

# Local Railway Items from Area Papers - 1896

**03/01/1896 Brockville Recorder Westport**

F. Medcalf of Morton commenced his duties as mail clerk on the Brockville and Westport R.R. on Jan. 1st. He has been in training on the K. & P. in recent weeks.

An important event in the history of the Brockville and Westport Railway occurred yesterday, namely the inauguration of government mail service over the line. It was made the occasion of quite a demonstration not only with the railway people, but with the citizens of most of the villages along the road. The train which left Westport at the regular hour in the morning was decorated with flags, and even the iron horse, alive to the situation, seemed to put on more or less airs. At any rate it pulled the train along at a lively rate and on rolling into the depot here was welcomed by more than the usual number of citizens. Whether or not the business men along the line wished to celebrate the occasion by contributing to the grist, we have no means of ascertaining but at all events a big mail was carried, and it was in the post office here by 11 o'clock instead of at three under the old system. The new mail car was under the personal supervision of Post office Inspector Macarow, Kingston, with Mr. Hiram F. Metcalfe, of Morton as clerk. To a Recorder reporter Inspector Macarow said that everything moved smoothly, that Supt. Mooney had not only complied with all of his requirements, and did it in a particularly pleasant way, but had expressed himself ready to meet any suggested further improvements. This was pleasing, he said, in view of the fact that the Department had always been greatly satisfied with the stage service preformed by the Copeland Bros., and no change would have been made but for the appeal of the people along the way. The inspector further said that judging from the business already done, another clerk would probably have to be added to the present service.

**03/01/1896 Renfrew Mercury Kingston (CP)**

The K. & P. Railway is building new stone piers to the bridge at the Madawaska river, near Calabogie station. Some time ago the nomenclature of the stations at that point was changed also, and for the better. "Madawaska" station is no more. It has become "Calabogie". While "Calabogie" has become "Barryvale". Each station now corresponds its name to the post office.

**03/01/1896 Ottawa Journal Renfrew Elgin Street**

The old C.A.R. depot on Elgin street is being converted into a company store house.

**08/01/1896 Ottawa Journal Westport**

An important event in the history of the Brockville & Westport Railway occurred last Thursday, namely the inaugural of a government mail service over the line. The new mail car was under the personal supervision of Post Office Inspector Macarow, Kingston, with Mr. Hiram F. Metcalfe, of Morton, as clerk. - Kingston News.

**09/01/1896 Ottawa Free Press Renfrew Elgin Street**

The old "C.A.R." signs at the Elgin street depot are all being removed and "O.A. & P.S." just up in their places. It is the intention to use that place for O.A. & P.S. freight.

**09/01/1896 Ottawa Free Press Hull Electric**

Contractor Viau seems inclined to laugh at the threatened injunction against his proceeding with the operations in connection with the proposed Hull and Aylmer electric railway. He claims that the action of the Hull City council is not ultra vires, as asserted by the plaintiffs, as the Provincial Legislature has made provision for all emergencies.

**10/01/1896 Ottawa Free Press Renfrew Bank Street**

At the Bank street level crossing the O.A. & P.S. company has improved the protecting arms which swing across the roadway when a train is coming by putting on a similar attachment to stop the approach of pedestrians on the sidewalks.

**10/01/1896 Almonte Gazette Chalk River**

It is said that the C.P.R. Co. will shortly build a new station at Amprior. When will Almonte's turn come? A larger and better one is badly needed here.

**10/01/1896 Almonte Gazette Westport**

The Brockville and Westport railway now carries the mail between these two points, and the old stage line is done away with.

**10/01/1896 Renfrew Mercury Locksley Pembroke**

From the Pembroke Observer.

At the last meeting of the Bromley Township Council a resolution was passed that the representatives of both North and South Renfrew in the local legislature should oppose the proposed amendment to the charter of the Pembroke Southern Railway Co., empowering them to build from Pembroke to Golden Lake, there to connect with the O.A. & P.S. R., so as to secure a direct line to Toronto as, in the opinion of the Council, the chief trade of the Ottawa Valley is with Montreal.

**15/01/1896 Lanark Era Lanark County Electric Lanark**

The proposed by-law is set out in detail Page 8 columns 3,4,5, and 6. Also in the Era for 22 and 29 January 1896

**15/01/1896 Renfrew Mercury Renfrew**

On Tuesday night, the Ottawa Board of Trade presented Mr. John R. Booth with an address expressing their appreciation of the inestimable benefit which must accrue to that city and the Dominion from Mr. Booth's energy in building the OA & PS. There were many laudatory speeches, and one gentleman pointed out that of the six and three-quarter millions expended in the construction of the Parry Sound over five millions of Mr. Booth's capital had gone into the scheme.

**16/01/1896 Ottawa Journal Ottawa Electric**

Car No. 55 broke down.

**16/01/1896 The Equity, Shawville Pontiac Pacific Junction**

Mr. H.J. Beemer was elected president, W.D. Harris, managing director and T.W. Resseman, general superintendent of the O.G. and P. & P. J. Ry. at the annual meeting of both lines in Montreal last week.

**17/01/1896 Almonte Gazette Belleville Perth**

The staff of the Perth car works has again been reduced by the dismissal of between 50 and 60 men.

**17/01/1896 Ottawa Citizen Pontiac Pacific Junction Aylmer**

Four Canada Atlantic teams were drawing sugar to the P.P.J station at Aylmer on Tuesday. There are no roads whatever and these loads of twenty barrels each could not be moved by the immense horses attached to them. They were obliged to take four horses and travel a certain distance with one sleigh and then go back for the other.

**17/01/1896 Brockville Recorder Westport Brockville**

It is expected that within a few days another engine will be added to the equipment of the B. & W. Railway. It will be known as No. 2 and is now in the B. & W. shops undergoing a thorough overhauling under the supervision of Mr. Hugh Wilkinson, locomotive superintendent. This is the engine which was in bond here for some time and which in August last, at a sale by the customs authorities, was purchased by the Grand Trunk and subsequently fitted up. It has just been repurchased by the B. & W. and after two or three trial runs over the road will be placed on the express train.

**17/01/1896 Almonte Gazette Belleville Perth**

Killed at Perth.

At Perth on Monday last George E Brushy, of Tweed, was accidentally killed while making a coupling between two flat cars. The draw-bars on both cars were broken, one of them being gone entirely, necessitating the use of a chain to join the cars together. Brushy was bending down preparing to make the coupling, but neglected keeping his head low enough to escape the ends of the cars as they came together. His skull was crushed, and he never regained consciousness, dying in a short time. He was 25 years of age, and leaves a mother and a brother. He carried insurance to the amount of \$2,000. His remains were taken to his home in Tweed.

**17/01/1896 Brockville Recorder Brockville and New York Bridge Brockville**

Just as soon as strong ice is afforded in the river, a party of men, under direction of Engineer Smellie, will resume work in connection with the international bridge. The first work on hand will be to determine the depth of mud at various points where it is proposed to erect piers, and for this a set of tools specially constructed for that purpose are required. These tools are here now, and as their weight is considerable, strong ice is necessary to carry them and the working force. There is known to be at least 70 feet of water at some of the points where piers show on the plan, and it is known that the bottom is of mud. A firm bottom must be secured at all points where piers are to be built, no matter how deep the mud may be, and it is to finally determine these depths that the proposed work is about to be undertaken.

**17/01/1896 Renfrew Mercury Eganville Eganville water**

From the Eganville Star.

Jack Frost on Tuesday morning took possession of the water tank at the C.P.R. station here which delayed the train one hour in leaving for Renfrew.

**22/01/1896 Lanark Era Lanark County Electric Lanark**

AN ELECTOR'S VIEWS OF THE ELECTRIC RAILWAY

Page 4 columns 2 and 3

Very long leyter

**23/01/1896 Ottawa Free Press Pontiac Pacific Junction**

A petition is being circulated in the county of Pontiac for the purpose of opposing the granting by the Dominion government of an extension of time to the Pontiac and Pacific Junction Railway Co., for the completion of the western portion of its line to Pembroke. The proposed extension is sought at the present session of Parliament.

Mr. W. Dale Harris, general manager of the railway, was seen by the Free Press this morning, and gave a clear statement of the case. He explained that a letter had been addressed to each of the mayors in the county of Pontiac by Mr. J.A. Cowan, editor of the Shawville Equity, requesting them to circulate the petition to their several municipalities, and also induce the councils to pass it in the form of a resolution. It is understood that the Equity has all along been unfriendly to the Pontiac Pacific Railway, and the company was disposed to look upon the entire question as a purely personal matter, originating with the gentleman mentioned above and a few of his friends. The officials in this city have received assurances from the majority of mayors in the Pontiac that they did not intend to take any action against the road and Mr. Harris stated that for all who desired the extension of the western end of the line it would be directly contrary to their best interests to obtain the refusal from the Government, as at the present time there existed a better prospect of carrying out the necessary construction work than ever before.

**23/01/1896 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The Canadian Pacific depot will be ready for reopening in a few days. The carpenters have about finished and the painters are hustling the work consistent with a good job. Mr. H.B. Spencer is doing everything to facilitate the comfort of travellers and hopes to have everything in good shape by Monday.

**24/01/1896 Almonte Gazette Brockville Street**

The construction of a street railway in Brockville will be begun in October next.

**24/01/1896 Almonte Gazette Lanark County Electric**

The ratepayers of Lanark Village will vote upon a bylaw to bonus the Lanark County Electric Railway to the extent of \$10,000 to build a road from Perth to Lanark. The members of the company are J.B. Reilly, Alex. Wender, Thos. Henry, A.H. Edwards, James Fowler. Voting is to take place on Feb 7th - herald.

**24/01/1896 Ottawa Citizen Renfrew**

Mr. E. Fauquier, of Toronto, has been given the contract of constructing the incompleted 47 miles of the Parry Sound Railway. The uncompleted portion lies between Lake of the Two Rivers of the eastern line and Scotia station of the western line. Work will be commenced early, as Mr. Booth is anxious to have the line completed by the fall.

**24/01/1896 Ottawa Free Press Ottawa Electric**

Electric car No. 1 was a blaze of light last night as it travelled over the main line for the first time. It was supplied with a dozen incandescent lamps. All the cars will be similarly illuminated in a few days.

**24/01/1896 Ottawa Citizen Ottawa Electric**

Our electric cars are going to be even brighter by night than they are at present. They are to be illuminated by twelve incandescents instead of five as in the past. The first with the additional number, car No. 61, was run out last night, and its brilliant appearance was generally commented upon in high terms. It is expected that in the course of a month all the cars will be equipped likewise.

**24/01/1896 Montreal Gazette Pontiac Pacific Junction**

A petition is being circulated in the County of Pontiac, for the purpose of opposing the granting by the Dominion Government of an extension of time to the Pontiac & Pacific Junction Railway Company, for the completion of the western portion of its line to Pembroke. The proposed extension is sought at the present session of parliament.

**29/01/1896 Ottawa Journal Carleton Place Ottawa, Broad Street**

The C.P.R. station was re-opened again yesterday.

**29/01/1896 Ottawa Citizen Carleton Place Ottawa, Broad Street**

The C.P.R. station recently burnt by fire was reopened yesterday. The apartments which suffered have been fitted up in a better shape than before.

SUNDAY TRAINS NOW

CANADA ATLANTIC RY. WILL PUT THEM ON AFTER NEXT WEEK

They will run at this Same Hours as the Week day Trains and will Both Enter and Leave Ottawa -To Keep In Competition With Other Roads

The Canada Atlantic Railway have decided to run Sunday passenger trains over their line.

A new time table goes into effect on Sunday next at 8 p.m. by which Sunday trains to and from Ottawa are provided. The trains will run on the same time on Sunday as other days of the week; The trains for Montreal leave here at 8 a. m. and .6.15 p.m.

After Sunday the morning train from Montreal will arrive here at 12.45, three-quarters of an hour earlier than it does at present.

There will be no trains next Sunday, as the new time table does not come into effect until 8 o'clock in the evening after the hour the last train (6.15 pm). would leave Ottawa.

This move is taken to keep in competition with other lines. There will be no Sunday trains over the O., A. & P.S. Ry.

30/01/1896 *Ottawa Journal* *Hammond* *Rockland*

Rockland - A C.A.R. engine became embedded in a snow bank in the deep cut, on the mill siding, Saturday night. It took some time to extricate it.

31/01/1896 *Ottawa Free Press* *Maniwaki*

Twelve carloads of pulpwood have been brought down on the Gatineau Valley line to the city during this week by Mr. Geo. Reid and six more such trains are expected down this winter.

31/01/1896 *Ottawa Journal* *Hammond*

Tried Train Wrecking

Canada Atlantic charge against three Clarence men.

Montreal - Jan 21 - A sensation has been caused here by the arrest of three men near Clarence Creek on the Canada Atlantic Railway, between Montreal and Ottawa, charged with systematically attempting to wreck Canada Atlantic trains. On September 1st last year the Canada Atlantic secured control of the Central Counties railway and on the 15th of that month a rail was removed at the first culvert west of Clarence Creek.

Investigation revealed nothing. Several times during the closing months (missing) from the rails and obstructions of last year, fish plates were removed (missing) placed on the track of that line. On November 15th notices written in French were posted in Rockland and Clarence Creek stations to the effect that unless certain debts which were owed by the Central Counties Railway were paid at once, all trains would be liable to be wrecked without further notice. However, notwithstanding the attempts made to wreck the trains, no serious accidents have occurred. Recently detective Carter has been working on the case and yesterday arrested Fabien Lavictrie and two brothers who live on a farm near the scene of the attempted wrecks, charging them with the crime. They are now awaiting trial at L'Original.

31/01/1896 *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

The C.P.R. company officials are vacating the quarters occupied by them in the Ontario Chambers since the fire at the station, and taking up their offices again at the station.

31/01/1896 *Ottawa Journal* *Renfrew*

WINTER SAWING. The Ottawa Journal of Friday, said : Tomorrow Mr. J. R. Booth will send a gang of men to his Egan limits on the Madawaska, under circumstances that will mark the opening of a new era in lumbering operations in Ottawa - the sawing of lumber in the mills here during the winter.

The men will take out a quantity of dimension timber, which will be shipped to Ottawa by the Parry Sound road, and run right to Mr. Booth's yards at the Chaudiere. The Parry Sound railway runs through the Egan limits.

The timber will be hauled from the yards to the mill and there sawed the same as in the summer. The reason that sawing has not been done in the winter in the past is not that the water power has been frozen or lacking, but that the logs have not been available, owing to the river being frozen over.

The shipment which is to be made is in the nature of an experiment. If it proves successful, other shipments will follow, and winter sawing will become an established thing in Mr. Booth's mill, and probably in all the other mills, which have limits near the line of railways. Renfrew Mercury/Ottawa Journal

31/01/1896 *Almonte Gazette* *Kingston (CP)* *Clyde Forks*

The K. & P. will make Clyde Forks a flag station.

01/02/1896 *Montreal Gazette* *Hammond* *Clarence Creek*

Alleged Train Wreckers

The officers of the Canadian Secret Service effected the arrest, on Thursday afternoon, of three men on a charge of alleged train wrecking on the Canada Atlantic Railway; near Clarence Creek. Those arrested are Fabien Lavaltrie, Joseph and Louis Desirau. They are at present in jail at L'Original

In November two notices were found tacked up along the line, one at Clarence Creek station, and one at the spot where the attempts were discovered.. They were as follows:

NOTICE.

Any regular train should run on this line without debts due in the country be paid in full, she will be exposed to accidents, etc., without further notice.

01/02/1896 *Ottawa Free Press* *Hammond* *Clarence Creek*

Down at Clarence Creek station, Ont., Fabien La Victoire, farmer, and two young men named Joseph and Louis Desereau were arrested yesterday and taken to L'Original, the county town of Prescott. The charge against them is having attempted to wreck a Canada Atlantic railway train. These men are charged with posting the notice and placing obstructions on the track on September 25th.

02/02/1896 *Ottawa Citizen* *Hull Electric* *Deschenes*

A force of fifty men are at work on the power house at Deschene, which includes a sufficient plant to light the city of Hull. --

03/02/1896 *Ottawa Journal* *Hull Electric*

Mr. Viau has sold his valuable franchises for the building of an electric railway from Hull to Aylmer and to Gatineau Point -- to a company of Ottawa capitalists.

-before next summer the connection of Aylmer and Hull by an electric railway will be an accomplished fact.

## HOW TO VOTE.

Friday is the day that the ratepayers of Lanark are called upon to cast their votes for or against the by-law to aid and assist the Lanark County Electric Railway Company, to operate a line of railway from Lanark to Perth by a grant of a bonus of \$10,000. For several weeks the Era has not said much about this matter editorially, but it has left open its columns for discussion by those who felt themselves interested. For our partial reticence, opinion has been expressed that the Era is not in favor of an electric railroad to Perth. This opinion we want driven from the minds of the people. For anything that will advantage Lanark, for anything that will increase the trade in Lanark, for anything that will raise the estimation of Lanark in the eyes of the outside world, for anything that will make Lanark better than it is the Era determines to stand its back to the work. We are for the Electric Railway. We want quicker service for mail. We want around us the tone of a progressive people. We want to Lanark to progress. We cannot see it possible for any man who owns property or who has to depend upon the success of Lanark for his success in life to vote against the railway by-law. Surely the majority of our people in Lanark are for progress, are for a better condition of things. There are none, we hope, who will not cast a vote in favor of the railway.

06/02/1896 *Kemptville Advance* *St. Lawrence International Rly. &*

In the United States House of Representatives on Friday a bill was passed to extend the time in which the St. Lawrence railway can bridge the St. Lawrence river.

07/02/1896 *Almonte Gazette* *Kingston, Gananoque and Perth El*

There is a movement on foot to connect Kingston, Gananoque, Rockport and Brockville, by an electric railway.

07/02/1896 *Renfrew Mercury* *Pontiac Pacific Junction* *Pembroke*

From the Pembroke Standard.

The manager of the Pontiac and Pacific Junction Railway says that "The application for extension of time and other powers is made for the specific reason that there is now a fair prospect of the company being able to finance its resources so as to build the railway to Pembroke and to the western part of the county. I may add that this is the first time that this prospect has existed as it does today.

07/02/1896 *Ottawa Journal* *Renfrew*

Mr. Fauquier has to put in for his works on the O.A. & P.S. Ry. construction, 600 tons of provisions and hay. A road has to be cut for a distance of 27 miles and all the material has to be in before the winter roads break up. Men are now busy cutting out the road. D.D. McDonald & Co. contractors for the first ten miles have also put in 200 tons of material. Over one hundred men are already at work and more are daily going up. Mr. C. Campbell of Eganville, has one large camp at the end of iron and will soon have two more in running order further west.

07/02/1896 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.R. moved into the new station on Saturday night last; and now the officials transact their business in both style and comfort. The ladies waiting room is a ready handsomely carpeted, and will be curtained and otherwise "furnished."

07/02/1896 *Renfrew Mercury* *Renfrew*

Chief Engineer Mountain will leave soon for a snowshoe inspection of the un-built central portion of the Railway.

07/02/1896 *Ottawa Free Press* *Hammond*

L'Original. Fabien Lavictoire, Louis Dusireau and Joseph Dusireau, held for attempting train wrecking on the Canada Atlantic were remanded for a week. Two more warrants were issued on the following day for the arrest of two other men, named Dubreuil and Lavictoire charged with committing a similar offence, and on being brought before Mr. Fraser Friday last, they were admitted to bail on their own recognizance, as the evidence against them is of no material importance.

08/02/1896 *Ottawa Journal* *Ottawa Electric*

Car 24 of the Union depot and Rideau street line, broke down at about 4 o'clock yesterday afternoon while at the corner of Sparks and Bank streets. It blocked traffic on the lines for some time until it finally pulled into the shed.

08/02/1896 *Ottawa Citizen* *Canada Atlantic*

Commencing tomorrow there will be a Sunday train for Montreal on the C.A. Railway.

11/02/1896 *Ottawa Citizen* *Hull Electric*

The adjourned meeting of the Hull Electric Company was held in J.M. McDougal's office yesterday.--

Agreed not to divulge the proceedings until another meeting held --

It was said that Mr. Viau was made president of the new company and Mr. C. Magee vice-president.-- and that Mr. Seybold reported in reference to the negotiation for the proposed purchase of the Canadian Pacific Railway line running to Aylmer, with a view to changing it to an electric road. It is said that engineers have examined the water power and other facilities of the company and declare the power as inexhaustible and superior to any in the country. Should the C.P.R. decide to dispose of their line the necessary changes should be made at once, and in a comparatively short time the electric gong will be heard in Aylmer. In the event of failure to purchase the line the company will start in the early spring to build a track on the Aylmer road in accordance with the privileges granted under the charter.

12/02/1896 *Ottawa Citizen* *Hull Electric*

Mr. W.J. Conroy is president of the Hull Electric Company and not Mr. Viau as stated yesterday.

12/02/1896 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Meeting of Standing Committee on railways.

-- entitled an act respecting the St. Lawrence and Ottawa Railway Company by which the Canadian Pacific Railway Company seeks to dispose of certain lands in this city, the proceeds of such sale to be set apart as a special fund to be paid out towards the substitution of iron bridges for wooden structures or towards any permanent improvements of the roadbed or other properties as shall be approved by the Minister of Railways and Canals.

Judge Clark explained the objective of this bill, and said that the land, amounting to about forty or fifty lots, had become surplus lands, and were no longer of any use to the company for railway purposes. The land was valued at about \$200 to \$300 a lot and what the railway asked was that they might have permission to dispose of the property, and after a short explanation the preamble and one clause was adopted, and the bill was reported to the house.

That residents of Ottawa will have the pleasure of taking a trip by electric cars to Britannia by the middle of July 1896 appears to be a settled point. The Ottawa and Aylmer Railway and Bridge Company, which is practically the same as the Ottawa Electric railway company, are calling for the supply of 120,000 hemlock, cedar or tamarack ties for the construction of an electric road from this city to Britannia and work will begin the first moment that the opening of spring will allow.

Two routes have been surveyed by Mr. Brophy. The one runs in a line with the new street recently opened through Hintonburg to escape the electric cars running to the Experimental Farm and will go direct along the river bank until Britannia is reached. The line runs north of Skead's mills and will give a beautiful view of the river from the point where it passes the C.P.R. bridge until the village is reached.

The other route surveyed is located south of the Richmond road a short distance in rear of the farm houses along this route. Skead's mills is passed and just this side of Cleary's hotel the line bends northward, crosses the C.P.R., and enters the village. Which route will be accepted depends upon the cost of land.

It has been stated that the road to Britannia will be in operation by the middle of July next. The line will, in all probability, enter the city by the Somerset street route.

Whichever route is accepted will be a most picturesque one and will be certain of heavy patronage. Later on the company propose constructing a bridge across the Deschenes rapids to Aylmer where the law respecting the running of trains between the provinces will permit Sunday cars and this is likely to develop a large summer travel on that day.

14/02/1896 *Renfrew Mercury**Renfrew*

The commencement of work on the OA & PS construction will greatly benefit this section. A larger number of men than was ever known before have been unable to get employment in the shanties, and many of these will now get employment in cutting out the right-of-way and in the rock cuts.

Mr. Fauquier has to put in for his workers on the OA & PS Ry.. Construction 600 tons of provisions and hay. A road has to be cut for a distance of 37 miles and all the material has to be in before the winter roads break up. Men are now busy cutting out the road. D. D. McDonald & Co., the contractors for the first ten miles, have also put in 200 tons of material. Over one hundred men are already at work and more are daily going up. Mr. C. Campbell, of Eganville, has one large camp at the end of the iron and will soon have two more in running order further west.

14/02/1896 *Ottawa Free Press**Pontiac Pacific Junction**Ottawa*

The Pontiac and Pacific Railway ran a special train to Shawville to the Conservative convention held today. The train left Ottawa at nine o'clock with 25 people on board.

14/02/1896 *Renfrew Mercury**Renfrew*

INSPECTED TO THE BAY. Last Eight Miles of the OA & PS Ry.. Looked Over by Government Engineers. Mr. A. W. Fleck, secretary-treasurer, and Mr. Geo. A. Mountain, chief engineer of the OA & PS Ry., returned last week from Parry Sound where they were representing the company at the inspection of the last part of the western end of the line by the Ontario and Dominion government engineers, which took place on Wednesday. Eight miles of line, which completes the line into the waters of the Georgian Bay at Parry Sound were inspected. Mr. Thomas Ridout was the engineer for the Dominion government, and Mr. McCallum represented the Ontario government. Trains will be run in a few days from Emsdale into Parry Sound, a distance of over sixty miles. Mr. J. E. Switzer has gone up in charge of an engineering party, who will survey the line from Emsdale eastward until they meet the other party that is surveying westward.

14/02/1896 *Almonte Gazette**Renfrew**Whitney*

Whitney Notes

The contract for the last section of the O.,A. & .P.S R.R. has been given to Mr. Fauquier, who has already done a large portion of the work so well. Of the 47 miles, D.D. MacDonald and Murdoch have the first ten miles; O'Neill & Ferguson the next twelve miles; five remain unlet, and Poulin and Fitzpatrick have twenty miles on the other end of the work. Already the engineers have gone in with their staffs, and supplies for building camps are coming up the line. A large number of men will be needed in the spring when the work is in full operation. Supplies are taken to the American camps on the Upper Lakes by the last twenty miles of railway above Whitney. Even some of McLaughlin's camps on the Petewawa received their supplies by the railway. Gilmore's shanties are only some ten miles beyond the end of the railway. Men who have been paid off are coming through this way. Many of the log cutters in the shanties have finished work and are leaving.

14/02/1896 *Renfrew Mercury**Chalk River**Cobden*

The C.P.R. moved one of its baggage sheds from Renfrew to this place on Friday last, and placed it on the south side of the track opposite the station. It will improve the appearance of the station grounds here providing that they veneer it. Cobden Sun.

14/02/1896 *Almonte Gazette**Chalk River**Renfrew*

The Renfrew C.P.R. officials have moved into their new station.

15/02/1896 *Ottawa Citizen**Renfrew**Ottawa East*

Mr. J.R. Booth is drawing a large quantity of stone to the site of the proposed car shops and round house in Ottawa East. The work of constructing the shops will commence in the spring.

17/02/1896 *Eganville Leader**Renfrew*

The OA & PS RR is now transporting passengers to and from Whitney. The owners of the new sawmill in Whitney are American, and it is now a one-company town with houses, stores, etc. all run by the company's representative, Mr. John Ferguson. It has been described as 'a remarkable hamlet.'

18/02/1896 *Ottawa Journal**Canada Atlantic**shop*

A new private car is being built at the C.A.R. workshops for Mr. J.R. Booth. It will be 80 feet in length.

A first of the first class passenger coaches turned out from the C.A.R. workshops will be finished in a few days.

20/02/1896 *Ottawa Free Press**Pontiac Pacific Junction*

Mr. H.J. Brennan of the Pontiac and Pacific Junction Railway, has stated that if the C.P.R. company sells or leases the line from Ottawa to Aylmer to the Electric Railway company, the P. & P. J. company will build an independent line into this city. The latter company have been waiting for the C.P.R. to carry out the proposals to transfer the branch to the P. & P. J., but, as this has been delayed so long, other arrangements will probably be made.

It was learned yesterday that the proposed transfer of the C.P.R. Aylmer branch to the Hull Electric Company, if carried into effect, would be the cause of the Pontiac and Pacific Junction Railway Pacific Junction Railway Company constructing a line of its own from Aylmer to this city. It is known that negotiations were in progress between the P.P.J. and the C.P.R. companies for some time past for the purchase of the road and it is said that it would have taken place some two or three months ago but for the desire on the part of the C.P.R. to delay action.

Mr. Beemer's statement

Mr. H.J. Beemer, president of the P.P.J. Railway Company, was seen yesterday by a Citizen reporter, and in the course of the conversation, said, "I do not know whether matters of this kind should be given publicity, but I will say that my company have just arrived at a definite decision in regard to this Aylmer branch, and I suppose, it will be known sooner or later anyway. It is this: If the C.P.R. Company do not carry out certain understood arrangements for the disposal of the branch to the P. & P.J. Railway Company, and instead lease it to the Hull Electric Company, the P. and P. J. Company will immediately construct a line of its own from Aylmer to Ottawa. We must have an independent line between these two points. An electric road would not interfere in the least with its construction, and, I may say, that if the P. and P.J. Company is compelled to construct a new line, it will be the very best that can be acquired for both passengers and freight.

