have about 400 men employed grading, rock-cutting, etc.

Messrs. Breuder & McNaughton have two miles of trestle work on the first ten miles. Mr. Campbell has a force of men taking out timber for this work. There will thus be about 500 men employed. Large numbers of men are coming in every week looking for work, many of whom return without finding suitable employment. The demand for horses is well supplied owing to the number of shanty teams in this locality. From the nature of the work along Long and Rock lakes, not so many horses are required. The railway is being constructed on the north shore of Long and Rock lakes, then crosses the Madawaska at the foot of Whitefish lake to the south side. Messrs. O'Neill & Ferguson have the contract for the second ten miles and have about 300 men at work, 100 of whom are Italians. The contract for the third ten has not been let, as the government have not given a bonus for construction past Whitefish lake. When completed the O.P. & P.S. RR. will afford tourists one of the most delightful trips in Ontario. From Barry's Bay westward, and especially from Eaganestate, it passes through some delightful lake and river scenery. The magnificent pine clad hills, wonderful chutes of the Madawaska and lovely lake views, as seen from the car window, are delightful. It is certain to become a summer resort in a short time. Whitney is one hundred and forty three miles from Ottawa, and is the present terminus of the O.A. & P.S. It is situated on the eastern end of Long lake, in the southern portion of the District of Nipissing. The place receives its name from Mr. Whitney, the manager of the St. Anthony Lumber Co., who is erecting a large sawmill at this point. The St. A.L. Co. own great limits up to the headwaters of the Madawaska and on Opeongo lake, purchased from Messrs Perley and Fraser. A large portion of these limits lie in the southern portion of the Algonquin Park. Although buildings are not very numerous in Whitney, the population at present is up into the hundreds. The company intends to erect dwellings for married workmen on a rising ground to the east of the mill site - each house to have a garden of about an acre attached. Stores, school and church buildings will also be erected for the benefit of the workmen. At present the workman and staff are boarded in large camps, the main building accommodating over 100 men in the second story, having a dining-hall capable of holding nearly 200 men, and large sitting-room on the first flat. Storehouses, stables, a small sawmill, etc., complete the group of buildings on the south side of the Madawaska, or the American side, as it is commonly called. On the Canadian or north side are the engine house, station house (in the course of erection) and a number of railway camps. Construction work is being pushed and already the steel has been laid for a short distance up the newly graded roadway. The large steam sawmill now drawing near to completion is beautifully situated on a commanding position at the end of Long lake. It is some half-a-mile from the railway station, with which it is connected by a branch line on which machinery and supplies are landed close to the mill. A great sandy ridge back of the mill is being leveled for the lumber yard. The forest has been cleared for a good distance to make room for building operations and protection from fire. The mill will be one of the best, if not the best, in all Canada. It has all the latest improvements of American mills, made of the best material and constructed under the oversight of some of the best mill-wrights and mechanics from Minnesota and Michigan. It will be lighted with electricity and will run day and night. A more complete description of the mill will be given on its completion. Mr. Whitney hopes to have it running toward the end of June. There will probably be an excursion from Ottawa and all intervening points to witness the opening. It is a pity that Almonte has not direct connection with the O.A. & P.S. It would be a pleasant trip to this upper country.

18/06/1895 *Ottawa Journal* *Canada Atlantic* *Ottawa East Central Depot*

"There will be no delay in the work of building the line into the Central depot," said Mr. A.W. Fleck, secretary-treasurer of the C.A.R. this morning, "now that the trestle work has been begun."
 "We are waiting for an answer from the Ottawa East council to our request for an exemption from taxes if we build our workshops adjoining the village. If it is in the affirmative we will then go on after the trestle work has been built to fill in the low property between the eastern and western lines preparatory to building our work shops there.
 "If this is done a large force of men will be employed all summer."

A Great Benefit

A work such as the filling in of the low land as above described will be very welcome as it will keep a large number of men employed all summer, and will give a general stimulus to business. Just how much work will be done this summer of the work proposed is not known, but one thing is certain, as much as possible will be done.

18/06/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Fifty men were put at work this morning to build the trestle work of the line into the Central Depot. The survey of the line as far as Theodore street has been completed and yesterday Mr. Geo. Root and a party of the engineering staff of the O.A. & P.S. Ry. finished taking their levels for the trestle work so that it could be immediately commenced. Construction of the trestle will go on with as much rapidity as possible. The timbers are all on the spot so there will be no delay on that score. Framers and other workers are on hand framing the trestle timber. Today many of the heavy upright timbers had placed in position. The trestle which gives an inlet from the C.A.R. line to the Central Depot extends from a point where the line crosses the Rideau River bridge across a low flat of land owned by Mr. Arch. Stewart to the point where the Hurdman road connects with the Canal road above the head of the Deep Cut. The trestle will be 2,100 feet in length and from twenty to forty feet in height.

20/06/1895 *Ottawa Journal* *Canada Atlantic* *Ottawa East*

On at the same time

So will go the "V" and the filling of the C.A.R. car shops

It is learned today that the filling in of the main and switch track of the C.A.R. back of the Deep Cut and the workshops that are to occupy the "V" space that is to be filled in, will go on at the same time.

Ordinarily the earth in the space that is to be filled in would be too soft to permit foundations to be laid this summer, but Mr. Booth has decided to pile drive the foundations, and as the space is filled in piles will be driven and the workshops constructed concurrently.

There are some fifteen acres to be filled in, to a depth of from 12 to 16 feet. The job will likely take all summer.

A large part of the filling will be taken from the canal bank, which has to be cut down to the tops of the piles now being put in, a distance of about 12 feet. The material will be carried away on flat cars, and dumped in the "hole" back of the Deep Cut.

Nothing is yet definitely known about the size or details of the workshops. The plans are still in the embryo. It is certain, however, that there will be instead of one large shop a number of small ones. These shops will be used for the manufacture of cars of all kinds, and for repairing. The company's roundhouse will also be situated inside the "V". The timber for one of the car shops is now lying out on Mr. Booth's property near Concession Street, where it was held in readiness to build if Mr. Booth had secured the Hickey property.

20/06/1895 *Ottawa Free Press* *Ottawa Electric*

Description of Theodore street route - picturesque, etc.

21/06/1895 *Brockville Recorder* *Brockville* *Brockville*

There was not a little excitement at the C.P.R. dock Monday afternoon over the loss of a 48 pound cheese, which in being unloaded from the steamer Massena, slipped from a truck and rolled into the river. There is about fifteen feet of water at about the point where the boat lay and as the cheese sank like a stone, it looked as though Capt. Dana was out the price of the lost box and its contents. He was not however, as Harry Trussell and some of his companions fished it up by the aid of a coal scoop and some pike poles, and sold it back to the agent for \$1.25.

21/06/1895 *Ottawa Journal*

Ottawa Electric

The laying of tracks on Wellington street for the temporary electric line will be started immediately after July 1. The Minister of Public Works has given permission provided the work is delayed until after the unveiling of the monument of the late Sir John A. MacDonald. Tracklaying on the Somerset street branch of the electric railway has reached Division street.

21/06/1895 *Ottawa Journal*

Canada Atlantic

Central Depot

Building of the Trestle Work at the Deep Cut begun

Fifty men were at work this morning to build the trestle work of the line into the Central Depot.

The survey of the line as far as Theodore Street has been completed and yesterday Mr. Geo. Root and a party of the engineering staff of the O.A. & P.S. Ry. finished taking levels for the trestle work so that it could be immediately commenced.

The construction of the trestle will go on with as much rapidity as possible. The timbers are all on the spot so there will be no delay on that score.

Framers and other workers are on hand framing the trestle lumber. To-day many of the heavy upright timbers had [been] placed in position.

The trestle which gives an inlet from the C.A.R. line to the Central depot, extends from the point where the line crosses the Rideau river bridge across the low flat of land owned by Mr. Arch Stewart to the point where the Hurdman road connects with the Canal road above the head of the deep Cut. The trestle will be 3,100 feet in length and from twenty to forty feet in height. (Branchline)

22/06/1895 *Ottawa Journal*

Ottawa Electric

Electric street railway plan - shows map of route.

22/06/1895 *Ottawa Journal*

Hull Electric

Mr. T. Viau, president of the Hull Electric Railway Co., is closing negotiations with a firm of American contractors for the building of the electric railway between Hull and Aylmer. The route will likely be along the shore of the Ottawa river, instead of along the Aylmer road, as the Road Company want too large a figure for a right of way. The work will begin early next month.

22/06/1895 *Ottawa Journal*

Renfrew

Eganville

A daily train will likely be put on the O.A. & P.S. Railway west of Eganville next week.

24/06/1895 *Ottawa Journal*

Canada Atlantic

Central Depot

Mr. A.W. Fleck was seen this morning with reference to the statement in the evening paper that a temporary Central depot will be built at Theodore street. Mr. Fleck said, "It's nothing but a mere conjecture. I know nothing about it and I am sure the paper that made the statement cannot know anything either about such move."

24/06/1895 *Ottawa Journal*

Renfrew

Perhaps the largest excursion that has ever been run over any railway line in eastern Ontario was that of the employees of the Canada Atlantic to Golden Lake on the O.A. & P.S. Ry. this morning.

The excursion was from all points on the C.A.R. from Coteau to Ottawa and along the line of the O.A. & P.S. Ry. from all stations west of Ottawa.

Three solid excursion trains of ten coaches each, thirty coaches in all, were required to carry the 1,500 excursionists from the city alone. Besides this there was another excision train from down the C.A.R. with five hundred people on board. It was expected that as many as 700 would patronize the excursion from points along the O.A. & P.S. Ry. thus making in all an excursion of 2,700 people.

The first excursion train left Ottawa at 7 a.m. and the second at 7.30 a.m. and the third at 8.05 a.m. The train from down the C.A.R. passed at 8 o'clock. The excursionists arrived at Golden Lake around 11 o'clock.

Nearly all the employees of the railway were granted a holiday.

Two carloads of boats were attached to the first excursion train at Renfrew for the use of the excursionists at their destination.

24/06/1895 *Ottawa Journal*

Renfrew

Whitney

Whitney, the present terminus of the O.A. & P.S. Ry., 140 miles from Ottawa only a few months ago a wilderness is now rapidly developing into a large town. The Eganville Star gives the following interesting description of the place.

St. Anthony Lumber --

Population 200 --

Boarding in camps --

The commodious steam saw mill now drawing near to completion is beautifully situated in a commanding position at the end of Long Lake. It is some half a mile from the railway station, with which it is connected by a branch line on which machinery and supplies are landed close to the mill.

Details of the mill.

Another article

The work on the construction of the O.A. & P.S. Ry. goes merrily along.

Messrs. D.R. McDonald and McMartin are pushing the work on the construction of the first ten miles above Whitney. Nearly all the rock cutting is done and grading is going on rapidly. The roadbed is well done and reflects great credit on the skill and ability of the contractors.

The contract for the third ten miles has not been given out. The government, seemingly, have not granted a bonus for construction further than three miles above White Fish Lake.

Messrs. Breuder and McNaughton, contractors, have two miles of the trestle work on the first ten miles above Whitney completed. At Mud creek the pile driving is completed. At Breeder's Bay pile driving is going on so satisfactory that in a few days both ends of the construction across the bay will be connected. The work looks solid and substantial and carefully superintended by the firm.

Messrs. O'Neil and Ferguson, contractors for the second ten miles have very little rock cutting to do, all will be completed in a few weeks. Grading and levelling is going on rapidly. Large numbers of Italians can be seen on the right of way. They are capital workers and can stand black flies better than any other nationality. Messrs. O'Neil and Ferguson thoroughly understand the construction, being level and well made, six weeks ago a swampy forest, now a well constructed railroad bed.

A return respecting the Pontiac and Pacific Junction Railway was laid before the House yesterday. It contains the following letter to the Minister of Railways from G.W. Pangbourn, mechanical engineer, dated Aylmer Jan 23, 1895.

"I beg to lay before you certain facts of which I know you are unacquainted. They refer to the unsafe and dilapidated condition of the P.P.J. Ry., between Aylmer and Waltham station. The greater proportion of cross ties are rotten, and consequently unsafe for passenger trains, in fact they are so bad that a large percentage of them are broken in two or three pieces. Culverts, cattle guards and cattle passes are actually falling to pieces, and at this date some have been blocked up to keep them in position. The large culverts, ten to fifteen feet openings are also unsafe. The stringers or lower timbers that lay or are embedded in the ground are rotten and no doubt will crumble as soon as disturbed by accidents or heavy flows of water. The large bridge near Breckenridge station some 7 3-4 miles from Aylmer, is in a disgraceful and unsafe condition, the piers being constructed of round and square timbers during the year 1884, and since date little or no repairs have been done. All the wooden bridges on the line are in the same wretched and unsafe condition. The trestle work at Parker's station, also the trestle 1 1-2 miles west of Quyon station, built during the years 1884 and 1885, have had some slight repairs, which could not have been of much service or improvement judging from the sample of cull and rotten timber that passed this stations [sic], to be distributed at these trestles of bridges on the line. All floor timbers or cross timbers on iron bridges at Quyon, Campbell's Bay, Bernard's Creek are also in a very unsafe condition, and should be removed as soon as possible. In the interest of the people of Ottawa and Pontiac counties, also for the safety of the traveling public, some measures should be taken to compel the railway company to sufficiently repair the road and bridges at the earliest date possible to prevent serious loss of life."

The letter concludes by asking the Minister of Railways to order an inspection.

Other letters showed that F.J. Lynch, under instruction from the department of railways and canals, inspected the road on April 10 and 11. The effect of his report was that the road was in a safe condition for traffic but the company might be called upon to give attention to repairs this coming season. Mr. Lynch denied the sweeping charges made by Mr. Pangborn.

W. Dale Harris, managing director and chief engineer of the road also wrote several letters denying the charges, and informing the department of the repairs he himself had arranged for previous to the inspection. These were on a larger scale than these suggested by Mr. Lynch. A later letter states that the ties etc. for these renewals were distributed along the line.

This was also covered by the Free Press, same date.

An erroneous item appeared yesterday in an evening contemporary to the effect that the western end of the railway trestle at Archville is still unfinished owing to the company being unable to close a deal for the Daly property over which the trestle is to pass. The fact is that the property in question was sold to the company on Tuesday last by Mr. Charles Murphy, solicitor for Mr. Daly. On the same date Mr. Murphy also sold the Biggar lot which adjoins the Daly property and the company have thus had a clear right of way for some days.

Letter to the Journal from W. Dale Harris.

The item which appeared in your issue of yesterday evening entitles "Pontiac Pacific Junction Railroad Track", gives publicity to certain documents laid on the table of the House on 24th inst. in which the safety of the railway is impeached, and as the refutation of the charges are given a very subordinate place in the item in question, permit me to add a few words of explanation.

A man named Pangborn, who, together with his son, had been summarily dismissed from the company's employ, addressed a letter in January last to the Minister of railways stating that the road was in a dilapidated, rotten and unsafe condition, and demanded an examination by the government. Accordingly the department of railways had a minute and critical examination made of the road from one end to the other. The report to the government of this inspection emphatically contradicted every charge made by Pangborn, and stated that the railway was in a perfectly safe and sound condition.

The repairs mentioned as being necessary were merely the ordinary renewals, which all the railways make from season to season, and had already been provided for in prior to the date of the man Pangborn's letter.

The company at the time regarded the action of Pangborn simply as an effort of a disappointed employee to give annoyance, and the matter would probably never been heard of again had not some relic hunter called for the correspondence in the House.

Yours etc.

Careful of dynamite

There has not been an accident on the construction of the O.A. & P.S. Ry. this summer. It must be said that few railways have been constructed with less accidents than have occurred on this line. Only two serious accidents have taken place on the road which speaks volumes for the carefulness and precaution of the men in charge of the work.

The fact that over two thousand men have been employed on the line all this summer where blasting and rock cutting is going on continually, and none of these have been injured is indeed very satisfactory.

Dynamite is the danger in railway construction. It is an explosive of which the O.A. & P.S. Ry. requires a large quantity. As much as a thousand tons of dynamite have already been used on the line this summer. The most of this dynamite was sent up last winter. It was drawn from the end of the iron to points on the survey where it would be required this summer.

Put on an island.

Magazines for the storage of this dynamite were built on islands in the lakes which abound in the neighbourhood of this summer's construction work. These magazines are from half a mile to a mile removed from the place where the men are this summer working on the construction. When dynamite is required, men are sent in a boat to the magazine and bring over two or three boxes of the explosives at a time. In this way the danger from the use of this explosive is greatly reduced.

In the conveying of dynamite over the line special trains are used. These are through trains and never more than three or four carloads of the explosive are allowed to be taken over the line at once.

The C.A.R. Trestle work

The western end of railway trestle at Archville is still unfinished as the company have not yet closed a deal for the Daly property over which the trestle is to pass. It is understood that the real difficulty exists in the owner of the property wanting to sell the whole of his claim to the company while the company only want to buy a right of way through it. If the deal cannot be made very soon the work of completing the trestle will go on and the value of the property left to arbitration.

It is learned that early next week the houses of squatters on Ordnance Land will be removed.

The pile driving along the east bank of the canal is being rushed along quite rapidly. It has now been done to within 150 yards of Maria street bridge which will be completed next month.

The extension C.P.R. warehouse on Sussex Street, formerly the old St. Lawrence & Ottawa Railway station, narrowly escaped being wholly destroyed by fire early yesterday morning. As it was the east end of the building, facing Sussex street, was badly burned and the contents damaged. The contents consisted of over five thousand bags of flour, bran, etc., owned by Mr. Peter McRae, a large quantity of tar and felt paper, the property of Mr. Thomas Birkett. The average price of the flour and bran was about \$2 per bag making the total value about \$10,000. The bran was nearly all consumed by the flames and the flour damaged by water. More.

03/07/1895 Athens Reporter Westport

(In Retrospect) About 400 excursionists had come in along the line of the B&W. Rwy, 250 of them boarding the steamer Island Belle for the Celebration at Ogdensburg.

03/07/1895 Ottawa Free Press Ottawa Electric

Car No. 223 of the Ottawa Electric road, carried 1,100 passengers on Dominion Day.

03/07/1895 Ottawa Journal Renfrew Ottawa East

The Ottawa East council last evening passed a motion for the preparing of a by-law to exempt the O.A. & P.S. Ry.. from taxation for ten years on the condition that the workshops are built adjoining the village.

04/07/1895 Ottawa Journal Canada Atlantic Central Depot

First Engine Tomorrow.

Tomorrow the first O.A. & P.S. Ry. locomotive will cross Nicholas street on the line into Central Depot. The rails were today almost all laid on the long trestle east of Archville, and all that was required to be done was to finish the north end of the trestle. In the beginning of next week a steam shovel will begin cutting out the canal bank from the head of Deep Cut to Theodore street, and the earth will be used in filling in the low ground beyond Archville on which the workshops are to be built.

04/07/1895 Ottawa Journal Ottawa Electric

Hintonburg council has decided to give the Ottawa Electric Railway the right of way over the Richmond Road through the village for twenty years providing the company pays \$300 a year for five years and macadamizes the road.

04/07/1895 Ottawa Citizen Hammond

Messrs. E.J. Chamberlain, M. Donaldson and J. Graham of the C.A.R. Company have inspected the new railway line from South Indian to Rockland. It is probable the C.A.R. Company will take over the line. New stations have been erected at Cheney's and Clarence Creek, and another is to be put up at Rockland. Mr. Geo. Tomlinson was the contractor for the stations, and has received many compliments for his work.

04/07/1895 Ottawa Citizen Hull Electric

Hull-Aylmer Electric Railway.

From information received it can be inferred that the promoters of the proposed electric railway scheme between Hull and Aylmer are busying themselves in connection with the carrying out of the project. The first definite move towards the selection of a route between the two available, namely that of the Aylmer Road and the one skirting the river bank, has been taken. Both routes were surveyed and inspected some time ago, and yesterday, the secretary of the Aylmer Road company received a communication from the Electric railway company, asking what they would be willing to accept for a right of way along the route. It is believed that the road is the more desirable route, but whether it will be adopted will depend upon the conditions offered by the company owning it.

05/07/1895 Ottawa Journal Ottawa Electric

The rails on the Somerset Street line have reached the Cedar Street bridge. It is understood that as soon as the track is ballasted that far cars will be run to that bridge, and kept running to that point until Hintonburg is reached. Rochesterville wants the service as soon as possible.

06/07/1895 Ottawa Citizen Ottawa Electric

The Ottawa Electric Railway has almost completed the work of laying new tracks on Wellington Street, on which street the cars will run during the progress of the paving work.

08/07/1895 Ottawa Citizen Ottawa Electric

A large gang of men were at work last night laying the electric car tracks on Wellington street.

08/07/1895 Ottawa Journal Ottawa Electric

TANGIBLY IN SIGHT.

WORK OF ASPHALTING SPARKS STREET BEGUN TO-DAY.

A Gang of Men Begin Tearing up the Roadway - A Block at a Time will be Begun - The Cars Running on Wellington St.

At last an asphalted Sparks street is tangibly in sight.

This morning, bright and early, some sixty men and a dozen carts were set to work, tearing up the roadway. The block between the post office and Elgin street was selected and all traffic thereon stopped. Between the men looking for work, and spectators, including members of the board of works, the sidewalks were crowded all day, and the street bore a very lively appearance.

The macadam that is being taken off the roadway is being removed to Somerset street and used for grading the roadway along the electric rails. It is therefore not going to waste.

It is the intention to increase the number of men employed as the work progresses. It has not yet been settled whether the work will be carried on at night.

Only a block at a time will be torn up, though after a while between the picking and the laying of the asphalt the whole street will be taken up.

This morning the electric cars began running on Wellington street, via Bank. The rails are only, placed temporarily on ties laid on the surface of the street the ties being filled in with earth to steady them.

At the Street intersections plank crossings are laid for the use of horses.

On Saturday the str. Herthie arrived at Montreal with a cargo of 2,000 tons of French rock asphalt for the Ottawa work. A lot of asphalt is also being crushed at the company's works at Buckingham.

The Canada Atlantic Railway has purchased from the Sparks estate the right of way down the canal bank from the Maria street bridge north to the Canal basin.

This purchase will enable the company to run straight down the canal bank to the basin between Dey's rink and the water, and around the basin in front of the Ottawa Granite Works, to the desired point for the station on the site of the old drill shed on Nicholas st.

The original idea was to run across Theodore street at the back of Dey's rink, and then swing round the Granite works and the canal basin. The canal front route will be more satisfactory to the railway as it will give them better facilities for loading and shipping from the docks.

An arrangement was made with the Sparks estate by which the railway purchased whatever rights the estate might possess as shown by the action now pending between the estate and the Dominion government.

The O.A. & P.S. Ry. now have 1,200 feet of side track laid along the canal bank piling in preparation for the beginning of excavation of the bank for the laying of the line into the Central depot. Three hundred thousand cubic yards of earth are to be excavated. The steam shovel will begin work close to the water's edge and make a cut about thirty feet in width along the bank after which the track will be moved inward and other strips of bank taken away until the excavation is completed.

Steam shovel at work

Tomorrow the steam shovel will be at work. it was brought down the line a few days ago and has been in the workshops undergoing repairs.

The trestle leading from the west end of the C.A.R. line into the Central depot is being rapidly constructed. It is now one third built and sills have been laid half the distance of the trestle. The trestle will be 1,500 feet long.

Mr. J.R. Booth the ever energetic president of the line has taken personal charge of the work. he is on the scene of operations from six o'clock in the morning until dusk in the evening. Although seventy years of age he is frequently observed handling the pick and shovel as an ordinary laborer. He is never happier than when he is working alongside of his employees.

09/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

The Canal Bank Work

The pile driving along the east side of the canal is now completed. The work extends from Maria street bridge to the head of Deep Cut, a distance of 2,700 feet. Mr. Booth had the work pushed on rapidly.

The work of excavating along the canal bank for the O.A. & P.S. entrance to the Central Depot will be begun not later than tomorrow afternoon.

10/07/1895

Ottawa Journal

Renfrew

Elgin Street

The C.A.R. are shortly to begin building a siding into the new porcelain works near the depot. The siding will be about five hundred feet long.

10/07/1895

Ottawa Journal

Kingston, Portsmouth and Cataraugus

SUNDAY CARS IN KINGSTON.

Motors Ran There on Sunday Under the Guise of Religion

The Kingston Whig of Monday says: Clang-clang! clang-clang! went the electric bells yesterday. It was quite an innovation for Sunday; toil is not a frequent occurrence here save in the livery stables and boat houses. But a Free Methodist camp meeting was on at Lake Ontario park and hundreds, yea thousands, were curious to see to what heights of excitement the religious enthusiasts could work themselves. And the people strained their necks to see, forgetting the day and its obligations.

From two o'clock to nine the cars were packed; every point a man could cling to was occupied. The conductors could hardly navigate to collect fares. Crowds stood on the street corners waiting for a chance to cling to anything. The solidly religious people, however, were not among the anxious. They quietly performed their duties at home and church as was their wont and paid little heed to the clanging of bells and reverberating wires an wheels, further than to deplore that the company operated under the guise of religion.

The meetings at the park did not come up to the expectations of the crowd. They had anticipated whirling dervishes, shouting, prancing, prostrating individuals, in fact to see ridiculous performances, as has been declared to be features of Free Methodist gatherings, but they were disappointed.

The meetings were interesting and at times exhilarating, in fact reminded one of the negro camp meetings. True there were some vociferous exclamations, and some excited women, but nothing really to signify, and quite tame to what was desired and wished for by many.

11/07/1895

Ottawa Free Press

Canada Atlantic

Central Depot

Practical work is running on the central depot line. As stated in the Free Press, the steam shovel arrived over the trestle work in the swamp on Monday and at once prepared for action. Today steam was raised and the "nigger" placed in position at the head of Hurdman road near the bed of the deep cut. It is proposed to keep the machinery at work night and day till Maria street bridge is reached. If, by that time an arrangement has not been reached between the Government and the Sparks estate agents, irrespective of the coming judgments of the Supreme court after the long vacation, the preparations for the temporary station will be begun at once and kept up with unremitting vigor till completed.