Also in the Shawville Equity of 27 Feb.

21/02/1896 *Perth Courier* *Lanark County Electric*

ELECTRIC RAILWAY - We understand the promoters of the proposed electric railway between Perth and Lanark intend asking Town Council to submit a by-law to aid the road to the extent of \$5,000. Some correspondence has already passed

21/02/1896 *Almonte Gazette* *Eganville*

It is rumored that the Eganville branch of the C.P.R. is to be deprived of express trains. This line when built paralleled the Ottawa, Arn prior and Parry Sound railway, owned by J. R. Rooth,[sic] of Ottawa, to prevent the latter from building, but he was not to be bluffed, and has steadily proceeded with the building of his line, which by next Christmas will be completed to Parry Sound, on Georgian Bay.

25/02/1896 *Ottawa Citizen* *Hull Electric* *Aylmer*

Conroy Bros, have bought or are arranging to buy forty acres of land on the Lake Shore in the Township of Hull, two miles above Aylmer. The land is the property of Mr. Davis. It is intended for a public park for the electric railway.

26/02/1896 *Huntsville Forester* *Renfrew*

The contract for building the remaining forty-eight miles of the Parry Sound Railway was let to E. F. Fauquier of Toronto, at a figure close to half a million dollars. When the contract is in full swing, there will be three thousand men and two hundred teams employed. It is expected that before the end of summer, Ottawa will be in direct contact with Georgian Bay.

27/02/1896 *Kemptville Advance* *Kingston, Smiths Falls and Ottawa*

Dr. Anderson, J.M. Clark and Ogle Cares will wait upon the various municipal councils between Smith's Falls and Ottawa to form a joint deputation to wait upon the Dominion Government to ask a bonus for the extension of the Kingston and Smith's Falls railway to Ottawa.

27/02/1896 *The Equity, Shawville* *Hull Electric* *Aylmer, Queens Park*

It is said the company has about completed the purchase of a piece of land for a park on the lake shore above Pointe aux Pins above Aylmer. The land is covered by a fine growth of spruce, pine and hardwood, has a good beach and is beautifully situated for the purpose.

27/02/1896 *The Equity, Shawville* *Renfrew*

Fred Rollin of the Chaudiere, Ottawa, had his ear bitten off in a fight on the Parry Sound railway train near Arnprior a few days ago. John Cyr, of Ironsides, was arrested for the assault.

27/02/1896 *Lachute Watchman* *Lachute*

The Montefort Railway

A deputation consisting of P. Leclair, M.P., Senators Villeneuve and Owens, W.J. Simpson, M.P.P., E. Senecal, E.D. Porcheron, F. Froidereaux, J.P. Rolland and others waited upon the Hon. Messrs. Haggart and Ouimet on Wednesday last for the purpose of asking that further subsidy should be granted to the Montefort Railway, so that it might be completed to Arundel next summer. The request was taken into consideration and the company asked to furnish complete plans and profiles.

27/02/1896 *The Equity, Shawville* *Hull Electric* *Deschenes*

Over forty men are now engaged at the Deschene mills building of the Hull and Aylmer electric road. This force will be odubled next week. The building is a very large one, and is being built to the couth of the saw mills between the main land and the island.

28/02/1896 *Ottawa Free Press* *Sussex Street* *Sussex Street*

A lot of scrap iron has been stolen from cars at the old Prescott and Ottawa depot.

03/03/1896 *Ottawa Free Press* *Renfrew*

The first shipment of plumbago from the mines at Calabogie, came into the city by the Parry Sound line yesterday, there being four car loads. It will be prepared for market in a factory to be arranged in the old Pierce mill on Victoria Island, which will be in operation within two months.

03/03/1896 *Ottawa Free Press* *Kingston, Smiths Falls and Ottawa*

This morning a number of gentlemen from Kingston, and points along the route of the proposed Kingston, Smiths Falls and Ottawa Railway, arrived in town to interview the government respecting an extension of time for constructing the line.

04/03/1896 *Lanark Era* *Lanark County Electric* *Perth*

Railroad Meeting in Perth

A mass meeting was held in Perth last Thursday evening for the purpose of ascertaining the feeling of the people on the matter of submitting a by-law to aid the Lanark County Electric Railway to the extent of \$5,000. The meeting was representative of the business men of Perth. The Mayor was in the chair, and speeches pro and con were earnestly listened to. The consensus of opinion seemed to be that Perth should grant the bonus that was asked for, not because the railroad would be much of a benefit in itself to Perth, but judging from the enthusiasm shown in Lanark in the passing of the by-law there, that village was determined to have a railroad anyway, and should Lanark be connected by railway with any town other than Perth, Perth would lose patronage that she now enjoys, and for the sake of retaining that patronage let the railroad come. It was also stated in the meeting that in the past few years Lanark has been drawing trade away from Perth; that the merchants in Lanark could sell as cheaply as the merchants in Perth; and for these reasons it behooved the people of Perth to give earnest attention to this matter. At the close of the meeting the mayor asked for a standing vote on the matter, and 51 to 13 were counted as favoring the submitting of the b-ylaw to the ratepayers of Perth. In all probability the by-law will carry.

04/03/1896 *Lanark Era* *Lanark County Electric* *Lanark*

The Clerk handed in his certificate showing that the by-law to aid the Lanark County Electric Railway Co., submitted to the electors on the 7th day of February, 1896, had received their assent by a majority of 54, out of a total of 112 votes polled.

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The by-law to aid and assist the Lanark County Electric Railway Co. was read and finally passed.

Careful of the Dynamite

One hundred and fifty tons will be used during the coming summer in the construction of the O.A. & P.S. Railway. The explosive is obtained from the Ottawa Powder Works, Buckingham, and will be brought to Ottawa by C.P.R. and then carried over the O.A. & P.S. line by special train. From the present terminus at Cache Lake it will be drawn to the different magazines erected along the survey from that place to Elmsdale, an intervening distance of 47 miles. The magazines are to be built wherever possible on islands in the lakes some distance from the scene of operations and the quantity for each day's use will be taken from the magazine as required. This care is being taken to avoid accidents.

Chief Engineer Mountain, who came down the line this morning, states that ten teams began distributing dynamite along the line from Cache Lake to Elmsdale today. He states that 150 teams and almost 600 men are now busy on the construction and as many as fifty new men are being put on daily.

All the work is now under way. Rock cutting, pile driving, sand cuttings and clearing have commenced. Three pile drivers are at work. The camps along the line, about thirty in number, are now all completed and ready for occupancy. They will accommodate about 2,000 men.

05/03/1896 *The Equity, Shawville* *Pontiac Pacific Junction*

It is learned, says the Ottawa Journal, that if the sale of the C.P.R. Aylmer branch to the Hull Electric Railway takes place, the P. & P. J. R., in building a line into Ottawa, will run it around the northern boundary of Aylmer village and on the north side of the Aylmer road through Little Farm and connect with the O. & G. line at Ironsides. Trains will then run into the city over the O. & G. Ry. and C.P.R. until such time as the Interprovincial bridge is built.

05/03/1896 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

Mr. J.R. Booth started a gang of men to work yesterday at excavating and enlarging the western side of the canal basin. The earth excavated will be used in filling in the eastern portion of the basin, over which trains will run when coming into the permanent central depot near Sappers bridge.

06/03/1896 *Ottawa Free Press* *Hull Electric* *Aylmer*

It is said that the Hull Electric Company is endeavoring to secure a park at Aylmer. Inquiries have been made for properties skirting the lake immediately in front of the town.

06/03/1896 *Ottawa Free Press* *Pontiac Pacific Junction*

Owing to the floods which covered the tracks of the P. & P. J. railway trains were delayed yesterday. During the night the water froze and the ice had to be cut away before the trains could get through.

07/03/1896 *Renfrew Mercury* *Renfrew*

Mr. Geo. Ferguson, of O'Neill & Ferguson, contractors on the OA & PS expansion, was in town this week. He informed The Mercury that actual construction work was being rapidly pushed to the last mile to Cache Lake, which the Company wish to be able to run to by the end of June. The piling of two bays of the lake is also being pushed along, while the ice lasts. The chief worry, however, Mr. Ferguson says, is in the getting in of supplies. There are no summer roads in that section, and so every possible advantage is being taken by the sleighing. Mr. Ferguson quite expects that those Renfrew-ites who want to go and shake hands with the new neighbours at Parry Sound will be able to do so in season to wish them 'a Merry Christmas!' at the same time.

09/03/1896 *Ottawa Journal* *Ottawa Electric*

Poles are being drawn in Hintonburg by the Electric Street Railway for the purpose of laying the wires of their new road to the Experimental farm this spring.

13/03/1896 *Renfrew Mercury* *Carp, Almonte and Lanark*

From the Almonte Gazette.

The scheme to build a railway from Carp via Almonte and Lanark westward has been revived of late, and we understand that a company has offered to build it provided a government subsidy is secured. Application for aid has been made to both governments and these will be backed up by a strong deputation which is likely to seek interviews with "the powers that be" in the near future.

17/03/1896 *Ottawa Citizen* *Hull Electric* *Deschenes*

Work is progressing well at the construction of the power house and dams at Deschene, for the Hull Electric Company. About sixty-five men are employed.

17/03/1896 *Ottawa Citizen* *Ottawa Electric* *Experimental Farm*

The electric cars are to run to the Experimental Farm just so soon as the weather will permit, probably in the course of a month.

18/03/1896 *Ottawa Journal* *Carleton Place* *Britannia*

ALMOST DITCHED

C.P.R. EXPRESS HAS A NARROW ESCAPE NEAR BRITANNIA

Driving Wheel of the Engine Breaks While the Train is Travelling Fifty Miles an Hour - The Fireman's narrow escape - Prominent Ottawans on Board

The Toronto express due here about 6 o'clock this morning had a narrow escape from being ditched a short distance west of Britannia.

About half past five o'clock, while descending the grade from Bells Corners at a speed of fifty miles an hour, the side rod of the engine broke. The driving wheels of the engine were instantly derailed and in this dangerous condition the engine plunged along for 2,500 feet, almost half a mile, the broken side rod inserting deep holes into the frozen earth and threatening to derail the train at every revolution. The spokes of the driving wheels bumping along over the ties were smashed out and a hole was stove into the boiler from which all the steam escaped. That the train escaped being ditched is indeed remarkable.

Fireman's narrow escape.

When the side rod broke it dashed through the cabin of the engine just missing striking the fireman who was sitting on his bench. Had it hit him he would have instantly been killed. As the engine plunged along the driving wheels cut off the bolts that joined the rails together as clean as if it had been done by a steel cutter. The truck wheels of the engine kept the track or a more serious accident would have had to be reported.

The train was an unusually long one and had a large number of passengers on board among them Clarke Wallace, M.P., Park Commissioners Christie and Askwith of Ottawa.

Wrecking Train Out

A wrecking train was sent out from the city to bring in the express and the disabled engine. The train arrived in Ottawa two and a half hours late.

Praise for the Hands

Edgar Willis, Secretary of the Board of Trade of Toronto, who was a passenger on the train, telegraphed Sir Wm. Van Horne an acknowledgement of the bravery of the engineer and fireman who stuck to their posts, thus averting what would have been a very serious accident.

Also reported in Ottawa Free Press, same date.

18/03/1896 *Lanark Era* *Lanark County Electric*

It is expected that the people of Drummond will be asked to grant a bonus of \$3,000 to aid in building the Perth and Lanark Electric Railway.

## THE SWITCH WAS OPEN

As a Result two Electric cars Collided To-day - A Smash

Two electric cars collided at the corner of Rideau and Sussex streets this morning. Car No. 52 of the Rideau street line was going down Rideau and car 36 of the Bank street line was passing up Rideau. The Sussex street switch was, through some error, left open, and when car 52 reached the corner of Sussex it turned down Sussex, while car 36, coming up the opposite track collided with it. The front vestibule of car 52 was badly smashed. Fortunately no one on the cars was hurt.

18/03/1896 *Athens Reporter**Westport*

A railway train left here for Westport. It did not return until March 27 owing to heavy snowfall.

19/03/1896 *Ottawa Citizen**Carleton Place**Britannia*

## HAD A CLOSE CALL.

NARROW ESCAPE OF C. P. R. PASSENGERS YESTERDAY.

The Driving Rod of an Engine Broke While the Train Was at High Speed. Engineer and Fireman Stuck to Their Posts.

All on board the Toronto express, arriving here yesterday morning, have good reason to be thankful for escaping from what very nearly proved to be a catastrophe. As the train reached the lower part of the heavy grading between Bells Corners and Britannia and was approaching the city at a speed of about fifty miles an hour, one of the driving rods on the engine smashed. The longer part of the rod struck the ties and road-bed with terrific force and lifted the engine clear off the track. The rod on the other side of the engine was then smashed, and for fully 2,500 feet the engine bounded along in this perilous condition. Every time the rods revolved and struck the ground, the engineer and driver were jolted in their cabin, but they stuck to their posts with heroism and succeeded in stopping the engine without any serious result. Only that the truck in front of the engine remained on the track there is little doubt but that the train would have been ditched. Several of the spokes in the driving wheels were broken as well as the driving rods. One of the spokes pierced the side of the boiler, allowing the steam to escape.

The passengers were not disturbed over the occurrence, as they were not aware that anything had happened until the train was stopped. They heard the broken rods strike the ground in their revolution, but it seemed to them as though trunks were being moved about in the baggage car.

Another engine was procured and the train was brought in a couple, of hours behind the regular time.

19/03/1896 *Lachute Watchman**Lachute**Montfort Colonization*

Two engineers in connection with the Montfort railway have been at work completing the survey to the River Rouge. We trust that work will shortly be resumed upon the road and the sound of the locomotive be heard in our midst. We hope the government will urge the company to change the present narrow gauge into the standard.

20/03/1896 *Renfrew Mercury**Renfrew*

Douglas, March 17: Mr. Cook, a sub-contractor on the OA & PS construction, spent Monday here, purchasing a large order of supplies from J. & S. McEachen, who, by the way, have contracted to supply groceries and provisions to nearly all Fauquier's contractors during the coming summer and fall. Contractor J. J. Jolliffe has been awarded the contract for filling and scraping for 1896.

20/03/1896 *Almonte Gazette**Renfrew**Whitney*

## Whitney News

A large number of men are gung up the line to work on the railway, there being already some 400 at work.

20/03/1896 *Ottawa Free Press**Ottawa Electric*

The Electric Street Railway company have completed their new car shed and now have extra accommodation for 36 cars. The shed is almost an exact duplicate of the others but is much brighter in appearance by reason of a liberal use of white paint.

23/03/1896 *Ottawa Free Press**Hull Electric*

The Hull Electric Railway received today a lease of the Aylmer branch of the Canadian Pacific Railway for thirty-five years. The lease is signed by T.G. Shaughnessy, vice-president, and Charles Drinkwater, secretary.

The announcement, simple in itself, is of paramount importance to Ottawa, Hull and Aylmer. That it will prove a great impetus to the commercial interests of the district interested, goes without saying.

The erection of the electric system is associated with other schemes, not yet ready for announcement, that will prove the capitalists interested to be men of great faith in the future of this city.

The work of changing to electricity will be proceeded with at once and the line will be in operation by the commencement of summer. The power to operate the system will be obtained at the Deschene and expert engineers report that it is unrivalled in this country.

The company will build rolling stock suitable to all railway purposes and (the) scheme, after very careful examination, is said to be capable of wide expansion with excellent prospects of regular dividends.

In addition to the railway an electric lighting plant is to be built, and in a few weeks Hull will be lighted by modern methods. Very few of the details have been completed as yet owing to the negotiations with the C.P.R. The details of the scheme will be announced in a few days and, as these involve arrangements with other companies at present using the line, the electric company is compelled to be more cautious than if installing a new track.

The people of Hull are delighted with the prospects of an immediate operation of the road and look forward to bright times for the city.

The venture gives additional proof of the enterprise and push of Ottawa's capitalists and lends lustre to her position as a growing commercial centre.



Hull Electric Company lease CPR Aylmer branch.

The Aylmer branch of the CPR becomes the property of the Hull Electric Co. and there is to be an electric road between Hull and Aylmer within a couple of months.

The Hull Electric Company on Saturday signed an agreement with the CPR whereby they have leased their Aylmer branch for a period of 35 years and will work it by electricity instead of by steam.

The company will at once commence the equipment of the road and hope to have trains running by 18th June. The poles were bought 10 days ago and are expected in Hull this week.

It is the intention of the company to have an hourly service between Hull and Aylmer and to put on both open and closed cars. The cars will be 40 feet long, most beautifully finished in mahogany and will be equal to any cars on any of the American roads.

An Electric Engine.

The company will have a 30 ton electric locomotive to handle freight and it will be the first to be used in Canada, and will be similar to what is now used on the Baltimore and Ohio R.R.

The power station at Deschenes will be a model one in every respect and will be capable of handling all of the freight and passenger business besides the lighting of Hull and Aylmer by electricity.

The electrical work will be carried out under the supervision of Mr. J.E. Brown, late electrician of the Standard Electric Co. of this city.

The electric engine under their agreement with the CPR will handle the freight and passengers of the Pontiac and Pacific Junction road as the CPR has been doing. They will also build spur lines into Eddy's and Gilmour and Hughston's mills and will carry for them to the CPR the paper fibre wear and lumber now carried from the mills by teams.

For the present the terminus of the road at this end will be Eddy's corners

The power station at Deschenes is to be 114 feet long and 42 wide. Six 60 inch Kennedy new American water wheels will be used. By them, 1,000 horse-power will be provided.

The Promoters

The gentlemen financially interested in the road are Messrs. Chas. Magee, Alex Fraser, J.B. Fraser, R.H. Conroy, W.B. Conroy, J.M. McDougall Q.C., T. Viau, F.A. Magee, E. Seybold and James Gibson.

It is expected that with the new road, hourly service and low rates, Aylmer will become popular as a summer resort, for pic-nic parties and evening rides, the later especially. A run on the electric cars on a hot night should be very pleasant.

The negotiations of the Hull and Aylmer Electric Company with the C.P.R. Company for a lease of the C.P.R. line to Aylmer, which were referred to in the Citizen a short time ago have been successful. (Mr. Ed. Seybold, the secretary, yesterday received the lease from the secretary of the C.P.R. It is signed by T.G. Shaughnessy, vice-president and C. Drinkwater, secretary, and gives to the Hull Company the branch for thirty-five years.

The lessees of the branch will immediately proceed with the work of equipping the line for electric cars, which they expect to have running early in June.

Plans of the Company.

Mr. Seybold said yesterday that the line would be extended through Hull to Gatineau Point just as soon as the Aylmer line had been equipped. It was the intention to have an hourly service between Hull and Aylmer. Both open and closed cars would be used. They would have a 30 ton electric locomotive similar to that used on the Baltimore and Ohio Company to handle freight. They would build spur lines into Wright's cement works and into Eddy's and Gilmour and Hughson's mills and would carry to the C.P.R. the material now drawn to the cars by teams.

"The poles needed," continued Mr. Seybold, have been secured and the work of erecting them will begin shortly. The electrical work will be carried on under the supervision of Mr. J.E. Brown, formerly of the Standard Electric Company.

Will Give Their Very Best

Asked if the company could handle the business of the Pontiac and Pacific Junction Railway Pacific Company, Mr. Seybold said, "We have assumed the contract of the C.P.R. with the Pontiac and Pacific Junction Railway Pacific Railway and will do all in our power to give the Pontiac and Pacific Company the very best service possible.

ELECTRIC CAR VS STONE

Car No. 59 on the Somerset street line of the Electric Street Railway collided with a load of stone at the corner of Division and Somerset streets last evening. The car received much of the worst injuries. All the front of the car was smashed up and the trucks broken. It had to be trailed to the sheds.

Also reported in the Ottawa Free Press same date.

Evidence is not wanting to lead to the conclusion that the results of the storm of Thursday last on the Brockville and Westport Railway are by far the worst which that road has yet encountered since it was built. The whole line is said to be one long tunnel, open only at such points as the various shovelling gangs, working since Saturday, have been able to pass over. The train sent from this end has reached Washburns between Athens and Delta, but the one sent to Westport did not reach Newboro, six miles, until last night and when last heard from was slowly working its [sic] this way. There is little chance of a train being in today.

With the exception of the locomotives, the rolling stock for the Hull Electric Railway company will be built by the Canadian General Electric company of Peterboro. Mr. Saybold, secretary-treasurer and Mr. J. Brown of the Hull company returned home this morning from Peterboro where they gave an order for the equipment of the road with the best and most palatial cars the company can turn out. For a start, four open and four closed cars were ordered. Diagrams of these cars were shown the Free Press this morning and if the finished article is anyway near as complete as the plans would indicate it will be a model of comfort and excellence. The cars will be furnished with all the latest improvements and every precaution will be taken to arrange for the comfort and safety of passengers.

The cars are forty feet in length and the trucks are as high as the average steam railway car. The body of the cars will be of mahogany and the ceiling will be white and birds eye maple stained and finished in the natural colours. The seats are arranged in the closed cars so as to avoid the rocking and unpleasantness so often experienced with an ordinary street car.

The cars will be arranged with a neat smoking compartment on either end, so that passengers making the through trip will not be deprived of the most selfish comfort. The ornamental embellishments of the cars will be superb, the company going on the well-trying rule, that the brightest and best is the surest way to attract patronage.

The handling of freight will be by the ordinary steam railway freight car. The company is under agreement with the Canadian Pacific and Pontiac and Pacific lines to haul all freight and this will be done as far as possible in the night time. The increased traffic as a result of the passing into the hands of this company will be enormous as patronage is assured from companies not formerly using the road.

It is said, not by a member of the company, that the long unused power of the Deschenes rapids is to be immediately utilized and that several large mills are a possibility within the next two years. The developments along that line would ensure the company a prosperous business aside from ordinary traffic. The hint as to new mills being erected is said to be much more than a rumor and next fall will likely see extensive building operations in progress.

The electric locomotives will, however, be the curiosity of curiosities, to the average Canadian. This is the first introduction into Canada, and the advent will be of marked interest to the devotees of electrical science. There is no family resemblance between the steam and electrical locomotive and a description of it so as to be understood is impossible, the ordinary not being used to the technical terms. The engines ordered by the Hull company are larger and will be of greater horsepower than the average in use in the states.

The timetable has not yet been arranged but it is a surety that the greatest possible speed will be made consistent with public safety. Switches will be built at different points for the cars to pass and a telephonic service will be instituted. A phone will be placed at each crossing and no car will pass without orders from the dispatcher, the system being similar to the ordinary steam railway service. The block system will also be introduced and one train car cannot follow the other until the first one has passed the telephone station ahead. This will prove ample security against all rear end collisions.

The work of changing the road to electrical requirements has already commenced, men being busy with the preliminary work on the power station at Deschene. It is understood that the company is under agreement to have the road in operation by the first of July but unless unforeseen difficulties arise the cars will be running by the middle of June.

When this scheme was first mooted critics were not lacking who laughed at the venture and predicted financial failure. Even before the company has fairly started work, success is assured and the returns will be, it is safe to say, be of the most satisfactory character. The company propose to develop the system from year to year and it is no idle dream to predict an electric belt binding Ottawa to all suburban villages on a scale not surpassed on the American continent.

Mayor Thos. Ritchie of Aylmer has given a free right of way across his farm adjoining the town of Aylmer. The intention of the company is to branch off the present CPR track at the town line, pass northward along said line across Mr. Ritchie's farm and thence in a westerly direction across Main Street, Aylmer to the present Aylmer station. The other portion of the CPR track will be used exclusively for freight traffic.

The electric road, by thus traversing the whole length of the town will give the greatest convenience to the travelling public. It will also place the advantages of the road within reach of a large portion of the inhabitants of South Hull living on the outskirts of Aylmer.

The company have closed a contract for the supply of fifty four miles of copper wire to be used in the construction of the line. Seventy tons of wire will be used for this purpose.

There will be forty-five miles of feeder also nine miles of trolley wire. The Eugene F. Phillips Electrical Works of Montreal are the contractors.

The overhead line material will be the same as the West End Line of Boston, Mass. The side pole construction system, that is, the single pole with an extending iron bracket on which the trolley wire hangs will be adopted. The poles will be a distance of ninety feet apart.

The Chaudiere Machine and Foundry Co. have been awarded the contract for the supply of bracket arms for the suspension of the trolley wire.

The Rolling Stock

The rolling stock of the line will be of an A 1 grade. Yesterday, Mr. E. Seybold, secretary, and Mr. Brown, electrician of the company, visited the Peterboro Electrical Works and decided upon the style of cars to be used on the line. Four vestibule and four open cars will be put into service. Each car will be forty feet two inches in length and the same pattern as used on the elevated railways in New York city. The closed cars will be finished in mahogany outside and with birdseye maple and mahogany inside. There will be a vestibule at the rear end of each car for smoking and the cars will be divided in centre into 1st and 2nd class apartments. The cars will have two sets of trucks at each end. They will seat forty-eight passengers and will be driven by two 50 horse-power motors under each car.

The open cars will be of the most modern construction. They will have a seating capacity of 65 passengers.

A glass bulk head at the end of each car will prevent the wind rushing through from the ends to the discomfort of the passengers. The cars will be high from the ground thus enabling passengers to get a good view of the country.

Each car will have private trucks and thus there will be no jarring while going around curves.

As to Freight

The electric locomotive to be used for hauling freight over the line is the same as those in use on the Baltimore and Ohio Railway. It will be of 300 horse-power and capable of hauling a train of twelve loaded cars.

Also in Shawville Equity, April 2.

The storm of Thursday night and Friday was the means of completely deadlocking the P. & P. J. R. on the last named day. The train coming east in the morning got as far as "Clarke's Cut" about seven miles west of here and there met with such terrible drifts that further progress was out of the question. The snow plough came up from Aylmer during the afternoon and succeeded in releasing the drift bound train, which returned to Campbell's Bay, and subsequently to Black River, to be ready for the morning's service. No mail matter was received in the greater portion of the county in Friday night in consequence of the blockade.

A Tramp Killed.

On Friday night about ten o'clock an eastbound Freight stopped at Maberly for orders. After starting a grown was heard proceeding apparently from under the cars. The train was stopped and a man was fished out from under the wheels. He was rolled up into a ball, and when he was straightened out it was seen that both legs were off below the knee, his right arm gone, his left hand cut off at the wrist, his skull being fractured so as to show the brain, besides cuts and abrasions innumerable. At Perth he said his name was J. Joseph McGuire, of Broad street, New York, but at Smith's Falls he said his name was Thos. Nolan and that he belonged to Ottawa. He appears to be a well-nourished man about thirty years of age, very well dressed, wore a moustache, and was bald for an inch or two beyond the forehead, the balance of his head being covered with a heavy covering of dark thick hair. He said he had fallen asleep, and was thrown from his position by the jerking of the train.

27/03/1896 *Eastern Ontario Review* *Renfrew*

The Ottawa, Arnprior and Parry Sound R.R. will carry free all patients from this district going to or from the consumption sanitorium in Muskoka.

27/03/1896 *Eastern Ontario Review* *Montreal and Ottawa*

The Ottawa Free Press says: When the act to extend the time for the construction of the Montreal and Ottawa railway came up for a third reading, Senator Clemow opposed the petition and wished to see the time limit for the building of the road shortened. He thought that the time was altogether too long for building about sixty miles of road. He offered an amendment embodying these suggestions, but did not press the same, as it had already been overruled in committee. What he aimed at was to make public the views which he held on the subject and to define clearly his position. If the provisions of the bill ?? attended to by the next session he would then take steps to see that the people who were so much interested in the line, were no longer balked in their plans by failure to carry out the agreement. If the present company was not by that time hard at work it would be fair that their charter should be taken from them and given over to some other men, who would be prepared to go on at once. Senator Clemow's amendment was defeated on a division, and the bill was read a third time,

27/03/1896 *Almonte Gazette* *Chalk River* *Hale Bridge*

The Pembroke Standard says: On Sunday while west of Hale's Bridge, the driving rod of an engine hauling a freight train broke and dashed through the cab, knocking a hole in the boiler and throwing the fireman off into the snow. Mr. Stagg, the engineer, seeing that it was dangerous to shut off the steam, climbed off on the cars behind and let the steam exhaust itself, which it did after the engine ploughed along the side of the rails for about a mile, and came to a standstill opposite the gate of the Bell farm.

Note. Hale Bridge is west of Pembroke

27/03/1896 *Brockville Recorder* *Brockville and New York Bridge*

At a meeting of the shareholders of the Brockville and New York Bridge Company held in the company's offices, Weatherhead Block, on Monday, the agreement for the amalgamation with the St. Lawrence Railway Company of New York was ratified, the amalgamated company to be known as the Brockville and St. Lawrence Railway Company. The capital stock of the two companies is \$2,000,000, of which \$21,400 has been subscribed and \$21,400 paid up. The capital stock of the new company, formed by the amalgamation, is to be \$2,500,000, divided into \$25,000 shares of \$100 each. The first board of directors of the new company are: Charles McDonald, Joseph S. Decker, Wayne Griswold and Clarke R. Griggs of New York city and Charles J. Pusey, Wilmot H. Cole, Daniel W. Downey, George B. Weatherhead and Lucien B. Howland of Brockville. Mr. Charles J. Pusey is president; Mr. Clarke R. Griggs, vice-president; R.S. Colburn, of New York, secretary and, Lucien B. Howland, treasurer.

30/03/1896 *Kemptville Advance* *Prescott* *Kemptville*

Railway Smash-up.

The lower station at this place was the scene of a railway smash-up yesterday afternoon. A freight train was coming in from the south at a pretty fast rate, just a few minutes before the time the regular train from Ottawa was expected. There was an unusually large crowd on the platform at the time. John Sanders the baggagemaster was busy checking trunks, and not knowing that a freight train was to come in, naturally supposed it was the regular passenger train and as is his duty, proceeded to the switch and opened it that she might lie on the siding, so that Freeman's train from Prescott could cross. It was a wild moment. The train was almost at the switch by the time it was opened. The engineer whistled for the switch to be closed but the train evidently had reached it before Mr. Sanders was able to take in the situation of affairs. A car of lime for Aby Acton was on the siding, near the switch. Engineer Frank Daniels and the fireman, Wm. Seager, jumped and escaped injury. Brakeman John Young and Wm. Horan also escaped. When the locomotive struck the lime car the truck was broken off and the end of the car left resting on the front of the locomotive and in that position was carried about eight rods. The trucks were also broken off the tender, slight damage was done to one cylinder, headlight and the first freight car, which was loaded with live stock. None of the animals were hurt. Several rails were also broken and the track considerably torn up.

31/03/1896 *Ottawa Journal* *Hull Electric*

HULL ELECTRIC CONTRACT SIGNED

Fred Petry, of Aylmer, signed a contract yesterday with the Hull Electric Company for excavating the post holes between Hull and Aylmer, 500 in all. Mr. Petry will commence the work tomorrow morning.

## SUNDAY CARS NOT WANTED

## AYLMER PEOPLE GET UP A PETITION AGAINST THEM

It will be Presented to the Municipal Council at the Meeting Next Tuesday - Reasons for the Objection - A Legal Opinion as to the Company's Rights

The question of Sunday car is now agitating Aylmer.

A petition is being circulated in the village for presentation to the municipal council at its monthly meeting next Tuesday night, asking that the Hull Electric Company be prevented from running their cars into the village on Sundays.

The petition is being extensively signed, but there are a number of the ratepayers who are strongly in favor of cars on Sundays.

Those signing the petition claim that if the cars are run Sunday the raffraff of Ottawa and Hull will be dumped into Aylmer, and the village will lose both its Sabbath rest and its quietude.

Those in favor of the cars reply to the argument by saying that the same thing will occur on holidays, so that cars would have to be stopped on those days too, to which non car people answer that on holidays there will be so many attractions in Hull and Ottawa that the tough element will not want to go to Aylmer, and so the argument goes.

Mr. J. M. Macdougall, Q.C. who is a member of the company, expresses the opinion that as the company holds a provincial charter, and as the power of the municipal council is limited to the granting of a franchise to run into the town, it is difficult to see what action the council can take in the matter other than ruling the petition out of order.

Friends of the anti-car movement however! hold that as the Hull Company have leased the charter of the C.P.R. and as the C.P.R. has no power to operate by electricity, the company may not have the power they think they have. The question is likely to raise a hard fight in the village

01/04/1896 *Ottawa Citizen* *Hull Electric*

The excavation for the Hull Electric Company's power house at Deschenes was finished yesterday, and work will be commenced today on the construction of the foundation and walls. The putting up of the posts for the electric car wires will also be started today. Mr. Petrie of Hull has been given the contract for digging the holes.

02/04/1896 *Lachute Watchman* *Lachute* *Montfort Colonization*

The engineers on the Montfort Colonization Railway, who have been for some time preparing the final plans and profiles of the road have completed their work and sent in their report. It is hoped that the road will be continued during the coming summer.

03/04/1896 *Eastern Ontario Review* *Hull Electric*

The Aylmer branch of the Canadian Pacific Railway becomes the property of the Hull Electric Co. and will be operated as an electric road.

03/04/1896 *Almonte Gazette* *Chalk River* *Almonte*

## A New Station Wanted.

If another deputation could use their persuasive powers on the C.P.R. executive and induce them to replace the building that does duty as a station here with one in keeping with the importance of our town and the large business done by the company in Almonte, the business and traveling public would rise up and call them blessed. No town that we know of has a meaner station than the one right here; and no town that we know of deserves a better one. Come, now, gentleman, give us a decent building and accommodation commensurate with the big business you do here.

03/04/1896 *Almonte Gazette* *Chalk River* *Carleton Place*

While shunting in the C.P.R. yard here last Thursday evening Mr. Edward Doyle fell from the top of a box car and fractured two small bones in one of his feet. He will probably be incapacitated for some weeks - Herald

03/04/1896 *Renfrew Mercury* *Locksley* *Pembroke*

From the Pembroke Observer.

A correspondent points out that it is really to get increased communication with the East and not simply to get communication with the West, that the people of Pembroke are seeking connection at Golden Lake with the Parry Sound Railway.

06/04/1896 *Ottawa Free Press* *Hull Electric*

The ice across Britannia Bay is still solid and teams are crossing every day. The Hull Electric railway company have a large number of teams engaged rushing over material for the construction of the road.

06/04/1896 *Ottawa Journal* *Pontiac Pacific Junction* *Aylmer*

## INJURED WHILE COUPLING CARS

Jno. Coughlin, a brakeman on the P. & P.J. Ry., while coupling cars at Aylmer on Friday got jammed between two cars. He received rather serious internal injuries, but is gradually improving to-day

06/04/1896 *Ottawa Journal* *Ottawa Electric*

Car No. 20 of the Chaudiere line ran off the track in New Edinburgh for a short time this morning.

09/04/1896 *Ottawa Free Press* *Ottawa Electric*

The Ottawa Electric Railway Co. intends extending its tracks still further towards Hull, it is said with the object of making connection with the new line in Hull. The tracks will run on the eastern side of the road and will be built on trestle work specially provided owing to the narrow roadway now existing.

10/04/1896 *Kingston Whig Standard* *Kingston, Gananoque and Perth El*

The by-laws to bonus the Lanark Perth electric railway for \$5,000 has passed first reading in the Perth town council.

13/04/1896 *Ottawa Citizen* *Carleton Place* *Bells Corners*

Passengers on the C.P.R. train from the west on Saturday morning reported that while running across a field to catch the train at Bells Corners two young men got into a ditch and one sank to his chin in the slush. His companion assisted him out. They missed the train.

14/04/1896 *Ottawa Citizen* *Ottawa Electric*

The Electric Railway Company replaced several of their closed cars with open ones yesterday.

After the first of June the militia stores building at Sappers Bridge will be the temporary depot of the O.A. & P.S. and C.A. Railways. This information was given today for publication by a prominent official of the lines. From that date the trestle structure over the canal basin will have been completed and made passable for trains. The militia stores building, which will be vacated during May, will be divided into waiting rooms, ticket office and restaurant. A baggage room will be located at the southern end. Trains will enter between the building and the canal. Three tracks will likely be run in and these tracks will extend past the temporary depot to beneath Sappers Bridge. A canopy will be built out from the building to extend over the trains, thus providing shelter from the weather. It is understood that the militia stored building may be the depot for some time. Although it is evidently Mr. Booth's intention to go on with the new Central Depot this summer, it is doubtful if it will be completed before next year.

There is a feeling in Perth that it would be better to drop the electric road scheme until they see what action Mr. Pusey may take in the interests of the Bancroft and Irontdale railway.

A new kind of tickets have been introduced on the electric cars. They are smaller and do not give quite as much trouble in severing them as the old tickets did.

Messrs. J.W. McRae and Y.W. Soper appeared at the Board of Works meeting last night in reference to the application by the Electric Street Railway Company for permission to lay a single track on Little Sussex Street to connect with the proposed Central Depot in the militia stores building after June.

It was needed, these gentlemen pointed out, for carrying the mail service promptly. The plan proposed was to run a single track to the canal basin with a curve around Besserer street to touch a point near the depot.

More.

The Hull Electric railway company have let the contract for erecting the car barn to Messrs. Richard & Black of Hull. The barn will be built of stone, with a metal roof, to be put on by the Oshawa Metal Roofing company. The structure will be erected near the Deschenes and will be sufficient to accommodate twelve forty foot cars.

This morning the board of works with City Engineer Surtees, Mr. Soper and Superintendent Hutcheson, of the Electric railway paid a visit to Little Sussex street, to see what arrangements can be made for running the track thereon to connect with the militia stores building which is to be used as the Central station about June 1st.

--The company will only use the track for the mail car and special cars needed for excursionists coming in by the line. --

Suing the C.P.R. Co. for \$5,000

On Dec 27th, Robert French of Calabogie got into a word quarrel with a Yankee on board the C.P.R. going east. Some passengers complained of their loud wrangling, and the conductor ordered Mr. French to leave the car. He refused, and the trainmen ejected him, but in doing so, his leg was broken. He was dropped off the train at Almonte. He now sues the company for \$5,000 damages. The defence will be that Mr. French's leg was broken after he had been put off the train at Almonte.

See Almony Gazette 29 January 1897 and 9 April 1897

The trestle work in the east wing of the canal basin is almost completed and the thing that now remains to be done is to fill it in with earth and bowlder, in order to prevent its rising when the water is let in, about the first of May.

Mr. Booth stated yesterday that no arrangements had been made for the occupation of the militia stores as a station. There was no pressing necessity for such a move, as the temporary depot erected serves all necessary purposes. The tracks will be laid across the new trestle work just as soon as the latter is completed, but it may be some time before they are used.

Mr. Booth said further that the commencement of work upon the structure, which it is proposed to erect near Sappers bridge would depend upon the government's decision in reference to the disposal of the present militia stores building. He had not been appraised as to when the authorities intended to accept a cash sum for the property, or request him to build another upon some site selected. However, if he felt so inclined, he might begin work on the land between the bridge and the stores. How soon this would be he was not in a position to say.

A deaf and dumb man named Hoover, of Pembroke, had his foot taken off at the ankle by an O.,A. & P.S. Railway train on Saturday last. He was walking along the track above Whitney station when the train came up behind him; the engineer blew the whistle and expected to see the man step off the track, but he did not do so. Luckily he fell away from the engine and escaped being killed. The railway company sent a special train to Ottawa with him, where he was placed in the hospital. From later accounts we learn that his leg has been amputated half way between ankle and knee.- Eganville Enterprise.

UPPER O., A. & P.S. NOTES

From our own correspondent.

It is expected that the grading will be finished across Cache Lake ready for the steel by the end of May.

Winter is dying hard. There is still very good sleighing in the woods. A few of the shanties are still working.

Trains run from Whitney to the end of track Tuesdays and Fridays after the arrival of the mixed from Barry's Bay.

Inspector Connolly was up lately. Mrs. Lagree was fined \$100 and George Laycock, of Egan estate, \$50. Others are said to be on the list.

Chambers and Richardson, of Whitney, have the contract for the last section let by Mr. Fauquier, about 6 miles. Some 500 men are at work on the first 20 miles, and more are expected as soon as snow goes. The men are not so plentiful this year as last.

The contractors up on the construction have all their supplies in, and ready for the breaking up of the sleighing. The Gilmore Lumber Co. have also been rushing in machinery and supplies for the new mill on Canoe Lake. The foundation of the mill is being laid, and it is expected that one band saw will be running by August. The main building is 180 ft. by 65 ft. - not as large as the Whitney mill. It is estimated that it will cut 50,000,000 feet in the season. Two hundred acres of land has been leased from the local government at Park headquarters for the mill and yards, exactly ten miles from the end of track by the right of way, and 30 miles west of Whitney. About 150 men are employed at present, and a portable saw-mill is cutting lumber for the building. Clearing the right of way and driving on the first 20 miles about finished.

The Board of Works meets tonight to deal with the application of the Electric Railway Company for a track on Little Sussex Street.

The Electric Railway Company are preparing to string wires for the extension from Hintonburg to the Experimental Farm. The work is to be completed by May 1st.

*18/04/1896 Ottawa Citizen Ottawa Electric*

The Board of Works met last night and decided to recommend the Council to grant permission to the Electric Railway Company to lay a track on Little Sussex street to more closely connect with the C.A.R. station -- more.

*21/04/1896 Ottawa Citizen Ottawa Electric*

That from the Board (of Works) recommending that the Electric Railway company be granted permission to lay a single track connection from the Sussex street line across Rideau street and along Little Sussex and Besserer streets to the Central station provided they pay all expenses incurred ---

*23/04/1896 Ottawa Journal Cornwall Street*

Cornwall - 15th. Work has been commenced on the construction of Cornwall's electric street railway and it is expected that part of the line will be opened for traffic in June. -- The work was commenced at the GTR station yesterday and a roadbed is being laid sufficiently solid to carry loaded freight cars from the depot to the various mills and factories. The cars for the road are being built by the Rathbuns at Deseronto and the electric machinery is being made at Peterboro. -- A powerful 120 horse-power electric locomotive will be used to haul freight which will be one of the principal sources of revenue.--

An important part of the scheme is the park on Gillespie's point east of town which is to be fitted up as a pleasure resort.--

It is to be hoped that ere long they will build a line to connect with the CPR at Monkland station. This would shorten the trip to Ottawa considerably. Several spurs of this kind would bring a great deal of trade into the town and profit to the company.

*24/04/1896 Ottawa Journal Ottawa Electric*

Cars are expected to be running shortly between the Experimental Farm, via Hintonburg, and Rockcliffe. In preparation for the increased traffic consequent upon the opening of the new line the Electric Railway Company have had six new electric cars built some of which are already in the car sheds. The trolley poles on the line from Hintonburg to the Farm are now being put up and are already past Parry Sound tracks.

The chief cause in the delay lies in the fact that the bridge under the C.A.R. tracks, through which the electric cars will have to pass is not quite high enough and will have to be raised. Men are at work this morning drawing gravel preparatory to doing this.

The merry-go-round at Rockcliffe is expected to start Saturday evening. And if the weather is fine the band will be in attendance at night.

Men are at work on the second track of the electric streetcar line in Hintonburg. It is expected the double line of cars will shortly be running as far as the old toll gate.

*24/04/1896 Almonte Gazette Lanark County Electric*

A New Electric Railway Scheme.

We hear a great deal nowadays about electricity being in its infancy, about the rapid development that is sure to take place henceforward in the means of utilizing the mysterious electric forces, etc.; and many predictions are being made that in the near future the whole country will be a network of electric railway lines. An optimistic correspondent of the Canadian Engineer sent that paper the outline of a project that will connect the whole countryside.

We quote:

"The building of the Lanark-Perth electric road, for which Lanark some time ago voted a bonus, is causing much discussion in the county of Lanark. Other towns are anxious for connection with Lanark as well, and a road from Carleton Place to Lanark is spoken of. Almonte wants connection with the O., A. & P.S. Railway, and bonuses have been voted by the different municipalities through which the line would pass. The easiest solution of the problem, a correspondent thinks, would be an electric road running up the valley of the Mississippi River from Fitzroy Harbor, on the Ottawa river, where one of the largest and most cheaply available water-powers in Canada is lying idle, through the villages and towns of Galetta, Pakenham, Blakeney, Almonet, Appleton, Carleton Place and Innisville, thence to Lanark. All the towns mentioned possess undeveloped water-power, and all now manufacturer extensively; indeed, millions of dollars worth of woolen goods and cheese are shipped from these points every year. This line would give the towns named outlets by the C.P.R., O.,A. & P.S. Railway and the Ottawa river. A branch from Carleton Place to Smith's Falls, through Franktown, would do a good local traffic, and would connect the system with the Rideau canal. Our correspondent points out the advantages of lower freight rates to the towns on the C.P.R., as he says that road has been known to charge nearly as much for hauling goods sixty miles from the point where competition stopped as had had been required to bring the goods to that point from Great Britain.

*24/04/1896 Almonte Gazette Chalk River Arnprior*

It is said that Arnprior will shortly have a new C.P.R. depot, built of stone. When will Almonte's turn come?

*28/04/1896 Ottawa Journal Maniwaki*

The Ottawa and Gatineau Railway will be the next line to run Sunday trains in and out of Ottawa.

The summer time card, which provides for the running of Sunday trains as well as two trains every other day of the week comes into effect on Monday May 18th. Consequently the first Sunday run will be on May 24th.

There will be but one train on Sunday. It will leave Ottawa at 9.30 a.m. and run to the end of the line, returning to the city at 9.30 in the evening. More

*28/04/1896 Ottawa Journal Canada Atlantic Central Depot*

The steam shovel is on the last cut down the canal bank. It is at a point opposite Lisgar street.

*28/04/1896 Ottawa Journal Renfrew*

The O.A. & P.S. Ry. is now accepting freight to a distance of twenty miles above Whitney.

There will be an excursion to Renfrew on May 25 from Ottawa in connection with a fireman's demonstration in that town.

*28/04/1896 Ottawa Journal Ottawa Electric*

It is expected the Hintonburg line of the Electric Street Railway to the Experimental Farm will be opened on Friday or Saturday of this week.

*29/04/1896 Ottawa Journal Canada Atlantic Central Depot*

The men working on the construction in the canal basin are now kept at work at night.

*29/04/1896 Ottawa Free Press Ottawa Electric Experimental Farm*

Superintendent Hutcheson ran a special car over the line as far as the Experimental farm yesterday in order to test the grades, etc. Everything was found in first class condition and the route will be opened tomorrow.

An accident occurred at Kemptville about 2 o'clock. When Conductor Powell of the special freight train was approaching the station, Engineer Daniels noticed the target turned against him and whistled for brakes, as he was being thrown on to the side track which was partially filled with empties. Having reversed his engine, applied the brakes, he was going to run into the cars on the siding and prepared to take the worst. Baggage man Sanders, who was busily engaged with baggage, not knowing the exact time, heard the train approaching and thinking it was No. 16 Conductor O'Leary's train from Prescott, ran up to the switch and threw it, as was his custom almost daily - a freight special so near passenger train time being a rarity. He immediately saw his mistake but was so upset as to be able to throw back the switch in time so as to avoid the accident which resulted. The truck of a freight car loaded with lime was thrown out by the engine, just far enough on to the main track to catch the truck of the tender, and a car loaded with calves was torn from the track. The engine uplifted ties and rails as it proceeded. No person was hurt and the passenger trains arriving from north and south exchanged passengers, mails and baggage and returned, losing only about one hour's time.

30/04/1896 *Ottawa Free Press* *Ottawa Electric* *Experimental Farm*

This afternoon the directors of the electric railway and a number of prominent gentlemen took a special car and enjoyed a run over the new line to the Experimental Farm, the party leaving the Russell House shortly after half past two o'clock.

01/05/1896 *Ottawa Citizen* *Ottawa Electric* *Experimental Farm*

The electric cars are now running to the West End Park and the Experimental Farm. The formal opening of the extension to those points took place yesterday afternoon when the directors of the company took the members of the City Council and other friends over the new line in a special car. The excursion party, which also included civic officials and members of the press, left the Russell House corner at 2.30. It arrived at the Park fifteen minutes later. There, the members of the party, who had previously been supplied with cigars, were presented with button hole bouquets of wild flowers gathered in the Park.

It was agreed that the ride was a beautiful one and that the park would be popular. From the Richmond Road to the Farm the line runs through the property of the Ottawa Land Company and the Park and under the tracks of the Parry Sound Railway. There is a double track, the poles for supporting the wires being in the centre and having double cross arms. The poles will be crowned each with an electric light and the avenue, which will be known as Holland avenue, will be most picturesque. Five minutes walk from the end of the line is the site mentioned for the proposed new rifle range.

After having viewed the Park, which men are now fixing up, the party boarded the car and made a lightning trip to Rockcliffe. The distance - seven miles - was covered in exactly thirty minutes.

"No place like Rockcliffe," was the unanimous opinion. Before the excursionists left they were given a ride on the merry-go-round, in which aldermen and all participated with great gusto. A few minutes after four the party was again in the city after a most enjoyable outing. All tendered their hearty thanks to Messrs. McRae, Brophy, Soper, Scott, Workmen and other directors of the road for their hospitality and courtesy.

01/05/1896 *Ottawa Journal* *Ottawa Electric*

The new electric line to the Experimental Farm was formally opened yesterday. Somerset Street cars now run from the Farm to Sussex Street, and when the weather gets warmer and traffic towards Rockcliffe increases, additional cars will be placed on the Somerset street line and they will run through to Rockcliffe.

At 2.30 o'clock yesterday afternoon a party of aldermen, city hall officials and a few others boarded a special car at the corner of Sparks and Elgin streets and ran out over the line. It runs west through Hintonburg and along Cedar Street to the new West End Park and land of the Ottawa Land Association, where it turns southward and a run of about three quarters of a mile over Holland avenue, running through the park lands, terminates the line at the Farm grounds, about a quarter of a mile distant from the Farm offices.

The run is a fine one and is bound to become popular. The line passes through some fine residential country, and in time the avenue through the park is bound to become a beautiful spot. On the avenue the trolley wires are strung from a single line of poles between the tracks, with an arm extending on each side.

The cars stopped going through the park, and the passengers were each presented with a souvenir bouquet of wild flowers. A straight run of seven miles was then made to Rockcliffe Park, the car covering the distance in thirty minutes including the stops.

A short stay was made at the park while the crowd was whirled on the merry-go-round.

Messrs. W.Y. Soper, J.W. McRae and J.E. Hutcheson, were personally in charge of the trip and made it very pleasant for their guests.

Also full account in the Ottawa Free Press same date.

01/05/1896 *Ottawa Journal* *Renfrew*

OA & PS IS GETTING ON. The construction of the OA & PS Ry.. goes rapidly on. The work of pile driving and clearing right of way is about finished. The track will be ready for the steel across Cache Lake by the middle of next month. The contractors have all their supplies in for the first twenty miles of this season's construction.

01/05/1896 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

We understand that the C.P.R. and K. & P.R. officials were to meet this week to see if arrangements could not be made to transact K. & P.R. business in the new C.P.R. station, and do away with the present K. & P.R. edifice.

03/05/1896 *Almonte Gazette* *Chalk River* *Pakenham*

**PAKENHAM NEWS**

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

UNDER A MOVING CAR.

LITTLE AUGUST GUNTER'S MARVELOUS ESCAPE.

He Fell Under the Tracks and Was Struck by the Brake Beam, But the Car Passed Over Without Hurting a Hair of his Head.

If little Auguste Gunter lives to be a man he will be put down as a worthy rival to Baron Munchausen whenever he relates his experience of last Saturday night. Because not one person in a hundred would likely credit the story that a railroad car ran over him without at much as injuring a hair of his curly head. Yet that such was actually the case is vouched for by scores of witnesses.

It is not often nowadays there is much business done at the Lower Toward yard and when a train runs that way it attracts a crowd. Saturday night between eight and nine o'clock an engine was engaged in shunting cars here and a very large number of spectators were around. When the train was east of Dalhousie street the Gunter boy, who approached from Redpath street, ran directly across the tracks. Mr. V.J. Fairbairn who was guarding the crossing shouted to the lad to get off the road. The boy did so, when another fellow mischievously aimed a blow at him whereat he turned and ran directly in front of a single car which was being shunted in the siding. An involuntary yell of horror escaped from the lips of those around. The boy seemed doomed to death. The end of the moving car struck him fair in the head and he was thrown across the track. All then expected to see the car wheels crush him. But the unexpected happened. The low-hanging brake beam caught his body and turned him lengthways with the track. "Lie still," yelled Constable Humphreys, the coolest man in the crowd, for he was within a few feet of the car and saw was a chance albeit a slim one for the boy to escape. The warning was timely. The youngster had just kicked his foot out over the track, but instantly withdrew it from before the wheels of the second truck, which passed above his prostrate body, leaving him scathless, as it was found when he was picked up by the constable with a slight bruise as the only memento of his thrilling experience.

For a moment or two young Gunter was quite dazed. But someone handed him his cap, which was the first thing he yelled for, he made a bee line for home, crying lustily as he ran. The crowd relieved its pent-up feelings by cheering after him.

05/05/1896 *Montreal Gazette**Westport**Soperton*

A Young Man's Suicide.

Brockville, May 4. - Last night at Soperton, a station on the Brockville & Westport Railway, Alfred Thomas, a young man about 21 years, son of Henry Thomas, a well known farmer, shot and killed himself. It is claimed that Thomas had of late been paying attention to Miss Julia White, and this fact led to his being considerably bantered by friends. Miss White last night refused to allow Thomas to accompany her home from the Methodist Church, upon which he drew a pistol from his pocket, and placing it to his head, pulled the trigger. The charge passed through his brain, causing death in about two hours.

05/05/1896 *Ottawa Free Press**Ottawa Terminal*

Montreal. There is some talk of the Canadian Pacific Railway discontinuing the running of its pay cars. An experiment will be tried this month by which the wages due on the 15th of May will be remitted by cheque to the employees east of Ottawa. The district west of that city will be served by the pay car as usual. If this remitting of the wages by cheque is successful, the pay car will be done away with altogether.

05/05/1896 *Ottawa Journal**Ottawa Electric*

Now that the mail cars call at Hintonburg post office the Richmond stage has ceased collecting the mail there.

06/05/1896 *Ottawa Free Press**Kingston (CP)*

Henceforth the C.P.R. will take charge of the Kingston and Pembroke local line and their officials will transact all the business connected with it. The trains have already commenced to run from the C.P.R. station at Renfrew, the old K. and P. separate station having been sold to Stewart Bros. who will use it for the storage of grain.

06/05/1896 *Lanark Era**Belleville**Perth*

PERTH

An apparatus comprising a sort of fixed derrick, has been built at the side of the Facer Car Wheel company's factory at the railway track, for the purpose of loading and unloading material and product. The machinery, engine and boiler will soon be along.

06/05/1896 *Ottawa Journal**Hull Electric*

Speaking of the work of preparing for the electric service at the Deschenes, Mr. Conroy this morning stated that barring accidents, all would be ready for both lighting and traffic service by 15th June. As regards the electric railway, all the steel is now laid and all the poles are up, the boring of the rails for the connections now being the most tedious work to be done.

06/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The ties of the C.A.R. tracks over the canal basin have been laid to within 200 feet of the militia stores building.

07/05/1896 *Ottawa Journal**Carleton Place*

The summer suburban service to Britannia and Aylmer goes into effect on Sunday next.

07/05/1896 *Kemptville Advance**Prescott**Kemptville*

Conductor Powell has been suspended since the railway smash-up last week but will probably be on again shortly.

08/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The C.A.R. tracks over the canal basin have now been laid as far as the Militia Stores building. This morning several car loads of lumber for the wharf were taken that far.

12/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel working on the canal bank has now reached a point about 100 yards from the Maria street bridge.

13/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The men working on the steam shovel which is cutting away the canal bank beside the C.A.R. tracks had considerable trouble with it last evening. While trying to remove it to the Deep Cut it ran off the tracks and it was several hours before a large gang of workmen were able to get it on again.

15/05/1896 *Ottawa Citizen**Maniwaki*

Mr. W. Dale Harris, who recently resigned the position of managing director of the Ottawa and Gatineau Valley Railway, has received a letter from the president of the Company expressing his regret that Mr. Harris had determined to retire from the company's service.