11/07/1895

Ottawa Journal

Ottawa Electric

New route will be opened tomorrow to Division street.

The Somerset street line of the electric railway will be opened tomorrow. For the present, owing to the non-arrival of expected trolley wire, there will be only one car on the route, there not being a trolley yet for the second track.

The car will run back and forward between Bank and Division streets. For the present the Somerset street car will not run on Bank street. The laying of the track to Hintonburg and the Farm is being pushed, but in the meantime a car running to Division street will accommodate a great many people residing between Albert street and Ann street.

12/07/1895

Ottawa Journal

Renfrew

O'Neil and Ferguson were the OA & PS contractors in the Whitney area. The subcontractor for stonework (from Eganville) was Mr. Keating.

Mr. Force, contractor on the OA & PS, near the terminus of the twenty-mile contract above Whitney, discovered, a few days ago, the skeleton of an Indian, with tomahawk and other curiosities at his side, while excavating for the rail bed.

12/07/1895

Renfrew Mercury

Chalk River

Renfrew

Messrs. Spencer of the C.P.R., and Folger of the K. & P.R., were in Renfrew on Wednesday evening of last week, choosing the site of the new C.P.R. station here. It will be just about on the spot where the K. & P.R. station stands; and will serve as passenger station for both railways. We understand that the contract for the building has been awarded to Mr. J.W. Munroe, of Pembroke. The structure will be 90x40 feet and of Sand Point stone. Also in the Shawville Equity, 18 July.

The railway question.

Rumor has it that the attention of the Ontario government has been called to the fact that midsummer has come and that again nothing whatever has been done towards the construction of the M & O Railway. The people of Prescott are informed that it is the intention of the CPR to bring pressure to bear on the Dominion and Ontario governments to further extend the time, in order to prevent other Co's., from stepping in for the relief of the people of our county. We understand strong pressure is now being made from this county at Toronto to prevent in advance any such action having weight, but pointing to the fact that the Ontario government has been defeated in all their aims by the CPR from year to year, and the agreements made for our benefit systemically overlooked, there is ground for concern. We are also told that the people of this county and now opening negotiations elsewhere, and will ask that the subsidy be handed over, at the end of December, to another concern, with a view to have at last railway facilities which the CPR have for so many years deprived us of. It is said that an effort has been successful to induce a private Co, to build from Hawkesbury branch to that of Rockland, and parties are quietly ascertaining the cost of right of way and securing the same.

12/07/1895 *Ottawa Citizen* *Ottawa Electric*

The Somerset street railway line will be opened today.

12/07/1895 *Eastern Ontario Review* *Kingston (CN)* *Kingston*

Kingston wants the G.T.R. shops that are now located at Belleville and Brockville

12/07/1895 *Almonte Gazette* *Renfrew* *Barrys Bay*

Barrys Bay is again booming since the station has been opened and it has become a temporary divisional point between Ottawa and Whitney.

A grand excursion of the railway employees came to Golden Lake last Monday, where a crowd of several thousands assembled for a picnic.

By the new time-table there are two daily trains from Ottawa to Barry's Bay, and from Barry's Bay to Whitney every day and a passenger going up Mondays, Wednesdays and Fridays and returning Tuesdays, Thursdays and Saturdays. The train service is thus much improved.

James and Alex. Avery, employed on the O.A. & P.S. railway, were injured by the premature explosion of a charge of dynamite, while blasting on Thursday last. Their faces and eyes were covered with sand and small stones. They will recover.

15/07/1895 *Ottawa Journal* *Ottawa Electric*

from today the Chaudiere cars will only run to Queens Wharf in the morning. In the afternoon they will run to Rockcliffe.

15/07/1895 *Ottawa Journal* *Renfrew* *Whitney mill*

(No mention of railway.)

THE WHITNEY SAWMILL. Description of the New Mill Built by the American Syndicate The large saw mill that has been built by the St. Anthony Lumber Company, at Whitney on the O.,A. & P.S. Ry. is thus described by the Eganville Star: The mill proper is a three-story gable roof building, 207 feet long by 80 feet wide, with a shingle and lath mill attachment 48 feet by 50 feet, and sorting shed 270 by 32 feet. It is built of heavy oak and pine, put together in such a manner that its strength is superior to any test to which it may be put The capacity, for sawing will be about 2 50,000 feet per day, supplied by three band saws and one gang saw, with edging, butting and trimming saws, sufficient for the requirements. The shingle and lath mill is replete with every contrivance in the way of improved machinery calculated to get the best possible value out of the material used. The engine and boiler house, built separately from the main building, is 72 feet by 81 feet, and is fire proof, being constructed of stone, brick and iron throughout. Motive power for running the mill is supplied by a Cooliss {sic s/b Corliss} engine of 700 horse power, furnished by Messrs. E. P. Allis & Co. of Milwaukee, Wis. The main shaft is 17 inches thick, with a fly wheel 24 feet in diameter, 52 inch face and weighing 20 tons. The main driving belt is 48 inches in width. Steam is obtained from eight Wickes' boilers, with dimensions of 5 feet by 20 feet, manufactured by Wickes of Saginaw, Mich. Sawdust belts carrying a continuous supply of sawdust to the furnace will furnish necessary fuel, and the balance of the sawdust and other waste material will be disposed of by means of a burner. This burner is constructed of iron plates 3-8 Inch thick, and lined inside with a brick wall 18 Inches thick, the top being covered with a heavy netting. It is 85 feet in height and 30 feet in diameter.

15/07/1895 *Ottawa Journal* *Renfrew*

Mr. Geo. Mountain has returned from a trip over the line. The ten mile section of Mr. Fauquier and O'Neil and Ferguson are well under way. The Mud Creek bridge on the Fauquier contract is now finished. At first it was thought that a pile structure 1,500 feet long would have to be built but the creek has been crossed with a bridge 230 feet long, and the long trestle work on the approaches are being filled in.

The trestle work on MacDonald and Brodeur Bays is well under way. The Fauquier contract will be finished by August 1, and O'Neil and Ferguson's contract by September. It is expected that trains will be running to 164 miles distant from Ottawa by the 1st of October. Two thousand men are now on the work. The contractors are now beginning to reduce their staff of laborers.

15/07/1895 *Ottawa Journal* *Renfrew*

Heroics for Lawbreakers

Mr. Josh Conolly, license inspector has an exciting time up along the line of the O.A. & P.S. Ry. watching and punishing violators of the License Act. He has three cases at Whitney to be heard this week. He has to look after Nipissing and Haliburton and the lawbreakers of Haliburton have to be brought to justice in rather an heroic way.

Mr. Conolly's plan is to take along the magistrate and the constable up the string of lakes, and thus the trio travel by land and water until they locate the whiskey camp, when they at once seize the lawbreakers, if possible get out their papers and hold their court on the smoothest rock they can find. Sometimes the victim gets away.

One of the fugitives bolted from Mr. Conolly on one occasion, and left him part of his shirt. He has in custody liquor enough for an ordinary hotel. He was at Whitney not long ago and at the station he noticed a barrel marked vinegar. His suspicion was aroused and he resolved to get a search warrant to find out the quantity of "vinegar" but when he came next morning the barrel was gone, having disappeared through the night. He was informed that the so called "vinegar" was highwines. Renfrew Journal.

16/07/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Watching a Hustler

About 200 people watched the C.A.R. steam shovel at work on the canal bank last night. It's a sight to see that shovel going. Last night in a little over two hours the shovel had scooped out earth, clay it is, and sticky at that, to load two trains of flat cars at twelve cars each.

The shovel takes up over an ordinary cart load at a time and works very rapidly.

When a train is loaded it is run on one of the trestles where the earth is unloaded rapidly by means of a stationary iron plough that is let down in front of the first car. When the plough is in position the train goes ahead, and the plough, catching the earth, hurls it off to the ground at the foot of the trestle. It is a rapid and business like process.

It is expected the whole bank, down to the Maria street bridge will be scooped out within a month.

18/07/1895 *Ottawa Free Press* *Ottawa Electric*

Accident to car No. 18.

INTO AN OPEN SWITCH

An Electric Car does Something new to Electricity -The Results

This morning, just before 8 o'clock, Bank street car did a thing that is not uncommon to steam cars, but rather unusual to the electric kind. It ran into an open switch, and incidentally smashed a grocery delivery waggon owned by Sherwood Bros, It seems that by some mistake the switch leading to the Somerset street line was left open, and the Bank street car coming along and supposing all right, went straight ahead with the result that it was unexpectedly swung unto the Somerset street line. As it ran around the curve it came in contact with the waggon, smashing a wheel and the shaft and doing other injury.

19/07/1895 *Almonte Gazette**Renfrew*

Fired at Three Times.

As Daniel Galligan, construction foreman for Mr. McDonald, at the Parry Sound, was walking on the right of way between Maguire's camp and Camp No. 4 for on Sunday of last week, a man walked out of the bush quite close to him, and deliberately fired three shots at him. The first split the handle of the axe he was carrying, the second pierced a hole through the leg of his trousers, and the third missed him.

19/07/1895 *Ottawa Free Press**Prescott**Richmond Road*

Messrs. Noah L. Piper and Son, of Toronto, have just completed the work of erecting a set of their patent street gates at the Richmond road crossing of the Canadian Pacific Ry. These gates cover both sidewalks and street, and will be a great protection as there is very heavy traffic on this road.

19/07/1895 *Almonte Gazette**Renfrew*

The O.A. & P.S. R.R. is now graded from end to end. 2000 men have been at work on it. It is expected that trains will be running 164 miles distant from Ottawa by Oct. 1st.

19/07/1895 *Almonte Gazette**Chalk River**Renfrew*

A site has been selected for a new C.P.R. station at Renfrew. It will be 90x40, and of Sand Point stone.

23/07/1895 *Ottawa Free Press**Maniwaki**Gracefield*

The first train on the Gatineau Valley Railway will enter Gracefield on Friday next. The villagers will turn out and give it a cheer.

23/07/1895 *Ottawa Journal**Maniwaki*

The new railway bridge of the O. & G. Ry. across the Pickanock river has been sufficiently completed to allow trains to cross. Construction trains are now returning to Gracefield, two miles beyond the Pickanock river. The end of construction has reached Bouchette, eight or nine miles further on. The line, however, has been surveyed all the way to Dessert with the exception of two or three miles along Abitatabe Lake.

23/07/1895 *Ottawa Journal**Canada Atlantic**shop*

The Hubbell Primary Battery Company have already begun manufacturing their batteries. The company expect by the 15th of August to have a passenger coach on the C.A.R. and C.P.R. lighted by their battery and if this test proves successful several other coaches will be similarly lighted on the same lines.

24/07/1895 *Ottawa Citizen**Ottawa Electric*

Messrs. Holbrook and Sutherland have started work on the new car sheds of the electric railway company on Albert street.

24/07/1895 *Ottawa Journal**Hammond*

A correspondent from the rising village at Cheeney's station where a post office has just been opened, writes as to signs of progress along the line of the new branch of railway running from South Indian to Rockland.

Freight is now carried through to the lumber town on the Ottawa, but passenger traffic has not been begun owing to the fact that ballasting is in progress. This work is expected to be completed in five or six weeks and then regular passenger service will be begun.

Two stations have been completed, one at Cheeney's and the other at Clarence Creek. The buildings etc. were examined yesterday by Reeve Landry and Deputy Reeve Touchette on behalf of the township of Clarence which voted \$1,000 towards their construction. The work was pronounced first class and contractor Tomlinson complimented as he had previously been by the railway authorities.

At Cheeney's there is a regular hum of business. In addition to the post office there is a carding mill, a saw mill and a general store and a survey of the proposed village has just been completed by Mr. Biggar. P.L.S. and plan prepared for registration.

25/07/1895 *Ottawa Journal**Renfrew**Renfrew*

About 300 people left the city this morning on the O.A. & P.S. Ry. regular to attend the opening of the Renfrew Creamery by Lord Aberdeen today.

Lord and Lady Aberdeen went up on their special car.

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His excellency the Governor General passed up this morning at 1 a.m. on his special car attached to No. 7 train for the west and will remain over at Renfrew until the hour of formally opening the creamery.

26/07/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The "weighing" pieces have been put down for the construction of the railway track along the east bank of the canal as far as Maria street bridge.

26/07/1895 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 53.

26/07/1895 *Eastern Ontario Review**Winchester**Dalhousie Mills*

The first car of new pressed hay for this season was shipped last week from Dalhousie Mills, by G.D. Waddell od Toronto, to that place.

26/07/1895 *Eastern Ontario Review**Canada Atlantic**Alexandria*

Thieves have broken into the C.A.R. freight shed at Alexandria on two occasions during the past few weeks and appropriated to their own use goods found there. No clue to the perpetrators.

WHITNEY NEWS

(No mention of railway)

From our own correspondent. The big Sawmill of the St. Anthony Lumber Co., at Whitney, has cut its first log, so it may be of interest to the readers of THE GAZETTE to learn some particulars about it. The main building is 207 feet long by 88 feet wide, and about 70 feet from foundation to ridge, in three flats. It is made of the best material. It is complete in all the latest improvements. The machinery consists of three band-saws and a gang, with all the attachments needed, and can cut about 250,000 feet of lumber a day. On the south side a sorting shed extends 280 feet by 32 feet in width, so constructed in two flats that the lumber can be sent out to the yard without handling. On the north side an addition of 48x50 feet contains lath and shingle mills and the carriers of waste to the burner. The engine and boiler house also stand on this side, but separated from the main building by a few feet. It is a substantial building, constructed of stone, brick and iron, 72x80 feet. Above it towers the immense smokestack, 135 feet from the ground and 9 feet in diameter. The engine is of 700 horsepower, and the steam is supplied by eight boilers with dimensions of 5 feet x 20 feet. A power-house for electric lights is being erected beyond the engine house. It is a brick building 36x44. Poles and fixings are already erected in the yard. Some 30 feet from the shingle mill addition is the immense burner, 85 feet in height, with a diameter of 30 feet. It is built of iron plates lined with 18 inches of brick. All the waste material except that used in the furnace is consumed here. This gives only an outline of the mill. It has to be seen to be appreciated. Mr. Whitney, president of the St. Anthony Lumber Co. superintended the work in person. His staff of foreman were chiefly Americans from Minneapolis and Michigan. Peter Larson, the head millwright, with a good following of mechanics, did the work in the main building. James Kearns, of Saginaw, William Kalin and William Thomas erected and fitted up the engine and boiler building. Mr. Wheeler had charge of the men outside of the building. Nearly 200 men, with 25 spans of horses were employed laterally. All deserve great credit for the manner in which they completed the fine sawmill, one of the largest and best in Canada. Mr. Anderson has taken charge of the mill, and already the saws are humming. The undertaking is said to have cost upwards of \$200,000, \$150,000 for mill, so will need to do good work to reward the outlay. Some 30 million feet of logs have been gathered in for the first season's cut, all of which has already been ordered. Next season a much larger cut will be made. May it continue so many seasons!

26/07/1895

Almonte Gazette

Renfrew

O.A. & P.S. Construction Notes.

Messrs. D.R. McDonald and McMaster will finish the grading on the first ten miles shortly. Already the steel is laid across Mud Bay although the steam shovel is still working at a cut below that point. A second shovel has begun work on a good pit on the shore of the bay. Messrs. O'Neill & Ferguson had over 400 men on the second ten miles and are pushing the work to completion. A young Frenchman who had been away from friends for almost five years was drowned at camp No. 4 on Saturday. This is the second drowning accident at the same place.

26/07/1895

Ottawa Journal

Ottawa Electric

Accident to car 53.

27/07/1895

Ottawa Free Press

Canada Atlantic

Central Depot

Twenty-eight minutes to load a train of 12 cars is the average time with the steam shovel at the canal bank excavation. At the trestle work those cars are unloaded in periods averaging one and a half minutes.

27/07/1895

Ottawa Citizen

Pontiac Pacific Junction

The people of Pembroke may look forward to the early completion of the Pontiac and Pacific Junction Railway Pacific Railway to their town. Messrs. W. Dale Harris, general manager and Resseman, superintendent, left the city last evening for Pembroke. The object of their visit is to consult with the authorities at Pembroke with regard to the most suitable approach and entrance for the railway to the town. They will also make a survey of a proposed route eastwards to Waltham, the present terminus of the railway, and at the same time procure an idea of the possibilities of the freight and passenger lines. From Waltham they will proceed to Shawville and thence across country to Pickanock returning by the Gatineau Valley railway next week.

Business has been gradually increasing on both the Gatineau Valley and Pontiac and Pacific railways, thus encouraging the directorate to hasten the completion of the lines. On the Gatineau Railway the construction is being pushed rapidly.

27/07/1895

Ottawa Journal

Renfrew

FAR END OF THE O.A. & P.S.

How the 20 Mile Contract is Being Put Through

This has been a busy season with the contractors and engineers to whom were given the contracts for the building of the twenty miles of construction work on the O.A. & P.S. Ry. west of Whitney. The building of the twenty miles was let in two contracts of ten miles each and are to be ready for steel laying by the 1st of August and 1st of September respectively. The building of the first ten miles was tendered for and secured by Messrs. E. J. Fauquier, of Toronto whose name as a railroad contractor is a familiar one in Canada, who sub-let the grading and rockcutting to Messrs. McDonald & McMartin, and the trestle building and pile driving to Messrs. Breauder & Mcnaughton. O'Neil & Ferguson, who are in the front rank of railroad contractors in this country, were awarded the contract for the second ten miles and are superintending the construction of it personally. The interests of the railroad company are ably looked after by Chief Engineer Geo. E. Mountain, assisted by Mr. Arthur Bruce, C.E. and staff, on the first, and Mr. W. C. Cranston, C.E. and staff on the second ten miles.

Will Be on Time.

As before mentioned, the first ten miles was to be in readiness for the steel by Aug. 1, and from present indications the contractor will be well on time, as Messrs. McDonald & McMartin have already discharged quite a number of their men, and with the remaining forces are putting the finishing touches on a few of the rock cuts and fills. The amount of rock cutting done on this section is the largest yet done on the O.A. & P.S. within the same distance.

On Messrs. O'Neil & Ferguson's section the rock-cuts are quite numerous also, but not quite so heavy as on the first ten miles.

Ready for the Steel.

Although Messrs. O'Neil & Ferguson have over a month in which to complete their contract they have the first five miles almost ready for the steel and work on the second is going along so merrily that it looks as though they will be ahead of their specified time. They are hustlers in the business and every day's work now makes a noticeable difference. One setback which Messrs. O'Neil & Ferguson have suffered and one which saves the railway company some \$10,000 costs those gentlemen considerable time and money, is the alteration made in the last two miles of their section by Mr. W. C. Cranston. When they took the contract (subject to alteration) their right of way was surveyed through the base of a hill nearly a quarter of a mile in extent and which required a lot of rock cutting and excavating, but now the line has been surveyed and cuts out this piece of heavy work altogether. The contractors have in consequence a large quantity of blasting material left on their hands. One other annoyance with which they have experienced some difficulty and delay is bush fires, stated by prospectors and others in their district. For a couple of weeks past they have had some of their men continually fighting fires.

30/07/1895

Ottawa Journal

Renfrew

One killed, two hurt in serious dynamite explosion on the O.A. & P.S. near Whitney.

Rockland July 29 - about 175 of our citizens took in the picnic at South Indian on Thursday last and report a very good time. An excursion train left here at 9.30 with the Rockland contingent and the Cumberland Football Club and their admirers. At Clarence creek and Cheney's station their number was increased considerably. On arriving at South Indian the excursionists were met by the picnic executive who did everything in their power to make the affair pleasant for them.

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At 7 o'clock the train left for home where a pleasant surprise awaited the passengers. The band and a large number of citizens were at the station and gave the boys a rousing reception.

The Elgin street cars can now be trolled to the sheds, the tracks across Sparks street being laid so that the cars can reach the temporary line on Wellington street.

Good progress is being made on the approaches through Ottawa East and along the canal bank for the Central station. The building of the bridge over Hurdman road at the head of the Deep Cut where the O.A. & P.S. line crosses is to go on at once. The bridge is to be of solid masonry with four steel girders over the roadway. The width of the bridge will be about fifty feet and three tracks will cross it. The roadway beneath the bridge will be 32 feet 6 inches wide.

Built him another Home
In building the O.A. & P.S. line along the canal bank a house belonging to Michael Kielly located on the Ordnance Lands at the head of the Deep Cut had to be torn down as it was directly on the right of way. The company have very generously decided to build a new house for Mr. Kielly near by. The work on the new house is now progressing and the new house will be superior to Mr. Kielly's former dwelling.

The work of excavating the canal bank by the steam shovel is being interfered with by the rain. The clay, being wet, sticks to the shovel and progress is slow.

The eastern trestle beyond Archville is now almost filled in. The filling in of the western trestle will begin at once. Grading has begin at the connection of the western approach with the main line of the C.A.R.

The rails of the O. & G. Ry. were laid into Gracefield, two miles above Pickanock, yesterday.

NOT FAR OFF NOW
FIRST STEPS TOWARDS A NEW MARIA STREET BRIDGE.
Conference Between Chief Engineer Coste of the P. W. Dept. Mayor Borthwirick and Mr. J. R. Booth The Department Wants to Down tle Present Bridge.

The first Important step towards the new bridge over the canal at Maria street took place this morning, when Chief Engineer Louis Coste of the public works department had an interview wjth Mayor Borthwick and Mr. J.R. Booth. Various questions in connection with the erection of a new bridge and -the removal of the old one were discussed, but no definite decision was arrived at with respect to the matter. It is understood, however, that an iron bridge with stone piers was the of structure most favorably considered. Of course nothing can be done towards extending: the central station line beyond Theodore street until the bridge matter is settled. Both the minister and deputy minister of public works are out of town just now, and it is not known exactly what their attitude is on the subject. Mayor Borthwick was asked to-day by Mr. Coste to have the present bridge closed at once, but the mayor objected, holding that it should not be done until the Sparks street pavement is completed. Mr. Coste, it is understood, agreed that he would make a recommendation on these lines of the mayor's suggestions.

All Indications are that the new bridge will be built this season.

The Ottawa Citizen of Saturday last publishes the following:
The people of Pembroke may now look forward to the early completion of the Pontiac and Pacific railway to their town. Messrs. D.W. Harris, general manager, and Resseman, superintendent, left the city last evening for Pembroke. The object of their visit is to consult with the authorities at Pembroke with regard to the most suitable approach and entrance for the railway into the town. They will also make a passing survey of a proposed route eastwards to Waltham, the present terminus of the railway, and at the same time procure an idea of the possibilities in the freight and passenger lines. From Waltham they will proceed to Shawville and thence across the country to the Pickanock, returning by the Gatineau Valley Railway next week.

J. W. Munro, Pembroke, has been awarded the contract for building the new C. P. R. Station, Renfrew. It is to be on the site of the K. & P. station and is to be used by both roads.

The regular train on the Gatineau Valley Railway this morning, due in the city at nine o'clock, reports a rather unique experience in the early part of the run, a few miles north of Kazabazua.

Two large bears were seen moving down the middle of the track, having climbed up the slight embankment out of the woods. As the train was bearing down on them at full speed, the bears increased their pace to a lumbering sort of run. The driver opened his throttle to the fullest extent, and struck one of the couple, elevating him quite a distance through the air. The second bear escaped injury. It was impossible to stop the train at the time, or bruin might have been secured.

Messrs. J.R.. Booth, E.J. Chamberlain and G.A. Mountain chief engineer, returned yesterday from a tour of general inspection over the line of the O.A. & P.S. railway. They left on Monday and went over the road to a distance of about twenty miles beyond Whitney station on Long Lake.

Now that the work of cutting away the canal bank at the south side of Maria street, in order to afford an entrance to the proposed Central Station has made excellent progress, the question of the location of the station itself has become one of immediate importance. Indeed, it is said that the work upon the approach at the north side of Maria Street Bridge will likely be commenced next week, so that the objective point of the new line must be pretty well decided upon.

Arrangements for the location of the station and the immediate approaches thereto must, of course, be made between Mr. Booth and the Department of Railways and Canals. So far as could be learned yesterday, around the department, the site most likely to be chosen is that upon which the Militia Store now stands. It is a substantial stone building, and it is just probable that some compromise may be effected between the Railway Company and the department, whereby the structure could be handed over at once for use as part of a railway station. The remainder of the station building would, in that case, probably be extended over little Place d'Armes between Sapper's Bridge and the Militia Stores. Should this site be decided upon, the approach to it will have to be made across the eastern canal basin. This would mean either the construction of a swing-bridge over the basin or its being filled and used exclusively for the purposes of the railway. In the latter event, what the company would probably be required to do would be to furnish equivalent dock accommodation on the west side of the canal. This, it is thought, could most readily be done by extending the present basin on that side towards Maria street, or preferably, in the other direction, towards the Bate warehouse and Sapper's Bridge.

01/08/1895 *Ottawa Citizen* *Hammond* *Rockland*

On the 5th inst an excursion is to be run from Rockland on the Central Counties Railway, joining the C.A.R. and thence to St. Anne de Beaupre.

01/08/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Whatever may be the site of the Central Depot the C.A.R. and O.A. & P.S. companies have decided not to build new freight sheds in the central part of the city, but to make the freight buildings at the present depot on Elgin Street suit the purpose for some time to come.

01/08/1895 *Ottawa Journal* *Ottawa Electric*

Starting to lay asphalt on Sparks street, across Sappers bridge and Rideau street. Temporary tracks are laid on Wellington street while the work is in progress on Sparks.

Tuesday night eas a record breaking onewith respect to the laying of concrete foundation for the asphalt on Sparks street. During the forst seven hours more concrete was laid than during any previous ten hours.