The Perth and Lanark Electric Railway

The Bonus By-Law Carried by 139 Majority

On Tuesday morning the fate of the by-law to grant the \$5000 asked from the town to the electric railway enterprise between here and Lanark, was a matter of pure conjecture. A good deal of writing, pro and con, had been done in the press, but no canvass of the people had been made by either the friends or the opponents of the by-law, so that no one could give a forecast of the result. All was uncertainty, and to a great extent there seemed to be an indifference as to the issue. Certainly there was no excitement, and but little enthusiasm except among very few.

On Tuesday morning, however, the leading supporters of the by-law went quietly but energetically to work, and proceeded to get the vote out.

Without having much of an idea how the voters here and there and all over town felt about the matter, it was taken for granted that people generally favored the bonus and this supposition was correct. Though somewhat indifferent, the vote was got out and by five o'clock a pretty representative vote was known to have been polled. The opposition to the bonus let the matter drift along pretty much all through, and did very little work to defeat it.

The returns, as they came in after the count-up when the poll closed, were encouraging to the sympathizers with the by-law from the start, as good majorities showed themselves from one polling division after another. The East Ward gave two big majorities; so did the West, but the Centre was weaker. The vote all over stood as follows: -

East Ward - Court House 51 for 19 against

Engine House 47 for 10 against

Centre Ward - Fire Hall 15 for 7 against

Town Hall 20 for 14 against

West Ward - Music Hall 49 for 14 against

Allan's Store 51 for 23 against

Total 224 for 87 against

Majority for, 137

The bylaw being carried, it remains for the company to go to work and do their part. We do not know that things are in a very forward way with them; and there is not a very great deal of time to get things into shape for an undertaking of so much relative magnitude; but the money from Lanark and Perth will be there for them when the conditions are fulfilled, and if they do not proceed neither place can lose anything beyond the prospective benefits. However, we must hope the work will go on and the road be running by the 1st of September.

16/05/1896 *Ottawa Free Press* *Hull Electric*

The Hull Electric railway company has engaged Mr. D.A. Starr, of Montreal, as general manager of their enterprise and he will commence his duties at once. He has just completed the construction of the Cornwall line, having previously been engaged with the Royal Electric company on Montreal.

17/05/1896 *Almonte Gazette* *Chalk River* *Almonte*

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

17/05/1896 *Almonte Gazette* *Renfrew* *Whitney*

A daily train is now running between Eganville and Whitney.

19/05/1896 *Ottawa Journal* *Hull Electric*

A plan of the proposed electric railway route through Hull was submitted to the Hull council last night for approval. It will be considered at a special meeting to be held Wednesday night. The route proposed is along Brewery street from the CPR depot to Main, thence eastward to Albert and along Albert to the ferry landing.

20/05/1896 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The steam plough is still tearing down the canal bank near the Deep Cut. Several more sheds will soon have to be moved further back in consequence.

20/05/1896 *Lanark Era* *Carp, Almonte and Lanark*

Dr. Raines of Almonte, the president of the provisional board of directors of the proposed Carp, Almonte & Lanark Railway, had a meeting of some of the leading citizens of Carp to consider the question of a survey of the road. It was agreed that if Almonte would grant \$100 for that purpose the Carp would contribute \$50, the greater part of the arranged amount being subscribed on the spot. This move casts a more hopeful aspect on the affairs of the road.

21/05/1896 *Lachute Watchman* *Lachute*

Parties desirous of getting into Montreal early in the evening can do so by taking the evening train due here at 5.57 and go as far as St. Philippe where the train passes the through express getting into Montreal at 8.40.

The suburban train which remains overnight in Lachute is receiving a fair patronage as a large quantity of mink is shipped by it. This train leaves in the morning at 7.25 and arrives in Montreal at 8.40. It leaves Montreal in the evening at 6.25, arriving in Lachute at 8.10. Conductor Crawford has charge of the train.

22/05/1896 *Renfrew Mercury* *Chalk River* *Renfrew*

The C.P.R. station flower garden has been fenced in and seeded down. The beds for the flowers have been prepared and the flowering plants from the Ottawa greenhouses will probably arrive for planting out this week. The place may be sodded as well as the grass sown. The station itself is at present being tuck pointed, and when it is finished will present a very handsome exterior.

22/05/1896 *Renfrew Mercury* *Carp, Almonte and Lanark* *Carp*

Carp citizens have guaranteed \$50 towards the expenses of an engineer to make a survey of the proposed Carp, Almonte and Lanark Railway. Dr. Raines, who is president of the provisional board of directors, promised that the Almonters would raise at least \$100.

28/05/1896 *The Equity, Shawville* *Hull Electric* *Deschenes*

The Hull Electric Co's powerhouse at Deschenes is completed with the exception of the iron on the roof, the inside finishing and the placing of the electrical machinery. The car shed at Deschenes station is also rapidly nearing completion, and will be a substantial building constructed of stone. Eight finely finished passenger cars have been ordered for service on this branch. The company expect to have their cars running about the 16th of June.

**29/05/1896 Renfrew Mercury Kingston (CP) Renfrew**

Today the K. & P.R. trains commenced running from the C.P.R. station. From this time forward there will be no separate K. & P.R. station, but the Renfrew business of the line will be transacted by the C.P.R. officials on the C.P.R. premises. The K. & P.R. station building has been sold to Messrs. Stewart Bros., who will convert it into grain sheds, to take the place of those destroyed in the Dawson fire.

**29/05/1896 Perth Courier Lanark County Electric**

PERTH TOWN COUNCIL - The council met on Tuesday evening. Present: Mr. J. M. Rogers, Mayor; and Councilors Allan, H. M. Shaw, Butler, Kippen, Grant, Little and A. C. Shaw.

Certificate from John A. Kerr, town clerk, stating that the by-law granting a bonus of \$5,000 to aid the construction of the Perth and Lanark Electric Railway, submitted on the 8th May, was carried by a majority of 137, the vote standing 224 for and 87 against; that the votes required for the passage of the by-law 176, being one-third of the names on the voters' list.

**29/05/1896 Ottawa Journal Ottawa Electric**

Handsome new fare registers, a little different in shape than the old ones, have been placed in a number of Electric Street Railway cars.

**30/05/1896 Ottawa Citizen Maniwaki**

It was learned yesterday that nothing further would be done this season towards extending the Gatineau Valley Railway to Maniwaki, its ultimate destination. It is expected, however, that early next season the remaining portion of the road will be built.

**02/06/1896 Ottawa Journal Ottawa Electric**

Accident involving cars 25 and 31. Pedestrian killed.

**02/06/1896 Ottawa Journal Ottawa Electric Central Depot**

The Electric Railway Company this morning started laying their tracks down Little Sussex Street to the new Central Depot. They will cross the canal basin on the C.A.R. trestles.

**02/06/1896 Ottawa Free Press Ottawa Electric**

The first rail on Little Sussex street was laid this morning. The work is being rushed, and it is expected that the line to the Canada Atlantic railway depot will be completed by the end of this week.

**02/06/1896 Ottawa Journal Canada Atlantic Central Depot**

The steam shovel is still eating into the canal bank. It is now about half way between the Maria street bridge and the Deep Cut. The new signal and tool house on the C.A.R. tracks at the Deep Cut has now been completed and painted. It is quite a neat looking building.

**03/06/1896 Ottawa Journal Canada Atlantic Central Depot**

Workman's and Erratt's old store houses at the canal basin have now been taken down. The C.A.R. tracks will be laid up to the militia stores building as soon as possible.

**04/06/1896 Ottawa Free Press Ottawa Electric**

The electric rails on Little Sussex street are now in position, the curve around on to Besserer street having been finished last evening. Today workmen are busily engaged with the pavement which will be ready for traffic in seven days.

**05/06/1896 Perth Courier Lanark County Electric**

THE ELECTRIC RAILWAY The scheme for constructing the electric railway between here and Lanark seems to have fallen dead, so far as any one here knows or can tell. For a railway that is bound to be constructed and running by the first of September, there is certainly a faraway look about it; and to afford some sort of satisfaction to the people of Lanark and Perth who have voted bonuses to it, the projectors ought to enlighten them on the subject if there is anything good to be told.

**05/06/1896 Almonte Gazette Kingston (CP) Renfrew**

The K. & P. trains now run from the C.P.R. station, Renfrew, and Renfrew business will be hereafter transacted by the C.P.R. officials. The K. & P. station building has been sold to Stewart Bros., who will convert it into grain sheds.

**05/06/1896 Almonte Gazette Kingston (CN)**

the G.T.R. has declined to move their shops from Belleville and Brockville to Kingston without a substantial bonus.

**05/06/1896 Almonte Gazette Ottawa Electric**

he Ottawa Electric Railway Co. has secured a new organ for Rockcliffe Park. It plays ten of the latest Italian airs.

**05/06/1896 Ottawa Free Press Chalk River Arnprior**

The C.P.R. has decided not to build a new station at Arnprior as announced some time ago. Instead of doing so they are renovating the old one with the object of using it for another 12 months.

**06/06/1896 Ottawa Journal Canada Atlantic Central Depot**

The militia stores will be partially converted into a railway depot by the end of this month. The west side of the building is to be used as a depot and the militia stores will remain in the other half of the building until a new building can be erected for storing the supplies.

It is expected to have the west side of the militia building fitted up for a depot before the first of the large farmers' excursions on the C.A.R. and the O.A. & P.S. Ry. run into the city.

A good indication that passenger trains will be running into Sappers Bridge very soon is the fact that the Ottawa Electric Street Railway will not build the Little Sussex Street spur line across the canal embankment to the present depot but will run the tracks down to the militia stores building instead. It is stated that Mr. Booth informed the company yesterday that it would be unnecessary to cross over the canal embankment.

Large gangs of men are busy levelling off the ground around the militia stores building and everything is ready for the laying of track.

Bought out Mr. Easton

The building owned by Mr. W.H. Easton at the foot of Little Sussex Street has been bought by Mr. Booth and is now torn down to make way for the O.A.S. & P.S. Ry entrance to the site of the new Central Depot at Sappers Bridge. The ground in the vicinity has been levelled off and all wood and lumber removed. It is understood Mr. Easton was paid \$125 for his building.

**06/06/1896 Renfrew Mercury Chalk River Arnprior**

From the Arnprior Semi-Weekly News.

The C.P.R. have decided not to build a new station here this year, instead they are patching up the old one for another year. Plasterers are at work now, and will make room for the painters next week. The walls and ceilings are to be painted a bright yellow, the wainscoting will be a darker shade of the same color.

A RIDE IN THE DARK.

AN EXPERIENCE ON A C.A. ENGINE AT NIGHT.

How Supt. Donaldson Treated a Lacrosse Player and a Journal Reporter to a Novelty -Was It a put up Job? - How it feels in the Cab - A Fast Run on Faith

Coming up from Montreal Saturday night on the Canada Atlantic lacrosse excursion special, Supt. Morley Donaldson took a seat beside The Journal reporter, and the conversation turned to the Engineers' convention just closed.

"As you have had a good deal to do with engineers the past few weeks," said Mr. Donaldson, "perhaps you would like to see how it feels to ride on an engine especially on a dark night," and there was a twinkle in his eye. The train was a fast special, engine with one coach; night was very dark, and the train was howling along at a lively clip. The Journal man, who had not had the experience of engine riding, remarked that he would have preferred to have had his initiation in the day time, one of those bright warm days that engineers find exhilaration in, especially when they have a straight level road and a clear track, but the experience would be too good to be missed, so he would accept with thanks.

Mr. Donaldson also extended an invitation to Harry Carleton, of the Capitals, who had been talking to The Journal man when Mr. Donaldson came along.

"I never refuse a good thing," said the lacrosse player, in his characteristic way, and so the die was cast.

At the time, the train was nearing Alexandria. "There will be a stop at Alexandria for refreshments," said Mr. Donaldson, and we'll put you on then; that will give you 60 miles of a ride."

When the half-way house, as the Alexandria station is called, was reached, the candidates for initiation followed. Mr. Donaldson from the car to the engine.

If the genial superintendent had any intention, as the newspaper man and the lacrosse player believe he had, of giving them something to test their nerves, he could not have selected a more suitable occasion. The night was pitch dark, and the rain, carried along by a strong head wind, was beginning to make itself felt very uncomfortably. The light from the station windows that fell on the single car only made the gloom around the big, puffing and panting engine the more intense. The dim light from the lantern hung at the top of the cab gave very little aid to the ascent,

A Wink or a Nod.

Before the novitiates got in and were ensconced on the fireman's seat, Mr. Donaldson had been in the cab and spoken to the engineer. Whether he merely told him a couple of his friends wished to take a ride or whether he added "Let her out a bit" the initiated do not know, but they have reason to suspect he made the addition, as what follows will show.

The wait only lasted about 5 minutes, but it seemed a good deal longer. When finally the engineer took his seat after oiling up, and the fireman threw open the furnace door to shovel in coal, the glare revealed the fact that the engineer was William Swanston, who pulls the Ottawa-Boston express, one of the most careful, reliable, yet nervy men on the road, and the fireman Ed. Kane, who follows railroading for more than the living that it gives him, and who bids fair to be handling the throttle some day soon himself. All the Kane family are railroaders.

This revelation tended to make the two chaps on the fireman's seat feel a little more at ease as they both were acquainted with the guilders of old "15," an engine not as large as they make them but as easy a rider and as free a steamer as you could well ask for.

"If you want to get off," said Mr. Donaldson, as he left the cab, "just let the engineer know and he will let you down at the next station." If the duo had felt any desire in that direction that insinuating remark of the superintendent's settled [sic] it. They might feel nervous, but sooner than get off, after such an aspersion of their bravery, they would be bold and back up the engineer as the last ounce of water in the boiler, even if "the old girl," as the engineers playfully call their engines, took it into her head to stop short in the ditch

By the way, it should be told that besides the lacrosse player and the newspaper man, the cab held Mr. J. Smith, private secretary to Gen. Manager Chamberlain, who was perched up behind the engineer, and made himself useful ringing the bell. Mr. Smith had come forward to get some fresh air.

They're Off.

A clanging of the bell, a rush of steam and the big driving wheels began to revolve, slowly at first, but quicker and quicker, as yard by yard the station was left behind, and then the experience had begun in earnest. The rain began to fall more heavily, and as the side cab windows were open and the novitiates didn't know how to shut them and wouldn't for the world ask, they got the full benefit of the wet while it lasted.

Quicker and quicker revolved the drivers, as the steam rushed through the cylinders, and the big engine vibrated and shook with a pulsating motion. The Journal man poked his head out of the window in the rain and peered up the track. There was mighty little to see. Except where the headlight cast its rays on the track ahead for 20 or 30 yards, it was dismal darkness everywhere. If there had been a yawning chasm 100 feet ahead it couldn't have been seen. Telegraph poles whizzed by in rapid succession, looking in the dim gleam of the headlight like spectre streaks. If the writer suspected by the bumping of the engine and the continual piling in of coal that was going on, that pretty fast time, especially for night, was being made, he knew it by the way those poles danced past.

Many a time in the day hours had he watched those same poles, trying to figure by a-so-many poles-to-the-mile-process what speed was being made.

If hadn't been for the darkness and uncertainty ahead the speed and rattle of "the old girl" would have been positively delightful. But the fact was, it was uncomfortably dark ahead for high speed.

"Say," shouted The Journal man to the lacrosse man by way of something to do, "this is rather like travelling on faith isn't it?"

"You bet," shouted the Capitals' home fielder, without turning his head. His eyes were glued on the track. He seemed to be keeping a watch for spread rails and open switches.

"Say" again shouted the pencil man "this is rather faster than 100 yards in 10 seconds"

"Well, rather" came back the answer in the dark, for it was one of the intervals between the opening of the furnace door and the cab was as dark as the night outside, except for the fitful gleam of the stationary lantern that played on the steam gauge [sic] over the boiler.

Over culverts and small bridges, over switches and past green lights of safety at the first station reached went the engine with a rattle and roar. We're Humping.

"We're humping it now," shouted Fireman Kane. That settled it. If Fireman Kane who is known to like swift travelling called it fast, it must be unusually fast and the novices consoled themselves they were at least getting a good experience while they were at it.

"What are we making," asked Harry Carleton for the first time turning his eyes from his post of duty on the rails.

"About 65 now," I guess came the answer and then in went more coal.

All this time Engineer Swanston had been sitting like a statue in the dark with his hand on the throttle, and his eyes fixed on the track.

Then The Journal man looked out of the window and probably it was the suggestion of the speed that did it, but as he looked thought he saw something on the track ahead. During the convention Engineer Boynton of Oswego had told him how he had one pitch dark night on the Rome and Watertown road run into a freight car that had been blown out from the siding in a storm and 18 people had been killed. Could a stray freight car be ahead now? The engine swept on, at times fairly seeming to lift from the rails; the site of the supposed derelict freight was passed and still all was well.

Then suddenly the pace lessened perceptibly till it got down to a nice 40 mile clip. Just about the same time the rain stopped, a few stars came out and the suroundings [sic] got a little more visible, helped by the illumination from thousands of fireflies that glowed in the fields and on the shrubs along the fences.

Then It Got Nice.

Then whatever uneasiness the two on the fireman's box may have felt in the first 10 miles disappeared and the ride became really enjoyable. Harry

Carleton lit a cigarette and changed his position. The ride was so pleasant then that when the engine slowed up to cross Hurdman's bridge over the Rideau, and Ottawa was reached the trip seemed all too short.

As the initiated were getting down from the cab, Mr. Donaldson came up and asked how they liked it.

"The first ten minutes were rather lively," replied The Journal man, "otherwise it was delightful."

"Yes," the first ten miles were pretty fast," remarked the superintendent with a meaning laugh or at least a laugh that seemed, meaning and then he was off home..

**09/06/1896   Ottawa Citizen   Hull Electric   Hull**

Tracks for the Hull Aylmer Electric Railway are being laid on Main Street, Hull. It is expected that the road will commence running on the 20th inst.

**11/06/1896   Ottawa Citizen   Hull Electric**

Directors of the Hull Aylmer Electric Railway yesterday morning fixed the fare between Hull and Aylmer and vice versa, at ten cents. Whether reduced rates will be given for return tickets and the matter of commutation tickets and arrangements for the conveying of children, has not yet been decided.

Mr. J.C. Low was given the contract by the directors for the construction of a pavilion in the company's park at Aylmer. According to the company's plans the pavilion will be an exceedingly handsome structure, architecturally and otherwise. The design is similar to the pavilion in the Brantford Park. It is expected to be completed by the 23rd instant.

The property purchased by the company for their park is being beautified. It skirts the shores of Lake Deschene and is quite picturesque.

It is unusually well wooded and is splendidly adapted for a park. A staff of men have just finished erecting a fence around it. The electric railway is expected to be constructed to the centre of it by Saturday night. The road will likely be opened on the 20th inst.

**11/06/1896   Ottawa Journal   Canada Atlantic   Central Depot**

Lumber is being shipped by the O.A. & P.S. Ry. from the militia stores building. It is drawn from Edwards mill to the siding beside the militia stores and then piled upon flat cars and conveyed to the Shepherd and Morse's lumber yards beyond Ottawa East and there unloaded.

**11/06/1896   Ottawa Journal   Hull Electric**

The electric line between Hull and Aylmer will likely be opened on the 20th inst. The fare will be ten cents each way. A pavillion will be erected on the park at the lake shore at Aylmer.

**12/06/1896   Renfrew Mercury   Belleville   Perth car shop**

Work seems to be booming at the Perth Car shops, with a prospect of its continuing. A large staff is now at work, and we earn that about 400 stock cars, besides a large number of refrigerator cars, is on the order book. The livestock trade is rapidly increasing on the C.P.R., for which hundreds of cars are wanted, and the shops are likely to be taxed to their limit for some time to come. The air brake is being put on all stock cars now being built, so by the end of 1898, as the law passed at the last session stipulates, all freight trains will be equipped with the air brake. We understand that the output is eight cars per day. - Perth Courier.

**12/06/1896   Ottawa Free Press   Hull Electric**

The Hull Electric Railway Company are rushing the construction of the track in the city. Today the ties were laid from Eddy's to the Court House. A couple of cars arrived last evening and are models of excellence and beauty. The wire is being strung on Brewery street and the road will be in operation in two weeks.

**12/06/1896   Brockville Recorder   Westport**

A lady who is old enough to be married and who is said to belong to Lyndhurst, took her first ride on a railway train on Monday and made her first visit to the county town. She liked the town alright but said the B. & W. made her sick. She left this afternoon by the Grand Trunk on a visit to friends at Coteau.

**12/06/1896   Almonte Gazette   Lanark County Electric**

The Perth Courier thinks that the scheme to buold an electric railway from Perth to Lanark is dead.

**12/06/1896   Almonte Gazette   Belleville   Perth**

Work in the Perth car shops is booming, the output being eight stock cars a day.

**12/06/1896   Almonte Gazette   Westport**

Two Ewstport boys have pleaded guilty to placing an obstruction on the B. & W. railway have been let go on suspended sentence.

**13/06/1896   Ottawa Citizen   Hull Electric   Hull**

Main street, Hull, presents a scene of activity. Men are at work making a roadbed for the electric railway, and the track layers are kept hustling. In the centre of the city the tracks are laid from the square in front of Eddy's establishment up as far as St. Joseph's Mall (or Hall).

**15/06/1896   Ottawa Journal   Montreal and Ottawa**

Vankleek Hill Review. Two parties of CPR surveyors are at work on the line of the M.& O. railway making the final location. One party is working from Rigaud and the other started from here this Friday morning and will work east to meet them. Mr. H.D. Lumsden chief of construction for the C.P.R. states that construction work will not begin until the latter part of July. The road will probably start from Rigaud and as nearly as possible follow an air line to this village and on to Alfred.

**17/06/1896   Athens Reporter   Westport**

Warner Phelps is station agent at Elgin and is shipping 100,000 brick to Westport to build a grand Presbyterian Church there. He is also shipping a large amount of cheese. Mr. Phelps has won the reputation of being a most obliging and clever young man.

**19/06/1896   Ottawa Journal   Renfrew**

The railway mail clerks are telling a good story at the expense of two of their number which is all the better because it is quite true. On the O.A. & P.S. Ry. there are two sets of mail clerks. One set runs from Ottawa to Eganville and the other has charge of the distribution of the mail from Eganville westwards to the terminus of the line.

On Tuesday last Mail Clerks Reeve and McLatchie in sorting the mail from west of Eganville came across a parcel which did not meet the requirements of the postal regulations. It was not prepaid by postage stamps, weighed more than the stipulated weight of five pounds, was more than two feet long and did not bear any address. Upon examination it was found to be a boy who was attempting to steal a ride from Whitney to Ottawa. It appears that when examining the train at Barry's Bay where he would be safe from the lynx eyed conductor, the urchin passed through the mail car and discovered some empty mail bags hung on hooks. Thinking one of these would fill the bill he popped in and remained until discovered by the mail clerks. The duty of mail clerks is to send unpaid and unaddressed parcels to the dead letter office, but in this case the mail clerks were prevented from fulfilling their duty by the escape of the "male" matter. The boy had made a sudden disappearance upon the arrival of the train at Eganville.

Mail Clerk Reeves states that the boy succeeded in beating his way to Ottawa as he was observed on the streets yesterday.

*19/06/1896 Almonte Gazette*

*Brockville*

*Brockville*

A young man named Horton, employed as a yardman at the dockyard of the C.P.R at Brockville, met with an accident on Monday. The pilot engine was making a flying shunt with some freight cars when Horton got caught between two of them and was pretty badly squeezed.

*19/06/1896 Ottawa Journal*

*Hull Electric*

Two of the open cars to be used on the electric line from Hull to Aylmer arrived in Ottawa last night and were taken to Hull this morning. They are much longer than the cars in use in Ottawa being forty feet in length and are finished very finely in dark colours. A trial trip will be made over the line tonight.

*20/06/1896 Ottawa Journal*

*Hull Electric*

*Aylmer*

Trial trip over the new electric road last evening.

A run from Deschenes to Aylmer and Aylmer to Hull with an inspection of the power house at Deschene - Quick time through verdant fields and along the river bank.

A trial trip over the Hull-Aylmer electric railway was made last evening.

Eight miles by electric railway skirting the west shore of the Ottawa and passing through verdant fields sweet with the smell of clover is a trip that Ottawans will have the pleasure of taking advantage of in a few days when the Hull Electric Railway company open their line from Hull to Aylmer. Through the kindness of the officials of the road a number of prominent citizens and a representative of The Journal were invited to take the trial trip over the line yesterday evening.

The party consisted of W.J. Conroy, President; Chas. Magee, Vice President; Jas. Gibson, Secretary-treasurer; E. Seybold; T. Viau; A. Fraser; W.A. Clark and Fred Magee, Managing Directors of the line; Rev. J.M. Snowdon; Rev. Mr. Southam, curate of St. George's church; H.B. Spencer, Assistant Superintendent of the CPR; W.B. Scarth, Deputy Minister of Agriculture; H. Balson, Collector of Customs; Mr. Miall, Commissioner of Inland Revenue, and representatives of the city papers.

Leaving the Union depot on the CPR train at 5.05 the party reached Deschene Mills twenty minutes later and there left the train, for it was at this point that the trial run was to begin. Two of the new handsome electric cars which will be used on the line were in waiting to convey the party to the power house situated on the brink of the tossing rapids of Deschene.

The Power House

The power house is a large building built on a solid stone foundation from the solid rock bottom, twenty-two feet in height. It is fully equipped with powerful dynamos, but they are not yet all in position. The capacity of the power house machinery is at present 600 horse power, and when completed it will have a capacity of 1,000 horse power. The power regulator is one of Barber's patent regulators and is unique inasmuch as it regulates the power required on the line automatically.

When the power is not required the regulator discharges itself. It is one of the most interesting devices known to electricity.

After Mr. J.E. Brown, the electrician of the line, had conducted visitors through the building an adjournment was made to the cars to begin the trip from Deschene to Aylmer. Here a word may be said about the electric cars. They are both pretty and comfortable, strong and substantial, nearly double the length of the ordinary streetcar and capable of seating sixty persons, although as many as two hundred fares have been taken on cars of the same pattern.

On the road

Soon the party were on board, the electric car for Aylmer, three miles distant, the party having been joined by Mr. Storr, manager of the line; Mr. Brown, the electrician; Mr. Hibbard, Superintendent of Construction; Mr. R.W. Kenny and others. Leaving Deschene the party passed the car sheds of the company which are now nearing completion. The car shed is a solid stone building 167x67 feet and will be capable of storing sixteen cars. Aylmer was reached eight minutes after leaving Deschene, and a number of villagers were at the station to welcome the first and long expected car. Alighting from the car, everybody joined in three hearty cheers and a "tiger" for the Hull-Aylmer electric line.

The company's park fronting on the lake shore above the village was then visited. The park contains 30 acres and is nicely wooded. A pavilion of beautiful design, 40x40 in size is being erected there and a merry-go-round was on the ground ready to be put together. The park is undoubtedly one of the finest in this part of the country. The beach is admirably suited for bathing and is not dangerous as children can wade out three hundred feet in the water.

Half an hour later the party were flying over the line homeward. Deschenes was reached in seven minutes and the CPR crossing at Hull in seventeen minutes from Aylmer. Here through the kindness of Mr. H.B. Spencer a train had been kept in waiting and the party was conveyed back to the city.

Will be open soon.

The line is expected to be in full operation by the end of next week. There will be an official opening in a few days to which many prominent people will be invited.

Also reported in the Citizen and Free Press, same date.

Free Press - the car house is being built near the present C.P.R. station at Deschene--

*25/06/1896 Ottawa Journal*

*Renfrew*

*Ottawa East*

The building of the new shops and round houses of the O.A. & P.S. Ry. at the "Y" beyond Ottawa East will begin early next month. The ground between the C.A.R and O.A. & P.S. Ry. tracks at the "Y" comprising nearly ten acres is filled in and all is almost in readiness to begin the building of the shops. The men who were employed on the steam shovel in the excavation of the canal bank were relieved from work yesterday. They numbered about thirty in all.

The plans for the car shops and round houses have been prepared and particulars of them were given in the Journal some time ago.

*25/06/1896 Ottawa Journal*

*Renfrew*

A big farmers' excursion will be run into the city tomorrow from points over the O.A. & P.S. Ry. between Renfrew and Ottawa.

No mention of use of station in Ottawa.

*25/06/1896 Ottawa Journal*

*Hull Electric*

*Aylmer*

Quite a number of electors took a run out to Aylmer on the electric cars on Tuesday afternoon.

The new electric motor for hauling freight over the Hull-Aylmer electric line arrived today at the CPR station and excited the admiration of all who seen it. It is the first electric motor engine ever brought into Canada.

*25/06/1896 Ottawa Free Press*

*Canada Atlantic*

*Central Depot*

The stores branch of the Militia Department is having the stuff removed from the first flat of the old militia stores building just as fast as can be handled. It is the intention of the railway people to occupy the south half of the ground floor for a waiting room, etc. The track outside which butts against the building will be in the centre between two covered platforms. This arrangement is only temporary, but will likely have to last for some time, as the militia department is not expected to be in a position to look after a new building until provision is made for it in the form of money. Fortunately there is not a very large quantity of stores in the old building, and room enough can be made with [sic] causing too much inconvenience.

Within a few days the Canada Atlantic and O.A. & P.S. trains will be running to the north side of the canal basin. An arrangement has been effected with the Militia Department whereby a portion of the stores building will be placed at the disposal of the railway people. For the present the southern half of the lower flat will be occupied for station purposes, the removal of the contents of that portion of the building being now under way.

Rev. J.A. McDonald, B.S., brother of Mr. B.L. McDonald, ordained missionary of the Presbyterian church, now labo ing among the workmen and settlers along the O. A. & P.S. railway occupied the pulpit od St. Jphn's church on last Sunday evening J. Instead of the regular sermon Mr. McDonald gave an interesting account of the wants of this section in the matter of religious services and of his work along the line. He canvassed a number of our citizens this week for subscriptions in aid of his work.

Work on the new workshops and roundhouse of the O.A. & P.S. Railway will be commenced next month.

Arnprior News

The railway company has filled with gravel the frog pond at the signal tower.

A test was made last evening of the new electric engine of the Hull Electric Company. It worked satisfactorily.

The formal opening of the Hull Electric railway took place this morning, the company taking over the road from the Canadian Pacific Railway company. The first car came into Hull from Aylmer at 9 o'clock with about one hundred on board. The cars will be run on C.P.R. timetable for a few days until the managers arrange a timetable suitable to the best interests of the public.

The cars created quite a stir as they rolled along over Main street, Hull. The city, which has been a little behind the age in comparison with Ottawa, looked quite metropolitan and the citizens hailed the innovation with delight. The rails were brought in a car specially built for the purpose, drawn by the motor engine, which proved quite a curiosity being the first in use in Canada.

The company will draw all freight cars from Aylmer, switching them off to a siding in the Hull station yard, where the C.P.R. will take them in charge. Satisfactory arrangements have been made with the Pontiac & Pacific road and the electric company will act as the link between its terminus and Ottawa.

The conductors and motormen have neat blue suits and the fares are collected in boxes similar to the system in Ottawa.

In a few days cars will be here for service in Hull city alone, so that the equipment will be completely satisfactory to all. The company was under obligation to take over the road from the C.P.R. on Wednesday 1st July, and has finished construction three days in advance.

Mr. H.B. Spencer, assistant superintendent, C.P.R., went over the line this morning and expressed pleasure at the excellence of the equipment and service.

Cars are running

Electric Railway between Hull and Aylmer opened.

The line is in full operation today and patronized by many passengers - formal transfer by the CPR-the official opening will take place this week.

The electric railway between Hull and Aylmer was opened today and the seven mile stretch of rural lands between the two places echoes with the clanging bell of the swiftly rushing electric car.

The first regular passenger car over the line left Aylmer shortly after half past seven o'clock this morning. It had a trailer attached to it and about one hundred passengers on board, among them Mr. Conroy, President of the line; J.W. McRae, President Ottawa Electric Railway; H.D. Spencer, Assistant Superintendent, CPR; J.D. Fraser, secretary-treasurer of the Ottawa Electric Railway; B. Batson, Collector of Customs; Ed. Miall, commissioner of Inland Revenue; W.B. Scarth, Deputy Minister of Agriculture and R.H. Haycock.

The run was made in less than 25 minutes and the CPR station at Hull reached in time to make connections with the 8.30 train for Montreal. The cars for the present will run to Eddy's Corner.

The formal transfer

Mr. C.W. Spencer, General Superintendent of the CPR arrived on the noon local from Montreal and made the formal transfer of the CPR line from Hull to Aylmer, over which the cars run, to the Hull Electric Railway. The CPR are reducing all commutation tickets for Aylmer but on and after July 1st the electric company will issue their own tickets.

The company will in a few days issue a full timetable for distribution announcing the connection with all CPR passenger trains at Hull.

The official opening of the line will take place in a few days and will be celebrated in grand style.

The annual meeting of the Hull Electric Co. will be held on Thursday.

The Hull-Aylmer electric railway has met with a casualty rather early in its history. A cow emerged on the track in front of a car at Brewery Creek bridge, Hull, this morning with the result that the animal was knocked down, doubled beneath the front wheels of the car and its legs broken before the motorman could stop the car. The animal had to be shot. The owner is unknown as yet.

Yesterday morning a car nearly struck a horse and last evening two cows had a narrow escape.

Also in the Shawville Equity, 9 July.

Hull and Aylmer now have their electric cars. The railway of the Hull Electric Company between those points was opened for traffic yesterday morning and will continue running weekdays and Sundays.

The first car left Aylmer shortly before eight o'clock and reached Hull after a run of about twenty-five minutes. The twelve seats of the car were filled with passengers, nearly one hundred being on board. Among them were Mr. Conroy, president of the line, J.W. McRae and J.D. Fraser of the OE Railway Company; H.B. Spencer of the C.P.R. and Mr. Starr, superintendent of the railway.

The company will have a regular timetable printed in the course of a few days. The formal opening of the road is to take place in a few weeks.

The formal transfer of the line from the C.P.R. to the Hull Company was made yesterday afternoon. Mr. C.W. Spencer of the C.P.R. being in the city for that purpose. Mr. Spencer also arranged for the C.P.R. Hull train to continue running to the Hull depot as usual until the electric railway has fully completed its plans.

From the conversation which took place between Mr. Spencer and the electric railway authorities, it is not improbable that arrangements will be made whereby the electric cars will be run from the Hull depot, across the C.P.R. bridge into the Union station at the Chaudiere.

The Hull Electric Railway company experienced the first fatality today. A cow got on the track at the junction of Brewery street, Hull, and as is usual the cow came out second best.

*30/06/1896 Ottawa Free Press Canada Atlantic Central Depot*

All the material has been removed from that portion of the militia stores which it is proposed to be given over to the railway people at present.

*01/07/1896 Ottawa Citizen Hull Electric Hull*

A cow was run into by an electric car on Brewery street, Hull, yesterday morning, and had two of its legs broken. It was later shot.

*02/07/1896 Ottawa Journal Cornwall Street*

Cornwall July 1. The Cornwall Electric Street Railway is now an accomplished fact and the members of the town council and a large party of prominent citizens were carried over five miles of track yesterday in handsome trolley cars run by electricity. Work was commenced on the building of the railway in April. A large force of men were employed and the track laid on a good solid bed of macadam from the GTR station down Pitt Street to Water Street and thence east to the St. Lawrence Park on Gillespie Point, with a Belt Line which takes in Marlboro' and Second Streets. The western line to the Toronto Paper Company's Mills and the branches to the textile mills have not yet been completed. The rails used are of the regulation railroad weight as it is intended to haul GTR and other freight cars by electric locomotives direct to the mills and other places instead of transshipping their contents at the Depot as has been done in the past.

The St. Lawrence Park, which the Street Railway Company have purchased and laid out on Gillespie's Point, east of the town is a very pretty pleasure resort fitted up gaily with a large dancing pavilion, merry-go-round, boat houses, swings, etc. The electric cars will run to the water's edge in the park and a wharf for the accommodation of large river steamers is being constructed. The park was formally opened yesterday.

The Company have a large and well equipped power house on Water Street. Their plant is all of the latest design, the machinery being made in Peterborough and the cars in Deseronto, Ont. They will doubtless do good business in Cornwall.

*02/07/1896 Brockville Recorder Brockville Brockville*

Something of a bombshell was thrown into the camp of the local C.P.R. employees last week by the announcement from headquarters that the freight house of the company, located for many years near the union depot was to be closed up at once and that as a result, several men would lose their positions. It is proposed, we understand, to so all the transferring henceforth at the dock depot which will of course necessitate much more work through the tunnel. By the new rule about seven men will lose employment, among the number being Mr. M.J. Reid, who for 13 years past has occupied the position of chief clerk at the dock shed and whose ability and courtesy during that time has made him a host of business friends. His place will be filled by Mr. Wm. Coburn, who for a longer period has filled a similar position at the Union depot shed. Charles Marquette, employed in the dock warehouse, is also cut off the list. Mr. Reid severs his connection with the road tomorrow night.

*02/07/1896 Ottawa Citizen Hull Electric Aylmer*

The new park of the Hull Electric Company at Aylmer was thronged yesterday, on the occasion of the picnic held under the auspices of the St. Jean Baptiste Societies of Ottawa, Hull and Aylmer.

What was to have been the important feature of the event was the inauguration proper of the Hull Aylmer electric railway, but the rolling stock of the company is so limited as yet that cars could not commence to furnish the required accommodations. At an early hour of the day a steam engine and a number of C.P.R. cars were procured and used instead of the electric cars. And even these could not handle the crowd. People jumped on them as they reached the station, but a great many preferred to forgo the trip rather than be crushed.

Account of processions from station to the park etc.

*02/07/1896 Ottawa Journal Hull Electric*

Ten thousand people went over the Hull-Aylmer electric line yesterday. The electric company with their present rolling stock of two electric cars and trailers were quite unable to meet the tremendous traffic. By half past eight o'clock yesterday morning the electric service had to be abandoned and a C.P.R. steam train was put on the line and conveyed the passengers to and from Aylmer. Even this service was not sufficient to convey all the passengers.

The electric cars, however, ran at both ends of the line. They carried passengers from Eddy's Square to the Hull station where they were transferred to the passenger train, which conveyed them to Aylmer station. Other electric cars carried them from the C.P.R. station to the park beyond the village.

So great was the crowd at Aylmer that it was almost midnight before the last of the picnickers got started for home.

*03/07/1896 Ottawa Citizen Ottawa Electric Ottawa Car*

The Ottawa Car Co. has recently furnished a number of cars for use in Western Ontario. Two standard open cars were shipped to the Berlin & Waterloo Street Railway, Waterloo, and two to the Galt, Preston and Hespeler Railway, Galt, last week.

*03/07/1896 Ottawa Citizen Ottawa Electric Rockcliffe*

An official of the electric railway stated yesterday that there were more people at Rockcliffe Park on Wednesday than on any previous day in the history of the railway.

*03/07/1896 Almonte Gazette Hull Electric*

Electric cars are now running between Hull and Aylmer.

*03/07/1896 Perth Courier Lanark County Electric*

TWO DEAD SCHEMES As far as we can learn there is no life in either the Perth and Lanark Electric Railway scheme or in the Perth Waterworks project. The latter may be resurrected after a bit.

*03/07/1896 Ottawa Free Press Hull Electric*

H.B. Spencer to be made general manager, improvements etc.

*03/07/1896 Eastern Ontario Review Renfrew Eganville*

In sorting the mail from west of Eganville, on the O.A. & P.S. Ry. On Tuesday last, the mail clerks, whose duties commence here, came across a parcel which did not meet the requirements of the postal regulations. It was not prepaid by postage stamps, weighed more than five pounds, was more than two feet long and did not bear any address. Upon examination it was found to be a boy who was attempting to "beat his way" from Whitney to Ottawa. It appears that when examining the train at Barry's Bay for some place where he would be safe from the "lynx-eyed" conductor, he passed through the mail car and discovered some empty mail bags hung on hooks. One of these, he thought, would just about fill the bill and in he popped and remained until discovered by the mail clerks. Their duty is to send unpaid mail and unaddressed parcels to the dead letter Office, but in this instance they were prevented from fulfilling their duty by the escape of the parcel. Eganville Enterprise.

*03/07/1896 Eastern Ontario Review Montreal and Ottawa*

Mr. Roy, engineer for the C.P.R. informs us that he expects the surveyors who are making a final location for the M. & O. Railway, to complete the survey to Alfred this week. The plans will then be finished and submitted to the C.P.R. authorities, when a selection of one of the different lines will be made. Construction will no doubt begin sometime this month. We understand the residents of Hawkesbury and L'Original are prepared to put up a handsome bonus to have the road pass through their towns.

*04/07/1896 Ottawa Free Press Hull Electric*

The Hull Electric railway company are building a switch half way between Hull and Aylmer which will enable them to give a faster service than at present.

**05/07/1896 Renfrew Mercury Renfrew Wilno**

A new railway station, similar to the Eganville one, is being erected by the O.A. & P.S. Ry. at Wilno. An Ottawa contractor has the work in hand.

**07/07/1896 Ottawa Journal Canada Atlantic Central Depot**

The lower portion of the militia stores building is expected to be ready for occupancy as a temporary railway depot by the 25th of this month. Carpenters are at present making the necessary improvements.

The indications are that the new Central Depot will not be begun until next summer, and will not be completed before Christmas 1897.

**07/07/1896 Ottawa Free Press Hull Electric**

Day by day the proprietors of the Hull-Aylmer Electric Railway company are evolving their scheme and in addition to what came out at the annual meeting last week it has been decided to build a large trestle down the centre of Albert street, Hull, to the ferry landing, the present roadway being useless for street car traffic. This will be double tracked and at the foot of the street where the ferry comes in will be a large and commodious waiting room with every comfort and convenience for the patrons of the road.

In addition to this improvement, the company will build on the Ottawa side of the river where the ferry now lands a double elevator to carry passengers up to the grade of the street above thus getting over the long climb that is a most fatiguing feature of the ferry trip. At the foot of the locks will be another double elevator for the same purpose of obviating a flight of stairs so that between these two elevators the company will be able to place their passengers right at the centre of the city without any trouble or exertion to get up hill.

The loop line to Hull, which is one of the absolute requirements of the road, will not be delayed. Its construction was decided upon and will go right ahead at once. This is the part of the road that is going to prove of great convenience to the residents of Hull city.

**08/07/1896 Ottawa Free Press Hull Electric**

The Hull Electric railway company commenced running on the new time schedule this morning. There is a forty-five minute service now, the new switch erected at the half way point greatly facilitating progress.

**09/07/1896 Ottawa Free Press Canada Atlantic Central Depot**

Workmen commenced making the changes at the military store house at the canal basin this morning with the objective of converting it into a temporary station.

**09/07/1896 Kingston Daily British Whi Kingston (CP) Sharbot Lake**

Last night an engine of the Kingston & Pembroke Railway Co's was run on the turn table at Sharbot Lake, when the timbers gave way letting the engine into the pit. A special train was sent out with workmen and this morning rails were laid into the hole and the engine hauled out. The locomotive was uninjured.

**09/07/1896 Kingston Daily British Whi Kingston (CP) Sharbot Lake**

Fell Into The Pit

Last night an engine of the Kingston & Pembroke Railway Co's was run on the turn table at Sharbot Lake, when the timbers gave way letting the engine into the pit. A special train was sent out with workmen and this morning rails were laid into the hole and the engine hauled out. The locomotive was uninjured.

**09/07/1896 Ottawa Journal Canada Atlantic Central Depot**

The tracks of the C.A.R. at the canal basin were today continued to right beside the military stores building.

**10/07/1896 Kingston Daily British Whi Kingston (CP) Sharbot Lake**

Incidents of the Day

A new turntable is being built at Sharbot Lake for the Kingston & Pembroke railway.

**11/07/1896 Ottawa Journal Hull Electric**

The Hull Electric railway put on another new car yesterday.

**15/07/1896 Ottawa Free Press Hull Electric**

The Hull Electric Railway Company expect additional rolling stock tomorrow and will start a fifteen minute service on Monday.

**15/07/1896 Ottawa Journal Ottawa Electric**

The Electric Railway Co. now owns the Grove at West End Park. They bought it a few days ago from the Ottawa Land Co. feeling that before long, if they did not, the land might be sold with the growth of the city westward. They can now make all the improvements they wish knowing they are permanent. More.

**15/07/1896 Ottawa Journal Canadian Pacific**

Mr. Thomas Hay, who has been appointed to fill Mr. H.B. Spencer's late position as superintendent of the Ottawa division of the C.P.R., has been superintendent of the division from Fort William to Chapleau since the opening of the C.P.R.

**16/07/1896 Ottawa Journal Canada Atlantic Central Depot**

Men are at work today in front of the militia stores building, laying the foundation timbers for the covered platform to extend about fifty feet beyond the end of the building. This platform will be erected immediately. The tracks into what will be the new temporary station are now being ballasted and almost ready for trains to enter. Trains may be running into the militia stores by Monday.

**16/07/1896 Ottawa Journal Renfrew**

Colporteurs will be sent up to the construction of the O.A. & P.S. Ry. by the Ottawa Bible Society.

**17/07/1896 Almonte Gazette Kingston (CN) Kingston**

The iron walls of the Kingston G.T.R. freight sheds are so charged with electricity that Mr. Dunnet, on coming in contact with them the other day received a shock which threw him three feet.

**17/07/1896 Almonte Gazette Kingston (CP) Sharbot Lake**

A K.& P. railway engine was run on to the turntable at Sharbot Lake on Wednesday of last week, when the timbers gave way and dropped the machine into the pit.

**17/07/1896 Almonte Gazette Hull Electric**

Mr. H.B. Spencer has resigned his position of assistant superintendent of the eastern division of the C.P.R., to accept a position on the Hull and Aylmer electric railway. Mr. Thos. Hays of Port Arthur succeeds Mr. Spencer.



Everything is railway in this town nowadays. C.P.R. officials and engineers create no end of excitement, and the presence of contractors gives a certain amount of stability to the excitement. The right of way is gradually being acquired, the fact that the C.P.R. is offering the farmers excellent terms, much better than the C.C.R. did, which added to the liberal spirit displayed by the farmers through whose property the road will pass, augurs well for the acquisition of the entire right of way without recourse to expensive and unsatisfactory arbitration. The farmers, who alone will benefit by the new line, are viewing the matter in the proper light and are meeting the Company on an equitable basis. This is much better than to extort an unreasonable price for their land, and will be to their lasting benefit as the Company will be only more willing to accede to their wishes when some favor is asked of them

MORE TIME WANTED. The projectors of the Perth and Lanark Electric Railway have asked the town council to extend the time for the beginning and completion of the road. If the company would show any tangible signs of getting ready for the work, the request might be granted, but lightest kind of wind will accomplish nothing.

The double diamond for the crossing of the electric tracks at the junction of Sussex and Rideau streets, in order to allow cars to run on Little Sussex street, has arrived and work was started to place it in position this morning.

The O.A. & P.S. westbound train on Wednesday morning was delayed a few minutes at Renfrew for rather a strange cause/ A swarm of bees was hovering over the track, directly in front of the station. Before reaching the station the train was stopped for a few minutes in order that the car doors and windows might be closed to prevent the bees entering and causing inconvenience to the passengers. Eganville Enterprise. Also in the Shawville Equity, 23 July.

Timetable advertisement - signed by H.B. Spencer. Shows times also:  
We make close connections with the Canadian Pacific and Gatineau Valley trains at Hull and with Pontiac Pacific trains at Aylmer.  
All baggage will be promptly handled.  
WE RUN ON TIME.

The improvements to be made at the militia stores building preparatory to the partial conversion of that building into a temporary Central Depot will be quite extensive. There will be covered platforms extending all round the building also one long platform, also covered, extending from Sappers Bridge to the north side of the old basin, a distance of fully three hundred feet, and another running from the south side of the basin southward to the piling over the old basin. Trains will enter the station on four tracks. Two of the tracks will be along the west side of the building and extend to beneath Sappers Bridge. These tracks will be used for the Montreal trains. The other tracks will run in to the south end of the station, and from these tracks the O.A. & P.S. trains will enter and depart.  
The work will not be completed for three weeks.

Carloads of timber are being brought into the militia stores building to be used in the erection of the overhead coverings for the new temporary depot.

Mr. C.W. Spencer, general superintendent of the eastern division of the C.P.R. says that no person has yet been appointed to fill the position of superintendent of the Ottawa division. No appointment, he said, will likely be made before the first of August.

Mr. E.F. Fauquier, contractor of Ottawa, is shipping part of the plant which has been lying at the depot here for some time to Mr. Whitney, Long Lake. Our friend, Big Joe, is doing the work.

Since the opening of the Central depot the incoming trains of the Canada Atlantic and Parry Sound lines are greeted every evening by hundreds of persons who stroll around to the station. Especially is this the case on Sunday evening when the Maria street bridge is lined with young and old who watch for the first gleam of the headlight around the Deep Cut.

The Hull Electric Co. have dispensed with the services of the two policemen recently appointed to preserve order on the new electric road. This move, on the part of the company, is looked on as a mistake, as it is feared that without police protection, the fighting and other disorderly scenes previously witnessed between the park and Aylmer station, may be repeated, and a large number of people who would otherwise patronize the road and the park would be deterred from doing so in consequence. While the policemen were on duty, disorderly characters were compelled to behave themselves as respectable citizens.  
Aylmer people are still complaining of the lack of accommodation provided by the electric company in the way of cars. The 8.15 car for Hull this morning, was a small closed one, and a large number of passengers who could not secure seats, were obliged to crowd themselves into the vestibules and stayed there all the way to the city. A large open car was standing at Aylmer station at the time of leaving and passengers expressed some surprise that the car was not used to replace the small one.

The surveyors have struck Plantagenet, and it is only fair play to Plantagenet to say that the boys have been most favorably impressed with the natural advantages of this village. "The first place where we could get even decent drinking water." "The first 'dip' we have had this summer"; "Of course we 'tubbed' it at other places but here there is water 30 feet deep." "Scenery, well Caledonia Springs hotel won't be in it as a summer resort when a summer resort is started at Plantagenet, mineral springs." etc.

The surveyors mentioned are a portion of the staff of the C.P.R. that is locating the Montreal and Ottawa Railway between Rigaud and Ottawa. Mr. Bolton, the chief in charge, sphinx like, refuses to discuss any of the company's plans, and so far there is much speculation as to the point where the line will cross the South Nation river. Residents of this village view with some misapprehension the close interviews that a well known agent for a very powerful loan company, has with the chief. They fear that this will influence the road to run further south of the village than the nature of the route necessitates. However, residents have the satisfaction of knowing that they cannot cross the river at a point further from the village than one mile. Up to this point the bed of the river is solid limestone rock, above this there is no telling where solid bottom might be found.

22/07/1896 *Ottawa Free Press* *Hull Electric*

The Hull Electric Railway company received the first of the closed cars yesterday. It is a beauty. The car is finished in solid mahogany, and is luxuriously appointed. The seats are upholstered in heavy green plush, the same as on the palace cars of the C.P.R. between Montreal and Detroit. The seats are all made with the best horse hair padding, instead of springs and models of comfort. The smoking compartment is finished with a view to comfort and the seats are made of a sort of rattan work, the object being to provide ease and at the same time a seat that will not absorb smoke and contain disagreeable odors. The embellishments in the way of brass mountings and trimmings are exquisitely pretty and quite in harmony with the rest of the car. For elegance and comfort the cars are not rivalled on the best equipped steam roads.

A meeting of the directors was held yesterday afternoon and pleasure was expressed over the style of the car. Others will be along shortly. The company yesterday arranged for even better facilities than now obtain in the way of commutation tickets, and in making the road popular. Until the new hotel is built at Aylmer park, a neat luncheon counter will be started, so that pleasure seekers will lack nothing.

22/07/1896 *Ottawa Free Press* *Renfrew*

Mr. Thomilson [sic] contractor for Mr. J.R. Booth, will leave the city next week with twenty-five men to continue the work on the Parry Sound line.

23/07/1896 *Ottawa Journal* *Renfrew* *Madawaska*

The O.A. & P.S. Co. have 2,000 men at work at Madawaska Crossing where they are erecting a round house laying tracks and preparing generally for the removal of the divisional point from Barry's Bay to that station.

23/07/1896 *Ottawa Free Press* *Renfrew*

The O.A. & P.S. company are preparing to remove the divisional point from Barry's Bay to the Madawaska crossing. A round house is being built, side tracks being laid down and preparations being made for the necessary buildings. Track laying will commence on the western end of the line on August 15th, 2,000 men are on the construction.

24/07/1896 *Almonte Gazette* *Canada Atlantic*

Mr. J.R. Booth will commence building a round house and car shops at Ottawa East in the course of a couple of weeks.

24/07/1896 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The M. & O. Railway - Construction work on the Montreal and Ottawa Railway will begin on Monday from Rigaud. The work will be done by the C.P.R. under the immediate supervision of Mr. H. D. Lumsden, chief of construction and as there are no serious engineering difficulties in the way that portion of the road between Rigaud and Alfred will soon be completed. A staff of engineers have been engaged during the past few days in running a new line north of this village in endeavoring to bring the road nearer to the village. We hope they will find the new line practicable as it will be of mutual benefit.

24/07/1896 *Perth Courier* *Lanark County Electric*

THE ELECTRIC RAILWAY The Perth and Lanark Electric railway scheme dies hard, and it is possible it may yet get a new lease of life. Mr. Fowler, the best-known promoter, has been seen, and says the directors intend going ahead with the road, and will buy the necessary ties and material for building this winter, and build the piers for the bridge across the Mississippi before spring. The delay was caused by the failure to get a charter. It was the intention to get a charter under the ordinary road companies act, but on examining this it was found that electric railways could not go out of a town beyond three miles, and of course it was useless in this case. They now intend to get a special charter from the Ontario Government, and as this is only a matter of routine it can be obtained without difficulty. They propose following the macadamized road as far as the Balderson turn, then keeping straight on will cross the Mississippi and follow a course nearly straight to Lanark village. He says the money has been secured, and that Bate, the wealthy Brockville brewer, has taken a financial interest in it. The company has asked the Councils of Perth and Lanark to extend the operation of the by-laws granting bonuses, under the circumstances.

24/07/1896 *Almonte Gazette* *Kingston (CN)* *Kingston*

Stuart Babcock, a G.T.R. brakeman was killed by being crushed between cars which he was coupling up at Kingston on Friday.

24/07/1896 *Almonte Gazette* *Westport* *Brockville*

The office of the B. & W. railway at Brockville was entered on Saturday night and a number of tickets, a dating stamp and other things were carried off.

24/07/1896 *Almonte Gazette* *Havelock*

The C.P.R. are going to expend about \$15,000 ballasting their road between Smith's Falls and Havelock this summer

24/07/1896 *Almonte Gazette* *Chalk River*

The water gauge of the C.P.R. engine driven by Edward McKenna, of Mechanicsville, burst on Friday last, and apiece of the flying glass destroyed the driver's eye.

25/07/1896 *Ottawa Citizen* *Hull Electric*

A meeting of the Directors of the Hull Electric Railway was held yesterday afternoon at which the business transacted at the informal meeting a few days ago was confirmed. The business had reference to the construction of a building for a restaurant purposes and a promenade pier of the Company's park at Aylmer.

27/07/1896 *Ottawa Free Press* *Hull Electric*

The electric locomotive for the Hull electric railway was given a trial trip over the road last evening and worked very successfully. The trolley wire and line equipment will be completed to the Ottawa ferry this evening.

27/07/1896 *Ottawa Journal* *Canadian Pacific*

Mr. C.A. Robillard has been appointed acting superintendent of the Ottawa division of the Canadian Pacific railway to replace Mr. H.B. Spencer, who has resigned. Mr. Robillard was formerly Chief Dispatcher at Ottawa.

27/07/1896 *Ottawa Journal* *Hull Electric*

Saturday and yesterday were two of the biggest days traffic on the Hull Electric railway. It became necessary to run the cars at high speed, so that they left Hull and Aylmer respectively every half hour. A prominent officer of the company states that it will become necessary at once to double the track on a portion of the road, and next season probably the whole line, as stoppages of several minutes have to be made at times in the sidings in consequence of the single track. The traffic is beyond the capacity of the rolling stock, which has been somewhat slow in coming to hand but will shortly, it is stated, be equal to all requirements.