02/08/1895 *Eganville Enterprise* *Renfrew*

DYNAMITE ACCIDENT: An accident took place on Saturday afternoon at Camp No. 4 on the OA & PS construction, about seven miles west of Whitney, by which one man was killed and two others were very seriously injured. The men were engaged in blasting rock and some of the drilled holes were being charged when the men left for dinner. On their return these men commenced drilling at one hole in which some dynamite had been placed of which they were not aware. The explosion which took place from the first blow of the hammer killed one man, a young Swede, shattered the leg of another man and blew out the eyes of the third man, both of the last two being also otherwise injured. The wounded men were on Monday taken down by the train to the Ottawa Hospital, and the corpse of the one killed was brought to Eganville and buried in the English Church cemetery. This camp is rather unfortunate as two drowning accidents recently took place at it.

The names of the men taken to the hospital are Matt. Sohr and Matt. Mattson. Both are about 25 years of age. The name of the Swede who was killed is not known at the hospital.

02/08/1895 *Renfrew Mercury* *Renfrew* *Wilno*

There is dissatisfaction amongst the residents around Wilno at the place where the OA & PS Ry.. Co. have placed the Wilno station. There are no public roads leading to it, and the settlers through whose land it is reached, are threatening to close the road, as travellers will leave gates open. The station house is an old car placed on a siding where a gravel pit was. The difficulty of placing it in a more convenient place for the public, is the steep grade throughout the whole length of the pass.

02/08/1895 *Almonte Gazette* *Renfrew*

A young man named Eugene Debault, who came from St. John, Que., and was engaged on Messrs. McDonald & Martin's work at camp No. 4 on the O.A. & P.S. Ry., while in bathing was drowned in four feet of water. Debault was anticipating a pleasant time on his return home this week when death stepped in and claimed him as his victim. The body was shipped to St. John for interment. Three weeks ago Mazzo Antoine was drowned in almost the same spot.

03/08/1895 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The first truck with motors for freight work to be used in Canada was shipped from here to Oshawa today by Ahearn & Soper. It is a specially constructed truck of steel and weighs with the motors something over eight tons. The motors combined have a capacity of 120 horse power. The truck will be used in hauling freight cars to and from the G.T.R. at Oshawa.

03/08/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

A pile driver has again been placed on the east side of the canal to continue the fortification of the banks. It stands near Maria street bridge.

05/08/1895 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

Messrs. Ahearn and Soper shipped two electric motors on Saturday to Oshawa to be used for locomotive work.

05/08/1895 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The first pile was driven on the north side of the Maria street bridge on Saturday in connection with the approach to the Central station.

05/08/1895 *Ottawa Citizen* *Renfrew* *Ottawa East*

The new trestle-work on the O.A. & P.S. Railway at Ottawa East is a great resort for venturesome urchins on Sundays, when the cars are still. The trestle-work is elevated some twenty feet above the ground and affords undoubted facilities for exhibition of expert climbing. Yesterday afternoon a half dozen lads were running along some flatcars lying idle on the trestle, when one, a youth of eight or ten, tripped on a bolt and shot headlong to the ground. A gentleman who saw him fall and heard him yell ran to his assistance, expecting to find his neck broken. He was agreeably surprised to find that he had fallen on some soft clay, and was howling lustily at the top of his voice. When he found he was really unhurt he changed his tune. The knowledge that he had taken an aerial dive of twenty-five feet to terra firma and escaped injury made him feel like Steve Brody, of Bowery fame, so when the gentleman asked where his home was he answered back contemptuously, as he swaggered off: "Taint none of your business, see!"

06/08/1895 *Ottawa Journal* *Ottawa Electric*

O.E.R. and Hintonburg reach agreement
Long article p.5 cols 1 and 2

06/08/1895 Ottawa Journal Canada Atlantic Central Depot

A plan has been filed in the city registry office showing the route of the O.A. & P.S. Ry. north of Maria street. The line as shown on the plan passes directly in front of Dey's rink and strikes from there in a direct line across the canal basin over a swing bridge to the rear of Easton's office at the foot of Little Sussex street. The line is shown no further, as no agreement has yet been made with the Sparks estate. It is learned that the company do not wish to buy the militia stores building, as it will be unsuitable for a railway depot, and if suitable is not as large as the one contemplated. It is now unlikely that the site for the central depot will be on the other side of Dufferin bridge.

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In a very few days the C.A.R. steam shovel will be at work right at the Maria street bridge. The engine attached to the flat cars was there yesterday.

06/08/1895 Ottawa Citizen Ottawa Electric Hintonburg extension

Ratepayers of Hintonburg met last night and arranged about a right of way for a thoroughfare through Mechanicsville, to parallel the Richmond Road, about 800 yards of which, along between the end of cedar street and the toll gate is to be given up exclusively to the tracks of the Hintonburg extension of the electric railway. More.

06/08/1895 Ottawa Citizen Prescott Prescott

The new elevator being built at Prescott should be ready by the end of the month--

07/08/1895 Ottawa Citizen Renfrew Ottawa East

At a meeting of the Council of the village of Ottawa East last evening, a by law was passed by which the O.A. & P.S. railway, in consideration of the advantages accruing to the village from the construction of that road, was granted an exemption from taxes for a period of ten years. It was also stipulated that the period of exemption be extended another ten years if deemed necessary to the interests of the village.

A resolution was also passed providing for the construction of a macadamized road by the Parry Sound Railway Company in lieu of that which has been appropriated for use of the company, the new road to be constructed to meet the approval of the council.

08/08/1895 Ottawa Journal Renfrew Silicate brick siding

A freight car ran off the siding running down to the canal east of the C.A.R. swing bridge this morning. The car ran against the bridge, broke a truck and almost canted into the canal.

09/08/1895 Almonte Gazette Renfrew

Matthew Soher, one of the two Swedes taken to Ottawa suffering from wounds sustained in the dynamite explosion on the construction of the O.A. & P.S. railway beyond Long Lake, died in the Protestant hospital from the effects of his injury.

09/08/1895 Almonte Gazette Havelock

A Brave Fireman.

The Smith's Falls News has been told of an incident which occurred on the C.P.R. recently, between Sharbot Lake and Smith's Falls, which makes a fireman in the company's service as great a hero as the brave engineer who last year saved so many hundred lives during the great forest fires in Wisconsin. The news says: The C.P.R. express, due here at 4:15 in the morning, was thundering along this side of Sharbot Lake, when the two drivers left the track, although the front wheels remained on the rails. The engine was thumping along on the ties at such a rate that the engineer was thrown to one side of the cab, and was unable to reach the air brake. The brave fireman, seeing the state of affairs and realizing the danger to the hundreds of human lives they had in charge, quickly climbed over the tender and back to the express car, where he was able to operate the air brake, and thus stop the express. The engine was stopped just as it reached a small bridge, and had it not been stopped when it was, it would certainly have broken through, and many lives would have been lost. The incident was related to the news by Mr. Jamieson, the local superintendent, and the name of the brave firemen is withheld by request. It was certainly an act of heroism that should be recognized and there are many just such heroes in our midst.

09/08/1895 Ottawa Journal Canada Atlantic Central Depot

Hundreds of people watched the steam shovel from Maria street bridge last night. It is almost up to the bridge now. The Canada Atlantic have built a ten foot wooden fence between their track and Nicholas street at the Deep Cut.

10/08/1895 Ottawa Free Press Canada Atlantic Central Depot

The steam shovel working on the canal bank reached the Maria street bridge about eleven o'clock last night, and was then removed to commence another cut of 30 feet beginning at the Deep Cut.

12/08/1895 Ottawa Free Press Canada Atlantic Central Depot

The first accident on the extension of the Canada Atlantic tracks along the canal occurred on Saturday night when a valuable cow belonging to Mr. Redmond of Nicholas street was caught between two flat cars and killed. Where the claim rests is a matter of dispute between the owner of the cow and the flagman at the crossing.

12/08/1895 Ottawa Journal Canada Atlantic Central Depot

The C.A.R. steam shovel has begun operations on a second row of the canal bank, beginning, as before, at the Deep Cut.

14/08/1895 Ottawa Citizen Hull Electric

Hull Electric Railway Scheme.

It is said that the promoters of the proposed electric railway between Hull and Aylmer will ask an extension of time in which to commence the construction of the road, from the municipalities of both places. While it is said no trouble would be experienced in getting an extension from the Hull council, yet it is thought the Aylmer Council would not be so ready to grant it. One of the members of the latter stated yesterday that unless the council were given positive assurance that the work would be constructed next summer no extension would be allowed. The charter given by the council expires with the present year.

14/08/1895 Ottawa Journal Hull Electric

Contractor Viau of Hull stated yesterday afternoon that the building of the electric railway from Hull to Aylmer will not go on this summer but next spring the line will be built without fail.

14/08/1895 Ottawa Free Press Hull Electric

The charter of the electric railway to Aylmer expires this year and the promoters will ask the council for an extension of time. A similar request will be made to Hull. It is questionable whether the former will be granted.

16/08/1895 Renfrew Mercury Renfrew Wilno

There is dissatisfaction amongst the residents around Wilno at the place where the O.A. & P.S. Ry. Co. have placed the Wilno station. There are no public roads leading to it, and the settlers, through whose land it is reached, are threatening to close the road, as travellers will leave the gates open. The station house is an old car placed on a siding where a gravel pit was. The difficulty of placing it in a more convenient place for the public, is the steep grade throughout the whole length of the pass. - Eganville Enterprise.

16/08/1895 Renfrew Mercury Shawville and Renfrew

Account of a meeting concerning the Renfrew and Pontiac Railway.

Interest in the construction of the International bridge here is being greatly revived of late by the work that is being done in connection with the scheme. In addition to the construction of docks at the Sisters Islands, a large store house for the keeping of material and implements under cover will be erected. Friday night the contractors were looking for a steam drill to use on the works, and for several days they have been endeavoring to purchase a small steamer for their purpose.

A special meeting of the council was held Tuesday evening and resolutions were adopted accepting certain amendments of the agreement made by the Lanark Electric Railway Company, and certain propositions were made. When the said company accept the amended agreement the council will submit the by-law and the rate-payers will be called upon to vote whether they will have an electric railroad or not. A railroad of any kind would certainly be a great convenience for those, who for business or pleasure, have to travel so much every year. To get to a railroad, is at present, not a very cheap or convenient run. As to freightage, there is not much of a possibility that the Electric Railroad Co. will provide cheaper rates than are at present asked for by the freight carrier. In voting a bonus of \$10,000 for the Electric Railway, the ratepayers will feel tremulous, maybe, and will probably think that they are paying too much for the advantage to be derived. The village is in need of a railroad and in the dim distance several appear, but none can we feel assured will reach Lanark. In getting this proposed electric line it would be making a start in the right direction, and better things would certainly develop from it, and soon, no doubt, the fear of granting the bonus would be replaced by confidence in the road.

Accident on the P.P.J.

A couple of cars derailed by stray cattle.

Owing to the negligence of farmers leaving gates open and permitting cattle to run on the track, the engine and two boxcars of the regular train going west were derailed about four miles east of Coulonge. No one was injured except the cattle, and the train will leave the Union depot as usual this evening at 5 p.m. The guilty parties are not yet caught.

The steam shovel is making rapid progress in the second line of cutting. The canal bank from the Deep Cut to Maria street looks quite business like now. There are two lines of track and a couple of switches down.

A farmer who was evidently not as sober as he might have been, tried the night before last to drive his horses through the 10 foot board fence that the C.A.R. put up to cut off Nicholas street and enclose the railway tracks. He had evidently forgotten the way he came in the morning by the new route and wondered what was the matter with the old way.

The idea of building a railway from Renfrew to Shawville via Portage du Fort is not going to be allowed to drop. Article.

NEW CENTRAL STATION.

As announced in the Citizen several weeks since Mr. John R. Booth will shortly proceed with the erection of a new central station on the site of the stone building at present used as a military storehouse on the canal reserve south of Rideau street. The station, as it is intended for the use of all roads running into Ottawa, will be a handsome, and commodious structure, an ornament to the place and a credit to the enterprising man who conceived it.

Before many years we may hope to see an interprovincial bridge over the Ottawa, stretching from Hull to Nepean Point, over which the C.P.R. and other lines will run their trains the union depot. Already the work done south of Maria street has given an air of business activity to the neighbourhood very different from the careless, peaceful, countrified look it has hitherto borne. When the station is complete the transformation will extend still farther, and the memories of Bytown become still more hazy in the minds of those who inhabit the modern and growing city..

Provincial Detective Grier is in jail at Parry Sound, for having shot at and dangerously wounded a man who was peddling whiskey to the navvies on the construction of the OA & PS road. The peddler ran away to escape arrest, and was fired at three times, the third shot striking him in the shoulder.

Workmen of the C.A.R. and O.A. & P.S. railway companies were engaged yesterday in staking out the site of the proposed new round house in connection with the car shops in Ottawa East. It will be erected on the former site of Mr. W.S. Odell's brickyard. The companies have also diverted the junction of Second street and Hurdman's Road.

Yesterday the employees of the Canada Atlantic and Parry Sound lines were at work placing stakes for the new round house which will be erected near the new car shops. The site is on the ground formerly used as Odell's brick yard.

Mr. Booth yesterday filed his plans with the department of railways and canals for the new central station. The site selected is that now occupied by the militia stores and the grass plot whereon now stands the canon, immediately below the approach to Sappers Bridge. The entrance will be directly off the bridge, a broad stairway to the interior of the building leading down to the platforms. The lines into the station will run directly across the canal basin. The building will be a very handsome structure.

Meeting of those interested in the Pontiac and Renfrew Railway.

It seems that no formal plans for the Central depot have been submitted by Mr. Booth to the railway department. The plans sent to the department were only informal ones intended to give the minister a general idea of the work proposed.

The new trestle within the "y" west of Archville, where the new car shops are to be located is now half built.

The P. & P. J. train was ditched on Tuesday evening last, a short distance from Bernard's Creek bridge, by running into a herd of cattle that were lying on the track. Engine No. 3 with tender and a couple of cars left the rails. Beyond the injury to the rolling stock, no damage was done. A relief train came up from Aylmer same evening, and performed the regular service the following day, except that no mails or freight were handled.

A fight started between two shanty men on an up-going train on the Gatineau Valley railway Tuesday evening, with the result that one of the fighters was thrown off by his antagonist as the train was approaching the Cascades at a lively rate of speed. He fell foremost on some stones, and had his face badly cut. Otherwise he escaped injury.

30/08/1895 *Almonte Gazette* *Belleville* *Perth*

The C.P. carshops at Perth have received orders for building 100 box cars, of a new design. Men are being taken on every day, and prospects point to the old-time rush, the large Manitoba wheat crop ending to this result.

30/08/1895 *Ottawa Free Press* *Lachute* *Masson*

The C.P.R. depot at Masson was broken into a few nights ago and 50 cents in coppers and a commercial travellers valise were carried away. Subsequently a Bible and other small articles, the contents of the valise, were found under some piles of lumber at Masson.

30/08/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

Work on the new station is being rushed under the personal supervision of Mr. J.W. Munro. The old K. & P.R. railway station has been temporarily removed to the western side of the street to facilitate operations. The work of trenching for the foundation has been sub-let to Mr. Thos. Henderson, and he has a large gang at work. The building of the foundation has been sub-let to Mr. J.A. Jamieson: and he will build it of Renfrew granite. Several car loads of the darker Sand Point stone for the superstructure have already arrived; whilst Messrs. Moffatt & Co. have men at work unloading cars of lumber to be used in the work.

31/08/1895 *Ottawa Free Press* *Hammond*

The delegation of strikers from the Rockland branch of the Central Counties railroad, who visited the city yesterday afternoon, met with very little success in their quest for satisfaction. They were after the manager of the new road, Mr. Hibbard, but the men, after searching stated that they were unable to locate that official. They then started in to secure a guarantee from other quarters for their arrears in pay.

Today the men are reported to have taken full possession of the line, spiking the switches to effectually prevent the running of trains. They have also take legal advice as to the best way of securing a settlement of their claims, and if nothing is done within a few days they will give the matter into a lawyer's hands.

A consignment of cattle from W.C. Edwards' farm at Rockland was to have been shipped yesterday for the Industrial fair in Toronto, but the employes would not allow it to proceed to South Indian where the cars would take the Canada Atlantic railway line. The cattle were accordingly taken out of the cars and brought up to the city on board the Empress, where they were transferred to cars for the west.

A special train having on board Mr. E.J. Chamberlain, general manager on the C.A.R. , left the city this morning, for the purpose, it is said, of arranging matters with the dissatisfied employes.

03/09/1895 *Ottawa Citizen* *Renfrew*

Mr. Wm. Heald contractor on the western section of the O.A. & P.S. railway is in the city at the Russell. On his contract on the western division about 200 hands are employed and the construction of the railway is progressing satisfactorily. It is expected that the gap will be closed on the 15th of November.

04/09/1895 *Ottawa Citizen* *Canada Atlantic* *Maria Street bridge Central*

The Ottawa, Arnprior and Parry Sound Railway have applied to the department of Public Works for permission to extend their tracks under Maria street bridge , the secretary sent the chief engineers' reply which was to the effect that Maria street bridge was the property of the city and that the department is simply under the obligation of keeping the bridge under repair.

05/09/1895 *Ottawa Journal* *Hammond*

The strike on the Central Counties Railway is now over. The one hundred and forty men who struck last week for their arrears in wages went back to work on Monday morning. The difficulty has been settled by the C.A.R. agreeing to complete the line, taking it altogether out of the hands of the contractors and reengaging the men. The company however do not assume any of the contractors indebtedness, but will merely finish the line as rapidly as possible and pay the men once a fortnight.

Mr. Jno. Graham, C.A.R. roadmaster. now has charge of the work. Two trains are busy ballasting the remainder of the road, and it is expected to open passenger service over the line from Rockland to South Indian, where the road taps the C.A.R. main line in time to bring people into Ottawa for the exhibition.

The road will run cross country from Rockland to South Indian forming a connection between Rockland and Ottawa and the rest of the world by way of the C.A.R. At the same time it will open up a fine agricultural country and bring more trade and people to Ottawa.

05/09/1895 *The Equity, Shawville* *Hammond*

Ottawa Sept. 1. There is trouble on the Rockland branch of the Central Counties railway, and about 150 men engaged in construction have struck for non payment of wages, which are said to be about five months in arrears; indeed the men have practically received nothing this summer, and the boarding houses on the line have, as a matter of course, gone unpaid, something like \$800 or more being due them by the men. It was reported in the city yesterday that the men had taken possession of the 18 miles of road open from Rockland to South Indian, (where the Central Counties road connects with the Canada Atlantic) and refuse to let trains run until their wages are paid.

06/09/1895 *Eastern Ontario Review* *Chalk River* *Renfrew*

Work has commenced in the station yard, Renfrew, in preparation for the building of the new C.P.R. station. The first step was the tearing up of one of the K. & P.R.R. tracks and the removal of the K. & P.R.R. station.

06/09/1895 *Ottawa Citizen* *Chaudiere* *Cedar street bridge*

The construction of the Cedar street bridge is progressing rapidly. The piers are of concrete, and between them there is sufficient room for five railway tracks, three for the C.A.R. and two for the C.P.R. A subway will be made on the city side of the bridge to allow of an entrance into J.R. Booth's lumber yard.

06/09/1895 *Almonte Gazette* *Renfrew* *Whitney*

The St. Anthony Lumber Co's. mill at Whitney is cutting 150,000 feet of lumber per day.

06/09/1895 *Eganville Star* *Renfrew* *Whitney*

Steel has already been laid four miles west of Whitney on the OA & PS A large force of men on the steam shovel day and night, keep well up on the heels of the steel layers with the gravel, and by the 1st of September we may expect to see the first ten miles west of Whitney open for traffic. Mr. M. T. Stafford of Renfrew, spent part of this week at Whitney, and while there disposed of several car loads of pressed hay. Mr. Stafford has but recently embarked in this line of business, and we are glad to learn is meeting with marked success (due to the availability of Booth's railway). The OA & PS Ry.. Station at Whitney is about completed. It is the handsomest on the line. The respected agent, Mr. Cunnyworth will take possession on Thursday. His family from Killaloe will arrive here on that day. From the Whitney correspondent of the Eganville Star

06/09/1895 *Almonte Gazette* *Renfrew* *Goshen*

The people of Goshen, renfrew Co. want a station on the O.A. & P.S.. Line, and the company is willing to build a station if the people interested will provide a site.

06/09/1895 *Renfrew Mercury* *Renfrew* *Whitney*

From the Whitney correspondent of the Eganville Star.

Steel has already been laid four miles west of Whitney on the O.A. & P.S. A large force of men on the steam shovel day and night, keep well up on the heels of the steel layers with the gravel and by the 1st of September we may expect to see the first ten miles west of Whitney open for traffic. The O.A. & P.S. station here is about completed. It is the handsomest on the line. The respected agent, Mr. Cunneynworth will take possession on Thursday. His family from Killaloe will arrive here that day.

06/09/1895 *Renfrew Mercury* *Morrisburg and Ottawa Electric*

People are wondering why some of the railway people, who are anxious to invest their capital, do not build an electric railway from Ottawa to Morrisburg via Eastmans Springs, Russell, Morewood and Chesterville. It is one of the finest sections of country in Ontario with a large number of thriving villages. A branch could be run to the village of Winchester. The townships along the line would no doubt give liberal bonuses, and many of the wealthy people would take stock, if necessary. L'Original Advocate.

06/09/1895 *Almonte Gazette* *Westport* *Brockville*

Sold the engine and ten cars.

An engine and ten box cars, the property of the Brockville, Westport and Sault Ste. Marie Railway were sold at Brockville on Wednesday of last week, by order of the Dominion Government to satisfy the claim for uncollected customs duties of \$1,000. The amount realized was \$910. A Grand trunk representative started the bidding at \$200, and subsequently secured the engine at \$700, having been raised to that point, \$50 at a time. The sale of the cars which are standing on a Brockville & Westport siding followed. They were sold to Mr. James Mooney, personally, at \$21 each.

07/09/1895 *Ottawa Citizen* *Kingston, Smiths Falls and Ottawa*

The Kingston Whig says that the location survey of the Kingston, Smiths Falls and Ottawa Ry., under the superintendence of Hamilton Lindsay, has been completed as far as Smiths Falls. It is expected that the work of construction will be commenced next spring.

11/09/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The steam shovel has started on a third round at the canal bank excavation. It will keep on working night and day.

There was a rumor yesterday that during exhibition the C.A.R. would run its passengers down the canal bank to the Maria street bridge. Mr. Fleck said there was no ground for the story.

12/09/1895 *Ottawa Citizen* *Vankleek*

Morris Shaver, engineer, is suing the Central Counties Railway Company for \$709 wages.

13/09/1895 *Almonte Gazette* *Chalk River* *Smiths Falls*

Driver Hyndman, C.P.R., met with a bad accident at Smith's Falls last Monday. His train was going up an incline near one of the crossings and began to stop. As soon as Mr. Hyndman noticed the fact he jumped off and threw some sand on the rails. In the act of throwing a handful he fell forward by some means, and his hand, coming under the wheel, was cut off. Much regret is felt for the unfortunate man, as he is very popular and a good and steady citizen.

13/09/1895 *Renfrew Mercury* *Shawville and Renfrew*

Account of visit to Portage du Fort - fact finding mission in support of Renfrew and Pontiac Railway.

13/09/1895 *Renfrew Mercury* *Chalk River* *Renfrew*

The doors and window frames of the new C.P.R. station are placed in position and the walls are climbing up. A line of Renfrew granite will span the building on a level with the window sills, and set off the darker stone of the building to great advantage.

13/09/1895 *Ottawa Journal* *Carleton Place* *Britannia*

The C.P.R. authorities having taken in hand the prosecution of the rowdies who violently assaulted the station agent at Britannia, they will now likely receive their just deserts.

13/09/1895 *Renfrew Mercury* *Renfrew* *Renfrew*

The O.A. & P.S. Railway recently donated four car loads of gravel to the Creamery Company for the fixing up of the yard around the Creamery building.

16/09/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The C.A.R. is now running a fence across the canal reserve at Maria street bridge. As the steam shovel is now on its third round down, there will be no more further walking up the canal bank.

17/09/1895 *Ottawa Citizen* *Ottawa Electric*

Yesterday the electric car service on Sparks street was resumed --

19/09/1895 *The Equity, Shawville* *Pontiac Pacific Junction*

Another smash-up occurred on the P. & P. J. on Friday night about six miles above Fort Coulonge. The accident was due to a drove of horses getting on the track through two gates being left open. Four of the animals were killed and others were injured. Fortunately none of the train hands were hurt. The locomotive and part of the train were ditched. As soon as possible thereafter word was despatched to Aylmer and a relief train was sent up to the scene of the accident. The mishap caused a delay of a couple of hours to the train going east in the morning.

20/09/1895 *Ottawa Journal* *Renfrew* *Ottawa East*

The Journal learned today that the building of the O.A. & P.S. workshops in the "Y" beyond Archville are to begin without delay.

Within a few weeks the foundations of the massive buildings will be laid. The plans for the shops have been ready for months. There will be two large workshops and a roundhouse. The buildings will be entirely of stone and will have steel roofing supported by immense steel stringers that are now being manufactured in Germany. The shops will consequently be almost fireproof.

The workshops will each be about 60 feet wide and 130 feet long. They will give employment to about 150 men.

The roundhouse will, it is stated, be located near the intersection of the two branches of the "Y" and will be large enough to house about thirty locomotives. The site for the workshops and roundhouse are already picket out.

20/09/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Nothing new can be written about the location of the Central depot.

No move has yet been made to extend the line north of Maria street although the line must be across this street by December 1st according to the by law, or the company will risk losing its \$50,000 bonus from the city.

The steam shovel will complete the excavation of the canal bank this fall. The third strip of earth will be finished in a couple of weeks, and another strip will excavate the required width. The fourth strip will be finished by the first of November.

20/09/1895 Ottawa Journal Renfrew

Next week all the construction camps along the O.A. & P.S. Ry. will be closed as the season's work on the construction will then be about ended. Chief Engineer Mountain went up the line today to inspect the last of the work.

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Nearly all of the men employed on the line have been discharged. There is now only one mile more of the road to be built on McNeil [sic] and Ferguson's contract and that will complete the season's work.

20/09/1895 Ottawa Journal Hammond

The completion of the Rockland branch is being pushed forward rapidly, but the intention to have the line ready to run passenger trains over it for exhibition week can not be carried out. The line will not be ready for passenger service before the middle of next month.

23/09/1895 Ottawa Citizen Renfrew

An east bound freight train on the O.A. & P.S. railway, consisting of seven cars and the paymaster's van, ran off the track Saturday afternoon about half way between Douglas station and Renfrew. Fortunately the accident was not attended by loss of life although several of those on board had a miraculous escape.

The train had just passed a slight curve when the engine, from some unknown source, jumped the track pulling the cars and van along with it. For fully a couple of hundred yards the train went thumping along on the ties, but remained on the roadbed to the great astonishment of those on board. Driver Turner and his assistants stuck to their posts until the train was stopped. They had rather a thrilling experience, but were well satisfied in having escaped with a few slight injuries they received in the knocking about.

A couple of cars were toppled over, one of them being loaded with horses and some railroad construction tools. A man was in this car, but was taken out from under a piece of machinery afterwards without a scratch.

Paymaster Wilson was counting some money in his van when the accident happened, and by the time the train was brought to a standstill he was at the opposite end of the car, almost unconscious from the effects of a blow he received while being jostled from side to side. His money was scattered over the floor.

Driver Turner had one of his shoulders badly bruised, and was otherwise pretty severely shaken up.

A wrecking train left immediately from Renfrew in charge of Roadmaster Hogan, and the track was cleared and repaired in the course of five or six hours. The train due here Saturday night about six o'clock was delayed considerably in consequence. The damage to the cars is slight.

Two of the horses on the car that went over had to be shot, as their legs were broken. They belonged to Mr. Simmers, sub-contractor on the railway.

23/09/1895 Ottawa Journal Ottawa Electric

Commencing Tuesday 24th inst. and until both tracks on Rideau street are ready for traffic, all main line cars will run to the hospital via Nicholas, Theodore and Charlotte street and return via Rideau.

23/09/1895 Ottawa Citizen Pontiac Pacific Junction

The accident on the P.P.J. last week was caused, it is thought, by two horses. Both were killed near Coulonge. The cars were thrown off the track, but the passengers were uninjured. The engineer was badly hurt about the face and his back was injured. He is improving.

25/09/1895 Ottawa Citizen Hammond

CENTRAL COUNTIES RAILWAY

Passenger trains are to commence running on the Rockland branch of the Central Counties Railway on October 1. Freight trains are now being run on the line. A gentleman who had considerable to do with the construction of the branch states that it is going to prove a greater benefit than ever was expected

25/09/1895 Ottawa Free Press Hammond

Freight trains are now running regularly over the Central Counties railway to Rockland and next week passenger service is to be commenced.

25/09/1895 Ottawa Free Press Ottawa City Passenger

The piece of elevated track along Wellington street, from Bank street to the Dufferin bridge, was being removed yesterday, being of no further use to the railway company. The roadway will be put in the same condition as before the temporary line was laid.

27/09/1895 Almonte Gazette Renfrew

Heading of article repeated verbatim from the Ottawa Citizen of 23 September 1895

Jumped The Track

O.A. and P.S. train derails near Renfrew - Crews' miraculous escape - a couple of horses killed - the train men stuck to their post.

27/09/1895 Ottawa Citizen Renfrew Whitney

The first shipment of lumber from Whitney mills was made on Saturday, when seven cars were loaded and shipped. A large number of empty cars were brought to Whitney the same day to be loaded with lumber, and the shipment of it will now continue regularly.

27/09/1895 Ottawa Citizen Renfrew Egans Estate

The O.A. & P.S. Railway Company are building a station at Egan's estate on the Madawaska.

28/09/1895 Ottawa Journal Canada Atlantic Theodore Street Central Dep

WILL CLOSE THE STREET

In a Couple of Weeks Theodore St. Will be Shut by the C.A.R.

In less than a couple of weeks Theodore street will be closed for traffic to permit the excavation of the street for the C.A.R. lines into Central depot.

Three or four tracks will be built across the street and these will be covered with temporary trestles.

After the street is crossed the location and construction of the Central depot will be attended to.

28/09/1895 Ottawa Journal Ottawa Electric

Car 24 ran off the track at the junction of Rideau and Susses streets at noon and kept nine cars for half an hour.

The temporary rails of the street railway which were laid on Wellington street are being removed.

30/09/1895 Ottawa Journal Renfrew Elgin Street

An electric car full of people going home from the fair narrowly escaped missing the afternoon train on the C.A.R. Saturday. The train was half way out of the station when the car ran into the platform. The car (sic - should be C.A.R.?) conductor had to pull his bell rope.

01/10/1895 Ottawa Journal Renfrew

Engineers of the OA & PS would be pleased if the owners of cows would keep them off the track, as the Company fines the engineers a days pay for each cow they kill.

01/10/1895 Canada Lumberman Renfrew Whitney

The St. Anthony Lumber Company which has recently constructed large stream mills at Whitney on the line of the Ottawa, Arnprior and Parry Sound, have started work. The mill proper is 207 feet long by 80 feet wide, with shingle and lath mill attached 48x50 feet and storing shed 32x270 feet. The capacity is 250,000 feet a day, supplied by three hand saws and one gang saw. Motive power for running the mill is supplied by a Corbiss engine of 700 horse power. Sawdust belts carry a continuous supply of sawdust to the furnace.

01/10/1895 Ottawa Journal Maniwaki

Ottawa and Gatineau Ry. fall time card comes into effect 1 October 1895.
Train No. 1 leaves Ottawa at 5:50 p.m. arrives Gracefield 8:40 p.m.
Train No. 2 leaves Gracefield at 5:50 a.m. and arrives Ottawa at 9 o'clock.

01/10/1895 Ottawa Journal Canada Atlantic Central Depot

THEODORE STREET AND C.A.R.

A Protest Against the Closing of the Street to Traffic

Editor Journal A short paragraph in your Issue of Saturday states that "Theodore street will be closed for traffic to permit the excavation of the street for the C.A.R lines into the Central depot," and that the tracks will be covered with temporary trestles."

By what authority will the street be closed? It is a public thoroughfare and the public surely have some rights to the use of it. and the fact that it will cost a few dollars less to make the excavations with the traffic closed is no reason why they (the public) should be deprived of their rights.

Then again this talk of "temporary trestles" has rather an ominous sound. Not a shovel full of earth should be allowed to be removed, until the railway company has given good security that it will build and maintain permanent bridges over its tracks - or our already depleted civic treasury may be called upon to provide such bridges.

We know that Sparks street can be closed for traffic for a couple of hours for bicycle races. but this is a different matter and should be attended to at once; pity we have not a "Birkett" mayor who stopped the C.P. from taking possession of a street.

Yours, CIVIS.

Ottawa. Sept. 30, 1895

01/10/1895 Canada Lumberman Kingston (CN) Cornwall

While a party of some forty lumbermen were on their way from Montreal to Peterboro, to work for J.W. Howry & Sons, of Fenelon Falls, they became somewhat hilarious as the result of too much fire-water, and at Cornwall one of them drove his head through a pane of glass in the car window, cutting his throat so badly that he had to be left behind for medical treatment.

02/10/1895 Ottawa Free Press Ottawa Electric

The electric cars to Hintonburg began their regular trips to Hintonburg this morning, the Cedar street bridge having been completed. Work on the further extension of the tracks to the Experimental Farm is being pushed to completion.

NOTICE TO QUIT

A Definite Move Towards the New Central Depot.

OWNERS AND LEASEHOLDERS GIVEN ORDERS TO MOVE

How the Cars Will Reach Sappers Bridge Over the Canal Basin - Plans for the New Depot - Other Notes

A definite move in the direction of locating the site of the Central depot has been made.

The owners of the property on the east side of the basin, north and south of the canal basin have received notice of expropriation of their property for railway purposes., accompanying which are instructions to vacate their present possessions. Holders of leases from the government have also been notified that their leases will not be renewed after May 1 next.

All property lying between Theodore street and the canal; basin for a distance of two hundred feet back front the canal, except perhaps that covered by Dey's skating rink, and now leased out will be recalled by the government for railway purposes

On the north side of the basin, all land bounded by the dry dock, Besserer and. Little Sussex streets, as well as from Little Sussex westward to the canal and including the back portion of the block west of Little Sussex lying between Besserer and Rideau streets, has also been taken up for the same purpose.

Orders to Clear.

Orders have gone forth to have the canal docks cleared of wood, and all timber at once. A large pile of blocks lying below Dey's boat house will be removed to-morrow. On Monday morning Butterworth's large coal shed, between Dey's and the canal basin will be torn down. The O.A. & P.S. have concluded the purchase of this building for a very moderate sum.

The railway tracks after crossing Theodore street will strike at the east end of where this building stood. A temporary station will be erected there for the winter, as the company will only get that far with their tracks, so as to be able to claim the \$150,000 bonus from the, city.

he site of the Central depot, however, has been settled beyond a doubt. It will be on the site of the militia stores building. as The Journal has all along predicted. Next spring will see the depot begun.

In the meantime the company have a undertaking ahead of them. In preparing the route into the Central depot. The whole of the canal basin is be filled in. and all the bulldings within the area of expropriated properties are to be torn down and cleared away for the right of way.

What Will Go.

The buildings that will be torn down are Richard Woodland's leather shop, dwelling house, the brick row facing n. Besserer street. occupied by Mr. E. Cardinal and M. Lavoie. the Nicholet House, Wm. H. Easton's wood and coal office, Ransoms hotel, directly opposite on Little Sussex street, Cardinal's livery stables, north of Besserer street. and other outbuildings behind the brick block facing on Rideau.

The militia stores building will be torn down. Upon its site will rise a great massive and handsome building, to be the Central depot

The Central Depot.

It will be a building without a rival in Ottawa, the departmental buildings excepted. It will be six stories in height and built up close to Sappers' bridge, so that passengers can step from the bridges into the waiting rooms. Three flats of the building will be used for station purposes. The other three flats will be for railway offices. Trains will enter the depot beneath an arched covering, as in large cities, such as Toronto and the Windsor depot. Montreal.

The ground floor will be divided into baggage rooms, express offices and restaurants. On the second flat, almost on a leel with. Sappers bridge, will be ladies and gentlemen's waiting rooms and ticket offices. The offices of railway officials will be on the third flat, and the other flats will contain the general offices of the company.

Built of Sandstone.

The Central depot will be built of sandstone. The sandstone to be used will be brought from near Jones Falls, up the Rideau, and is the same as was used in constructing part of the Printing Bureau, It Is learned that a local forwarder has been awarded the contract of bringing down next summer twenty thousand tons of this sandstone.

Street Will Be Widened.

The erection of the Central depot on the site mentioned will bring about one very great improvement. The present space between Sappers' and Dufferin bridge is to be covered over and the whole converted into a wide-street. Probably a small square will decorate the front of the post office. This move of closing up the space between the bridges will be necessitated by the increased amount of traffic over Sparks and Wellington streets when the. Central depot Is constructed.

Four Tracks jto Enter.

There will be four tracks entering the Central two passenger and two freight line. The company will erect an extensive freight depot, and the probable site of this depot will be between the dry dock and Little Sussex street.

Men were put to work on the north side of Theodore street this morning clearing away things..

03/10/1895 Ottawa Free Press Canada Atlantic

Work on the round house at Ottawa East is to be started at once. It will be built on the "Y" nearest the village.

03/10/1895 Ottawa Journal Renfrew Ottawa East

Engine No. 81 of the C.A.R. ran off the track near the trestle at Archbridge last night but after considerable trouble was got on again without any damage being done.

03/10/1895 Ottawa Journal Ottawa Electric

Yesterday for the first time cars on the new line on Somerset street made the whole trip as far as the Richmond Road, over the Cedar street bridge, which has been the cause of the delay, at last having been completed. Although there is nothing very beautiful to be seen in riding over this line, it is sure to prove of great use to the city.

CLOSING OF MARIA ST. BOARD OF WORKS AND MR. BOOTH DISCUSS THE MATTER.

Mr. Booth says the Excavations will only Take Five Days-The Board to See How the Government will Take the Closing - Board Fear they Might try to Get out of Maintaining the Bridge

The crossing of Theodore street by the O. A.P.S. and the consequent blocking of that thoroughfare to traffic for a time, was discussed before a special meeting of the board of works yesterday afternoon.

Mayor Borthwck. Chairman Champagne, Aid. Wallace. Gleeson. McGuire, Haste, Bell and Dalglish. City Engineer Surtees and City Solicitor McTavish were present, while Mr. J.R. Booth. A.W. Fleck and G.H. Mountain attended in the Interests of the railway company Mr Booth informed the committee that his company would be ready to begin their excavations through the street by October 14. The excavation could be completed in five days. The company would build a durable wooden bridge from the east end of Maria st to beyond the limit or excavation, a distance of two hundred feet from the canal piling.

City Engineer Surtees thought that the bridge should have iron posts as supports. It would not be a proper bridge for the locality if entirely a wooden structure.

Aid. McGuire wanted to know if the company during the excavations would provide a gangway leading to Maria st. bridge for foot passengers. A Friend of the Young.

There are, he said, hundreds of children who go across Theodore street to the Collegiate, Normal and Model schools every day, and it would be an injustice to compel them to walk round by Rideau street.

Mr. Mountain, chief engineer of the line, said it would be impossible to do as Aid. McGuire suggested. A gangway could not be stretched across the excavation, and if one was built over the part the steam shovel was working children would run into danger in crossing the other tracks before they reached Maria street bridge, as trains would always be shunting about.

Would It Be a Loophole?

The question arose as to whether the action of the committee in acceding to Mr. Booth's request would give the government an opportunity of refusing to maintain Maria street bridge

Nearly all the committee thought that it might, and it was decided that the chairman of the committee, Mayor Borthwck. Aid. Wallace. McGuire, Haste and the city engineer and solicitor wait upon the government to-day with Mr. Booth to ascertain the government views on the matter. The meeting then adjourned.

04/10/1895 *Ottawa Journal**Hammond*

Unpaid laborers on the C.C. Ry. want redress.

Petition by 140 employees to Ontario government.

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The employees are said to be six and seven months in arrears of wages and their united claims will exceed \$15,000.

Since the line has been taken over for completion by the Canada Atlantic Ry. the men have been paid regularly on the 14th of each month.

If the work progresses as quickly as it has done since the change the road will be ready for passenger traffic between Rockland and South Indian within three weeks. This line will be an important feeder of the C.A.R.

Mr. George A. Mountain, chief engineer of the C.A.R. went down to the Rockland branch to-day.

04/10/1895 *Renfrew Mercury**Kingston, Smiths Falls and Ottawa*

C.F. Gildersleeve, of Kingston, general manager of the R. & O.N. Co., and one of the leading promoters of the Kingston, Smiths Falls and Ottawa Railway states that everything is being gotten into preparation this fall for the pushing forward of the Kingston, Smiths Falls and Ottawa Railway next spring. The line is now surveyed into Smiths Falls, and in the spring the building of the line will begin in earnest. If possible, the road between Kingston and Smiths Falls will be completed next summer and the line may be extended to Ottawa by the fall of 1897.

04/10/1895 *Ottawa Journal**Renfrew*

AT THE DOOR OF PARRY SOUND: Contractor Plouf, of the OA & PS Ry., who has the contract for the construction of the last ten miles at the western end of the line, is in the city to-day. The line is now built to within a mile of the town of Parry Sound, and within a few weeks it will be completed. The terminus of the line will be on an island in the Georgian Bay in front of the town. The island forms a breakwater, and there is an excellent land locked harbour between it and the town where all the great shipping vessels of the lake could lie at anchor. The water of the Bay is at least thirty feet deep all around the point of the railway terminus, and vessels can be loaded and unloaded to and from railway cars without any inconvenience.

Trains are now running over forty miles of the western end of the line. About six hundred men were employed on the construction this summer.

04/10/1895 *Renfrew Mercury**Renfrew*

Inspection of a ten mile section of the Parry Sound line one mile west of Whitney took place last week. This makes the completed portion of the railway 154 miles.

04/10/1895 *Ottawa Journal**Ottawa Electric*

Commencing today the Main line cars will resume the loop line service, that is, the cars with white discs will go easterly by Rideau street to the Protestant Hospital, and those with white disc and black bar by way of Nicholas and Theodore streets.

NEW CENTRAL STATION

Another Imposing Structure to go up in Ottawa

DESCRIPTION OF THE BUILDING

To be Located at the Canal Basin - All Railways Will Have Access to it - Encouragement Given by Mr. Haggart to Mr. Booth in His Efforts.

Readers of the Citizen were informed, in its issue of August 23rd, that plans had been filed the day previous in the department of Railways and Canals of "the new Central Station which it is proposed to erect at the Canal Basin." And it was further stated that these plans showed that "The new building is to be a very handsome as well as substantial structure - a building in every way worthy of the central locality which it is designed to occupy."

The plan referred, to was the elevation designed for Mr. Booth by the late G. Stalker, his last work by the way, and from which, by permission of Hon. Mr. Haggart, Minister of Railways and Canals, the drawing has been made which the Citizen presents in this morning's issue. It will be conceded that the sketch justifies the description given of it in these columns as above quoted. The design is symmetrical and imposing, providing in the architecture for solidity as well as comeliness of construction. Such is the building wherewith Mr. Booth proposes to embellish the very centre of the city. And certainly everybody who considers the material progress and architectural improvement of Ottawa will hope that his plans may not miscarry.

View of the Building.

The accompanying view of the proposed new central station may be regarded as sketched from the middle of Sappers' Bridge, looking about due east. The plan speaks for itself in so far as the location and general design are concerned. It will be seen that the depot is to stand on the site which is now occupied by the Militia Stores and the little "Place d'Arms" in front, and about 14 feet back from the present sidewalk. What may, be termed the basement or ground floor is to be the railway car station proper, trains running in on the level of the present canal basin embankment. Between the Howe block and the depot it is proposed to have a driveway turning in from Little Sussex street, by, which the train platform may be reached by carriages. As will be further observed the plan provides for a main entrance through a covered portico on a level with the street, or, as it is now, the eastern approach of the Sappers' Bridge, the engraving showing the iron rail removed, as it will be, from that portion of the bridge. On the first floor at the street level will be situated the waiting rooms, ticket office, etc. From this the descent will be made to the train platform in the basement by means of a broad double stairway; and it is also proposed to have a passenger elevator [sic] there as well. The second, third, fourth and top flats will be occupied by the railway and probably other offices. The building is to be of stone with, of course, iron girders throughout.

The approach to the station as was more fully described in the Citizen of August 1st, will be, along the present cutting and under Maria street bridge, across the eastern basin of the canal, the taking of which for railway purposes will necessitate the construction of equivalent dock accommodation on the western side by lengthening the present basin there.

Progress of the Work.

The carrying out of these plans in their entirety depends of course upon Mr. Booth's success in surmounting certain well understood obstacles to the progress of the scheme. But the perseverance he has displayed throughout the undertaking, which it is well known, has had his personal and constant supervision, as good as assures its ultimate success. Moreover, he has had in this matter the active co-operation of no less powerful and practical an ally than the Minister of Railways and Canals. Hon. Mr. Haggart has taken a deep interest in the central station scheme from its inception. No citizen of Ottawa more thoroughly than he appreciates the advantages which the fruition of these plans possesses for the Capital. But while Mr. Haggart is understood to have greatly encouraged Mr. Booth in the prosecution of this work, he is none the less careful in the public interest that all the contemplated improvements shall be equally available for every other railway entering the city. It will even be stipulated in the lease that the terms upon which railways other than Mr. Booth's are to be allowed access to the new union depot shall be fixed by the Railway Committee of the Privy Council of which Hon. Mr. Haggart is chairman. This is an important safeguard of municipal as well as general railway interests, and one for which the city is all the more indebted to Mr. Haggart seeing that upon the completion of the station its bonus of \$50,000 to Mr. Booth's railway becomes due.

07/10/1895 *Ottawa Journal* *Hammond*

Rockland - work has commenced on the C.A. Railway station here and will be rapidly pushed. When the station is completed the company intends to build freight sheds and have everything in readiness for the running of regular trains as soon as possible.

07/10/1895 *Ottawa Journal* *Canada Atlantic*

On Saturday evening engine 81 of the C.A.R. broke her cylinder. The piston rod broke and was forced right through the end of the cylinder. The engine is in the shop for repairs.

07/10/1895 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

This morning workmen began operations on the north side of Theodore street in the construction of the tracks for the Central Station. A gang of men have since laid the tracks along the wharf, in front of the Butterworth coal sheds, while others have been engaged in preparing the way by excavation for the steam shovel to begin its work near Dey's boat house. It is intended that the shovel shall finish the cutting as far as the roadway on the south side, and then cut away all the embankment on the north side before the street section is interfered with, so as not to cause any obstruction to the traffic until the last moment.

08/10/1895 *Ottawa Free Press* *Maniwaki*

The Gatineau Valley railway company will take over the recently completed portion of the line as far as Gracefield next week and the passenger trains will run to that village instead of the Pickanock.

08/10/1895 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

The first serious accident in connection with the steam shovel working along the canal occurred yesterday afternoon when Mr. John Dodd of Nepean street, who was standing on the bank watching operations, fell over the embankment. He went very close to the edge in order that he might better see all that was going on. The portion of sod on which he was standing had been almost entirely undermined. When it fell Mr. Dodd fell with it, coming very close to being caught by the ascending shovel. As it was his shoulder was badly injured and he carries several bruises as a memento of the work.

08/10/1895 *Ottawa Citizen* *Ottawa Electric*

The new car shed on Albert street of the Electric Railway Company, erected by Messrs. Arnold and Ewart, is about complete and was occupied yesterday for the first time. With this addition the company has an acre of store room for cars on Albert street, which is sufficient to accommodate 240 cars.

08/10/1895 *Ottawa Citizen* *Maniwaki*

The construction work on the Gatineau Valley Railway as far as Gracefield, including the new iron bridge over the Pickanock at Wright, is to be taken over by the company next week. Trains will then run to Gracefield instead of the Pickanock station as at present.

09/10/1895 Ottawa Free Press Canada Atlantic Central Depot

The steam shovel on the Parry Sound Railway tracks was moved under the Maria street bridge this morning, and at noon started work in excavating the land immediately in front of Dey's boat house. The whole of the embankment on the north side of Theodore street will be cut away before the roadway is disturbed for the building of the railway bridge.

09/10/1895 Ottawa Journal Renfrew Ottawa East

The work of filling up the land where the proposed car sheds of the C.A.R. are to be built in Ottawa East is proceeding rapidly. In a few days the site of the round house will be finished and the building itself commenced.

11/10/1895 Ottawa Free Press Canada Atlantic Central Depot

The steam shovel has again been moved, this time to the head of Nicholas street, in order to make another cut along the canal bank. Excavations north of the bridge have not as yet been completed.

11/10/1895 Ottawa Free Press Ottawa Electric Ottawa Car

Electric car No. 60, a new one, made its first appearance on the Theodore street line this morning.

11/10/1895 Almonte Gazette Lachute Calumet

AS Engineer Albert Hudson, of the C.P.R., was attempting to mount his engine at Calumet last Friday, he slipped and fell with his left hand on the track. The wheel passed over it and it had to be amputated.

11/10/1895 Almonte Gazette Chalk River Carleton Place

On Friday last a brakeman in the C.P.R. yard at Carleton Place, named Seymour Bradford, while coupling cars, had his arm broken close to the shoulder. He suffered other serious wounds.

11/10/1895 Almonte Gazette Renfrew Parry Sound

At the Door of Parry Sound.

The O.A. & P.S. railway line is now built to within a mile of the town of Parry Sound, and within a few weeks it will be completed. The terminus of the line will be on an island in the Georgian Bay in front of the town. The island forms a breakwater, and there is an excellent land-locked harbor between it and the town, where all the great shipping vessels of the lakes could lie at anchor. The water of the bay is at least thirty feet deep all around the point of the railway terminus, and vessels can be loaded or unloaded to and from railway cars without any inconvenience. Trains are now running over forty miles of the western end of the line. About six hundred men were employed on the construction this summer.

11/10/1895 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth are again closed down, for an indefinite period.

11/10/1895 Eastern Ontario Review Hammond Rockland

Work has commenced on the railway station at Rockland, and will be rapidly pushed. When the station is completed the company intends to buyild freight sheds and have everything in readiness for the running of regular trains as soon as possible.

12/10/1895 Ottawa Journal Renfrew

There are still about seven miles of rails to be laid on the eastern end, but after this is done the season's work will be finished.

15/10/1895 Ottawa Journal Ottawa Electric Ottawa Car

A handsome electric car with five electric heaters was sent down to Montreal yesterday, by the Ottawa Car Co., to be exhibited in that city for a few days. Mr. Harry Rosenthal of Ahearn & Soper's office, was in charge.

16/10/1895 Ottawa Journal Ottawa Electric

Messrs. J.W. McRae, T. Ahearn, W.Y. Soper and J. Hutchison left for Montreal today to attend the meeting of the American Street Railway Association. They will return with the members who intend visiting the capital on Saturday.

18/10/1895 Ottawa Citizen Hammond

C.A.R. to Rockcliffe.

The Rockcliffe branch of the C.A.R. is almost complete. The last touch on the work of construction is expected to be put on this week and the company propose running regular passenger trains over the branch next week. (Note - this should be Rockland).

18/10/1895 Almonte Gazette Belleville Perth

The C.P.R. car shops at Perth are closed down for an indefinite period.

18/10/1895 Huntsville Forester Renfrew Parry Sound

PARRY SOUND: From the Star: "Last Sunday afternoon two ladies and a gentleman while walking down the Rose Point Hotel road saw what they supposed to be a rabbit run under a log. Securing sticks they all took after the rabbit surrounding the hiding place, and commenced poking at the little fellow. The dress makers and tailors are busy making new clothes for the party - it was a skunk!