Mr. H.B. Spencer, managing director of the Hull and Aylmer Electric Railway, has taken an office in the Central Chambers, to which he will remove immediately.

28/07/1896 *Ottawa Journal* *Hull Electric*

The Hull Electric Railway began running thirty-five trains each way over their line today, increasing the number from twenty-three. It was only on June 30 that the line was put into operation and the fact that in less than a month there should be so rapid and efficient a service is an indication of the business enterprise of the officials.

29/07/1896 *Ottawa Journal* *Renfrew*

Mr. Tomlinson, contractor for the Ottawa, Arnprior and Parry Sound Railway, left the city yesterday to commence the work of constructing the divisional station, between the eastern and the western sections of the railway, at Madawaska. A new station and a large round house will be among the first things to be constructed.

30/07/1896 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The platform in front of the new station at the militia stores building was completed this afternoon.

30/07/1896 *The Equity, Shawville* *Hull Electric*

The Hull Electric has scored its first fatal accident. George Beattie, aged 60, who fell from a Hull Electric car about twelve days ago, died of the effect of his injuries on Tuesday night last.

30/07/1896 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

The surveyors, after doing us proud, silently stole back to the eastern side of Vankleek Hill, where they were ordered to do some rearranging of the line. Many of the older settlers who can remember when Mr. Kingsford ran this line in the winter of 1853-54 are asking if this is the same old railroad that has been agitated so long and so often, and so far, resulted only in disappointment. But our staunch grits of this neighbourhood assure us that since the change of government the M. & O. railway is a sure thing. Probably one of the saddest sights in life in this new country is to see settlers taking up land on the line of a railway survey, and wait for half a century without realizing their hopes. --

30/07/1896 *Montreal Gazette* *Renfrew* *Madawaska*

A New Railway Town

Ottawa, July 29 -(Special) - A new town has been given birth to between here and Parry Sound. Seven hundred acres of land have been purchased by the Ottawa, Arnprior & Parry Sound Railway at Madawaska, which place the company have chosen as the divisional point of the line between Ottawa and Parry Sound. The land was purchased from the Ontario Government, and is to be largely utilized for workshops, round houses, offices, station buildings and sidings, and what is not used for this purpose will be divided into village lots. Madawaska is 133 miles distant from Ottawa, and exactly half way between Ottawa and Parry Sound.

31/07/1896 *Eastern Ontario Review* *Montreal and Ottawa*

The Montreal & Ottawa Railway

Seven gangs of men are at work on the M. & O. Railway between Vankleek Hill and Rigaud; five between Rigaud and St. Eugene and two between St. Eugene and the HILL. There is already a large number of men employed and as soon as the work gets fully under way the company will largely increase the number of hands. It is expected that the road bed will be ready and track laying commenced about the first of September. As the work is being done by the company, who are hiring all the local men who offer, the benefits to the county will be greater than if the work was done by contractors.

31/07/1896 *Ottawa Citizen* *Hull Electric* *Ashworth*

The Hull Electric Company have a large staff of men at work extending the Company's siding at Ashworth. The siding, when finished, will be over a mile in length.

31/07/1896 *Renfrew Mercury* *Lanark County Electric*

The Perth and Lanark Electric Railway scheme dies hard, and it is possible it may yet get a new lease of life. The delay has been caused by the failure to get a charter: and a special charter will be applied for.

31/07/1896 *Almonte Gazette* *Renfrew* *Madawaska*

New Divisional Headquarters.

Madawaska is to be an important point on the line of the Ottawa, Arnprior and Parry Sound Railway. It has been selected as the divisional station between the eastern and western sections of the railway. A new station and a large roundhouse are to be erected there immediately. Yesterday morning Mr. Tomlinson, contractor for the railway, left with a staff of men to commence the work of construction. Madawaska is one hundred and forty miles from Ottawa and at the point where the railway crosses the Madawaska river. It has excellent natural advantages for a divisional point, inasmuch as the district thereabout is a level plain, well adapted for branch lines and sidings. On this account the place was selected in preference to Barry's Bay or Whitney. It is about three or four miles east of the Egan Estate. In the vicinity of the site there is an abundance of excellent timber. Years ago fire passed over the district, leaving thousands of trees scorched and blackened, but still standing, and their trunks are in a good state of preservation.

31/07/1896 *Almonte Gazette* *Lanark County Electric* *Perth*

The promoters of the Perth and Lanark Electric Railway Co. have applied to the Perth town council for a year's extension for the time allowed them to complete the road, but the Expositor says it is hardly likely the request will be granted, as the townspeople seem to have lost confidence in the company.

31/07/1896 *Almonte Gazette* *Prescott* *Prescott*

The Prescott elevator is to be enlarged by the erection of a 750,000 bushel annex.

31/07/1896 *Almonte Gazette* *Kingston (CP)*

A rumor is in circulation that the C.P.R. Co. intends buying out the Kingston and Pembroke Ry., which is to be sold in short time. It is said the trains will be run from Kingston to Eganville, making the A. & N.W. branch part of the K. & P.

01/08/1896 *Ottawa Citizen* *Carp, Almonte and Lanark*

At a meeting of the Carp, Almonte and Lanark Village Ry. Co. of Carp on Wednesday, it was decided to begin the preliminary surveys for the line next week. It is proposed to have the line from Carp to Bridgewater, a distance of some 68 miles, passing through Almonte and Lanark. From Bridgewater the line will connect with the Central Ontario R.R. and the Grand Trunk.

01/08/1896 *Ottawa Citizen* *Pontiac Pacific Junction*

It was learned yesterday on good authority that the Pontiac & Pacific Junction Railway Company will shortly commence the work of construction of an independent line from Hull to connect with their line at Aylmer. The Company's chartered route is along the river parallel to the Hull Electric Company's line.

01/08/1896 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

Work on the changes of the interior of the militia stores building is progressing rapidly and it will probably be ready for use as a temporary Central station for early next week.

"Will the P.P. & J. Railway build a line from Aylmer to Hull?" was the question put to Mr. Resseman, superintendent of that road, this morning by a Journal reporter.

"Yes, sir. Right away." was superintendent Resseman's prompt answer. "We are now arranging the preliminaries preparatory to building the line, and the work of construction is liable to go on early this month," he added.

It is expected the line will be finished within three months, or in November, if the work begins at once. Eight miles of track are to be built. The survey was laid out some years ago at the time Mr. Beemer procured the charter. The route is along the river shore between the old C.P.R. branch now utilized by the Hull Electric Co. and the water's edge.

It is proposed to run the track behind Hull city to a point where the O. and G. Railway joins the C.P.R. where it will remain until the Interprovincial Bridge is built, allowing entrance into Ottawa. The P.P. & J. will build a station of its own in Hull.

01/08/1896 *Ottawa Citizen**Maniwaki*

--It was also stated that the work of continuing the Gatineau Railway from Gracefield to the Dessert would be commenced this fall.

01/08/1896 *Ottawa Free Press**Pontiac Pacific Junction*

The officials of the Pontiac and Pacific Junction Railway are preparing to build a line from the present terminus at Aylmer into Hull, the route of which is already provided for along the bank of the Ottawa in close proximity to the present electric line.

01/08/1896 *Ottawa Free Press**Carp, Almonte and Lanark*

The directors of the Carp, Almonte and Lanark Railway company held a meeting on Wednesday and it was decided to commence surveying for the line at once. Sixty eight miles from carp to Bridgewater will be the first section of the line, the second section running from Bridgewater to the Central Ontario and Grand Trunk railways.

03/08/1896 *Ottawa Free Press**Canada Atlantic**Central Depot*

This morning workmen removed the guns and shells in front of the stone building which is to be used as a temporary central depot. They have been set out so as to allow of a sidewalk passing between them and the building.

03/08/1896 *Ottawa Journal**Maniwaki*

Henry F. Heath, conductor of the morning express in to town on the Gatineau Valley road, died on the train this morning.

Mr. Heath brought his train to Hull Junction in his usual good health. From Hull, the smoking car carried his dead body into Ottawa.

The Gatineau train stops every morning at the junction to allow the morning express for Montreal to pass. This morning a man who is unknown got on at the Junction to come into Ottawa. On leaving the Junction Conductor Heath asked the man for his ticket. The stranger had none but proffered ten cents. "The regular fare is 25 cents," said the conductor. "You can take ten cents or nothing," said the man. "Well, I am sorry," said Heath. "but my orders are strict and I must put you off." "Alright, said the other.

Conductor Heath pulled the bell rope and the train stopped about half a mile short of Hull station. The stranger walked quietly out of the car.

Heath followed, saw the man off the steps and signaled to the engineer to go on. Then he stepped back into the smoking car. He closed the door behind him, staggered a moment, holding on to the handle, then fell to his knees. Mr. George Orme and Mr. Thos. Raphael, who were sitting in the smoking car, sprang up and assisted him to a seat. His face was livid. They dashed some water over his head, and some one produced a flask of brandy. Mr. Heath feebly turned his head away. That was his last movement.

Sir James Grant was on board and was brought inside of two minutes from the moment Heath fell. He felt the conductor's pulse and shook his hand. The unfortunate man was laid down in the aisle, with his head on a cushion. When the train ran into Hull station a minute or two later the conductor was dead.

Mr. Heath had been troubled for years by symptoms of heart disease. On one occasion last year he had to put a man off the train, and the excitement caused an attack of giddiness. He said afterwards to a gentleman on board, "I've escaped this time but it will catch me yet."

Prior to the incident at the Junction this morning, Mr. Heath appeared in unusually good spirits. He chatted cheerily with several of the passengers, many of whom are summer residents up the Gatineau coming in and going out every day, and who are thus acquainted with him. Some of them, however, remarked that the conductor, who never had much color, looked even paler than usual.

Mr. Heath, who resided at 521 Bank street, leaves a widow and eight children. One of his sons, a lad of twelve, had been taken up the road by his father on Saturday night, and was on the train this morning when his father's terribly sudden death occurred.

The deceased conductor was a faithful, steady and competent officer, but although he attended strictly to his duties, his good humor and kindness made him popular with all who used the Gatineau express. The news of his death spread rapidly throughout the train in the short time intervening between Hull and Ottawa, and there was sorrow on every face as the passengers alighted, some of them feeling as if they had lost an old friend.

The body had remained resting in the aisle of the smoking car. It lay there until Superintendent Resseman of the Gatineau Railway was communicated with. Mr. Resseman at once asked Coroner Mark to hold an inquest into the cause of death. Dr. Mark proceeded to the Union station but after making a post mortem examination there he decided that an inquest was unnecessary, death being unmistakably due to heart disease. The body was then removed to the family home on Bank street from which the funeral will take place Wednesday.

Conductor Heath was about 52 years of age. Of the eight children, the eldest is a boy of 16. Mr. Heath was not only well known along the Gatineau line but to a large number of people in Ottawa, and esteemed and respected by all. He has been a resident in Ottawa for fully twenty years. An Englishman by birth, he came to Canada shortly before he removed to Ottawa, and his mother who still survives him, resides in England. He was a brother of Mr. Fred Heath of Stephen's boot and shoe store and also a brother of Rev. George Heath, superintendent for the British American Bible Society in the West Indies who visited Ottawa a few weeks ago. The deceased and his brother met then for the first time in forty years.

Conductor Heath was a member of the Order of Railway Conductors and also of the Masonic Order and is understood to have carried some life insurance.

03/08/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The half of the militia building to be used for the temporary depot is being rapidly fitted up for that purpose. It will contain a very large general waiting room, a ladies waiting room and a restaurant. The sides of the interior of the building will be sheeted and the ceiling whitewashed. The four tracks entering the station are now almost ballasted, and the new station will be ready for occupancy in about ten days.

03/08/1896 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Station constable Robillard is having more trouble with hens scratching in the flower beds alongside of the station. The constable, who pays great attention to the flowers, purposes obtaining a little shot gun for the feathered intruders.

This morning, while the Gatineau Railway train was nearing Ottawa a sudden death occurred from heart disease, Conductor Henry T. Heath dropping dead on the car.

It appears that at Ironsides a man got on who either could not or would not pay his fare. The conductor told him he would have to leave the train, the bell rope was pulled and the man was put off. Entering the car, Conductor Heath, who was somewhat excited, leaned on a seat and remarked to Mr. Thomas Bangs: "I can't help it; I was only obeying my orders," and then a pallor spread over his face and he fell to the floor.

The poor fellow was at once lifted up, and Sir James Grant, who was on board, went to his assistance, but he was past all human aid and as the cars entered the Hull station the news went through the train that his spirit had fled.

Henry T. Heath resided at 521 Bank street, and was in the 53rd year of his age. He was originally a railroad surveyor, and when the Gatineau railway was opened, was appointed to the position of conductor, a place he has filled with great satisfaction to the management, and the travelling public. Several years ago, while surveying, he contracted a heavy cold, which developed into heart troubles and the excitement of putting a man off the cars evidently proved too much for the weakened organ. --

04/08/1896 *Ottawa Citizen* *Hull Electric* *Hull*

Two more new cars arrived in Hull yesterday for the Hull Electric Railway. They were built at Peterboro.

04/08/1896 *Ottawa Free Press* *Canada Atlantic* *shop*

The new private car for Mr. J.R. Booth has been so far completed that it has been run outside the shops. When completed it will be a handsome equipage.

04/08/1896 *Ottawa Journal* *Hull Electric* *Aylmer*

Here's for trouble

Electric company and Aylmer Council have a falling out.

The company wanted to run the track up the center of Main Street and the council refused - accept under conditions - Mr Aylen for the company says they will do it despite

Aylmer August 4 at a meeting of the Town Council of Aylmer yesterday evening the application of the Hull Electric company for the privilege of extending the line up Main Street and down Mountain Street was warmly discussed. The council was willing to give the company the franchise providing the line was built on the south side of Main Street; but Mr Henry Aylen, who appeared on behalf of the, company said that this arrangement would not be acceptable as the company wish to place their tracks in the middle of the street.

Mayor Richie and some of the counselors thought that as part of Main Street has ditches on either side of the road, a streetcar running in the middle of it would not only impede ordinary traffic but would render it dangerous. However if the company agreed to extend the macadam on each side of the track so as to widen the road there would be no objection to the company running the line down the middle of it.

Mr. Aylen would not agree to this and formally notified the council that it was the intention of the company to secure this privilege from the Aylmer Road company and push the lines through in spite of the Council of Aylmer, who, he thought, had no right to vote to prevent it.

Go ahead, he said.

Mayor. He also said that he believed the town could prevent the company from running into the park, if so disposed.

Mr. Ellen said he supposed to town might "cut off its nose to be revenged on its face," but the object of the company in wishing to run up Main Street was purely in the interest of the public, who, he thought, would eventually force the council to agree to his request. Mr. Aylen then left the council room, and the resolution granting a right of way on the south side of Main Street was adopted.

04/08/1896 *Ottawa Free Press* *Renfrew*

A large number of men were dismissed on the Parry Sound railway yesterday, as nearly all the masonry work is now completed. Mr. Thompson is engaging a gang of bricklayers to go up next week.

04/08/1896 *Ottawa Free Press* *Hull Electric*

Hull City council meeting

The electric street railway company met with a reverse, the motion passed at a previous meeting giving them the privilege of erecting a loop line around the city being rescinded. A communication was read from the E.B. Eddy company threatening an action for damages should the privilege be granted. The company claim that the erection of a trestle work structure on the Albert street approach to the Ottawa river would provide a menace to their property, preventing the fire engine from reaching the pulp mill and lumber yards.

04/08/1896 *Ottawa Journal* *Hull Electric* *Hull*

Rescinded the Privileges

The Hull Electric Co. do not get what they asked for.

The Hull city council last evening rescinded the privileges granted the Hull Electric Co at a recent meeting to lay a track in front of the Eddy factories, and to erect a trestle on Albert Street leading to the wharf. The Eddy Co. threatened the city with the legal action if the privileges granted were not rescinded, the company claiming that the building of another track in front of their factories would interfere with that business and the erection of the trestle would prevent the firm's fire engines getting to the river front in case of fire

05/08/1896 *The Equity, Shawville* *Pontiac Pacific Junction*

Mr. P.W. Resseman, superintendent of the P. & P. J. Railway, is authority for the statement that the company intend building a line from Aylmer to Hull this summer. Work will commence this month.

07/08/1896 *Ottawa Journal* *Renfrew* *Madawaska*

Mr. C. Tomlinson of this city has the contract for erecting the new station and other buildings at the new divisional headquarters of the O.A. & P.S. Ry. at Madawaska.

07/08/1896 *Ottawa Journal* *Pontiac Pacific Junction*

H.J. Beemer, president of the P.&P.J. Ry. is at the Russell. He is here on business in connection with the new branch of the line from Aylmer to Hull which, it is understood, will be started by the 15th of August.

07/08/1896 *Almonte Gazette* *Carp, Almonte and Lanark*

The Carp, Almonte and Lanark railway survey began on Tuesday.

**KILLED BY AN EXPLOSION:** On Saturday, the bodies of two men were brought down to Renfrew by the OA & PS express, and, by instructions of Messrs. D. D. McDonald & Co., railway contractors, were taken to Mr. T. Hynes undertaking establishment to be prepared for burial. One, whose name was James Ryan, was buried in the Renfrew cemetery. The other, Louis St. Pierre, was interred in the R. C. cemetery. Both were strangers. Another body, of a man named McLeod, was taken to Cornwall: while a fourth victim, alive, was taken down to the Ottawa Hospital. So far as can be learned, the three deaths and the injury were due to a blasting accident. The four men had prepared a blast. The charge did not explode, and after they thought a reasonable time, they approached the spot. They were sitting around discussing what step next to take, when the blast went off. The three men were killed, and the other injured, by the concussion and by the flying masses of rock. From Mr. George Jamieson, who accompanied the bodies down from Whitney, and assisted Mr. I. E. Evans, who came down with them on behalf of the McDonald firm, we learn that the above rumour was not correct. The men had exploded one light charge, and were engaged in putting in a very much heavier charge to open out the seams. This exploded unexpectedly. Foreman McLeod was badly mangled - his hands blown off and legs badly torn. Ryan was picked up dead in the bush, more than 100 feet away. On St. Pierre, there lay a rock weighing two or three tons. The injured man was also a St. Pierre, a brother of the dead man.

The coroner's inquest as to the death of the three men killed in the dynamite explosion up the Parry Sound Railway resulted in a verdict of accidental death being returned. Two boxes of dynamite had been placed in the hole drilled in the rock and the men were packing earth over it when the explosion occurred. Mr. Arthur Bruce, civil engineer on the OA & PS R., arrived in the city yesterday, after accompanying the remains of John McLeod, who was killed, to his late home in Cornwall. Mr. Bruce believes the accident was due to the sensibility to friction of the copper caps which are implanted in dynamite for the purpose of exploding.

07/08/1896 *Ottawa Journal* *Carleton Place* *Britannia*

Three waggon loads of cheese were delivered here yesterday and passed on to Montreal in the afternoon. The boxes numbered 79, each weighing about 75 pounds, and were from the factory of Mr. Everett on the Bearman Farm. The shipping of dairy goods from this point is a new feature of the activities of the place and points to the need of improved accommodation at the station for both people and products.

07/08/1896 *Almonte Gazette* *Hull Electric*

The Hull Electric Railway has scored its first fatal accident. George Bertie, aged 60, fell from a Hull Electric car, and ten days later died from the effect of his injuries.

07/08/1896 *Almonte Gazette* *Pontiac Pacific Junction* *Aylmer*

The officials of the Pontiac and Pacific Junction Railway are preparing to build a line from the present terminus at Aylmer into Hull, the route of which is already provided for along the bank of the Ottawa in close proximity to the present electric line.

08/08/1896 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The new temporal [sic] Central depot will likely be ready for occupancy on Monday August 17th. Trains, it is expected, will arrive and leave regularly after that date.

11/08/1896 *Montreal Gazette* *Renfrew*

The camp of the engineering staff of the Ottawa, Armprior and Parry Sound Railway, at Burit Lake, at upper end of the road, was destroyed by fire a few days ago. The men went out to their work as usual in the morning, and returning found their camp in ashes. All their clothing, as well as a considerable amount of money they had laid by, was burned.

14/08/1896 *Almonte Gazette* *Renfrew*

The Parry Sound Road.

The completion of the Ottawa & Parry Sound road is now only a few months off. The road is open for traffic from Ottawa to a point about forty miles east of the northern extension of the Grand Trunk Railway at Emsdale, and it is open from Emsdale to Parry Sound. The last link of forty miles between the two is under construction, and the whole line will be ready for the opening of navigation in 1897. The completion of this line is likely to have a very important effect on through traffic from the northwest. The Parry Sound Railway is an extension westward of the Canada Atlantic, which crosses the St. Lawrence into the United States at Coteau. Parry Sound is a fine natural harbor, and the spot selected by the railway company as its terminus, on Parry island, is favorably situated for the development of a heavy terminal business. To see how important the new route is, one need only lay a straight edge from Mackenzie or the Sault to Montreal or New York, and he will find Parry Sound lying very close to it in either case. The local traffic along the new line will, for many years, be abundant. It bids fair to abolish stream driving of sawlogs, except for short distances, to large mills, as it is found to be more profitable to carry the sawm lumber by rail than to float logs in the old fashion. From Emsdale to Madawaska, probably half of the whole length of the line, the forest is practically unbroken by settlement, and enormous quantities of lumber remain to be taken out. Under a judicious system of forest conservation and restoration this traffic might be prolonged indefinitely into the future. The completion of the line east from Emsdale will enable tourists to reach, with the minimum of inconvenience, the great provincial reservation known as Algonquin park. This area is made up of forest, lake and stream, in unknown proportions. It is traversed by natural canoe routes, which with a little improvement, may become easy to travel to even the least experienced, without the aid of a guide. The park abounds in "shelters," which might be made accessible to respectable tourists on terms that would be less burdensome to them than the carriage of tents and cooking utensils. The Parry Sound railway is calculated to divert traffic from Toronto to Montreal and New York. Of this tendency it would be folly to complain, but it would be worse than folly to ignore it. The completion of the line is simply another reason for the prosecution of extensions of such existing routes as have natural tendency towards the city. - Toronto Star.

14/08/1896 *Perth Courier* *Lanark County Electric*

**PERTH TOWN COUNCIL** The Council met on Monday evening. Present: - Mr. J. M. Rogers, Mayor; Councilors Allan, H. M. Shaw, Consitt, Butler, Klppen, Little, Burris, A. C. Shaw and Dr. Grant.

Moved by A. C. Shaw, seconded by Mr. Burris, that the request of the Lanark County Electric R. R. to extend the bonus by-law for one year be granted, provided that the said company furnish a guarantee to the satisfaction of this council of the bona fides of the said company in carrying on the work.

There was a good deal of discussion on the motion, without there being any great difference of opinion. All expressed themselves as having no great faith in the scheme or its promoters, but some thought it should get one more chance.

Mr. Shaw said the by-law had been carried by a large majority, and it would be no sacrifice to the town to have the time extended. But he was somewhat disgusted with the way the scheme had been handled so far.

Dr. Grant spoke similarly. It would be a pity after all the trouble gone to, to let it drop without giving the promoters one more chance.

Mr. Kippen explained at some length the substance of a conversation had some time ago with Mr. Fowler, who informed him the change in the law regarding a charter was the cause of the delay in procuring a charter and in beginning the road. The money was all available for building it.

Mr. Allan suggested a middle course, under the circumstances. The Council might extend the time till October, and by that time get some guarantee from the company for a further extension.

The Mayor said no doubt the people had passed the by-law by a large majority, but there were some now opposed to it who supported it on voting day. He thought if the town undertook to construct waterworks this bonus debt for the railway would interfere with selling the debentures for the best figure.

The motion was carried on a division.

The Council then adjourned.

**15/08/1896**    *Ottawa Journal*                      *Montreal and Ottawa*                      *Vankleek Hill*

At Vankleek Hill, a gang of men were put to work yesterday on the construction of the Montreal, Vaudreuil and Ottawa Railway. The line is expected to be completed to Caledonia in October.

**15/08/1896**    *Ottawa Citizen*                      *Montreal and Ottawa*                      *Vankleek Hill*

A large staff of men started at work yesterday near Vankleek Hill on the construction of the Montreal, Vaudreuil and Ottawa Railway. It is expected the road will be finished to the Hill in five weeks and to Caledonia Springs in October.

**17/08/1896**    *Ottawa Free Press*                      *Pontiac Pacific Junction*                      *Aylmer*

On Saturday afternoon, shortly after one o'clock, an accident occurred in the Pontiac and Pacific sheds at Aylmer by which an employee, William Poithier, lost an arm. Poithier was standing near an emery wheel which turns at terrific speed, when the wheel burst, flying into dozens of pieces. Poithier, who was standing sideways, received a blow on the arm from several pieces, sustaining a compound fracture, and lacerating the chords and flesh in horrible shape. -- placed on an electric car and brought to Hull --

**17/08/1896**    *Ottawa Journal*                      *Hull Electric*

The Hull Electric have added two new closed cars to their rolling stock this morning making ten in all now in use or ready for service. The cars came in by C.P.R. from Peterborough.

**17/08/1896**    *Ottawa Citizen*                      *Hull Electric*                      *Hull*

Negotiations are proceeding between the Hull and Ottawa Electric Railway companies to make a connection in this city. Now is the time for the Laurier Government to show that it means business by widening the roadway and spanning the slides with an iron bridge. - Hull Despatch.

**18/08/1896**    *Ottawa Citizen*                      *Canada Atlantic*                      *Central Depot*

It will not be long before trains are running into the new temporary Central Depot below Sappers Bridge. Mr. Samuel Bosden, who has charge of the building operations, is confident that in a few days everything will be in ship shape. The stairs have been built up to the bridge and all that remains to complete this part of the job is to break a ten foot opening in the railing of the bridge for the entrance. Of course the painting and polishing up of the work has yet to be done.

A Resting Room

Today will begin be begun the construction at the head of the stairway, a resting room, which will be about ten feet square with the windows looking out upon the street and upon the gardens below.

In the main station will be the usual apartments of such structures: ticket office, waiting rooms, restaurant, etc. Some piping has yet to be laid and interior decorating to be done before the building will be ready for use. And besides, the baggage room, now near Maria street, has to be moved down to the new building.

Trains on Monday

It is expected that by next Monday the new station will be used for regular train service.

**18/08/1896**    *Ottawa Journal*                      *Canada Atlantic*                      *Central Depot*

It is expected that the new Central Depot below Sappers Bridge will be used for regular train services by next Monday.

**19/08/1896**    *Ottawa Journal*                      *Chaudiere*                      *Chaudiere*

A horse owned by Mr. H.F.G. Brading ran away at the Chaudiere Monday night. It crashed into the C.A. Ry. drop gates on Queen street which were down for a train. One gate had about 6 feet smashed off. Half an hour later two drunken men ran into the other gate, smashing it. They narrowly escaped being hit by a train.

**20/08/1896**    *The Equity, Shawville*                      *Pontiac Pacific Junction*                      *Aylmer*

On Saturday afternoon an emery wheel at the P. & P. J. Railway workshops at Aylmer, revolving at 150 revolutions a minute, broke and flew into a score of pieces. One of the pieces struck William Pothier, who was standing in the door of the shop, fearfully lacerating his arm below the elbow. The limb will require amputation.

**21/08/1896**    *Almonte Gazette*                      *Lanark County Electric*                      *Perth*

The time for beginning the Perth and Lanark electric railway has been extended one year by the Perth town council provided satisfactory guaranteed=of bona fides be furnished.

**21/08/1896**    *Ottawa Journal*                      *Hull Electric*

It is estimated the Hull Electric Co. carried 6,000 people to Aylmer yesterday. They had twelve cars going all day.

**22/08/1896**    *Ottawa Citizen*                      *Canada Atlantic*                      *Central Depot*

The little waiting room that has been erected at the head of the stairway leading down to the Central Depot from Sappers Bridge is the object of a good deal of unfavorable comment. Many claim that it is an unsightly structure for so central a locality and question the legality of the construction within the fire area.