Work on the railway is being pushed along as fast as circumstances will warrant. The rock cutting is almost completed, and teams are now busy lowering the swamp near the Rose Point Hotel, which has to be taken down some thirteen feet. Filling up Willet's lake has been abandoned and workmen are now engaged in driving piles for a bridge across the lake. At the other end of the section the gravel train is busy ballasting and this part of the work will be pushed forward as rapidly as possible. Several times lately the sound of the locomotive whistle has been heard in town, giving our people notice that the long looked for railway is almost at our door.

Last week Post Office Inspector Jones arranged for the dispatch of daily mails over the Parry Sound Railway between Parry Sound and Emsdale, Sprucedale and Seguin. This arrangement is an admirable one and the Inspector has our thanks.

21/10/1895 Ottawa Citizen Maniwaki

Mr. L. Vallee of Quebec, made an inspection of three miles of the new track and the new bridge of the Gatineau Valley Railway on Saturday, on behalf of the government. Afterwards he expressed himself as well pleased with the construction of the new portion of the line. Mr. Vallee was accompanied by Mr. W. Dale Harris, managing director of the road and lady friends. Mr. Resseman, superintendent of the railway looked after the party.

25/10/1895 Almonte Gazette Chalk River Haley's

Last Saturday night, while coupling cars at Haley's Station, Thos. Willoughby, a C.P.R. brakeman lost his first finger and part of his thumb.

To Sixteen Island Lake by Rail

Had the early settlers among the forests and mountains of Wentworth been told that one day the puffs of the engine and its shrill whistle would startle the wild animals of that region, it would have been deemed a most unlikely story. But this age of progress has produced many wonders, and a railway in Wentworth is not one of the smallest. This has been accomplished by the energy, pluck and perseverance of a band of French-Canadians in Montreal, who several years ago, conceived the idea of colonizing the uninhabited regions of Quebec. A charter was obtained, a survey made as far as Arundel, and after seeking and obtaining aid from both governments, the work was commenced and is now completed as far as Sixteen Island Lake.

Last week, in company with Mr. Simpson, M.P.P. we took a trip over the road, a short account of which we will endeavor to give our readers. The officers of the Montfort Colonization Railway are E. Senecal, President, Joseph Brunet, Vice-President, Messrs. F. Froideveaux, Godf. Chap;eau and E.D. Porcheron, directors, A.S. Hamelin, Secretary-Treasurer. Leaving Montreal on the St. Jerome, in company with Mr. Froideveaux, one of its directors, we reached Montfort Junction, which is a few miles west of Shawbridge at about 7.30 where we took the other road. It is a narrow gauge line at present, although the road bed, grades and curves have been made the same as the standard gauge. The train consisted of the locomotive, which is for its size very powerful, and takes up the heavy grades, five or six cars without much apparent trouble; a second class and express car in one, and a very comfortable and nicely furnished first class car. The first stop after the junction is at St. Sauveur, a small but thriving village. Here the difficulties of construction commenced to be seen. An immense bank and a bridge across the the North River made the first few miles very expensive. After leaving St. Sauveur we pass through a valley along which are some excellent farms until we reach Morin Flats, and now we are in Argenteuil. There is no station built here yet, but considerable business is carried on, Newton's mill evidently carrying on a fine trade. Standing at Morin Flats and looking around, one can scarcely imagine that an outlet could be found for a railway. On the west side is a series of mountains, but the engine is headed towards one of the largest and in a stealthy manner commences to creep around the base, and in a few seconds is winding around its side hugging the rocks where a narrow path has been blasted for it. The cost of making this portion must have been very great, but a good solid roadbed is the result. It is needless to say that the road abounds in curves. The curve is the only key to this mountainous region. At Montfort, we found, to our surprise a large, commodious and well built hotel. This hotel was built last year by Mr. Froideveaux and is kept by Mr. Plouffe. It (illegible) the side of a high hill overlooking Lake St. Francois Xavier. Just below this lake is another called Lake Chevreuil Deer Lake.

(Long Section about Agricultural Orphanage of Montfort)

From Montfort to the lake is eight miles and though one of the wildest regions of the province. The railway company has a Dominion subsidy for the next 12 miles which will bring the road to Arundel and it is hoped the Provincial Government will transfer a similar one. If so, this time next year the train will run to Arundel.

25/10/1895 *Almonte Gazette*

Brockville

Irish Creek

Mr. William Carr, a C.P.R. brakeman, fell off the Ottawa train near Irish Creek station ago, and was severely, but not seriously, hurt.

25/10/1895 *Renfrew Mercury*

Chalk River

Renfrew

The work on the C.P.R.'s new station -- is being rushed with vigor. -- and the roof will probably be on the station by the end of the week. After the rafters on the station were first laid, orders were given to make a change and raise the roof five feet in the centre. This has been done, to the undoubted improvement of the appearance of the building. As the order for the change came just after the official car had gone by, it is surmised that President Van Horne's good eye for form was responsible for the change. Also in Shawville Equity, 31 October.

26/10/1895 *Ottawa Journal*

Canada Atlantic

Central Depot

THE SCOOP HARD AT WORK

The Excavation on Theodore Street Well Under Way -Taking Down a Pier

At seven o'clock this morning, men were put at work to remove the remaining timbers of the eastern approach to Maria street bridge. Forty minutes later everything was cleared and the steam shovel was brought across Theodore street and set to work to excavate the bank from Dey's rink up to the pier of the bridge. This done the men began removing the stone that filled the pier, which work occupied the whole forenoon.

The excavation of the street is expected to be finished by Tuesday night It was reported to-day that Mr. Booth had concluded a deal with Dey Bros, for their boat house and rink but such was found to be incorrect. Mr. Booth made Dey Bros, an offer on Thursday, but they will not accept it, as they consider the figure too low.

A second line of track is now being extended past Dey down to the Butterworth coal sheds at the canal basin. This shed will be torn down next week as it is on the location of the site for the temporary depot.

26/10/1895 *Ottawa Journal*

Maniwaki

The O. & G. Ry. bridge over the Pickanock river is now completed and trains are now running into Gracefield. The passenger trains began running regularly into Gracefield yesterday.

30/10/1895 *Ottawa Citizen*

Canada Atlantic

Maria street bridge

The timber for the extension of the Maria Street Bridge over the railway cutting is on the ground, and work will likely be commenced on the extension today. The cutting of the street will likely be finished tomorrow as the steam shovel has been doing exceptionally good work.

31/10/1895 *Ottawa Journal*

Renfrew

Ottawa East

The work of filling in the "Y" beyond Ottawa East is taking more time than was at first expected and it is doubtful if the construction of the O.A. & P.S. Ry roundhouse will be begun this fall.

31/10/1895 *Ottawa Free Press*

Hull Electric

Contractor Viau of Hull, has for some days been negotiating with farmers along the Aylmer road with a view of securing a right of way through their farms for his proposed line of electric railway between Hull and Aylmer. He stated this morning that so far he has met with little difficulty in obtaining the consent of the land owners and as the routes alongside the Ottawa river is at the same time both picturesque and more direct, it is altogether likely that it will be chosen in preference to the Aylmer road. More especially as there are numerous difficulties in the way of securing the consent of the company for this latter route.

Mr. Viau is also making arrangements for the purchase of ties of which he already has a large supply on hand since spring.

31/10/1895 *Ottawa Citizen*

Hull Electric

LIKELY CHANGE IN THE ROUTE OF THE NEW ELECTRIC LINE

What the Leading projector Says the Property Owners Along the Route are Willing to do - The Terms of the Aylmer Road Company

Mr. Theophile Viau, the leading figure in the projected electric railway between Hull and Aylmer informed a Citizen representative yesterday that it was more than probable now that the route of the railway would run about half way between the river bank and the Aylmer road. "I have written the owners of the property through which the road will likely run," said he "with a view of obtaining the right-of-way, and the answers I have received so far, are much more encouraging than I had even hoped. Some of them say they would not only grant the right-of-way through their property, but would do anything else in their power to help the scheme along. The number of property owners along the route is only seventeen." It is said that the generous spirit with which Mr. Viau has been met by the owners, will lessen the probability of the terms of the Aylmer Road Company for the use of their road being accepted. Mr. Viau has procured some capitalists who are willing to invest in the scheme, but are desirous of obtaining full data of the different proposed routes before doing so.

The laying of the rails of the Street Railway Co. in Hintonburg is being pushed forward rapidly these days. The double track has been laid as far as the old toll gate while the single track is out to Holland's Farm

The M & O Railway.

A deputation of Canadian Pacific officials interviewed the Ontario government on Tuesday and asked for an extension of time in which to complete this line. The deputation urge that it had been found impossible to complete the road in the time arranged for in the original contract. The government promised to consider the request. This is the result generally expected, the CPR will not construct the road this year, whether they will ever do so is a question we are not in a position to answer just now. If they have any intention of constructing it, they will do so when it suits their convenience and interests. They have conclusively shown how lightly they regard the interest of the residents of the section through which it is proposed to build the road, and also how little weight either the Provincial or Federal government has with them when the interests conflict.

A moose bull attacked two members of the Parry Sound Rail Road a week or so ago. One man was successful in reaching the branches of a tree, but the other was less fortunate and was thrown by the bull some twenty feet. The moose made a second charge, but the bruised and sore man managed to make it to the branches of a tree. The next day, they secured a rifle, started in pursuit, and found the moose not far from the previous day's attack. As soon as the moose saw them, it charged, but was brought down by the first shot.

It looks as if the Pembroke Southern Railway is to be built. The directors have sent out a party, consisting of Messrs. J.A. Thibodaux, F.E. Fortin and Thos. Mackle, of Pembroke, to locate this line through the township of Wilberforce, adjoining Pembroke.

Work is pretty well advanced on the International bridge at Brockville. It is expected that most of the heavy work will be done before the end of this year.

A private train of engine and five coaches went up last week to the Madawaska Forks, on the Ottawa and Parry Sound Railway with Mr. Baldwin, a wealthy car builder of Philadelphia, Pa., and a party of American tourists. The party are enjoying themselves hunting and fishing in the neighborhood.

ARNPRIOR NEWS

At the intersection of the railway lines a new diamond is to be put in on Sunday.

The O.A. & P.S. Ry. Co. wish to purchase McNab's grove on Chats Lake from McLachlin Bros. for the purpose of converting it into a picnic ground to be used by excursionists brought here by the railway.

J. R. Booth is employing 3,389 men as follows: on the OA & PS railway 325; OA & PS construction 575, lumber yards and mills 1,159 men. None of these work for less than \$1.25 a day. 1,330 men work in the woods at the same rate.

Work on the construction of the Theodore street bridge across the railway tracks commenced this morning and at noon three sets of uprights with the necessary connecting posts were in position adjoining the Maria street bridge. The steam shovel is now cutting on Theodore street itself, the canal bank having been removed. It will apparently be another week before the work is connected sufficiently to allow the resumption of traffic.

Dey Boathouse will remain undisturbed this year. It will not be torn down to permit the construction of the O.A. & P.S. Railway line until next spring. The owners have received notice to vacate the building on the first of next May. They will build another boathouse, to be 200 x 100 feet, in a central location.

TERMS OF THE LEASE.

HOW THE O., A. & P. S. HOLD THE CANAL BANK LANDS

Details the Document as Filed in the City Registry Office-The Work Must be Finished Next Year.

The lease of the ordnance lands from the ? of the Deep Cut to the canal basin by the government to the Ottawa, Arnprior and Parry Sound Railway, as filed in the city registry office is an interesting document.

The Journal was shown a copy of the lease this morning. It covers ten pages of foolscap paper. The lease stipulates that the period for which the lands are leased to the railway company is 21 years, dating from the 1st May, 1895, the company to pay the yearly, rental of \$400.

The Terms.

The provisions, stipulations, terms and conditions of the lease are to the following effect: The railway company shall not at any time during the term of the lease assign, transfer or sublet the premises without the consent of the minister of railways and canals. The approaches to the Central depot from the main line of railway are to be completed on or before the 1st of July, 1896, and thereafter efficiently maintained and operated, The rail level of the approach is to be four feet above the navigation height of water in the canal. If at any time the full width of the lands or as much as may tend to endanger the adjacent property to the eastward shall be required for the use of the approaches, the lands shall be graded and a substantial masonry retaining wall built for the protection of the adjacent property, and a fence built along the top of such wall.

No engine houses blacksmith or repairing shops or coal oil store houses are to be built on the ordnance lands. The railway company is given permission to deal with trespassers on the lands as the company wishes. The government claim free access to the waters and works of the canal, with full liberty for government workmen to pass over the railway tracks and sidings. The O., A & P.S. Ry. Are required to permit any railway company wishing to avail itself of the lands as an approach to the Central station to use the station and the land demised, upon reasonable terms and conditions, to be determined, if necessary, by the railway committee of the Privy Council. If at any time the lands shall be required for any public purpose of Canada the government may resume possession after giving eighteen months notice. At the end of the term of 21 years the railway may remove all building and erections if they so desire. If at the end of the term the railway company desire to renew the lease for another term of 21 years they may do so.

ELECTRIC CARS COLLIDE

A street car collision occurred at the corner of Bank and Sparks streets today about noon. Cars Nos. 28 and 56, on the Chaudiere and Bank street lines, respectively, were in the collision. The Bank street car ran into the other as the Chaudiere car was stopped waiting to be switched. Conductor McGuire of the Chaudiere car was slightly injured in the back, but no one else was hurt.

05/11/1895 Ottawa Journal Hammond

One of the construction engines on the Central Counties railway ran off the track on Saturday by the spreading of the rails and fell over into the ditch on its side. A gang of men were employed raising it on Sunday.

05/11/1895 Ottawa Journal Renfrew Ottawa East

Engine No. 50, one of the shunting engines on the dump beyond Archville was badly smashed last evening. The locomotive had switched a number of cars upon one of the switches and then swung on to another switch. The cars were not braked and when the locomotive was detached ran back down the grade striking the locomotive where it was standing on the tracks.

05/11/1895 Ottawa Free Press Hull Electric

Contractor Viau is making the best of progress in his negotiations with farmers along his proposed line of electric railway between Hull and Aylmer and expects that within a few days his entire right of way along the shore of the Ottawa river will be assured.

05/11/1895 Ottawa Free Press Pontiac Pacific Junction

The Pontiac Pacific Junction Ry., has the promise of the Quebec authorities that at the present session of the legislature their bonus of \$20,000 for the completion of their line will be revoked. It was intended that the road should have the funds to complete their work this year but through a flaw in the bill which passed the two houses last session the bonus could not be touched and as a result construction work on the P. & P. J. was at a standstill. As soon as the subsidy is assured the company will set about preparations for finishing up their line.

06/11/1895 Ottawa Journal Ottawa Electric

Conductor S. Spencer of car 44 took sick yesterday morning with cramps, while his car was in New Edinburgh, and had to lay off

06/11/1895 Ottawa Free Press Canada Atlantic Central Depot

At the Theodore street bridge today the work of erecting the 200 feet of abutments is rapidly proceeding. In front of Dey's boat house about 20 men are engaged making a cutting from Theodore street to run between the building and the three small houses lying to the south east of the structure. There is just enough room for a truck to pass through this opening, and as the cutting will be fully 12 feet deep it will leave the Dey property standing on an eminence entirely surrounded by the tracks. The steam shovel has a lot of work yet to be accomplished.

07/11/1895 Ottawa Free Press Maniwaki

Although the Gatineau Valley railway has done no new construction work this year on the upper end of the road beyond the completion of the Pickanock bridge, they have men now at work throwing up a roadbed beyond Gracefield, the present terminus, and there is every reason to believe that when next spring opens the company will be in a position to rush the building of the new road towards the objective point of Desert, which is as far north as the government charter provides for.

07/11/1895 Ottawa Free Press Canada Atlantic Central Depot

Messrs. Dey of the boat house called at the city hall this morning complaining that their water supply had been cut off by the action of the steam shovel. They wanted the engineer to have another pipe ran into the building but as this would necessitate excavating under the railway tracks now being laid and the building is on the canal reserve the city engineer would not listen to the proposal.

08/11/1895 Pembroke Observer Renfrew

Another year and the railway to Parry Sound will have been completed, and the greatest port on the Georgian Bay will be closer to Ottawa than Toronto is to the Capital. To-day only fifty miles of the entire distance between Ottawa and Parry Sound — two hundred and fifty-nine miles — remains uncovered by the rails, and Engineer Mountain says that it is more than probable that this gap will be covered before October of next year. Another year or two and the branch to Golden Lake connecting Pembroke with the Parry Sound railway will also have been completed. Then we must not rest until it shall have been pushed on to Haliburton and Toronto. On Monday, Mayor F. E. Fortin, Thomas Mackie, J. A. Thibodeau and J. R. Moffat went out to Wilberforce to look out the line through Wilberforce, etc. Who says Pembroke will not be the greatest railway centre of them all in the near future?

08/11/1895 Huntsville Forester Renfrew

The season's operations on the OA & PS Ry. are at an end. The force of men employed on the construction all summer have been laid off. All the camps are empty with the exception of a few straggling ones that house a small party of men that remain to finish the ballasting.

08/11/1895 Renfrew Mercury Locksley

--Another year of two and the branch to Golden Lake connecting Pembroke with the Parry Sound Railway will also have been completed.--
Pembroke Observer.

08/11/1895 Renfrew Mercury Renfrew Arnprior

On Sunday a new diamond will be put in at the intersection of the C.P.R. and O.A. & P.S. Ry. lines in Arnprior.

08/11/1895 Almonte Gazette Renfrew

O.,A. & P.S. Notes

From our own correspondent.

Nov 1st. - Snow has been lying almost all week. - As the deer hunting season opens today, the country is flooded with hunters. It is estimated that several hundred have come up the O. A. P.S.- a party of hunters at MacAulay Lake (from Almonte) began the sport too early and were brought before the local magistrate and fined \$10.- American hunters carried off deer before the season opened, but escaped the deputy game wardens, - The work in the shanties is booming all along the line. There will be over 1,000 men on the upper part of the Madawaska. - the St. Anthony Lumbre [sic] Company has over 300 men employed at the sawmill. -"Nipsising City" has been founded a short way east of Whitney, somewhat resembling the western city.

08/11/1895 Ottawa Free Press Canada Atlantic Central Depot

Mr. Frank Dey says that he is experiencing a great deal of inconvenience on account of the water supply having been cut off. The application he made yesterday was for a service to his own private house and property not on the rink, which is on the canal reserve. He expects to see some members of the committee today, so that the great annoyance resulting may be put an end to. It matters not, he says, how the water is furnished so long as he gets it.

08/11/1895 Ottawa Journal Ottawa Electric

The service on the street railway tracks in Hintonburg from the post office by way of Holland avenue to the Experimental farm will not be commenced until next spring, although the tracks will be in readiness before the snow falls.

A tunnel has been built under the O.A. & P.S. Railway. A double track will be laid along Holland avenue, the trolley posts being placed between the two, with arms being spread out over them on which the trolley wires will be strung. These posts are also made to hold electric lights and to have telephone wires strung on them.

08/11/1895 Ottawa Journal Canada Atlantic Central Depot

O.A.& P.S. Station Site Located

The site for the temporary depot of the O., A. & P. S. Ry. Has been laid out by the engineering staff of the line. The building will be located close up to Butterworth's coal shed and between the coal shed and Day's boathouse. The coal shed will probably be used as a temporary freight depot.

The commencement of actual operations in connection with the construction of the International bridge across the St. Lawrence at this point is already beginning to attract the attention of outsiders to the fact that it will make Brockville one of the greatest railway centres in the Dominion, and consequently a most desirable place to establish manufacturing industries, owing to its splendid shipping facilities both by rail and by water. At Monday night's meeting of the Council a most interesting communication was read from Mr. A.B.. Rudd of Perth, pointing out the unequalled advantages possessed by Brockville as the point for the establishment of an iron blast furnace. There is lots of iron ore within easy reach, and he claims that coke could be laid down here cheaper than anywhere else in Canada. The matter should be carefully inquired into.

11/11/1895 *Ottawa Journal* *Renfrew*

Pushing Work on the O.A & P.S. railway.

The Ottawa Journal says: Mr. G. E. Mountain, C. E. of the Ottawa & Parry Sound Railway, went up the line yesterday on a tour of inspection from here to the terminus at Arnprior. The grading from Ottawa to Arnprior is almost completed, with the exception of a few little gaps here and there where culverts will be put in. The culverts will be constructed of cedar. The timber for the trestle crossing in the township of Nepean is all ready and work will go on at once. It is expected that in ten days or two weeks the work of laying the iron will begin. The company have opened a ballast pit about halfway between here and Arnprior and ballasting will be done both ways at the same time. The trestle work across the track of the old St. Lawrence and Ottawa Railway is being pushed vigorously along.

12/11/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Passenger trains will be running into the temporary depot by the 15th of next month.

So stated E.J. Chamberlain, general manager of the O.A. & P.S. Ry. this morning. Work on the temporary depot will be begun tomorrow. It is expected that the Maria street bridge will be completed by tomorrow afternoon and then the men there employed will be put to work on the temporary depot.

Upon the completion of the temporary depot by December 15th the Elgin street depot will be disused for the passenger service of the O.A. & P.S. and C.A.R. lines. All passenger lines will run into the centre of the city.

The temporary depot will be 25 feet wide 75 feet long and erected on precisely the same plan as the present Elgin street depot. There will be ladies' and gent's waiting rooms, a restaurant and ticket offices. Express and baggage rooms will be build adjoining the temporary depot.

Everything will be built to suit the convenience of the public. The depot will be no haphazard structure but a substantial one, as it will need to meet the requirements of the public for a year or more until the Central depot will be constructed on the Militia stores site.

The main entrance to the temporary depot with carriages will be by Wilbrod street, but people of Upper town who wish to reach the depot may cross Maria street bridge, at the end of which a sidewalk will lead into the depot.

As to freight

The railway officials are as yet undecided whether they will run freight into the centre of the city this fall or not. This will entirely depend upon whether the frost will be sufficiently severe to make the new road perfectly hard and suitable for heavy freights.

The Butterworth coal shed it is learned may be torn down any day, as the lease for the property on which it is located expired last spring and has not been renewed.

Dey Bros. will remove their rink and have forty days in which to do this.

13/11/1895 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

The Theodore street bridge was completed sufficiently last night to allow of one side to be opened for foot travellers, to the great joy of the many who have been in the habit of crossing Maria street bridge back and forth to business and school. The whole structure will be thrown open tonight.

13/11/1895 *Ottawa Citizen* *Hull Electric*

Mr. Charles Leduc, of Hull, has left for New York, the object of his visit, it is said, being to interest the American capitalists in the proposed electric railway between Hull and Aylmer.

14/11/1895 *Ottawa Journal* *Carleton Place* *Broad Street*

THE TEMPORARY DEPOT

Being Erected Apparently over the Water Main

Attention was drawn to-day to the fact that the temporary Union depot is apparently being erected on the end of Wilbrod street and over the city water "main, which crosses the canal at this point.

Enquiry, however, reveals the fact that while the foundation for the new depot is being laid at the end of Wilbro street, it is still on the government reserve, and a member of the city engineering staff informed The Journal that the city had merely the privilege of: crossing the reserve with the water main.

14/11/1895 *Ottawa Free Press* *Carleton Place* *Ottawa, Broad Street*

The Canadian Pacific depot is in ashes. It was the scene of a fierce blaze which raged from 6 o'clock this morning steadily for more than two hours. The building was of wood and therefore of an inflammable nature affording every inducement for a big fire.

Full description.--

The C.P.R. depot was once before the scene of a conflagration but escaped the big conflagration at the Chaudiere a few years ago when the hotel opposite and many of the surrounding frame structures were destroyed.--

C.P.R. DEPOT BURNT

Made a Wreck by an Early Morning Fire

BAGGAGE MAIL MATTER AND TICKETS LOST IN THE RUINS

Origin of the Blaze at Present a Mystery

It Began About 6 a.m. and rapidly did its Work - narrow escape of the freight Sheds. The brigade Worked Well.

Four charred walls are all that stand to-day to show that there was once a C.P.R. depot In Ottawa The building was almost totally destroyed by fire about six o'clock this morning.

The alarm was sounded a few minutes before six o'clock, but before the brigade reached the spot the building was entirely enveloped in flames, and past all hope of saving. The fight of the firemen was therefore simply one to prevent the flames spreading to the sheds and adjoining cars.

C.P.R. Constable Cowan, who was on duty last night, was the first one to notice the flames. He was sitting in the waiting room and noticed them break out in the north-west corner between the restaurant and the agent's room and at once ran to the box across the street and pulled an alarm. He had hardly time to get back before the whole north-west corner of the building was entirely enveloped in flames, and before the firemen could reach the spot the entire structure was burning fiercely. The fire by this time had also spread to the adjoining baggage room and was rapidly consuming the covered platform between the tracks. The fire fighters had there [sic] work cut out for them, but seem to have labored with a will and with good effect. The building, an entire wooden structure. as dry as tinder, burned fiercely. Long tongues of flames were shot high into the air and cast a glare on the clouds that was plainly visible for miles around. Burning shingles torn from the roof by the force of the flames, together with sparks, were carried through the air long distances and started fires in more than one place and to prevent these small blazes becoming serious, gave the firemen their hands full.

Freight Building Caught.

The roof of the freight house, across the tracks, caught several times, and required the closest kind of attention from the brigade to prevent the flames spreading in this direction.

A general alarm having been sounded the entire force of firemen were on hand and were attacking the fire with 8 or 9 lines of hose. But the flames would be subdued in one corner only to break out in another quarter.

The ceiling and walls were of wood and the flames working between the inner and outer walls were most difficult to get at, and the fire was generally well under way before broke out on either side. Many times the firemen thought they had the fire subdued, only to find that it was burning fiercely between the partitions and would break out afresh. This kind of work continued for an hour or more and by shortly after seven the building was an entire wreck. A couple of streams were kept drenching the debris until half past nine o'clock.