**24/08/1896**    *Ottawa Citizen*                      *Canada Atlantic*                      *Central Depot*

Work has been stopped on the entrance to the central station from Sappers Bridge pending a decision by the building inspector as to whether its erection is an infringement of the fire by-law.

**24/08/1896**    *Ottawa Free Press*                      *Canada Atlantic*                      *Central Depot*

This morning the building inspector and Mr. J.R. Booth had a conference respecting the erection of the stairway from the Central depot tracks and waiting room on Sappers bridge. It appears that the work, beside being stayed by the corporation under the fire by law. Was also forbidden by the department of public works as proper authority for interfering with the construction of the bridge had not been obtained. This latter matter will be arranged, but with respect to the city by law there is some difficulty.

Mr. Booth stated that he had intended that the entry to the present station should be by way of the stairs alongside Howe's block, but so many citizens spoke of the accommodation it would be if it were erected in its present position, that he decided to put it on the bridge. It is only for a short time that it will be necessary, and he will take it down at once if requested of remove it at any time if the corporation demands it.

The inspector stated that the stairway is clearly within the by law of the city, but the little waiting room at the head of the stairs is contrary to the fire bylaw. To this Mr. Booth remarked that he simply put it there for the accommodation of the public this winter while waiting for the cars. It remains with the city whether it shall be allowed to stay as he is ready to pull it down at once.

**25/08/1896**    *Ottawa Citizen*                      *Canada Atlantic*                      *Central Depot*

The Building Inspector has decided that the cabin entrance to the Central Station on Sappers Bridge is an infringement of the by-law, and it now remains with the Council as to whether they will request Mr. Booth to pull down the structure or not.

**27/08/1896**    *Ottawa Journal*                      *Montreal and Ottawa*                      *Cumberland*

The latest gossip in the village is about the C.P.R. Officials of the road visited here today to see what the prospects are for freights for the projected Montreal and Ottawa South Shore Road. They also looked around for the site of a station. The preference of the officials made the villagers feel jubilant, as there would now seem to be hope of the road going ahead.

*27/08/1896 Ottawa Citizen Hull Electric Aylmer*

The Hull Electric Railway Company are erecting a boat house at their park at Aylmer. The house will be for the accommodation of skiffs rowed to the park by pleasure seekers as well as for hire-boats. It is expected to be completed for the regatta at Aylmer on Thursday and Saturday.

*28/08/1896 Almonte Gazette Chalk River Pembroke*

On Tuesday night of last week, about midnight, as a C.P.R. freight train was coming into Pembroke from the west, an axle broke and the van with one car was precipitated into Allumette Lake. Apart from the tearing up of the trestle bridge and the destruction of the two cars no damage was done and traffic will not be impeded.

*28/08/1896 Renfrew Mercury Pontiac Pacific Junction Quyon*

The Pontiac Telephone Company has connected the Quyon railway station with the Quyon village. The merchants of the village "chipped in" for the price of the phone. It will be of great utility to them. The company was at the expense of the poles, the wire and the construction. Pontiac Advance.

*29/08/1896 Ottawa Journal Canada Atlantic Central Depot*

Part of the covering of the new platform stairway connecting the militia stores building, the new temporary depot, with Sappers Bridge is being torn down today and a new covering put on.

The baggage room building will be removed from the present depot to the militia stores next week.

*29/08/1896 Ottawa Journal Hull Electric*

Advertisement. To make connection with all cars of the Hull-Aylmer Electric Road, the ferry will run daily from the foot of St. Patrick street and the foot of Bank street between the hours of 6.00 a.m. and 11.00 p.m.

*29/08/1896 Ottawa Free Press Montreal and Ottawa Vankleek Hill*

A large staff of men are employed in the vicinity of Vankleek Hill in the construction of the Montreal, Vaudreuil and Ottawa railway. It is expected that the road will be finished to Vankleek Hill in two or three weeks, and to Caledonia Springs in October.

*01/09/1896 Ottawa Free Press Hull Electric*

The Hull Electric company has placed a short spur line in front of the office in Hull, which will enable them to keep extra cars at this end of the line to facilitate the handling of a crowd.

*04/09/1896 Almonte Gazette Renfrew*

Accidents on the O.A. & P.S.R.R.

At the crossing near Killaloe station on Monday evening last a man named Lamontagne, (from Quebec), who had strayed on to the track in an intoxicated condition, was run over and killed by the train. His head was severed from the trunk, and the body was fearfully mutilated. An inquest was held, and a verdict in accord with the above facts returned.

The second accident occurred on Tuesday. When about a mile this side of Renfrew a man was noticed walking on the track, and on whistling he left the rails, but returned. The train was brought to a standstill, but before not before the man had received a tremendous blow, which lifted him into the ditch. It was found that his arm and a rib were broken, and he was brought to the Ottawa Protestant hospital. His name is Alexander Matthews, a stonemason by trade, having been at work in Renfrew for some weeks. He appeared to be under the influence of liquor when the accident occurred. He will recover.

*04/09/1896 Renfrew Mercury Renfrew*

The steam shovel which is at work on the O.A. & P.S. R construction, moved from Brennan's gravel pit to Montgomery pit, about thirty miles further west.

*04/09/1896 Almonte Gazette Belleville Perth*

The Courier says: The cars now turned out by the carshops here are provided with the pocket coupler and the air brake. These are innovations as far as freight cars are concerned, and show that the C.P.R. is right abreast of the times.

*09/09/1896 Ottawa Free Press Hull Electric*

Hull Electric Co'y

Notice is hereby given that application will be made to the Parliament of Canada at its next session for an act to change the name of the said Company to "THE HULL AND AYLMEER ELECTRIC RAILWAY COMPANY," to have it declared that the railway and other works of the said company are for the general advantage of Canada, to confirm and ratify a lease of the Aylmer Branch of the Canadian Pacific railway to the said applicants for a term of thirty-five years, to extend the line of the said company to the Suspension Bridge between Hull and Ottawa, over the public works, and bridges of the Dominion of Canada, and for other purposes.

Ottawa June 16th, 1896.

*09/09/1896 Renfrew Mercury Renfrew*

The OA & PS are now extending their telegraph line west of Cache Lake. The steam shovel (Fauquier's) has moved from Brennan's gravel pit to Montgomery pit, about thirty miles west. The grading is now completed for one hundred and fifty miles west of Ottawa.

*11/09/1896 Ottawa Citizen Hull Electric*

The Hull Electric Company have a closed car under construction which, it is said, will eclipse their present magnificent ones in point of beauty and comfort.

Many citizens in Hull were greatly surprised a couple of days ago at seeing freight unloaded from electric cars on the park in front of the Eddy establishment. When the company were given permission to run through the Park and to take on and let off passengers there, several of the aldermen contend that it is going too far altogether to utilize the property for freight purposes. One of the aldermen said that steps would be taken to prevent the recurrence of freight business on the Park.

*11/09/1896 Ottawa Journal Ottawa Electric Chaudiere*

The Journal was informed today by an officer of the Ottawa Electric Railway Company that a line will be built from the present Chaudiere terminus to Main street in Hull.

Owing to the narrow width of the present stone arch bridge on the Hull side the extension will occasion the building of an iron bridge on the eastern side.

Arrangements have been made to go ahead with the work on the new bridge. The contract has been awarded to the Dominion Bridge Company of Lachine. Mr. Johnson has been in the city for a few days looking over the situation.

Permission will have to be obtained from Mr. E. Eddy before a portion of the line that will touch his property can be built, but it is not anticipated that any trouble will be found in getting his permission. More.

*11/09/1896 Ottawa Free Press Ottawa Electric Chaudiere*

Arrangements are being made to erect a special railway bridge from the present terminus of the electric railway at the Chaudiere in order that the cars may run as far as Main street, Hull. An agent for the Dominion Bridge company has looked over the proposed route and the work is expected to be completed this fall.



*11/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

The Montreal and Ottawa Railway Company settled for the right of way Wednesday afternoon, with about sixty residents of East Hawkesbury through whose property the road passes, and in consequence the office of the company's solicitor here, Mr. F.W. Thistlethwaite presented a very busy appearance.

*11/09/1896 Ottawa Citizen Ottawa Electric Hull*

The Ottawa Electric Company have prepared plans to extend their line almost as far as Main street, in Hull. It is proposed to construct a wooden bridge from the present terminus to where the car tracks of Buell & Co. cross the roadway and from there to erect an iron trestle to Eddy's small stone building formerly occupied as the office of the company's sash and door factory.

It is proposed to go ahead with the work at once and to complete it as far as the Buell crossing before the end of October, and possibly to the proposed terminus if satisfactory arrangements can be made with Mr. Eddy who is at present away from home. The company have arranged their plans so as not to interfere with the Eddy water power, and it is more than likely therefore that no difficulty will arise between Mr. Eddy and the Company in the matter.

Mr. Phillip Johnson, general manager of the Dominion Bridge Company, Montreal, was in the city a couple of days ago, looking over the site and examining the plans with a view to undertake the work.

*12/09/1896 Ottawa Journal Canada Atlantic Central Depot*

The baggage house at the Central depot is being removed to the south end of the old militia stores building. It has been removed about 150 yards in three days.

*12/09/1896 Ottawa Journal Ottawa Electric Bank street loop*

The Electric Railway Company set a couple of hundred men at work yesterday on the loop at the end of the Bank street line. The work will be rushed through in time for exhibition week.

*12/09/1896 Ottawa Free Press Canada Atlantic Central Depot*

A large gang of men were engaged at the Central Depot yesterday morning in removing the freight department from the old station up to the new stone building.

*14/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

M. & O. Railway

Everything in connection with the construction of the roadbed of the above railway is being pushed forward with commendable speed. The railway authorities have shown a liberal spirit in purchasing the right of way, and the farmers have been equally liberal in granting their lands for the construction of the road. This road when completed will afford the farmers great facilities for reaching the centre of trade and disposing of the products of their farm to the best advantage.

*17/09/1896 Ottawa Citizen Ottawa Electric Hull*

Mr. Thos. Ahearn, manager of the Electric Railway, said yesterday that cars would be running to Main street Hull before the winter. The cost of the proposed iron bridge over the slides is estimated at \$15,000.

*17/09/1896 Ottawa Journal Renfrew Central Depot*

Wandering Dagos

A party of about one hundred Italians, navvies on the O., A. & P.S. Ry., arrived in the city a few days ago and are loitering about looking for work. They make their quarters among the woodpiles across the canal from the Central Depot and each morning and evening are to be seen eating in companies of three or four.

*17/09/1896 Ottawa Journal Canada Atlantic Central Depot*

The militia stores building became the Central Depot of the C.A. and O.A. & P.S. railways today.

All trains on both lines leaving and arriving, started or arrived at the new depot at Sappers Bridge.

Last evening all the depot furnishings were removed from the temporary structure at Maria street bridge to the new quarters. A gang of men were busily engaged at this work until late in the night. The new depot was ready to receive passengers before the first train, the Montreal Express, left at 8 o'clock this morning. The first train to arrive was the Parry Sound Express due at 9.30 a.m.

The new depot is quite commodious. The waiting rooms are capable of seating about 150 people. There is also a splendid restaurant. The agent's quarters are large, The baggage room is at the south end of the building, The C.A.R. trains enter on the west tracks as usual and the O.A. & P.S. on the eastern tracks. The station has every convenience.

*17/09/1896 Ottawa Journal Ottawa Electric*

TO REPLACE WAGGONS

EDWARDS & CO. WANT TO MAKE A CHANGE IN HAULING LUMBER

They Ask the Board of Works for Permission to run curve from the Electric Railway on Sussex St. Into Their Yard, so They can Transfer Lumber at Night to C.A.R. Depot.

At the board of works last night a letter was read from the W.C. Edwards Co. It asked permission to lay a curve from their yards to the Sussex street car line.

It was stated by several aldermen that this was likely in order to carry lumber to the C.A.R. after night.

Ald. Payment was against this, and when he was informed by several members that the Street Railway Co. had power under their charter to carry lumber during the night, he said that if permission was not given to lay the curves it could not be done. Ald. Payment, Wallace and the engineer were appointed to look into the matter.

Members of the board who discussed the proposal after the meeting seemed, favorable to it, it being pointed out that if the Edwards Co. ran their lumber over the rails at night when the electric railway service is stopped a big saving to the roads will follow, as the heavy loads now cut up the road-way badly.

*17/09/1896 Ottawa Free Press Ottawa Electric*

City Board of Works Meeting.

Edwards & Co. wrote requesting the privilege of laying a line from the electric tracks on Sussex street to their yards at New Edinburgh. The company intends using the cars for shipping their lumber from the mills to the Canada Atlantic central depot, it being explained that the railway had the privilege of carrying such freight after certain hours at night.

Ald. Payment objected to this proposal. There would be no rest for the residents along Sussex street if these plans were carried out and he thought that by refusing the Edwards company such privileges as are now asked would stop what would otherwise be a nuisance.

The city engineer stated that the new method would save a great deal of heavy cartage on the streets.

The matter was referred to a committee which would visit the spot.

17/09/1896 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The work of transforming the old militia stores building into a railway station was completed last evening, and everything being ready, C.A. and O.A. & P.S. Railway trains will in future, commencing today, leave and arrive at that structure.

18/09/1896 *Almonte Gazette* *Chalk River* *Pakenham*

#### PAKENHAM NEWS

The C.P.R. station here is undergoing some repairs, but it is a new respectable-looking station that is needed.

18/09/1896 *Almonte Gazette* *Renfrew* *Whitney*

#### LETTER FROM WHITNEY

From our own correspondent

Whitney, 7th - it may be of interest to the readers of THE GAZETTE to know something of the portion of the O.A. & P.S. railway under construction. The railroad was finished last year for twenty miles west of Whitney, or about 166 miles west of Ottawa. This portion of the railway passes along the north shores of Long and Rock lakes and the south shores of Whitefish and Two Rivers lakes. The shores of these lakes are nicely wooded and Rock lake is especially noted for its beautiful scenery. It is already a resort for tourists. The end of the track was until a few weeks ago, within half-a-hyphen mile of Cache lake. Here were located several boarding houses, a shoe shop and a store, houses to accommodate men and supplies. Beyond this point the railway passes over two high trestles somewhere about fifty feet high. The second one affords a crossing to the south side of the Madawaska, and brings the train to the foot of a towering cliff. Shortly afterwards Cache lake is reached and the railway crosses several bays to the north-west side of the lake. Cache lake is considered by some of the lovers of nature to be one of the loveliest of the whole chain of lakes. It is broken up into many bays and has many beautiful islands on the west shore of this lake the engineers have their headquarters. Mr. Grigge (park ranger) of Owen Sound, and family, are summering on another Bay, McQuade's, Leatherroul's and Rittle's camps giving accommodations to travelers at the present.

End of the steel, Sept. 1 - Track laying began at this point on the 31st of August, and will probably be pushed through to Gilmour's Mill Junction by Sept. 19th. Leaving Sache lake the line crosses to Source lake, about two miles distant, then reaching the headwaters of the Madawaska at an elevation of about 1,500 ft above the altitude of Ottawa. McDonald's camps, Nos. 2 and 3, are situated on this lake. Near No. 3 the terrible accident happened lately through which three men lost their lives and one was injured. The railway crosses the watershed between the Madawaska and the Muskoka waters at this point, and passes near to Canoe lake, on which is situated the park headquarters and Gilmour's mills. This covers the first to ten miles of construction this summer, which is being built by McDonald and Murdoch. Up to the present this distance had to be traveled on foot and by boat. On this nearly 1,000 men of all classes worked during the summer months. A continued description may be given later.

18/09/1896 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The M. & O. track laying began at Rigaud last week and is being pushed forward as fast as possible and the time ere we will have a competing and more direct line to Montreal can be summed up in days. By the time this issue reaches our readers the rails will have been laid as far as this village.

18/09/1896 *Ottawa Free Press* *Cornwall Street*

The Kings daughters acted as conductors on the street railway here yesterday and netted a nice sum for the Hospital fund. The cars were nicely decorated, and almost 2,000 people went in the afternoon to the St. Lawrence Park.

18/09/1896 *Renfrew Mercury* *Renfrew*

The steel is all laid on the OA & PS R. R. to within twenty-three miles of joining the ends on which work is proceeding, westward, and eastward, to and from Parry Sound. Some delay will be caused by extensive rock cutting yet to be done, but all is expected to be completed by the 1st of November.

18/09/1896 *Ottawa Citizen* *Montreal and Ottawa* *Caledonia Springs*

Work has commenced on the construction of the new station at Caledonia for the Ottawa, Vaudreuil and Montreal Railway. It is expected that the railway will be completed and trains running from Caledonia to Montreal in December.

18/09/1896 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

Trains on the C.A. and O.A. & P.S. railways left the old militia stores building, the new central station, yesterday. Hundreds gathered on the bridge and watched them depart.

18/09/1896 *Ottawa Journal* *Ottawa Electric*

A drunken man was struck by an electric car. No. 211, last evening at about eleven o'clock at the western end of the Sussex street bridge. Fortunately the car was running slowly. After being struck he lay beside the road in such a manner that it was feared he was seriously hurt.

The man was put in the car, which ran back to Donaghy's drug store at the corner of Stanley avenue and Sussex street, where Dr. Bell was called. Before he arrived, however, it was found that the man was all right, except for a good shaking. He was too much under the influence of liquor to tell what his name was.

19/09/1896 *Ottawa Journal* *Ottawa Electric*

The Ottawa Electric Railway Company expects to have their line extended into Hull by the end of next month.

21/09/1896 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The railing on Sappers Bridge which had barred access to and from the new Central Station was removed on Saturday evening by permission of Hon. Mr. Tarte. In the course of the afternoon, the Mayor, Ald. Wallace and Cook, through the good offices of Hon. R.W. Scott, had an interview with the Minister of Public Works and represented to him that it would be a great convenience to the public if the railing were removed. Especially was this necessary for the coming week when thousands of people from outside would be coming to the exhibition. Mr. Tarte said that application to remove the barrier had not previously been made to him, but he consented to its removal for a week at any rate. Cabs will not however, be permitted to take up or deposit passengers at the bridge entrance to the depot, but will be required to go round to the Besserer street entrance.

24/09/1896 *Kemptville Advance* *Ottawa and Prescott*

James Kelly is Gone

The deceased came from Gaspé, Que., to this village about the year 1854 with his father, W.R. Kelly, the latter bringing with him a printing plant, and which had to be conveyed from Prescott on flat cars with which the St.L. & O. railway was then being built.

24/09/1896 *The Equity, Shawville* *Pontiac Pacific Junction* *McKees*

The first car load of grain for the season was shipped from McKee's station on Wednesday of last week.

25/09/1896 *Ottawa Free Press* *Hull Electric*

The Aylmer council have given the Hull Electric railway the privilege of laying tracks on Main street from the toll gate to the lake shore and also to their new park.

*25/09/1896 Ottawa Citizen Hull Electric Aylmer*

At a meeting of the Aylmer Council, this week, the following privileges were accorded the Hull Electric Company, provided the work be completed during the present fall: To construct a line of railway on Main street from the toll gate to the lake shore, and on Main street along Front street, down Harvey to the lake shore to connect with their line in the park.

*25/09/1896 Eastern Ontario Review Vankleek Vankleek Hill*

The excursion train which left here on Thursday morning is said to have carried the largest number of passengers ever taken into Ottawa in one train, it was composed of seventeen cars and carried over seventeen-hundred excursionists.

*25/09/1896 Eastern Ontario Review L'Orignal Hawkesbury*

The Great Northern Railway Company, we understand, has made an informal proposal to the residents of Hawkesbury to construct a railway bridge across the Ottawa and erect repair shops there, the consideration to be a bonus of \$50,000. Several of the officials of the Great Northern were in Hawkesbury on Tuesday and submitted their proposal at a meeting of citizens.

*26/09/1896 Ottawa Free Press Hull Electric*

Account of the Hull Electric bill discussion during estimates.

*26/09/1896 Ottawa Citizen Hull Electric*

HULL RAILWAY BILL

IT WAS TALKED OUT IN COMMITTEE OF THE HOUSE

Supplementary Estimates in Which Mr. Tarte's Department Figures Most Extensively. Mr. McCarthy's Constituency Generously Treated.

The event of yesterday's sitting of the House was a discussion in committee on the emasculated bill of the Hull and Aylmer Electric Railway Company. It was talked out, all the time devoted to private bills being taken up in debating the first two clauses of the bill. The various interests were represented in the debate, but in Mr. Belcourt's opposition on behalf of the Ottawa electric railway was chiefly due the delay which put the bill over until Monday.

*26/09/1896 Ottawa Citizen Canada Atlantic Central Depot*

The stairway leading from Maria street bridge to the old central station will likely be removed altogether. The platform at the bottom of the stairway, and leading to the building currently used as the temporary station has been taken away.

*26/09/1896 Ottawa Free Press Montreal and Ottawa*

Thirty thousand railway ties intended for the Montreal and Ottawa railway were shipped down the Ottawa yesterday by the Monarque. They were taken out at Hudson by Mr. Jos. Phillon of Moose Creek.

*26/09/1896 Ottawa Citizen Montreal and Ottawa Rigaud*

The tug Monarque left yesterday with some 30,000 railroad ties, culled by Mr. Joe Phillon on Moose Creek, and intended for the Montreal and Ottawa Railway at Rigaud, a branch of the C.P.R. The ties were taken out at Hudson, Que., and are a fine lot.

*28/09/1896 Ottawa Citizen Hull Electric*

the debate on the Hull-Aylmer electric railway bill will be on in the Committee of the Whole House this afternoon. The opposing forces will not be able to talk the bill out to-day, however, and a protracted discussion is therefore looked forward to. It is reported from Aylmer that the people of Pontiac are ready to indignant publicly if the bill is not passed, as at present they are denied direct connection with Ottawa that they enjoyed when the Aylmer Branch of the C.P.R. gave a direct line to the Union station.

## PARRY SOUND ROUTE.

## A LEGISLATIVE SPECIAL RUN TO THE END OF THE TRACK.

Senators and Members on an Observation Tour of the New Short Line to the Great Lakes. Enthusiastic over the Prospects of Mr. Booth's Enterprise.

It was a swell special that pulled out of the Central station Saturday morning at 8 o'clock, having on board about 100 Senators, members of Parliament, prominent citizens and press men, invited by Mr. J. R. Booth to make a trip of observation over the Ottawa, Arnprior and Parry Sound Railway.

The train was composed of six cars, in the van being the sumptuous private car "Opeongo," a praiseworthy product of the Canada Atlantic shops, in point of elegance and convenience probably second to none in the Dominion. There was next the second official car of the road, followed by two elegant Pullmans and a smoking car, with a special dining car of the New York Central in the rear. Mr. John R. Booth was assisted in the entertainment of his guests by the officers of the Canada Atlantic and Parry Sound systems, and by Mr. V. C. Edwards, M. P., by whom the invitations were conveyed to the legislators on Mr. Booth's behalf.

## The Passengers.

Among the guests were Sir Henri Joly de Lotbiniere and Hon. R. R. Dobell, of the government; Hon. Peter Mitchell, Mr. Charlton, M. P.; Mr. Wm. Hutchison, M. P.; Hon. F. Langelier, M. P.; Hon. D. C. Fraser, M. P.; Mr. Choquette, M. P.; Senator Perley, Senator Primrose, Senator Macdonald, Mr. Casey, M. P.; Mr. Guillet, M. P.; Mr. Semple, M. P.; Dr. Lewis, M. P.; Mr. Somerville, M. P.; Mr. Fraser, M. P.; Mr. McGregor, M. P.; Dr. Stubbs, M. P.; Mr. J. Christie, Q. C.; Mr. Richardson, M. P.; Sheriff Sweetland, Mr. Cowan, M. P.; Mr. Bain, M. P., chairman of the House Committee on Agriculture; Mr. Frank McDougal, Mr. McMillan, M. P.; Senator Snowball, Mr. Hiram Robinson, Mr. C. R. Cunningham, Mr. Whitney, Mr. McGuigan, M. P.; Mr. Gilmour, M. P.; Mr. John Smith and representatives of the press.

The "legislative special," as the train was officially termed, was in charge of Conductor Whitman and Engineer Orr, manned by Brakesmen Biggar and McQuestic, while Conductor Thomas had charge of the N. Y. C. special dining car, with an ample staff of cooks and attendants.

## The Westward Run.

The 115-mile run to Whitney was made in as quick time as was considered to be compatible with the object of the trip, that of affording the guests a good view of the interesting country which the railway traverses. It was an ideal day for such observation. Soon after the start the sky cleared, a bright sun gladdened the ever-varying landscape and warmed the autumn air to almost a summer temperature. To many the well-tilled farm lands and thriving towns along the first 75 miles or so of the run were a source of surprise and admiration. While the scenery of the sections beyond delighted everybody on board. Commencing at Golden Lake, fitly so named for its gorgeous setting of sun-lit hills, and running on through the Valley of the Madawaska to the famous region of Algonquin Park, the journey is a succession of rare scenic delights. For the last fifty miles of the already completed road, the route winds through a wooded country, skirting the shores of Long Lake, Rock Lake, Whitefish, Cache, Canse and Potter Lakes, all of considerable size, and passing close by lakelets unnamed and innumerable, all bordered by tree-clad hills now glorious beyond description with the hues of autumn.

## Through the Park.

The thirty-three-mile run west of Whitney, the present terminus of the line, was made in slower time with the two-fold object of giving opportunity for sight-seeing and of making the trip over the several miles of unballasted road in absolute safety, for the train was an unusually heavy one. To the uninitiated, however, the precaution appeared needless, so substantial is the work of construction even in its present stage. The roadbed is unusually solid for a new one.

There are numerous very heavy rock cuttings on the last twenty miles run over on Saturday. But beyond that point, on the 20-mile gap between construction headquarters of the eastern and western sections, still more stupendous obstacles have had to be overcome by excavation in the solid rock. At what is known as "Summit Cut," for instance, there is a working of 2,000 feet in the sheer face of the mountain. Through this twenty-mile gap, however, it is expected to have the line completed by the 20th October. To accomplish this feat construction work is being pushed from both ends, operations with steam drills, blasting and hoisting equipment having been in progress day and night continually for months past on Summit Cut in question.

The end of the run of Saturday was at Potter Lake, in the very heart, almost, of Algonquin Park, and 80 miles only from Parry Sound harbor. The trip from Ottawa through to the Georgian Bay will probably be made in eight hours when the line is fully finished. It was while the train was speeding through the glowing forests of the Upper Madawaska Valley that luncheon was eaten in the dining car. Dinner was served on the return journey. Both repasts were in every respect worthy of the occasion, probably as sumptuous and elaborate as were ever served on wheels by a Canadian railway management, a fitting accompaniment to the magnificence of the day's entertainment.

## A Meeting on Board.

On the homeward trip, after night had closed in, it was decided to make formal expression to Mr. Booth of the great pleasure and profit derived from the outing. Accordingly the guests gathered in the smoker, and with Mr. Booth and the officials of the road seated in the centre, duly organized with Mr. John Charlton, M. P., as chairman. The selection of the member for North Norfolk, made upon suggestion of Mr. Edward, was a fortunate one, inasmuch as Mr. Charlton, besides exceptional qualifications for the presidency of such a gathering, possesses an intimate practical acquaintance with the commerce and kindred interests linked to this great enterprise of the Parry Sound line.

In his opening remarks Mr. Charlton alluded to the representative nature of the gathering assembled to give voice to their feelings of regard for their esteemed and honored friend. He presumed that there was not a guest present who had not during the trip received an education in respect to the great work they had reviewed, one of the most important lines in all Canada, and a monument to the pluck, perseverance and enterprise of one of the most remarkable men in Canada. He confessed to having been surprised himself at the magnitude of the undertaking and the stupendous difficulties overcome.

## As a Short Route.

"This railway," said the chairman, "is destined to play a most important part in the business history of the country. It reaches one of the best and most accessible ports on the Great Lakes, as you will understand when I tell you that any vessel which can pass through the "Soo" canal can come safely to the terminus of this road; and, further, that a vessel which can only take a two-thirds cargo through such channels as the St. Clair River, can come safely with a full load to the harbor of Parry Sound, or rather the island of Parry Sound, which is to be the terminus of the line." Speaking of its great possibilities as an eastern line, Mr. Charlton said it was undoubtedly the shortest route from the west to Boston and New York.