As to the Loss

It is hard to place an estimate on the loss. Almost everything in the building was burnt, or rendered useless by the water. Quite a large crowd of spectators, principally workmen on their way to the mills, witnessed the conflagration and would willingly have given a hand in saving the contents, but the intensity of the heat would not permit. A few articles of furniture were carried from the ladies waiting room and part of the equipment of the restaurant, but nothing to speak of was saved.

Operating Room Destroyed.

The operating room upstairs shared the fate of the rest of the building. Most of the instruments were destroyed and all connection with the twenty-four wires were broken. and the lines littered about in a tangle that apparently would take hours to unravel

There were private records and papers in the office of the district superintendent, Spencer, that no amount of money can replace.

The large ticket case and records and papers in the ticket office went with the rest, and on these also it will be hard to place an estimate of the loss.

Baggage Destroyed.

The baggage room, in charge of Night Baggage man Downey, was filled with trunks and valises, and of these what were not consumed by the flames were rendered entirely valueless by the water. This department will furnish, one of the heaviest losses of the fire, and may possibly lead to any amount of entanglement between the railway company and the owner as to the value of the baggage. All the station night mail matter and the mails for early out-going trains were in the baggage room and only the partially burned remains of newspapers and letters show to-day where the mail bags were placed in the building.

When it became generally known, throughout the city that the station had been destroyed large crowds flocked to the scene of the conflagration. They witnessed a scene of confusion and disorder.

Pools of water lay on the platform ankle deep, and on it was piled up the remains of the baggage. Several policemen were in charge to protect this property and prevent the small boys and other members of the crowd carrying away articles that might be of any value. Men dived into the floor of the baggage room with sticks and fished out the crisp remains of trunks and garments and paper and placed them on trucks.

Wanted the Baggage.

"I want my baggage," said one man, and he produced three checks, and then ensued a search to ascertain if enough remained to give the woe-begone knight of the grip enough of his former possessions to hold an inquest.

"Every shirt I own was in that box," said another individual, with an expression on his face that plainly showed that he would not mind a change of linen.

"I don't know what I'll do for socks," said a third, while another lamented that he had hardly enough to carry him to the next town, let alone invest in paper collars and clothing.

Temporary Arrangements.

A baggage car was drawn up to the platform and temporarily served as a room for sorting baggage taken off to-days train. Passengers who left by early trains were compelled to purchase their tickets on the trains from the conductors.

The origin of the fire seems a mystery. It was well on the way before being noticed and all the hands around the building were at a loss to account for it. Some put forward the conjecture that it originated around the furnace, but this theory does not seem plausible in view of the fact that the fire gained a good headway in another portion of the building.

Night baggage man Downey was reading a book in his room and the first intimation he had that a fire was in progress was the flames bursting through the wooden walls between the agent's and baggage room. They developed so rapidly that he was compelled to go out at once and could not get into the building again.

The Offices a Wreck.

The station building besides providing the usual waiting rooms and ticket offices, contained the offices of Chief Train Despatcher E.E. White, operators rooms, office of train master J. A. Robiliard, office of Chief Car Inspector Walker and the suite of offices of the Superintendent H.B. Spencer. Everyone of these loose [sic] a large number of papers and documents of considerable value, but a second search revealed the fact that the loss is chiefly confined to the very latest ones, which although of a considerable volume were not filed away. The papers and books that were in the desks and cases suffered badly from smoke and water, but when dried out will still be of use. The entire unopened correspondence of last night's mail, which usually numbers a hundred or more letters was lost.

Despatching Paralyzed.

Train despatching was paralyzed somewhat but not very long. A gang of men in short order rugged [sic] up an office in a freight car and made connections with the telegraph lines and had some instruments working in short order, while another crowd was stringing the remainder of the wires unto No 2 freight shed, a portion of which will be used until something permanent is done.

When the fire broke out there were six persons in the building, the two operators, T. Brown and W.A. Rose, night ticket agent L. Connell Constable Cohen, Baggage man Downey and George Johnston, restaurant Clerk.

Of the number only two or three had startling experiences. L. Connell, ticket agent, was asleep in his office when Constable Cowan discovered the fire and as soon as Cowan burst upon the agent's room it became filled with smoke. The policeman experienced some difficulty in arousing the man, and he had little enough time to get out.

The two train despatchers working on the second flat also had quite an escape, as the first warning they had was when the flames burst into their rooms. As the stairs were all ablaze they crawled out of the window onto the roof, over the platform and from there to the ground.

The case of a man named Grant was a very hard one for him. He had intended to go to Michigan to-day accompanied by his family, and last night left two large trunks on the platform of the station. On his arrival there this morning he found that they had both been burnt. As he had some silverware in them his loss was considerable. He told the constable that he valued them at about \$200. As the trunks were not checked he will have to pocket the loss himself.

All the windows and doors of the station were boarded up early this morning, and the curious crowd of sight-seers were compelled to view the blackened walls and what remained of the charred roof, from the outside.

The head office of the C.P.R. in Montreal were at once apprised of the event, and some of the company's officers were expected up from Montreal on this afternoon's train.

When spoken to by The Journal, Mr. H.B. Spencer was busy around the wreck and had no idea what, would be suggested to the officials. He seemed certain, however, that it was almost useless to think of incorporating any part of the remaining portion of the depot in a new structure if the C.P.R. decide to re-build on the present site. He had no idea of the loss sustained in regard to papers and records but hoped that the most important were still intact in the desks and cupboards.

COVERED BY INSURANCE.

Montreal, November 14. - Mr. Suckling of the C.P.R. treasurer's office says that the loss y [sic] the Ottawa fire is fully covered by insurance, though the list is not now available. Probably temporary accommodation will be made in the freight shed. Mr. W.J. Spencer, superintendent, has gone up to arrange matters. The fire will have the effect of rushing the new Union station.

14/11/1895

Ottawa Citizen

Canada Atlantic

Maria street bridge

Maria street bridge as extended has been reopened for traffic.

THEY WANT TIME

THE C.P.R. AND THE MONTREAL AND OTTAWA RAILWAY

Running Through Prescott and Russell. A Deputation Interviews the Ontario Government Objections to the Company's Request. What Will Sir Oliver Do?

Toronto, Nov. 14. An influential deputation waited upon the Provincial Government this afternoon with reference to an application which had been filed by the C.P.R. Co. for an extension of the time in which to complete two sections of the Montreal and Ottawa Railway, running through the Counties of Prescott and Russell. The members of the deputation were: Sir Wm. Van Home and Judge Clarke, president and solicitor, respectively, of the C.P.R. W.C. Edwards, M.P. for Russell. Mr. Evanturel, M.P.P. for Prescott ; J. Travers Lewis, W.R. Hibbard and J. C. Brown, of Ottawa; and M. J. O'Brien, of Renfrew.

The members of the Government present at the conference were: Sir Oliver Mowat, Hon. A. S. Hardy, Hon. G.W. Ross, Hon. John Dryden and Hon. Wm. Harty.

In presenting the matter to the Ministers, Judge Clarke explained the position of the case. A subsidy of towards the constuction of fifty miles of the Vaudreuil and Ottawa. Railway, or, as it was now known, the Montreal and Ottawa Railway, had been granted in 1892, but the following year time restrictions were widened, compelling the completion of the-road this year. In default of this being done, the subsidy to be transferred to the Central Counties Railway, which proposes to run through a section of the same country. Owing to the financial stringency which occurred soon after this change was and the unfavorable condition of the. money market, the C. P. R. Co. had not considered it would be good management to borrow the \$750, 000, or thereabouts, needed to put through the work, but they desired to act in absolute good faith in the matter, and the market now giving signs of improvement that the work could be at once proceeded with, and completed within the extended time now asked, namely, a year for each section.

Sir William Van Horne supported the application declaring thlat he saw every reason to hope that the financial situation on the eve of rapid improvement, and there was good prospect of being able to go ahead with the construction in the spring.

A letter from Mr. Alex. Robillard. of Russell, was read, in which he protested vigorously against the extension being granted.

Mr. Lewis, solicitor of the Central Counties Railway, Mr. Hibbard and Mr. Edwards also spoke strongly against it, and Mr. Evanturel favored, the request of the C.P.R. after which Judge Clark briefly spoke and the premier promised that the representations of the various speakers should receive the fullest consideration, and an early decision be arrived at.

15/11/1895 *Almonte Gazette* *Brockville Street*

An electric railway for Brockville is again under consideration.

15/11/1895 *Almonte Gazette* *Carleton Place* *Ottawa*

On Wednesday night the C.P.R. station at Ottawa was totally destroyed by fire, with all its contents. A box car has been temporarily fitted up as a telegraph office, etc. No particulars ye to hand. The origin of the fire is a mystery.

15/11/1895 *Renfrew Mercury* *Locksley*

From the Pembroke Observer. The feeling with regard to the Pembroke Southern Railway is daily becoming firmer. This is not to be wondered at for should all else fail we have capital enough in the town to build the branch ourselves.

15/11/1895 *Ottawa Free Press* *Carleton Place* *Ottawa, Broad Street*

General Superintendent C.W. Spencer of Montreal arrived in the city last evening in connection with the disastrous fire at the Central station yesterday forenoon, which has brought such a considerable loss on the Canadian pacific Railway company. He went over the wrecked building in company with the divisional superintendent and seemed to be much of the same opinion as the latter in regard to the practicability of carrying our repairs on the present edifice. It is too far ruined to allow of being put together again without first being torn to the ground.

Mr. C.W. Spencer confirms the statement in last night's Free Press that the idea of removing the traffic to the proposed central depot without going to the expense of putting up a temporary station at the Chaudiere is impossible under existing circumstances.--

One thing is certain that a new station house of some kind will be put up at the present depot although the chances are that the site will be altered slightly. In the meantime a rough building will be put together on the platform between the present station house and the Express company building. This will be done at once and until it is completed a couple of first class coaches will have to serve to accommodate waiting passengers. The ticket office at the station, which was completely destroyed, will be reopened at once, but until all arrangements in that connection are made intending passengers will have to purchase their tickets at the top town office.

The telegraphic service was completely restored yesterday afternoon with all points and is working in first class order, only the line business being managed from the station.

Insurance, investigation etc.

15/11/1895 *Eastern Ontario Review* *Montreal and Ottawa*

The M & O Railway.

Thursday the 14th inst., was the day appointed by the Ontario government to consider the CPR's application for an extension of time for the construction of the M & O Railway. We were informed some of the high officials of the CPR would be in Toronto to present their case and also parties interested in the Central Counties Railway would appear, to oppose the granting of any further extensio, Mr. Evanturel representing the interests of the sections through which the proposed M. & O. Railway will pass was also to be on hand, and we feel confident Prescott county's interests were faithfully guarded by him. As previously stated in these columns, the request for an extension of time was not unexpected, chiefly for the reason that the financial condition of the company was not such as to warrant any outlay for the building of branch lines. They now promise faithfully to construct a line next year, claiming it will cost them less to gain an entrance to the Union Station, Ottawa to be erected soon, by doing so than by crossing the city. If the CPR is acting in good faith, which we have no reason to doubt, they should not hesitate to furnish a bond, for the fulfillment of that part of the contract, and the Ontario government in requiring them to do so, would be simply guarding our interests. If we are to have another road we want a competing line, and hence would prefer having the CPR build, we cannot see how the construction of another Branch by the C.C.R. company would materially benefit us.

THE C.P.R. UNDECIDED

AS TO WHAT THEY WILL DO ABOUT BUILDING A NEW STATION.

Fire Wipes Out the Union Depot and Mr. C. W. Spencer Arrives to Size Up the Situation. The Central Station Scheme Under Consideration.

Passengers from the west had rather a warm reception at the C. P. R. station yesterday morning. When the Montreal express steamed in at six o'clock the station building was all ablaze. It made a furious fire. The structure, entirely of wood, burned up like a bon fire. The flames crept into every crevice of the woodwork, and in fifteen minutes after the night constable gave the alarm from the box across the street, the station was past saving.

There was a prompt response from the firemen, who laid hose from the three nearest hydrants. The pressure was excellent, and torrents of water were soon turned on to the station and the neighboring buildings, but it looked as if the best that could be done was to save the latter from ignition. This of itself was no easy task, for the embers flew in all directions, covering the roofs of the freight sheds and platform roofing. Several times the main freight shed, just across the tracks, took fire, but the watchfulness of the brigade prevented spread of the flames. An hour after the fire started it had cleaned out the upper portion of the station building and reduced the waiting rooms below, into a smoking ruin.

The Alarm.

Constable Cowan, who was on night duty at the station, first noticed the appearance of fire. The flames seemed to break out in the station master's office, adjoining the station building at the north. He turned in an alarm from the nearest box, ran back and roused up Ticket Agent Lawrence O'Connell. By this time the fire had caught the upper northern wall, between the office and the main station building. It was burning fiercely and the operators in the train despatcher's office, Messrs. Rose and Brown, had a lively time in gathering up a few office effects and rushing them outside. With the assistance that soon arrived, they managed to save considerable of the belongings of the company in the upstairs rooms. But the rapid advance of the fire soon cut off approach to the offices by the stairway.

The train despatcher's office, the offices of the district superintendent and the general offices in the upper flat of the main building were gutted, while the deluge from half a dozen hose lines drenched the waiting rooms, restaurant and ticket offices on the ground floor of the main building. The express office was burned, while the baggage room adjoining was pretty much destroyed by fire and its contents demolished by the flames or destroyed by water. Besides dozens of pieces of baggage, there were in the room a considerable quantity of railway appliances. These and all the mail posted in the public box during the night were lost in the fire. The company's mail was lost, but when the ticket agent was notified of the fire he procured what money there was in the office, \$650, and one of his coats, and got out. As the fire is now known not to have started in the vicinity of the furnace in the basement, its origin is till a mere matter of conjecture.

What Mr. Spencer Says.

Mr. C. W. Spencer, general superintendent of the eastern division, arrived in the city early last evening on his special car, "Rosemere." After viewing the state of affairs and roughly calculating the damage, Mr. Spencer stated to a Citizen reporter that, for the present, temporary repairs would be made to the building and in order to provide accommodation for the offices completely destroyed, a structure would be erected between the station and the express building, some fifty yards on the west.

As to whether the building would be torn down and replaced by a new temporary station Mr. Spencer said that nothing was decided, yet in that regard. It would be next week before that would be known. However, he could state that, if a new station should be erected, the location would be changed, but it would still be in the same vicinity. The yards, in that event, would also undergo considerable alteration.

Bad Time to Build.

"It is very inconvenient," said he, "that the fire occurred at this time of year, for it would be difficult to make a good job of a new building now. The Canada Atlantic Railway Company very kindly offered us the use of their line to their Elgin street station, but we are so situated, that to make that circuit around the city would seriously interfere with the working of our present schedule time bill."

Speaking further about a new station, Mr. Spencer stated that it would take about four weeks to build one, should they decide to do so. The original cost of the station destroyed was \$24,000, and the damage by the fire is estimated at \$10,000.

Asked as to the probability of the C. P. R. running into the projected central station, Mr. Spencer stated that the time had not come for them to state their policy in that regard. At any rate, said he we will always have to maintain a station at the west end of the city for the accommodation of the public.

Mr. Spencer will return to-day to Montreal.

15/11/1895 *Ottawa Journal**Carleton Place**Ottawa Broad Street*

The statement of an evening paper that the wires of the uptown C. P. R. telegraph office were rendered useless by yesterday's fire at the Union depot is not correct. These wires do not pass through the depot, and there was no interference.

No decision yet on rebuilding the depot or whether CPR will run into Central depot.

18/11/1895 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

The action of the Canadian Pacific railway company does not point in the direction of the Union depot long remaining the only station that company will possess in Ottawa, and there are many surmises today that the order given out from headquarters imply a move on the part of the company in the direction of finding an entry to the city by such a route as will enable the line to make use of the new central station at no distant date.

This morning a gang of workmen started operations at the scene of the late fire and instead of pulling down the partially burned building they are now busily engaged in repairing it in such a manner as will make it serviceable for some time to come. The first information was that a new station would be built with enlarged accommodation but a change appears to have come over the plans of the company with the result that apparently points to another and much better entry to the city.

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TROOPS IN LOWE. OTTAWA ASTIR YESTERDAY WHEN THE MILITIA DEPARTED.

Tenting To-Night" Was the Song Which the Kickers of Stag Creek Heard Before the Brave Boys Slept After an Afternoon's Drizzle. All Quiet. A Settlement Probable.

Lowe. Nov. 17. (Special to the Citizen.) The arrival at noon to-day of the body of militia from Ottawa lent the first real aspect of seriousness that has attached to this whole business of tax gathering under convoy. The desultory attempt made by the county officials on Thursday, the retreat and subsequent inaction of Friday and Saturday so detracted from the seriousness of the situation in the eyes of the Stag Creek delinquents that this advent of the military is rendered doubly impressive.

The Troops Arrive.

The train bearing the troops arrived at noon, having taken nearly three hours to make the journey, for during the latter part of the run precautions were taken befitting a descent upon hostile territory. During Saturday stories were bandied about of plans to undermine embankments and dynamite the bridges along the route, but it is doubtful if these were even seriously meant; there was certainly no basis for their circulation. As a matter of fact, the uncertainty was weighing upon the delinquents, and their chief concern seemed to be for a settlement.

Offers of Settlement.

Several deputations had arrived at the police headquarters during the afternoon of Saturday. There were old heads among them whose counsels had evidently brought about the disposition to capitulate. But their notions of what constituted a fair arrangement were such as could not be entertained. The best they suggested was that all arrears should be wiped out and they henceforth would pay the taxes regularly. This they engaged to have performed without fail. County Treasurer Desjardins could listen to no such proposition, and all went home disappointed, but with no threats of or determination to resist. There was no very great gathering at the station to see the debarkation of the troops. The news of their coming was confined, to the newspaper reporters, and the whistle of the Gatineau locomotive reached the ears of the Lowe people in their pews in church.

The Force.

The force consists of 75 picked men from the 43rd Rifles, 23 from the Ottawa Field Battery and 20 from the Princess Louise Dragoon Guards. Lt.-Col. the Hon. M. Aylmer commands the contingent, and Capt. Rogers, 43rd, is Acting-Brigade Adjutant. The staff officers are Lt.-Colonel MacDonald, supply officer; Capt. Sutherland, brigade quartermaster, Lt. Stewart, acting orderly officer; Surgeon-Major Bell, brigade surgeon; Lt. Harris, veterinary surgeon. Trumpeter James. Lt.-Col. Wright commands the infantry, his officers being Lieuts. Boville and Bellard. Major Bliss is in command of the mounted men, Dragoons and Battery, who are divided into "A" and "B" troops, under Lieuts. Eaton and R.A. Klock.

The Boys in Camp.

The camp ground a level bit of stubble ground on Oscar Brook's farm, adjoining the police headquarters at the Brook's Hotel, was reached by a detour of nearly two miles, as the station is situated some distance back from the high road crossing. For a "composite" force the men performed the work of debarkation and bivouac in remarkably short time. By four o'clock the camp ground presented quite an orderly appearance. Thirty snow white pyramids dotted the clayey field, its sticky surface adhering uncomfortably to the boots of the officers and men as they bustled about camp organization, and the collection of fir branches wherewith to make their bivouac tenable for the night.

A Rain Shower.

It was rather a dreary prospect though, for a stiff shower of rain soon drenched the newly-stretched canvas, and obliged the workers to don their great coats. Later in the evening it cleared up to the intense relief of the soldiery. To the neighbors gathered to watch the organization of the camp the process was one of evident interest. The spirit pervading the demonstration seemed to have a reassuring effect upon these well disposed people. I particularly remarked the satisfaction which lighted the countenance of the proprietor of the field as Aylmer cautioned an officer to see that his men desisted from digging such unnecessarily deep trenches and spoiling the field. The commanding officer was sufficient of a farmer to note that the field had been seeded down to grass. By nightfall the camp was all in order, tents well littered, blankets unstrapped and a savory bouillon stewing over a fire of pine knots. The forethought of Supply Officer Col. Macdonald had provided liberally for the men and their mounts while tent-pitching was still in progress.

Drumming Up the Taxpayers.

A double rig was despatched up country under escort of a dozen mounted artillery men. In the waggon were Rev. Father Foley, of Farrellton, to whose parish belongs the Stag Creek delinquents, or kickers, as they are now called, the men who have practically brought all this trouble upon the township. The other occupants of the rig were County Solicitor Major, Sergt. Patry, of the police, and Magistrate Win. Farrell. The latter and the priest had been deputed by the kickers to convene a gathering of all the taxpayers of the township and endeavor to avert further trouble; in other words, to effect an honorable capitulation. The party named accordingly repaired to the North Lowe church to enlist the sympathies of Rev. Father Blondin, the idea being to have a meeting of all the taxpayers to-morrow here at Brooks', whereat a provisional council of seven shall be elected, this temporary re-organization to be subject to the approval of the authorities.

A Council of Settlement.

Father Blondin promised his cooperation, and so the meeting of tomorrow is regarded as a council of settlement, which may avert further conflict. The delinquents and kickers will be given a chance to pay up and avoid seizure. The people of North Lowe, who have never refused to pay their taxes, will be present by invitation, if they come at all. Their position is that they have never been formally served with notices of their present judgment indebtedness, and that so soon as such notice is served upon them they will immediately pay. There can be no seizures in this case, the present fuss arising altogether over the wrong-headedness of the settlers of Stag Creek or South Lowe. Indeed, at the meeting Saturday night of some sixty Patrons of Industry in North Lowe, only one raised his voice, against paying upon the first demand.

To-day's Meeting.

Still they will in all probability attend to-morrow's meeting, upon which depends the outcome of the present demonstration. Should it terminate in an arrangement whereby arrears will be paid and guarantees given for settlement of all costs, the volunteers will probably on Tuesday morning be chorusing "Home, Sweet Home, with the same hearty chorus in which they are at this moment singing "Tenting To-night" by their blazing camp

fire, amid the echoing hills..

18/11/1895 Ottawa Journal Ottawa Electric

Car 33 of the Somerset street line ran off the track at the corner of Sussex and Rideau streets Saturday afternoon and was put back on their track with some difficulty.

19/11/1895 Ottawa Free Press Carleton Place Ottawa, Broad Street

Mr. H.B. Spencer, divisional superintendent of the Canadian Pacific railway, stated this morning that it would be a full month before the Union depot building would be completed. The edifice will be built on exactly the same lines as the one which was destroyed. Two coaches have been placed on one of the sidings and are used for the accommodation of those awaiting trains.

21/11/1895 Ottawa Citizen Prescott Prescott

PRESCOTT'S NEW ELEVATOR.

Ottawa Capitalists Now Control the Leading Industry There.

Ottawa capital is now controlling the leading industry at Prescott. It is the new extensive grain elevator, which was constructed there during the present year, and which was opened yesterday, when the first consignment of grain was received. The consignment consisted of two cargoes of corn. Another one is expected in the course of a few days and the shareholders are hopeful of the elevator being well filled before the close of navigation. The stock invested in the new enterprise amounts to \$150,000. Among the shareholders are, Thomas Ahearn, J.W. McRae, G.P. Brophy, William Scott. A. Lumsden, R.M. Cox, R.L. Blackburn, T.M. McKay, A. Bailey, of Ottawa, and Dr. Reid, and Mr. Benson of the Edwardsburg starch factory, J.P. Wisner, J. Maybury, Nelson 11-lard, A D. Turkes, James Bucklev and T.J. French, of Prescott.

A handsome bonus and exemption from taxation for twenty years were given by Prescott to the Company. The elevator was constructed by Mr. J.A. Jamieson, superintendent of the C. P. R. elevators, and is acknowledged to be one of the most complete buildings of its kind on the continent. It is provided with two marine legs (one moveable) and with all the latest machinery necessary for the expeditious handling of grain. The storage capacity is five hundred thousand bushels, and the elevating and transferring capacity twenty-five thousand bushels per hour.

A number of the Ottawa shareholders are to be present at the arrival of-the next consignment of grain.

21/11/1895 Kemptville Advance Ottawa and St. Lawrence Electric

An electric railway from Ottawa to the St. Lawrence via Winchester is now being advocated.

22/11/1895 Eastern Ontario Review Montreal and Ottawa

Why the Montreal and Ottawa Railway was unfinished.

Messrs. Edwards and Robillard favor the Counties Road.

Toronto November 15. The deputation that waited upon the provincial government yesterday, with reference to an application which has been filed by the CPR company for an extension of the time in which to complete two sections of the Montreal and Ottawa Railway, running through the counties of Prescott and Russell, was composed of

Full detail omitted

I presenting the matter to the ministers, Judge Clark explained the position of the case. A subsidy of \$100,000 towards the construction of fifty miles of the Vaudreuil and Ottawa Ry., or as it is now known the Montreal and Ottawa Railway had been granted in 1892 but the following year time restrictions were widened, compelling the completion of the road this year. In default of this being done, the subsidy was to be transferred to the Central Counties railway, which proposes to run through a section of the same country. Owing to the financial stringency which occurred soon after this change was made and the unfavorable conditions of the market, the CPR Co., had not considered it would be good management to borrow the \$750,000 and complete the road. A letter from Mr Alex Robillardt of Russell was read, in which he protested vigorously against the extension being granted.

Mr. Lewis solicitor of the Central Counties Railway, Mr. Hibbard and Mr. Edwards, MP., also spoke strongly against it, and Mr. Evanturel favored the request of the CPR after which Judge Clark briefly spoke and the premier promised that the representations of the various speakers should receive the full consideration and an early decision be arrived at.

22/11/1895 Renfrew Mercury Belleville Perth car shop

From the Perth Erxpositor.

A large number of men have recently been taken on at the car shops, and work is booming down there now.

22/11/1895 Almonte Gazette Carleton Place Ottawa

The C.P.R. officers have decided to rebuild the C.P.R. depot at Ottawa destroyed by fire and a staff of men are now at work.

22/11/1895 Brockville Recorder Carleton Place Ottawa, Broad Street

The C.P.R. passenger depot was completely destroyed by fire this morning, about six o'clock. The fire started between the restaurant and the agent's office, and spread so rapidly that little or nothing was saved. The despatchers' office, superintendent's office and baggage room were completely destroyed. There was considerable baggage and some mail matter consumed. The buildings on the opposite side of the street were badly scorched. The origin of the fire is unknown as yet. The buildings were covered by insurance.

23/11/1895 Ottawa Citizen Carleton Place Ottawa, Broad Street

The burnt sheeting on the old C.P.R. station is nearly all torn away and work is rapidly progressing in fitting the building up for occupancy. In the meantime cars are used for waiting rooms etc., for which purpose they answer splendidly.

23/11/1895 Ottawa Free Press Canada Atlantic Central Depot

Track laying along the canal bank is being pushed very rapidly, a gang of men putting in a number of hours work yesterday. The frost is necessitating more rapid completion of the line.

25/11/1895 Ottawa Journal Maniwaki

The line of the O. & G. railway is surveyed all the way to Dessert. The surveying party have returned to the city, having completed their work. As much of the line between Gracefield and Dessert as possible will be completed next summer.

26/11/1895 Ottawa Citizen Maniwaki

It was learned yesterday that the rock excavation in connection with the construction of the Gatineau Valley Railway from its present terminus to Maniwaki would likely be done during the winter months.

PRESCOTT'S NEW ELEVATOR.

The accommodation of the Prescott elevator is being taken up rapidly. The Edwardsburgh Starch Company on Friday put in a cargo of corn and on Saturday 85,000 bushels of grain was taken there. Considering that the elevator has only one leg, good time was made storing grain. The steam shovels with which the elevator is now fitted, are the first operated in America.

They are the invention of J. A. Jamieson, elevator builder. The tests gave perfect satisfaction.

27/11/1895 *Ottawa Journal**Prescott**Prescott*

FOUND IT INDEED SO

In connection with the new elevator at Prescott, in which Messrs. W. Scott and ex-Ald. Hutcheson of Ottawa are largely interested, a peculiar story is told. The man who put in the steam shovels used in the elevator was a C.P.R. mechanical engineer named Jamieson. He considered that the shovels as they worked were "man killers," and in putting in the new ones endeavored to make alterations that would lessen the danger. One day a few weeks ago, just after speaking about the "man killing" shovels, he received word that a brother had been killed by one on the Midlands Railway

28/11/1895 *Ottawa Citizen**Hull Electric*

AMERICAN CAPITAL WANTED

To Construct the Electric Railway Between Hull and Aylmer

Mr. Charles Leduc, of Hull, has arrived home from New York. Mr. Leduc's mission was for the purpose of securing American capital for the construction of the proposed electric railway between Hull and Aylmer. The result of his mission will not be known for a couple of weeks.

29/11/1895 *Ottawa Journal**Renfrew*

WHERE DEER ABOUND. The Toronto Globe of Monday said: "Provincial Engineer McCallum, who left Wednesday to inspect a ten mile section of the Ottawa, Arnprior and Parry Sound Railroad, has returned home. The portion of the road which he inspected lies in the townships of Nightingale in Haliburton, and Canisby [sic] and Airy, in the Nipissing district, three quarters of a mile running through the Algonquin Park. He found it to be in good condition. Nine miles of construction work beyond the point where he was is being pushed forward, and will be completed and ready for inspection shortly. He reports that there is about three inches of snow there, and that the region is full of deer."

29/11/1895 *Renfrew Mercury**Chalk River**Renfrew*

Work on the interior of the new C.P.R. station is progressing steadily, and station master Dickson is in hopes that he will sell Christmas tickets within its walls. It will be heated with hot water; and the furnace and fittings are being placed in position this week. There will be plenty of room for a crowd in the waiting room; and the ladies waiting room will be carpeted.

30/11/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Dey's rink is now almost levelled to the ground. The steam shovel will be put to work on Monday afternoon to cut away the bank on which the rink stood. Two strips will be cut out from Theodore Street to the site of the temporary depot. As far as is known trains will be running into the temporary depot two weeks from Monday.

30/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Mr. Booth stated this morning that it was altogether improbable that the work of levelling off the land where the Dey's rink stood, would be proceeded with this fall, the frost is working in so rapidly. The two iron bridges over the Hurdman's road near the deep cut, will be finished tonight as will also be the track laying. "Of course," said Mr. Booth, "WE could commence on Monday or Tuesday running our passenger cars into the temporary station but as this would interfere with the work in progress we will wait for some time but by the 15th of next month the traffic will certainly be commenced.

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

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

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

01/12/1895 *Athens Reporter**Westport**Newboro*

It is a good thing the Newboro station is nailed down, or it might be carried off by rats. A farmer left a bag of grain in the station overnight, and the next day it was found that rats had gnawed the bag all to pieces and nearly all the grain was gone, or on the floor.

03/12/1895 *Ottawa Journal**Canada Atlantic**Ottawa East*

The iron girders for the O.A. & P.S. bridge over Hurdman road at the head of Deep Cut were laid yesterday.

03/12/1895 *Ottawa Free Press**Hammond*

Late employes of the Central Counties railway who had some difficulty with the railroad people over the wages earned last spring and summer, are now receiving ten cents on the dollar of their accounts. They do not know when they are to get the balance but are hoping for the best.

04/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Opening of the New Depot

The opening of the new temporary depot at the canal basin will be made the occasion of a formal recognition on the part of the city of the services rendered by Mr. J.R. Booth and the immense advantages being derived by the city as the terminus of the Ottawa and Parry Sound Railway.

The event will be made one of an auspicious character and the mayor, aldermen and city officials will attend in a body and present Mr. J.R. Booth with a congratulatory illuminated address.

This action was decided on by the council last night and originated with Ald. McGuire who introduced it in the form of a motion that carried unanimously.

04/12/1895 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

The C.P.R. depot has a new roof now and work is going on at present on the inside fixings. It will not be long before it is completed.

05/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The steam shovel started to work on the Dey's rink site this morning. The ground is frozen hard from the surface for some distance down and the chunks of soil dislodged are frequently enormous. Considerable trouble and delay are experienced in consequence of the lumps holding securely in the scoop.

05/12/1895 *Kemptville Advance**Maniwaki*

The directors of the Ottawa and Gatineau railway want to lease every unclaimed lake between Wakefield and desert, some forty in number, and to make the Gatineau district a sportsman's resort.

The O.A. & P.S. Ry. are discharging the men that have been employed within the city limits on the construction of the entrance to the Central Depot. About sixty men were discharged yesterday.

The steam shovel is busily engaged tearing away the embankment which until a few days ago was the site of Dey's skating rink. This is done to get a level entrance into the temporary depot.

New Branch of the C.A.R. will be opened Monday.

The government inspection of the Rockland branch of the C.A.R. will take place tomorrow or Saturday and the line will be formally opened on Monday next.

The Rockland branch is seventeen miles in length and extends from South Indian on the main line of the C.A.R. to Rockland. The line passes through a country well adapted for agricultural purposes although the country is not yet extensively cleared. There are four stations on the line. The Brook, Cheneys, Clarence Creek and Telephone Road.

About a mile and a half from Rockland a branch diverges off to Edwards lumber yards through which several sidings have been laid. Almost the entire cut of Edwards mill will be shipped out over this line and the C.A.R. to the American markets,

The construction of the road was begun about a year ago by the Central Counties Railway who carried on the work until a few months ago when being financially embarrassed the completion of the line was given over to the C.A.R.

Our flag station on the OA & PS is now up and completed, and is a credit to the Company, as it is made very comfortable for the winter months. We have not heard yet what it is to be called, but we hope and expect it will be called after the wonderful place itself "Goshen."

As the Brockville and Westport train was approaching the Crosby Swamp one evening last week, the engine driver saw a man on the track waving a lantern. The train was brought to a standstill, and it was found that the man with the lantern was a farmer whose action on stopping the train averted a wreck which would almost certainly have involved loss of life. He had found across the track an elm tree about two feet and a half in diameter, which had been blown down by yesterday's high wind. The tree lay across the track in a dark place.

At the coming session of parliament the Pontiac and Pacific Junction Railway Company will apply for an act to revive its power to extend to Pembroke and to build over the Ottawa the bridges necessary therefore: also to extend the time for the construction by the company of a bridge over said river at the city of Ottawa.

KILLED BY THE CARS.

ANDREW EASTON MET A TERRIBLE DEATH LAST NIGHT

In the Canada Atlantic Yards in Stewarton. His Back Was Broken. Alive When found but Died Almost Immediately. An Inquest Opened.

Andrew Easton, a young brakesman employed in the C.A.R. yards in Stewarton, was almost instantly killed last evening a few minutes after half past six o'clock. The particulars of the accident are yet unknown, and, will likely remain a mystery, for, as far as learned, there were no witnesses to the sad fatality.

At half past six o'clock Easton was seen alive by Mr. Patrick Brennan, yard master, and five minutes later his body was discovered lying between two tracks a couple of hundred yards from the station by Mr. P. Driscoll, car inspector, and Mr. W. Crooks, car repairer.

There were still signs of life, and medical assistance was hurriedly summoned. When Dr. Cormack arrived upon the scene a short time afterwards, however, he pronounced the case a hopeless one. In the course of a few minutes Easton expired. His back bone had been broken in the lumber region. Otherwise, with the exception of a swelling and a bruise in the lower portion of the back, there were no outward marks of injury.

An Inquest Opened.

The body was conveyed in the ambulance to Moodie's morgue, on Bank St. where it was viewed by many during the evening. An inquest was commenced at eight o'clock by Coroner Mark, and, after viewing the body an adjournment was made until 7.30 o'clock Monday evening. It was decided that an autopsy was unnecessary. The jury, sworn, consists of the following: Messrs M. Brown, foreman, G. Vallillee, A. True, G. G. Vallillee, jr., G.J. York, G. Sanderson, D. Biggars, G.F. Guy, J.W. Hughes, D. Killeen, J.Campbell, F. Turcotte, W.A. Currie, D. Smith, R. Moodie, and G. Barnes.

Caught Between the Cars.

Mr. P. Driscoll, one of the two men who found the dying man, said to a Citizen reporter, that there was little doubt but that Easton got caught between two freight cars. Just a short time before they found him, they heard a crash as though two cars had come together heavily. Some O.A. and P.S. railway freight cars were being shunted down a siding at the time. It was next to this siding that they found the body, and the only conclusion was that he had been jammed between the cars as they came together.

The deceased, who was thirty years of age, lived at the corner of Percy and Somerset streets. He leaves a widow and two small children to mourn his untimely death. Mrs. Easton was almost overcome with grief when the awful news was broken to her. The deceased was a member of "Missing Link" Lodge of the Order of Carleton Place, and also of Carleton Lodge, A. O. U. W.

The funeral arrangements will be attended to by "Missing Link" Lodge.

CRUSHED TO DEATH**ANDREW EASTMAN, A BRAKEMAN, MEETS DEATH IN THE C.A.R. YARD**

No one Saw the Accident, but it seems that he was Caught Between the Cars - The Victim Had Just Returned with his Train from a Trip - An Inquest to be Held.

A melancholy accident occurred at the C.A.R. freight yards adjoining the Elgin street depot, last evening, by which Andrew Eastman, a married man with a wife and two small children, met almost an instant death.

Eastman was a brakeman on the line. He had just come in on his train, but no one knows exactly how or when the accident happened. His body was found shortly after half past six o'clock on a siding a short distance from the depot. Mr. P. Driscoll, car inspector, who found the body, discovered that life was not quite extinct and summoned medical aid. Dr. Cormack arrived soon afterwards, and shaking his head announced that the man could, not live. His back was found to be broken, although the external bruises seemed slight. Eastman expired a few minutes after the doctor arrived.

Between the Cars.

Although no one saw the accident, it is quite evident that Eastman was crushed between two cars, and met his death in this way.

The body was removed to Moodie's morgue, Bank street, where shortly after 8 o'clock Coroner Mark empanelled a jury. The jury viewed the body and the inquest was adjourned until Monday evening.

Those comprising the coroner's jury were M. Brown, foreman, G. Vallillee, A. True, G. Vallillee, jr., G.J. York, G. Sanderson, D. Biggars, G.F. Guy, J.W. Hughes, D. Killeen, J.

Campbell, F. Turcotte, W.A. Currie, R. Moodie, C. Baines and D. Smith.

Eastman lived on Somerset street at the corner of Percy. He had been in the employ of the line three or four years, and belonged to the "Missing Link" lodge of Railway Brakesmen. He was about thirty years of age, sober and industrious.

09/12/1895 *Ottawa Journal**Hammond*

Rockland Branch Now Open for Traffic.

The Rockland branch of the C.A.R. was opened for freight and passenger traffic this morning and agents appointed at Clarence Creek and Rockland, rates, timetables and all other information will be cheerfully furnished on application to nearest agent.

09/12/1895 *Ottawa Free Press**Hammond*

The government inspection of the railway tracks from the C.A.R. at South Indian to Rockland, took place on Saturday and proved satisfactory, the result being that passenger traffic was commenced this morning. The line is 17 miles in length.

09/12/1895 *Brockville Recorder**Brockville and New York Bridge* *Brockville*

Up to the present time the C.P.R. people have delivered 78 cars of stone for the international bridge. There are some 15 car loads yet to come this season but these will likely remain on the dock until navigation opens. Workmen are still engaged on the island blasting out the ground for pier No. 5, which will be started just as soon as the stone can be placed in position in the spring. Work will then be started on the first caisson which when completed will be sunk on the American side.

10/12/1895 *Ottawa Citizen**Canada Atlantic**Central Depot*

Mrs. Augustus Keefer's stone quarry in Nepean township has been sold to Mr. J.R. Booth for \$5,000. It is said Mr. Booth desired to procure the stone in the quarry for the construction of the temporary central station.

NO ONE TO BLAME

JURY FINDS ANDREW EASTMAN'S DEATH WAS ACCIDENTAL

End of the Inquest into the C.A.R. Yard Fatality - Evidence Shows that the Deceased was Crushed While Coupling - Statements of the Train Hands.

The adjourned inquest into the death of the late Andrew Eastman, who was killed last Friday evening in the C.A.R. yards, was resumed last evening and lasted from half past seven until after eleven, during which time some dozen witnesses were examined. It was conducted by Coroner Mark. George Vallillee, with whom the deceased had boarded during the last four months previous to his death, was the first to give evidence. He testified that he had never seen Eastman under the influence of liquor and as far as he knew he was entirely temperate. When recalled he stated Eastman had been troubled lately by a sore leg. The evidence of Thomas Skuce, of Friel street, was practically the same.

Thomas F. Kane, of 551 Nicholas street, the engineer of the cars, which it is supposed killed Eastman, was next examined, his evidence lasting over an hour. It amounted to the fact that the yard foreman had given him instructions to couple his line of cars numbering 22 to one separate freight car standing on a siding. He took his instructions by signals given by the yardmaster and the brakemen, Eastman was one of the brakemen, and it was his duty to do the coupling. He did not see Eastman just prior to the accident, as the deceased was on the ground. When the cars joined, the shock was no greater than usual. He did not believe there would have been any perceptible difference in the jar of the two cars meeting, if the deceased had been caught between them, and thus acted as a cushion. He had received the signal to go back with his engine and had done so, and did not know at the time that the car had not been coupled, or anything about the accident.

On being recalled he admitted that at the time of the accident he was not on his engine, which was in charge of his fireman, who was really a regular engineer. This point led to some discussion, as to whether he had any right to leave his engine. Both Kane and several brakemen swore he had, provided it was only for a short time, and he left the engine in charge of a competent man. Kane said he knew of no ill feeling among any of the trainhands.

Arthur Radmore of 19 Peter street, the fireman who was in charge of the engine at the time of the accident, stated that he was a regular engineer, having passed his examinations. It was he who had answered the signals given by the yardman.

Brakeman Wm. Hurley stated that Eastman's duty was to couple the cars. He had not watched the deceased, but was watching the yard foreman. There was in his opinion nothing reckless about the conduct of the engineer.

Paul Brennan, yardmaster at the time of the accident, was the one who gave the signals to the engineer. He had noticed Eastman standing on the steps of the van preparatory to coupling it to the train. Eastman had partially succeeded in coupling the car as examination showed he had put the coupling ring into the drawbar of the car. The weight of the train, which it is thought passed over Eastman, was about 20,000 lbs. This car was afterwards found off the track.

Mr. M. Donaldson, superintendent of the line, stated that a car has been known to be put off the track by running over a man's leg.

Mr. Jos. Duval, chief train despatcher, said, the fireman had passed his examination for an engineer.

Finding of the Body.

Mr. Wm. Brookes, who found the body of the deceased after the accident, stated he had heard a faint cry as the coupling was taking place, and on running to the place had found deceased lying on the snow, face downward, just outside the rails, but there was an impression on the snow over the rails, as though he had fallen there. He helped turn Eastman on his back and had then notified the yardmaster of the accident.

The evidence of Pat. Driscoll, the car repairer, was practically the same.

Mr. Harry Moodie, who had attended the call for the ambulance, stated Eastman was apparently already dead on his arrival.

Dr. Cormack, who was the first doctor called, and who made the post mortem examination, stated that he had found on examination that there had been a compound fracture of the left leg, while a number of the organs around the hip had also been broken. Death had been caused by internal hemorrhage. Judging from the injuries he thought Eastman had been killed by the car passing over him, and not by being crushed between the cars.

The Verdict.
The jury then retired, and after some twenty minutes' deliberation brought in the following, verdict: "The jury are of opinion that the deceased, Andrew Eastman, met his death by accident while attempting to couple cars in the C.A.R. yards of Ottawa, but the exact cause of such fatal accident does not appear clear to us. The jury is well satisfied as to the manner in which Mr. M. Donaldson and Mr. Duval assisted the investigation, and also wish to exonerate the railway company and employees from all blame."

A CHAPTER OF ACCIDENTS.

Seven Men Injured While Working Around C. A. R. Trains.

Paul Goolah, brakesman of the C.A.R., had the two first fingers of his left hand jammed so badly while coupling cars yesterday morning that they had to be amputated. He was the seventh C.A.R. man injured within the past four or five weeks. The list follows:

D. Wilson Lost two fingers.

R. Cole Four ribs broken.

A. Maloney Lost parts of two fingers.

W. Young Hand jammed.

Andrew Easton Fatal injuries.

Paul Goolah Two badly jammed.

In the majority of the cases if not in all, the accidents were the result of carelessness.

As yet no date has been fixed upon for the formal opening of the new tracks along the banks of the canal, but that it will take place early next week is something now assured. The information was received from Mr. Booth this morning. A third track has been laid which permits of an entrance to the eastern side of the temporary station. This will be used for the freight traffic, but for that freight only that may be taken directly from the cars, as no storage accommodation is to be provided for the present. A ten foot plank walk is today being constructed on Wilbrod street from Nicholas to the new depot.

The mayor, city engineer and some aldermen together with a deputation from the town council of Ottawa East, will inspect the new iron bridges over the Hurdman's road at the deep cut some time this week possibly tomorrow.

As the frost increases in intensity the difficulty of the excavating work becomes greater. Considerable trouble was experienced this morning, owing to the large lumps of frozen earth that are dislodged, and to make matters worse the shovel went off its tracks, causing a serious delay.

THE LINE LOCATED.

HOW THE GATINEAU VALLEY ROAD RUNS THROUGH BOUCHETTE.

The Rear Portion of the Township has Been Selected. It has the Reputation of Being the "Sportsman's Paradise." Right of Way.

The route of the Gatineau Valley Railway through Bouchette township, which has been a question of lively interest and discussion among the inhabitants of the Gatineau Valley for over a year, is now settled. The line is to run through the rear portion of the township, or that section back from the Gatineau river, which has the reputation of being the "Sportsman's paradise" of this district. By this decision the people along the river front have lost in the long, persistent and determined struggle.

Two gentlemen left the city last evening to arrange for the purchase of the right-of-way along the newly adopted route. The route goes through quite a number of farms, but, for the most part, it winds its course through an unbroken stretch of wooded country, dotted on every side with beautiful lakes. Principal among the lakes is that of the "Blue Sea," which has large area, and is exceptionally well stocked with fish.

That the people along the river front will be greatly disappointed by the way things have gone, is, of course only natural in view of the efforts made by them in getting the railway at their doors. Several deputations, it will be remembered, waited upon the authorities of the railway company here and presented their claims. They also brough [sic] some influence to bear on the provincial government authorities for the purpose of setting aside the bonus, unless the company ran the road where it would be most advantageous to the people of the township.

Petitions were also presented from the inhabitants at the rear, requesting that the railway be constructed through that portion of the township, The company was all along in favor of the rear route, but could do nothing in the way of construction until the provincial government authorities gave their assent to the route, as they have done.

The heavy rock work along the route will likely be carried on this winter. and the other work pushed through next summer.

11/12/1895 *Ottawa Journal* *Maniwaki*

The Quebec government authorities have given their assent to the O. & G. Ry. building their line through the rear portion of Bouchette township instead of the "front" and the line will be built by that route. The line will run close to Blue Sea Lake, the famous fishing grounds of the Upper Gatineau.

12/12/1895 *Ottawa Citizen* *Deschenes Bridge*

Ottawa County Council

A motion was adopted to memorialize the Dominion Government to grant a reasonable bonus towards the construction of the proposed bridge across the Ottawa river at Deschenes

13/12/1895 *Almonte Gazette* *Canada Atlantic* *Ottawa Union*

Mr. Booth has purchased the Reefer stone quarry in Nepean, the sum paid being \$5,000. The stone will be required for the Central station at Ottawa.

13/12/1895 *Almonte Gazette* *Canada Atlantic* *Ottawa*

Last Friday evening Andrew Easton met his death in the yards of the Canada Atlantic Railway at Ottawa, where he was employed as a brakeman. He was assisting in making up the eastbound freight train, and went to couple a car on a siding to the line of 22 cars attached to the engine. Apparently he had partially succeeded in doing this when the accident occurred, for he had put the coupling bar into the draw-bar of the car. Mr. Wm. Brookes, who was at some little distance, heard a faint cry just as the coupling was taking place, and running to the spot, found Easton lying on the snow face downwards outside the rails, but there was an impression on the snow over the rails as though he had fallen there. Dr. Cormack was summoned, but he could only pronounce life to be extinct. Death had been caused by internal hemorrhage. Judging from the injuries he thought Easton had been killed by the car passing over him, and not by being crushed between the cars. Coroner Mark held an inquest and, after hearing evidence, the jury returned a verdict of "accidental death." It is only a few weeks since Easton, had his foot injured. At that time his wife pleaded with him to give up railroading and procure another kind of employment. Previous to that he had met with other accidents. Mr. Easton was a native of Lanark county, and began his railroad career in Carleton Place. He was about 30 years of age. He was a member of the Brotherhood of Railway Trainmen, Missing Link lodge, Carleton Place, and also belonged to the A. O. U. W. there, in which he had \$2,000 insurance. His remains were conveyed to Watson's Corners for internment, and were accompanied by a number of the Carleton Place United Workmen. The bereaved widow and her two fatherless children had the deepest sympathy of all in their sorrow.

13/12/1895 *Eganville Enterprise* *Renfrew*

Mr. Cuddy, Dominion Inspector of Railways, and Mr. McCallum, Ontario Inspector of Railways, with a number of leading officials of the OA & PS R., recently inspected the last ten miles of the road between White Fish Lake and Cache Lake. They found everything satisfactory. The road is now completed to 168 miles from Ottawa.

13/12/1895 *Almonte Gazette* *Canada Atlantic* *Central Depot*

Mr. J.R. Booth has [urchased the Reefer stone quarry in Nepean, the sumpaid being \$5,000. The stone will be required for the Central station in Ottawa

13/12/1895 *Renfrew Mercury* *Hammond*

The Rockland branch of the Canada Atlantic Railway was opened for regular freight and passenger traffic on Monday, December 9th, 1895, and agents appointed at Clarence Creek and Rockland.

13/12/1895 *Almonte Gazette* *Belleville* *Perth*

The car shops at Perth are booming at present. 13 men had to be transferred to them from the Smith's Falls shops.

13/12/1895 *Almonte Gazette* *Pontiac Pacific Junction*

The RR. Co. Won.

An important judgment was rendered in the superior court at Hull by Judge Malhiot on Saturday. It was in the case of J. B. Abbott, of Ottawa, against the P. & P.J. Railway for \$500 damages for the killing of a thoroughbred colt some three years ago on the company's line. Some twelve horses were killed by the same accident, and as a result a good many cases hinged upon that instituted by Mr. Abbott, which was considered a test one. One of the contentions of the plaintiff was that the fence along the railway was broken, but His Honor dismissed the action on the ground that the field from which the colt broke into the railway property was not its legitimate pasture, and before getting into it the animal jumped another fence at the rear, from a field owned by a Mr. McLean, on which it had been placed for pasture.

13/12/1895 *Brockville Recorder* *Westport* *Westport*

Friend Bywater of the Westport Mirror, has once more earned his right to the title of a hustler in issuing a Christmas number, crowded full of good things regarding the business of the B. & W. Railway and the adjoining country. It is supplied with sufficient pictures to please anyone, is printed on fine paper, and is altogether an excellent number.

13/12/1895 Brockville Recorder Belleville Perth

Work is lively just now at the C.P.R. carshops in Perth. The men are principally engaged on grain cars.

13/12/1895 Ottawa Free Press Ottawa Electric

Incident with car No. 55.

14/12/1895 Ottawa Citizen Deschenes Bridge

INTERPROVINCIAL BRIDGE.

Carleton. County Council Will Ask the Government to Aid it.

The proposal to build a bridge over the Ottawa River at Deschenes was endorsed by the County Council yesterday in the following resolution: "Moved by Councillor Berry, seconded by Councillor Bell, that whereas it has been brought to the attention of this Council that a charter has been obtained from the Dominion of Canada incorporating the Deschenes Bridge Co. to construct an iron railroad and high way bridge from some point within the township of Nepean in the County of Carleton across the Ottawa River to a point in the township of Hull in the County of Ottawa and province of Quebec,

And whereas this Council deems the construction of such bridge to be a matter of very great importance for aiding in the growth and development of the County of Carleton and a matter of the first importance and convenience to a large number of the residents in said County, therefore be it resolved.

"That this Council do memorialize the Government of the Dominion of Canada to grant from the public funds such reasonable amount as they may deem fit and proper, to assist in the construction of such bridge."

Bearman and Barry were appointed to draft and engross the memorial, and will present it to the Government.

14/12/1895 Ottawa Citizen Renfrew

Parry Sound railway trains are running over the bridge constructed over the electric railway tracks at Hintonburg by the Electric Railway Company. The work, which is most substantial, was carried out under the supervision of Mr. F.A. Hibbard.

17/12/1895 Ottawa Citizen Renfrew Elgin street

Officials in the C.A.R. station on Elgin street are making preparations for the removal of the offices into the new temporary station.

17/12/1895 Ottawa Citizen Canada Atlantic

HIS HEAD CRUSHED IN.

ANOTHER FATAL ACCIDENT AT THE C. A. RAILWAY YARDS.

The Victim a Fireman Who Met His Death Alone and Unnoticed. Inquest Adjourned Until Tomorrow Evening.

John Glennie, aged 23, a fireman in the employ of the Canada Atlantic Ry. was found dead in the yard near the round house last evening. He leaves a wife and two children.

It was about seven o'clock when the body was discovered lying on the track near the round house door, with the head completely crushed in. Nobody saw the accident which killed him. Nobody knows just how it occurred, There was nobody else about the building where an employee discovered the corpse on the floor.

The ambulance was summoned by telephone and Dr. Kidd's services were promptly requisitioned by the officials of the railway company. An examination showed that life was extinct, the body was ordered to be sent in the ambulance to Moodie's morgue. There a further examination, of the terrible wounds in the dead man's head was made, by Dr. Kidd; and Coroner Mark, who had been summoned in the meantime impanelled a jury. The jurymen having viewed the body, the inquest was adjourned until Wednesday evening at eight o'clock, when full investigation will be made into all the ascertainable circumstances surrounding Glennie's death.

The probabilities are that the unfortunate fireman was somehow crushed between a passing engine and a standing car or other heavy obstruction, and that death being instantaneous the engine crew had no intimation of the fatality.

By Dr. Mark's order the remains were removed last night to Glennie's late home, 444 Bank street.

17/12/1895 Ottawa Journal Canada Atlantic Central Depot

Central Depot Sir?

On Thursday that will be the query of the cabbies.

The shrill whistle and the telling bell of the passenger locomotive will soon be heard in the centre of the city for on Thursday passenger trains will be running into the new temporary depot at the canal basin.

With all the alacrity and dispatch that has characterized the building of the lines into the Central depot, goes on the work of competing the temporary station. The depot is just receiving its finishing touches. A few weeks ago a few pieces of timber lay strewn on the ground; today a commodious station, certainly not the poor "temporary" affair some people thought it would be, is erected.

Mr. J.R. Booth's hand is recognized in it all. Everybody admits that without him the work would not go on so rapidly. Indeed he has been on the spot every day from early morn until the men stopped work at 5 o'clock, in the evening. Although 70 years of age he may be frequently observed handling the pick and shovel or placing the timbers like any workman.

As to the Depot

But about the temporary depot. The dimensions of the building itself are 75 feet long and 25 feet wide, but on all sides of the building are "lean tos" 16 feet wide which makes it appear twice the size. Extending south from the station is a covered platform 400 feet long. This platform extends to within 200 feet of Maria street bridge and from the end of it to the bridge a wide platform is laid. From the terminus of the platform a stairway will be built leading down from a level with the bridge to the platform. This will be the main entrance of people on foot to the depot. The entrance to the station by carriage will be from Nicholas by Wilbrod street or by way of Mosgrove street and the canal dock frontage from Rideau.

The depot is covered with iron sheeting and well finished in the interior. The building is divided into ladies' and gent's waiting rooms, a restaurant and a ticket office. A baggage room is built to the north end of the station.

As to Trains

Passenger trains will enter and leave on either side of the covered platform, extending south from the station building. The Canada Atlantic trains will leave and enter from the track on the west side of the platform and the Ottawa, Arnprior and Parry Sound trains from the east side tracks.

The station and its surroundings will be lighted by electricity. Altogether the depot is a better building than the present C.A.R. structure even if it is temporary. Mr. Booth stated yesterday evening that the depot would cost \$4,000. He did not expect it would be used a whole year for by that time the new central depot would be ready and the present building torn down.

DEATH WAS SUDDEN

JOHN GLENNIE, A FIREMAN, KILLED IN THE C.A.R. YARDS

His Head crushed Between Cars Which he was Preparing to Couple - Details of the Sad Affair - An Inquest to be Held

Another very sad accident occurred at the Canada Atlantic depot about 8 o'clock last evening, by which John Glennie, a fireman, lost his life. Glennie was fireman on the locomotive attached to the "tank car" which car is used for carrying supplies of coal and water from the station yards to the spot where the steam shovel is excavating close to the site of the temporary depot at Maria street. The car which is flat, has a tank in the centre of it for water, and two boxes at either end for supplies of coal. The quantity of coal and water consumed by the steam shovel is remarkably large, and the car has frequently to be sent back to the depot for supplies.

It was on one of these trips that an accident occurred last evening. While near the tank at the round house, Glennie left the engine to couple the tank car to a box car. He did not observe that one of the coal boxes projected a foot or more past the end of the tank car. He stepped between the cars to couple them, not noticing his danger. The cars came together, with the result that his head was jammed between the two cars. Several fellow employees witnessed the accident and picked poor Glennie up, but he died a minute or two afterward. His head was terribly crushed.

An Inquest.

The body was taken in the ambulance to Moodie's morgue, where Coroner Mark empanelled a jury. The jury viewed the body and then adjourned to meet on Wednesday evening.

Glennie had been in the employ of the railway company for about four years. He began as a cleaner, but rapidly rose to the position he held at his death. Glennie was a Scotchman, coming to Ottawa direct from Scotland about 6 years ago. Before entering the employ of the C.A.R. he was an employee of the Electric Street Railway Co. for about a year. Nearly three years ago he married a Miss Little, whose father resides on the 6th line of Huntley. His wife and two children survive him.

Deceased was a member of Camp Argyle, Sons of Scotland.

18/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The delay in the Supreme Court in settling the Sparks estate dispute is not going to deter Mr. J.R. Booth any. Mr. Easton has been requested to vacate the premises at the Basin before the second week in January. The company intend stringing a trestle work structure across the canal basin next week and will commence the work of filling in at once. Two tracks will be laid right up to the militia stores. Mr. Easton is making preparations to move and will locate at the upper end of Bank street.

The first train into the temporary station will not be run until Monday next. Quite a large gang of men have been at work around there for some time, but it is now found that it will be impossible to put things into shape before the date mentioned. Today a fence is being constructed around the canal in the vicinity for the purpose of affording protection to those passengers who may alight from the cars at that side.

The sleepers of the side walk on the north side of Wilbrod street had been laid so as to give a walk eight feet wide and the planks were also cut that width. The city engineer ordered it to be taken up and the width to be reduced because under the original plans it would be necessary to take in a hydrant situated on the side of the road. An alderman of St. George's ward expressed disapproval at the change and suggested that the present representative should have arranged with Mr. Surtees to have the hydrant moved out a little and thus allow the plank walk to be eight feet wide.

In order to allow of the mail car being used on the Nicholas street line workmen are today opening up the few feet of track that project from the curve at the corner of Theodore street. By this arrangement the car can then remain at the junction of Nicholas and Theodore street until the incoming train passes under the Maria street bridge when it will run down to Wilbrod street in time for the mail bags. It is only a temporary arrangement.

18/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel, that has been so busy chiselling away the canal bank all summer, ceases work today. The shovel will early next spring begin to excavate another slice down the bank from the head of Deep Cut.

19/12/1895 *Ottawa Journal**Canada Atlantic*

THE CAR KILLED HIM

Jury Returns a Verdict of Accident in the Glennie Case

The inquest into the death of John Glennie who was killed Monday evening at the C.A.R. depot was held last evening at Mooie's morgue by Coroner Mark. Mr. AW. Fraser, barrister, was present in the interests of Glennie's relatives and Mr. F.H. Chrysler attended the interests of the C.A. Ry.

The first witness was Wm. Rogers night foreman at the C.A.R. depot. He stated he was in charge of engine No. 81 Monday evening, it being his duty to put the engines into their proper position for the night. He was moving engine 81 backwards about to couple to the tank car, having received the signal to do so from Glennie, the deceased.

He answered Glennie's signal by moving back the engine. He did not feel any shock as is usual when coupling with a car and called out to Glennie if everything was "all right." Receiving no answer he alighted from the engine suspecting some accident and found Glennie lying across the track between the engine and the tank car. Glennie did not speak. Pulling Glennie away from the track he discovered him bleeding at the ear. He explained that the "tank car" was used for carrying water and coal to where the steam shovel was working at the canal (b)asin. A coal bin was at either end of the car and a receptacle in the centre held the water. After the accident he discovered that of the coal boxes had moved and protruded about six inches over the end of the car. It seemed to him that Glennie had been crushed between this protruding box and the engine when coupling. Two weeks previous to the accident he had seen the coal bin on the "tank car" moved so as to extend beyond the end of the car. He did not report his observation and to his knowledge the box had not been removed back to its proper position. The box after the accident was the same as he had seen it two weeks before.

Fred Bald and Wm. Robins gave evidence to seeing the body lying between the tracks after the accident.

Other witnesses gave testimony but none directly to the cause of death.

A verdict of accidental death was returned.

Funeral of the Victim.

The funeral of the late John Glennie, victim of the railway accident at the C.A.R. depot Monday evening, took place yesterday afternoon and was largely attended. The members of Camp Argyle Sons of Scotland and the local division of Locomotive Firemen of which deceased was a member attended in a body each being represented by about fifty members. Rev. Dr. Moore conducted the funeral services.

HOW WAS HE KILLED?

JOHN GLENNIE'S DEATH IS STILL A MYSTERY.

Testimony of Canada Atlantic Employees. Was the Fireman's Head Jammed Between the Cars "Accidental Death" Returned. Funeral of the Victim.

How John Glennie, fireman on the C.A.R. was fatally injured on Monday night, will remain a mystery. According to the testimony at the inquest conducted by Coroner Mark at Moodie's, on Bank Street, last night, there were no eye-witnesses to the sad fatality. Mr. C.H. Chrysler, Q.C., was present on behalf of the interests of the railway company, and Mr. A.W. Fraser on behalf of the deceased's friends and relatives.

The Engineer's Testimony.

William Roger, the first and most important witness, was examined at considerable length. He is a locomotive engineer, and was on engine 81 Monday night, in the C.A.R. yards. Coming on 7.30 o'clock he received a signal from the deceased fireman to back his engine up to a coal car, which it was intended to shift on to another track. The draw bars did not bump together as usual, it having seemed as though something intercepted between them. He shouted "How is it?" but there was no answer. He went to the end of the car and found the deceased lying outside the track. He was speechless and motionless, and badly disfigured about the face. Witness ran to the office to telephone for a doctor, and, upon returning, found that Glennie was dead.

In answer to questions by the jury, witness said there was sufficient light in the yard for the deceased to perform his duty of coupling the cars.

There were a couple of electric lights a few rods from where the accident happened, and, besides, the deceased was carrying a lantern.

When asked his opinion how he thought deceased's head got jammed, Mr. Chrysler objected, stating that what the witness only thought should not be accepted as evidence.

Mr. Fraser suggested the substitution of the question for another. It was, whether witness had seen any indications of how the accident might have happened? In answer to this, witness said that after the accident he saw blood on the brake and buffer beams of the engine.

Fireman Ball's Story.

Fred. Ball, fireman, testified that about a quarter of an hour before the accident he arranged the link and pin on the engine in readiness for coupling. After the accident, he noticed the link extending into the draw-bar of the car a couple of inches. The first he knew of the accident was when Engineer Roger called out, "Fred, come over, Jack is hurt." Upon going over, he saw the deceased on the ground, and he hurried away for a pail of water with which to wash his bleeding face.

How Was He Killed?

This evidence dispelled an idea held by some that the unfortunate man's head had been jammed between the draw-bars of the engine and car. While this was proven, not to be the case, yet there was nothing adduced from the string of witnesses called afterwards to throw any light upon how the unfortunate man really met with the awful accident. Locomotive Superintendent Ogilvie said that the exhaust steam from the engine had thawed the snow where the accident happened and made the spot slippery. He believed deceased slipped on the spot while going in front of the engine and had his head crushed by some lower portion of the engine.

Accidental death was the verdict. It was after midnight when it was decided upon.

The Funeral Yesterday.

The funeral of the deceased took place yesterday. It was attended by many, including firemen of the C.A.R. and members of Camp Argyle, Sons of Scotland.

It is understood Mrs. Glennie will receive insurance money, both from the Sons of Scotland and the Brotherhood of Locomotive Firemen.

19/12/1895

*Ottawa Journal**Maniwaki**Gracefield*

Gracefield depot on the O. & G.V. Ry. destroyed.

The O. & G.V. Ry. station at Gracefield was completely destroyed by fire last evening. The agent, Mr. James T. Hoolihan, had locked up the station to go to supper and while he was absent it caught fire. When help arrived the whole interior of the building was in flames and none of the contents or the building itself could be saved. The loss involved reaches \$1,500, which is but slightly covered by insurance. The origin of the fire is unknown. Superintendent Resseman went up to Gracefield on a special today to inquire into the fire.

Also covered in Renfrew Mercury 27 December.

20/12/1895

*Ottawa Citizen**Renfrew**Goshen*

A new station is to be opened on the line of the O.A. & P.S. railway on Monday, at a point five miles east of Renfrew. It will be known as Goshen station.

20/12/1895

*Ottawa Journal**Ottawa and Prescott**Sussex Street*

The first train that ever ran into Bytown.

The announcement in yesterday's issue of the Journal that trains were to run into Central station on Thursday Dec. 19th recalled to the recollection of the writer the following facts. It is exactly forty-one years now since the first railway train approached Bytown. As the railway bridge over the Rideau river was not completed the trains could not come into the town till the beginning of January. With the dawn of 1855 Bytown became the city of Ottawa. About that time wherever people met one question sure to be asked was "Have you seen the cars yet?"

On Christmas day, 1854, the writer, accompanied by some young people went to the east side of the Rideau at 8.45 p.m. the hour when the train from Prescott was due. All were eager to get a glimpse of the railway train. It was a dark night. There was no gas in the town at that time. The Rideau river and the Montreal road looked dismal enough. Soon the whistle of a locomotive was heard in the distance. It was pleasant to see a train of brightly lighted cars come slowly along the track. They stopped on the north side of Montreal road. A few passengers got off and were conveyed into town in cabs.

The suburb known as Janesville was then McArthur's farm. Some years later when it was divided up into village lots it was named Janeville, in honor of Mrs. McArthur, a well known lady. For a quarter of a century or more Mr. and Mrs. McArthur kept the British hotel on Sussex street.

The hotel is now the front part of the Geological Museum.

HULDAH

Ottawa, Dec. 18

(The date for running trains into the new depot has been changed to Monday next. - Ed.)

20/12/1895

*Ottawa Free Press**Canada Atlantic**Central Depot*

An empty coach was run into the new central depot yesterday, when it was found that the canopy extending out over the platform had been built too wide. As a result the track running close to the canal had to be shifted in order to permit the easy and safe entrance of the trains. The work was done most expeditiously.

20/12/1895

*Ottawa Journal**Maniwaki**Gracefield*

The small O. & G. Ry. station at Ironsides, which is now unused, is to be removed to Gracefield to serve as a temporary station until another is erected to replace the one burned down on Wednesday evening.

20/12/1895

*Renfrew Mercury**Belleville**Perth car shop*

From the Perth Expositor.

About forty men were laid off at the car shops on Saturday evening. There are now about 135 working there.

20/12/1895 *Ottawa Citizen* *Maniwaki* *Gracefield*

The railway station at Gracefield, Que., was burned down last night while the agent was away to supper. Cause of fire is unknown.

21/12/1895 *Ottawa Journal* *Renfrew* *Goshen*

Goshen is the name of a new station to be opened on Monday on the line of the O.A. & P.S. Railway at a point five miles east of Renfrew.

21/12/1895 *Ottawa Journal* *Renfrew* *Elgin Street shops*

C.A. Ry. turn out the first coach from their workshops.

Exerpts. First passenger coach is a combination car 62 1/2 feet long over drawbars or 55 feet from door to door. Height is 9 ft 6 in from floor to ceiling or 14 from level of the rails and its width is 10 feet. It is a standard car - Westinghouse brakes, Miller couplers and fitted with steam heating apparatus. Externally it is plainly furnished with Sherman's tuscan red, pointed in black the lettering being in gold.

Full details of construction etc.

Others to follow.

A first class passenger coach is now being built and will be turned out of the shops in a few weeks. Two snow ploughs have also been built, one of which has already been put into use. This plough is 11 ft. 6 in. high, and 32 feet long end cost \$1,400. The plough has a raising and lowering front, also wings of the most improved pattern.

When the company erect their new shops beyond Archville next spring the work of manufacturing cars will go on in earnest but several coaches will be turned out during this winter.

The cars are constructed under the supervision of James Ogilvie, foreman of the car shops and Wm. Holtby, car foreman.

21/12/1895 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

Central depot formally opened. Full account. Engine No. 16 was in charge of the special train.

21/12/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

City looks it over.

Mayor and Aldermen at New Central Depot

The railway lines forming an entrance to the Central depot passed under civic inspection today. The temporary depot at the canal basin was also formally opened.

At the invitation of Mr. J.R. Booth the members of the civic finance committee, the mayor and other members of council went over the lines this morning. The party drove to the Canada Atlantic Railway in hacks, then boarded a special train which was waiting to convey them over the lines. The train consisted of a locomotive and two coaches, one of which was Mr. J.R. Booth's official car. The official car was well filled, the party consisting of Mayor Borthwick, Ald. Greene, chairman of the finance committee, Ald. Stewart, McGuire, Enright, Champagne, Grant, Cooke, Ford and Jamieson, city solicitor McTavish, Mr. J.R. Booth president of the O.A. & P.S. Ry., E.J. Chamberlain, general manager, A.W. Fleck, secretary-treasurer, M. Donaldson, A.J. Jeffrey, proprietor Arnprior Chronicle and a Journal representative. The train moved slowly over the line to give an opportunity to observe the work closely. The run into the temporary depot took a quarter of an hour. Arriving at the temporary depot a large number of citizens were waiting about the platforms. Among them were noted Mr. Claude Mclachlan of Arnprior, vice-president of the O.A. & P.S. Ry., Fred Booth, president of the C.A. Ry., J.A. Seybold, ex-Ald. O'Leary, Oscar McDanell, Wm. J. Hurdman and Joe E. Duval, C.A.R. train despatcher.

On alighting from the train Mr. J.R. Booth handed Mayor Borthwick the key of the building and the temporary depot was formally opened by the mayor. The building was gone through and its completeness and convenience for the comforts of the public favorably commented upon.

Mayor Borthwick, in a brief speech, complimented Mr. Booth on his enterprise. Mr. Booth, in his reply, stated he was pleased to know that his humble efforts had been appreciated. The citizens had given him valuable help in carrying out this enterprise but Providence had also helped him for the favorable weather this fall he would not have succeeded as well as he did.

Ald. Cook proposed three hearty cheers and a tiger for Mr. Booth and those present cheered so as to make the walls of the station ring.

The bonus earned

The finance committee met in city hall after the inspection. The members all considered that the by-law granting the bonus had been fulfilled in every particular and that the remainder of the bonus, \$50,000, to be paid upon completion of the Central depot had been earned.

However, the city solicitor was given a little time to look fully into the details of the by-law, and if his opinion is favorable the mayor and treasurer have authority to pay over the remainder of the bonds.

21/12/1895 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

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Yesterday, workmen were putting the final touches the station which is situated at the north end of the old Dey's rink site. A covered stairway leads to the landing from the Maria street bridge. The approaches to the station from Rideau street is via Musgrove street, Wilbrod and Stewart streets, west of Nicholas also lead to the station, a new sidewalk on Wilbrod street extending to the door.

ORDERED UP \$50,000.

THE CITY WILL PAY THIS EARNED BONUS TO MR. BOOTH.

Cheers for a Hustling Ottawan who Carries out his Great Public Undertakings. Formal Civic Inspection of the New Station on Saturday.

Commencing to-day the trains of the Canada Atlantic and Parry Sound Railway lines will depart from and arrive at the new Central Station near Theodore street.

The formal opening of the new station took place on Saturday morning, after the Mayor and members of the Finance Committee, and other members of the council had been taken over the approaches to the new station from the main line. The inspecting party boarded a special train at the Elgin street depot, whither they were taken in carriages by Mr. Booth and the leading officials of the railway companies, Of course the party were delighted with the good work done by Mr. Booth.

On arriving at this new station the Mayor was handed the key and having unlocked the door, formally declared the station open. Subsequently he complimented Mr. Booth on his enterprise and energy.

In reply Mr. Booth said he was pleased to learn that his efforts were appreciated. With favorable weather he had been able to complete the station and its approaches. However, he did not wish them consider that he thought the present central station the Central Union Station he had promised to build. This was only a temporary station. Next year the Parry Sound Railway would be completed, and by then he hoped to have the proper new Central Station up also.

On motion of Ald. Cook, three hearty cheers were given for Mr. Booth, after which the mayor and aldermen were driven back to the City Hall.

The inspection party included Mayor Bortwick, Ald. Greene (chairman) Stewart, Cook, Forde, Jamieson, Enright, of the Finance Committee, Ald. McGuire, Grant and Champagne, the City Solicitor, ex-Mayor McDougall and A. J. Jeffery. Messrs. J. R. Booth, Jackson Booth, A.W. Fleck, E. J. Chamberlain and Morlay Donaldson were the officers and officials of the railway companies present. Others were present at the formal opening of the station among them Messrs. Claude McLachlan (Armstrong), Fred Booth, J. A. Seybold, John O'Leary and Oscar McDonnell. Train despatchers H. Hurdman and J. E. Duval were on hand.

The Finance Committee met after returning to the City Hall, when on motion of Ald. Cook and Stewart, it was decided to authorize the payment of this bonus of \$50,000 promised to Mr. Booth on the completion of the Central Station; on the City Solicitor giving his certificate that the terms of the bonus by-law have been completed. The City Solicitor is expected to give the necessary certificate to-day.

23/12/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The first regular passenger trains left the new temporary depot at the canal basin this morning. The first train was the C.A.R. express for Montreal which left the depot sharp at 8 o'clock. The O.A. & P.S. train left 5 minutes later. Both trains ran up the bank to the head of the Deep Cut at a brisk clip. Many people were at the depot to watch the departure of the trains. Among them were Messrs. J.R. Booth, E.J. Chamberlain, general manager, O.A. & P.S. Ry., C.J. Smith, general passenger agent, and S. Ebbs, city ticket agent, The starting bell was rung by Mr. Booth.

24/12/1895 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The city treasurer yesterday paid the Parry Sound Railway the amount due them by way of bonus.

24/12/1895 *Ottawa Journal* *Renfrew* *Elgin Street*

The platform around the old Elgin street depot is being torn up in order to permit the laying of another freight track.

24/12/1895 *Ottawa Journal* *Ottawa Electric*

The electric railway company are putting in another crossover track on Nicholas street near Wilbrod, in order to allow cars to serve the Central depot, without going round by Theodore street.

24/12/1895 *Ottawa Free Press* *Maniwaki* *Gracefield*

The officials of the Gatineau Valley railroad believe from information that has reached them that the fire at Gracefield station was by no means accidental, for the circumstances seem to indicate that a robbery had been committed. There is said to have been \$100 in cash in the building which is missing as well as many of the tickets.

27/12/1895 *Perth Courier* *Lanark County Electric*

THE ELECTRIC RAILWAY - The electric railway project to run a line of that description between Lanark and Perth is not dead yet. The Lanark Village Council has agreed to submit a by-law to the ratepayers granting a bonus to the road. The company has agreed to all the conditions required by the council. The last being that a forfeit of \$500 per annum for ten years would be due and payable if the company failed to run their trains after receiving the bonus. The by-law is being published and will be voted on in due course thereafter. The company has made a deposit of seventy-five dollars with the village clerk to cover the cost of submitting the by-law.

27/12/1895 *Ottawa Free Press* *Renfrew* *Elgin Street*

The Canada Atlantic depot is disappearing owing to the onward march of Ottawa's progress. People coming in from the west feel it strange to be whirled past the old depot and round the bend to the temporary Central depot. It is close upon fifteen years since these buildings were erected.

27/12/1895 *Renfrew Mercury* *Hammond*

The Canada Atlantic Railway is commencing to build cars at its shops in Ottawa. The first one - worth \$4,000 - was turned out for the Rockland Branch. It was a combination first and second class and baggage car.

30/12/1895 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 22.

30/12/1895 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

The new central depot has been opened now for more than a week, but that period of time has not destroyed the novelty of watching engines steaming into such a central portion of the city.

The new station agent is Mr. John Savage who was taken from General Clare's staff to fill that position. He is receiving the congratulations of many friends and fellow employees.

Close to the bridge on the north side a small building is being erected to be used as a wash house for the passenger cars.

30/12/1895 *Ottawa Journal* *Ottawa Electric*

Car No. 22 of the Chaudiere line ran into the rig of an East Templeton farmer on Sussex street, opposite the Geological Museum. The rig was not damaged and after the accident the farmer aroused the neighborhood by vowing vengeance on the street car employees