## The Freight Question.

"Any railway line," added Mr. Charlton, "which has all these splendid advantages must necessarily have a great business future; and the man who planned so great a work, foresaw its possibilities and had the genius to carry out the scheme, has genius enough to stamp his individuality on the history of his country. For this line is one which will certainly regulate grain freights from the great Northwest to the eastern seaboard, preventing the exactions of monopolies. It will thus be a safety valve to the commerce of a great portion of the continent, and in this way a godsend to all the inhabitants west of Lake Superior." (Applause.)

Mr. Charlton concluded with an eloquent expression of the deep sense of obligation which the guests of the occasion particularly, felt towards Mr. Booth and those associated with him.

## Members of The Government.

Sir Henri Joly del Lotbiniere in moving a formal vote of thanks, said it was impossible to part with Mr. Booth without expressing the pleasure they derived from the day's outing. "While we," said Sir Henri "have all along been talking in Parliament, Mr. Booth has been working. While we have been trying to devise what would be most beneficial for the, country and best calculated to forward the development of its resources, Mr. Booth has been showing us how it can best be done; and no man has accomplished more for the country in this way than he. Mr. Booth has achieved for Canada this splendid service, that he has provided an outlet for the products of the great west, by a line of transportation 400 miles shorter to the

head of ocean navigation than any other route in existence. Therefore let us make a sincere wish for the success of his undertaking, and hope that the life of one of the most useful men in Canada may long be spared." This sentiment was warmly applauded.

Quebec Interested.

In seconding the, resolution, Hon. Mr. Langelier said that the trip had been one of special interest for him, inasmuch as Quebec, which he represented, was so deeply concerned in the enterprise. Quebec was interested in the furtherance of the Parry Sound Railway because it expected to be connected with another system, only 80 miles of which remained to be completed to enable the people of Quebec to go through to Parry Sound by a direct and independent route. And all this the people owed to the pluck and enterprise of Mr. John R. Booth. It has long been the custom to erect statues to eminent men in honor of their achievements, and certainly men like Mr. Booth, who had done so much for the advancement of the country, deserved such honors. But he would require none at the hands of posterity, because he would leave in this great railway the grandest monument that could ever be erected. (Cheers.)

Mr. Booth's Reply.

To the resolution thus offered and duly tendered by the chairman in appropriate terms, Mr. Booth replied with his wonted modesty of expression. It was always a pleasure, he said, to know that our efforts, no matter how humble, were appreciated by the representatives of the country, those best qualified to speak for the people at large. No doubt he had made a great effort and undergone a struggle, to get this road through! but when he heard such expressions of satisfaction as those he had just listened to, when assured of the lively anticipations and bright hopes which the representatives of the people entertained as regards this line as a trunk line of communication, destined to be of great benefit to the country, he certainly felt in large measure compensated, by being made to feel that his own anticipations would be fully realized. He hoped that, as one speaker had said, the benefit of this railway to the country would live after him. He did not expect, personally, to reap any large benefit from its success, but as he was going through this world only this once it was some satisfaction to contribute a little to the sum total of human achievement, and he hoped that from what he had done the country would reap as much benefit as he had derived of pleasure in doing it.

He was glad to have had the company of his distinguished guests upon the trip and was only sorry they had not gone a little farther so as to see more of the work. But they had observed sufficient to at least judge of the character of the country and of the difficulties that had to be overcome in constructing a railway through it. The line would be put through this fall, thus completing a short route from the Great Lakes to the sea-board. To hear representative men from all parts of the country, men of experience and judgment, express such strong faith in the future of the road, was a source of great satisfaction, for he himself had not the time to study out fully, the commercial possibilities of such an enterprise. Mr. Booth concluded, amidst cheers, by expressing the hope that in the near future he would be able to give the representatives a trip through to the Great Lakes on the complete Parry Sound Railway.

Further Congratulations. Hon. R. R. Dobell moved a resolution of congratulation to the officers of the company who had so ably carried out Mr. Booth's splendid project. The hon. gentleman conveyed to the objects of his resolution his personal appreciation of their efforts as well as of the enjoyments of the outing.

Hon. Peter Mitchell, one of the four surviving fathers of Confederation, made, quite a speech in seconding the resolution, he spoke of the advance in means of communication as one who had during many years as a cabinet minister, given great attention to the subject; and he congratulated the promoters and officers of the Parry Sound Railway on being participants in a grand national achievement. He spoke of the road as the fourth great trunk line of Canada, but differing from the Intercolonial, the Grand Trunk and the C. P. R., in that the construction of these other railways had been carried out either wholly or in great part by public outlay.

The Officials.

General Manager Chamberlain, speaking in acknowledgement, said there was a great work yet to accomplish, ere the the enterprise would be complete. There were docks to be built at Parry Sound, grain elevators to be constructed and steamship lines to be provided.

Chief Engineer G. A. Mountain, in the course of his remarks, assured those present that very much of the direction of even his part of the work, had been done by Mr. Booth, who in going over the profiles with him, frequently suggested changes involving greater outlay for the sake of enhancing the stability of the road.

Addresses in reply were also made by the president of the C. A. Railway, Mr. C. J. Booth; by the popular secretary-treasurer, Mr. A. W. Fleck, by Mr. C. J. Smith, general freight and passenger agent, and by the general superintendent, Mr. M. Donaldson.

Other Speeches.

Mr. Choquette, M. P. for Montmagny, made a vigorous and practical address in moving a vote of thanks to Mr. W. C. Edwards. He said there were three things Quebec wanted, the Parry Sound Railway, the bridge and the fast Atlantic line.

Mr. Flint, M. P. for Yarmouth, N.S., spoke in congratulatory terms of the enterprise in seconding the resolution.

The energetic member for Russell delivered a characteristically happy reply to the thanks of his fellow members and friends. Mr. Edwards also paid a very high tribute to Mr. Booth, and referred in a practical way to the advantages which would accrue from the completion of the road.

Addresses were also delivered by Senator Primrose, of Pictou, X. S.; Senator Macdonald, of British Columbia; Hon. D. C. Fraser, M. P. for Guysboro'; Sheriff Sweetland and Senator Perley, who spoke on behalf of the Northwest and its interest in all that lessen the cost of transportation; also by Mr. Hiram Robinson, Senator Snowball, Mr. McGregor, M. P., for North Essex, and Mr. J. D. Grace, on behalf of the local press.

A vote of thanks to the chairman, proposed by ex-Mayor McDougal and Mr. C. R. Cunningham, was adopted with acclamations, and cheers for Mr. Booth, for the officers of the road and for Mr. W. C. Edwards. M. P., closed the formal proceedings.

The Central Depot was reached at midnight and the delighted guests were conveyed from thence to their several abodes in special cars of the Ottawa Electric Railway

*28/09/1896 Ottawa Journal Ottawa Electric*

Mr. A.H. Duggan, Chief Engineer of the Dominion Bridge Company, is in the city. His company has the contract for erecting the structure which is to carry the tracks of the Ottawa Electric Railway Company from the Union bridge to Hull. Mr. Duggan stated to the Journal that the work would be completed by the first of December. The cars of the Ottawa company will then run direct to Hull and reach the Hull and Aylmer Co.'s tracks, thus filling the present gap and avoiding the necessity of any walking on the part of the passengers.

*28/09/1896 Ottawa Journal Renfrew*

The legislative special over the Ottawa, Armprior and Parry Sound Railway on Saturday was in every respect successful.

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Shortly after 8 o'clock on Saturday morning, one of the finest specials that ever pulled out of Ottawa steamed from the Central depot. It consisted of the magnificent C.A.R. official car "Opeongo" a recent output of the workshops; car No. 99; two Wagner sleepers, the "Lorne" and the "Levis", a first class smoker and a first class dining car from the New York Central with supplies for the culinary department from Gotham itself.

List of those on board - Booth, MPs and senators etc.

The train went to the end of construction, the engine was turned on the "Y": at Gilmour's mills and dinner was served on the way back to Whitney. Speeches.

The train reached the C.A.R station at 12.30 a.m.

Passed the hat round for the train crew.

It was a swell special that pulled out of the Central station Saturday morning at 8 o'clock, having on board about 100 senators, members of Parliament, prominent citizens and pressmen invited by Mr. J.R. Booth to make a trip of observation over the Ottawa, Arnprior and Parry Sound Railway.

The train was composed of six cars, in the van being the sumptuous private car "Opeongo", a praiseworthy product of the Canada Atlantic shops, in point of elegance and convenience probably second to none in the Dominion. There was next, the second official car of the road, followed by two elegant Pullmans and a smoking car with a special dining car of the New York Central in the rear.

-- participants.

-- end of run on Saturday Potter Lake

speeches etc.

MAY AID IT THIS YEAR

PREMIER LAURIER AND THE INTERPROVINCIAL BRIDGE

In Reply to a Deputation To-day he Says the Government May Give Some Aid This Session in Order to Prevent the City Bonus from Running out -r the Deputation's Plea

Ex-Mayor McDougal. was in good spirits this morning. He informed The Journal that things looked bright for a commencement of work on the Interprovincial bridge between Nepean Point and Hull.

Mr. McDougal. stated that this morning Premier Laurier promised to give aid to the bridge this session, so that the work may go on this year.

The promise was made, Mr. McDougal said, to a deputation that waited on the premier this morning. The deputation consisted of the two city members, Messrs. Hutchison and Belcourt, Mr. Resseman and Mr. Dunn of the Gatineau Valley Railway, and ex-Mayor McDougal.

he deputation told the premier that unless the bridge scheme received aid this session the city bonus of \$100,000 would run out, and then the whole scheme would have to fall through.

Mr. Laurier replied that it was very difficult for the government to promise aid this session. The government however, was still pledged to assist the scheme, and would do so, but it would be almost impossible to pass the full bonus this session, but in order that the city bonus might not fall through the government would try and give sufficient aid to allow the work to be started so that the city bonus might be held good.

## THE HULL COMPANY WINS

## GETS PERMISSION TO COME OVER TO OTTAWA'S BOUNDARY

An Animated Discussion in the House of Commons Ends by the Hull Electric Bill getting a Third Reading - Some Interesting Passages on Other Subjects

Parliament will run until the end of the week, and prorogation will not be reached on Wednesday, as anticipated by some.

Mr. Laurier has hopes of concluding work by Saturday. When the House met on Monday Sir Charles Tupper enquired, when the government expected the session to conclude.

Mr. Laurier replied that it was impossible to fix a date, but with the concurrence of the Opposition he hoped prorogation would be reached on Saturday.

Private bills were made a special order, so that contrary to expectation the bill of the Hull Electric Railway came up again for consideration. This time it got through the House with a number of modifications.

Late in the evening the estimates were taken up, and when adjournment was reached at 1-30 a.m. main estimates were all passed; The supplementary estimates still remain, those which are already down and another small batch still to come.

## THE HULL ELECTRIC BILL.

A Long and Warm Discussion on its Clauses.

The Hull Electric Railway bill came up the first thing in the afternoon.

The biggest sticking point in the discussion was the clause granting the company the right to come into Ottawa and operate on the streets of this city subject to the approval of the city council. This clause only passed after undergoing a number of amendments. The chief objection was the one urged when the bill came up on Friday. That by granting this privilege, parliament would be over-riding both provincial governments and the Ottawa city, council.

Mr. D.C. Fraser of Guysboro gave the bill his support. There were excellent reasons, he thought, why the bill should become law. So did Dr. Sproule. He thought the Ottawa Electric Railway Co. had no right to monopolize the streets of the city. It was making no effort to extend its system to meet the Hull line. The request of the Hull Co. was simply to be given an opportunity to accommodate passengers, and it should certainly be given.

Charlton on Vested Rights.

Mr. Charlton spoke in favor of the vested rights of the Ottawa Street Railway Company. They had given up to the city of Ottawa a perpetual charter in exchange for their present and deserved protection against any infringement of their present franchise.

Dr. Sproule again took the floor. This time he contended that the Hull Co. were simply asking for the ordinary privileges of railways, to come to the centre of the city, such for instance as had been granted the Parry Sound Company.

Mr. Devlin declared the Hull road to be one of the best in the continent really comprising a system of 90 miles, including the Pontiac and Pacific Junction Ry. The business men of Ottawa desired to see the road come into the city. The company, he declared, would be satisfied with a back street if it could only secure a terminal point.

Against Monopoly.

Mr. Lount, of Toronto Centre, thought the House should do all in its power to do away with the monopoly held by the Ottawa company. He considered it quite probable that if Hull company got the right to enter Ottawa the Ottawa Street Railway Co. would be willing to make some arrangement with the applicants to run on their track.

Sir Adolphe's Information.

Sir Adolphe Caron spoke of recent information he had received on the question. At a recent meeting between the representatives of the two companies, they had agreed to a proposition by which the Ottawa company would lay a track to the public square on Main in Hull and there a union depot would be erected. The contract he was told had been, let to the Dominion Bridge Company,

Mr. Devlin denied that the Hull company had ever entered into any such agreement.

Sir Adolphe insisted that they had for the material was being prepared and the contract had been let.

Mr. Blair, minister of railways, moved an amendment to the effect that the Hull company might be allowed to come into some point in the city of Ottawa indicated by the council under a by-law. After little further wrangling the amendment was adopted.

The New Clause.

The clause as amended reads in full as follows:

"2. The Hull Electric Company, hereinafter called the company, may, with the consent of the Governor in Council and upon such terms as he prescribes, construct and extend its railway to and over the Union Bridge and the approaches thereto, and over the public works and bridges in the vicinity thereof into the city of Ottawa, and to such point therein as the council of the said city may by by-law declare to be necessary and suitable for the location of the terminus of the company's line railway in the said city, and may make whatever erections and do all such things as are necessary for such purpose, and the said company in running over the said bridge may, subject to the approval and upon such terms as the Governor General in Council shall prescribe, have the right to connect with and may exercise running powers over the line or lines of railway, upon the said bridge."

The City Members.

During the discussion, Dr. Macdonald of Huron said the House could afford to be guided by the opinions of the Ottawa M.P.'s, as to the interests of their constituents, and both the members (Messrs. Belcourt and Hutchison) were against the bill.

Dr. Sproule said that from what he heard privately the Ottawa members did not represent the real feeling of their constituents.

Mr. Belcourt rose and explained that he had not been arbitrarily opposing the bill. He was willing to admit that the Hull Electric Railway Co. should have some means to deposit their passengers in the city of Ottawa. But it was necessary for him to protect the rights of a large number of his constituents. Also the vested rights held by the Ottawa company and protected by the city. He thought a clause providing compensation to the Ottawa company should be added.

Mr. Charlton made the somewhat remarkable suggestion that the Hull company should not be allowed to collect any fares within the city of Ottawa but it did not meet with the approval of the city of Ottawa.

Clause 4 confirming the lease between the C.P.R. and the company and granting the privilege of running over the C.P.R. tracks into Ottawa was adopted with a few minor amendments.

The Company in Hull.

The final hitch arose over the last clause confirming the powers of the company as secured at the time of the passing of the by-law by the Hull city council giving Mr. Viau the charter which he sold to the present Hull company.

The solicitor general objected on the score that the provisions of the by-law were not set forth and were unknown to the House.

The discussion dragged along until after recess. Mr. Devlin offered to drop the clause, but Mr. Belcourt proffered an amendment which carried as follows:-

5. As regards so much of its railway as may be hereafter constructed in the city of Hull, the company shall only exercise the powers conferred by this act as to the location, construction and operation of its railway upon such streets and upon such terms and conditions and for such periods as the council of the said city of Hull has already approved or may hereafter approve of by by-law."

This finished the work in committee and the bill was duly reported and at once read a second and third time.

Mr. Devlin smiled broadly at the third reading and the members around him betokened their appreciation of his persistency by indulging in some applause.

*29/09/1896 Ottawa Free Press Hull Electric*

The Hull electric company started work yesterday to double track the road from Hull to the new park at "One Tree Point."

The Hull electric railway is giving a 24-minute service from 7 a.m. all day long during the Aylmer fair. Quite a large attendance is expected from the city.

*29/09/1896 Ottawa Free Press Hull Electric*

Debate on the electric railway bill.

*30/09/1896 Ottawa Citizen Canada Atlantic Central Depot*

The stairway leading from the Maria street bridge and used by people going and coming from the Central station has been torn down. If left there the stairway would be a source of danger inasmuch as some people would use it and would be continually walking along the company's tracks.

*01/10/1896 Ottawa Citizen Hull Electric*

The closed cars of the Hull Electric Company have been equipped with electric heaters of a modern design.

*01/10/1896 Ottawa Journal Hull Electric*

THOSE TWO COMPANIES

Senator Clemow Sails Into the Hull Electric Bill

The Hull Electric! Railway bill experienced strong opposition from Senator Clemow in the Upper Chamber yesterday, but it was given its second reading and referred to the railway committee. The Senator expressed the hope that parliament would not interfere with the vested rights the Ottawa Electric Street Railway Company. It was ready to make connection with the Hull Electric Co. in Hull as soon as permission was obtained, so that there was no reason why the Hull line should seek entrance to Ottawa. Senator Clemow renewed all the circumstances leading tip to the construction of the Hull line, and drew attention, to the fact that an order-in-council, passed last May gave the Ottawa Company precedence over the Union Dridge. As a result the Ottawa Company had entered into a contract with the Montreal Bridge Co. and they would be ready with the ironwork for the necessary causeway by November 15th. He hoped the Senate would amend the bill and prevent, the Hull Company, from coming over the Union bridge.

It was expected the bill would come up in the Senate railway, committed this morning, but other matters engaged the attention of the members. including the Montreal, Ottawa Georgian Bay canal bill, which passed. The Hull matter will be threshed out to-morrow and will involve a good deal of discussion.

*01/10/1896 Ottawa Free Press Hull Electric*

Hull Electric Railway bill passes second reading in the Senate.

*02/10/1896 Almonte Gazette Renfrew*

Up the O., A. & P.S.

The officials of the Ottawa, Arnprior and Parry Sound Railway treated members of parliament, senators and press representatives to a trip over their line on Saturday, when about one hundred availed themselves of the invitation. The trip was to a point 180 miles from Ottawa, a place called Potter's Lake, which is only eighty miles east of Parry Sound, the western terminus of the line. Between the two of course is a gap of twenty miles to be yet spanned by the rails. Above Barry's Bay, which the regular trains at present reaches, the train passed through the lake country with a variety of scenery that is simply charming and which better known will be appreciated by thousands of pleasure seekers in this part of the province. Besides the scenery it must be born in mind that the route means a shortening of the distance from the west by eight hundred miles, a very considerable reduction and one which will be fully appreciated by western shippers.

*02/10/1896 Ottawa Journal Renfrew*

Mr. J. R. Booth's invitation to Senators and Members of Parliament to take a trip from Ottawa to the end of the OA & PS on September 27 was accepted by about one hundred gentlemen.

According to the reports in the daily papers, the excursion was greatly enjoyed by the visitors. They were most hospitably entertained. On the return trip many complimentary remarks were made as to Mr. Booth's pluck in undertaking to build the road, and the manner in which he has carried on the work of construction so far. The line shortened travel from the west to Montreal, access to the region was opened up as a health resort, and a fresh ground for hunters and sportsmen.

*02/10/1896 Renfrew Mercury Chalk River Arnprior*

The platform of the C.P.R. Arnprior station at the ends and at the north side has just been rebuilt, and citizens regard it as additional evidence that a new station is not on the cards. Arnprior Chronicle.



## HULL COMPANY BLOCKED

## THE SENATORS STOP A RAILWAY'S ACCESS TO OTTAWA

A Vote of 19 to 8 In the Rail way Committee of the Red Chamber Does the Business - The Argument Before the Committee

The Hull Electric Railway Co. will not after all come into Ottawa, either over the Union bridge or the C.P.R.

The Senate railway, committee tore what little was left of the original bill to shreds this morning. The lease from the C.P.R. jwas the only important part of the measure allowed to go through.

Among those n attendance at the meeting, betides the members of the committee were: Mayor Borthwlck, City Solicitor MacTavlsh. Messrs. W. Y. Soper. T.Ahearn, Hon E.H. Bronson, A.W. Fraser, Henry Aylen, A. Ferguson, Q.C., F.H. Chrysler. Q.C., T. Viau, Charles Leduc. H.B. Spencer. J. M. McDougall. Q.C., W. J. Poupore, M.P., Alex. MacLean, R. H. Conroy, Edward Seybold. Mayor Champagne of Hull and several others. Senator Powell suggested when the bill was taken up that in view of the fact that it was going to be opposed only one representative of each company should be heard.

## The Argument

Mr. Henry Aylen of Hull who in conjunction with A.W. Frazer. Ottawa, appeared on behalf of the Hull Electric Co. set forth that the company was not applying for the right to build an inch of line in Ottawa, but simply to secure terminal facilities within the city for the accommodation of passengers and baggage brought over the Pentiac and Pacific Junction Railway.

Mr. Ferguson, Q.C. with Mr. Chrysler appeared on behalf of the Ottawa company. Mr. Ferguson did the talking. He entered into an exhaustive argument dealing with the right of the Ottawa company to the exclusive use of the streets of Ottawa for 30 years as conveyed to then the perpetual charter of the old horse-car company was surrendered.

Mr. Ferguson had two principal objections to urge against the bill. In first place the original, notice only indicated that it was the intention of the Hull company to change its name and confirm the lease and not that they were applying for permission to enter the city of Ottawa. In the second place the bill if adopted would constitute a piece of legislation unprecedented. It would be a practical absurdity. Mr. Ferguson went on to show that Bridge street over which the Hull line proposed to come into the city was one of the thoroughfares on which the old line had a perpetual right to operate. He repeated the, declaration made by Sir Adolphe Caron in the House to the effect that the representatvles of the two companies had met and decided upon a point for a joint depot on Main street, Hull. The Ottawa company was now fulfilling that promise, for by an Order-in-Council granted on May 13, 1896, permission was given to construct a causeway to the Union bridge, and only a few weeks ago the minister of public works had approved the plans. The contract had been let to the Dominion Bridge Co. at Lachine.

Senator Villeneuve wanted to know if the public would have to pay another fare when they took the Ottawa line at Hull, and received a reply in the affirmative.

## The City Solicitor.

There was some objection to any further speech-making, but It was agreed that City Solicitor MacTavish should be heard on behalf of the city. He said he would certainly move an amendment to the- first clause of the bill, namely, an amendment providing that If the Hull line secured entrance to the city of Ottawa they could only run upon such streets and under such previsions as declared by the city.

The painful objection urged by Mr. MacTavlsh to the adoption of the first clause as It stood, was that while it made it almost compulsory for the city council to select a terminus for the Hull company in Ottawa, yet the council had not power to name the streets on which the line would run to reach that point. They might arrive at it in anyway they liked.

Mr. Aylen was heard again on behalf of the bill and Mr. W. J.Poupour argued in behalf of his constituents in Pontiac county who, he declared, found present arrangements inconvenient for getting into Ottawa.

Knocked Out, 15 to 8.

The question as to the first clause was put, and It was defeated altogether by a vote of 15 to 8.

The first portion of clause 3. confirming the lease between the company and the C. P.R., was assented by all parties.

Mr. Ferguson objected to the last part of the clause, giving the company the right to run into Ottawa over the C.P.R., urging that it would not be safe.

A vote being taken this part of the clause was defeated on the same vote.

At the request of Mayor Champagne the final clause approving of the agreement between Hull and the company was allowed to stand.

All the other clauses became inoperative as a result of those knocked out.

02/10/1896 *Cornwall Freeholder* *Cornwall Street*

A large Newfoundland dog owned by Thomas Mossey, was killed by a street car near the corner of Second and Adolphus streets on Tuesday night. This is the first fatal casualty since the opening of the road.

03/10/1896 *Ottawa Journal* *Hull Electric*

The Hull Electric Co. will double track their line from Hull to Aylmer. The work of laying the double track will begin on Monday morning. It will take two or three weeks to finish the work.

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In the Senate railway committee yesterday, the vote by which the Hull Electric bill asking entranoe to Ottawa was defeated, was:

Yeas Sir Mackensie Bowell, Messrs. Cochrane, Baker, Laudry, McCallum. Scott Villeneuve and McLaren - 8

Nays Messrs. Clermow, Debouchervllle. Boulton, Dickey, McDonald Cape Breton), Macdonald (Victoria), McKindsey, Poirier, Power and Owens - 15

06/10/1896 *Ottawa Journal* *Hull Electric* *Deschenes*

## BUILDING AT DESCHENES

Deschenes village is having a little boom just now In building. The Messrs. Conroy are having the workmen's houses that were burnt in the summer replaced by better ones, and are also building for the conductors and moto-men of the Hull electric railway a better class of house, as it is expected that many of them will find It convenient to reside there where the car sheds are built

06/10/1896 *Ottawa Journal* *Ottawa Electric*

The electric railway are placing a new waiting room at the Chaudiere terminus.

06/10/1896 *Ottawa Journal* *Hull Electric*

Aylmer. Oct. The work of grading Mountain street Aylmer. which with Main street is to be double tracked by the Hull Electric Railway Company, is proceeding rapidly. A large force of men is also at work preparing the main line for the extra track.

Now that the electric railway track is to pass along Main street Aylmer people think the time opportune for urging the Qurbec government to transfer, the ownership of the old court house to the town. It is believed that if the Agricultural Society could secure the field at the back of the buildings for a Fair grounds it would be one of the finest and most convenient places in the country for the purpose.

08/10/1896 *Kemptville Advance* *Kingston, Portsmouth and Cataraq* *Kingston*

This year the poles in the streets owned by the telegraph, telephone, street railway and electric light companies of Kingston, have been assessed, and their owners will have to pay taxes.

**08/10/1896**    *Ottawa Journal*                      *Montreal and Ottawa*                      *Vankleek Hill*

The grading of the M. & O. Railway is nearly completed between here and Rigaud and the construction trains are running to within six miles of this place.

**08/10/1896**    *Ottawa Citizen*                      *Hull Electric*

Hull Aylmer Electric Railway bill blocked in the Senate - denied entry to Ottawa, Transcribe this.

**09/10/1896**    *Ottawa Journal*                      *Hull Electric*                      *Aylmer, Queens Park*

The Hull Electric company's park at Aylmer was closed for the season yesterday. The Hull Electric Company has commenced grading for the laying of the railway track to its proposed new park about a mile and a half up the river past Aylmer.

**09/10/1896**    *Ottawa Citizen*                      *Hull Electric*                      *Aylmer*

The Hull Electric Company's park at Aylmer was closed for the season yesterday. Grading has commenced for the laying of the railway track to the company's proposed new park about a mile and a half further up the river.

**09/10/1896**    *Almonte Gazette*                      *Canada Atlantic*                      *Ottawa*

Thomas Costello, a car repairer at the Canada Atlantic railway works at Ottawa, was working at one of the bumpers of a car that had been jacked up. The track slipped and the bumpers came down on his hands, crushing them into jelly from the wrist to the finger ends.

**09/10/1896**    *Huntsville Forester*                      *Renfrew*

The first through freight train passed through Arnprior today. It had thirty-five cars from Parry Sound to Ottawa. The line needs much ballasting. A gang has been sent up the line to build the grain elevators. Two will be built, with a million bushel capacity, to be completed by the spring of 1897.

**09/10/1896**    *Canada Lumberman*                      *Kingston (CN)*                      *Cornwall*

The G.T. is building a large tank at the west end of the Cornwall station to enable engines to take on water more rapidly than from the crane. It is 28 ft. in diameter and 18 ft. deep, elevated on a stone foundation 6 ft. high. The tank will hold 50,000 gallons of water, will steady the pressure in the mains and will improve the value of the waterworks for fire protection, having been advised by the Underwriters' Association for some years past. It will enable engines to take water in 2 1/2 minutes instead of 8 (min).

**10/10/1896**    *Ottawa Citizen*                      *Ottawa Electric*                      *Hull*

The preliminary work for the extension of the Ottawa Electric Railway to Main street, Hull, was commenced yesterday morning. It consisted of clearing away the old timbers below the bridge leading to Booth's lumber yard, and preparing the ground for the laying of the stone foundations for the iron superstructure. It is expected to have the work completed by the end of November.

**10/10/1896**    *Eastern Ontario Review*                      *Montreal and Ottawa*                      *Vankleek Hill*

Wet weather has retarded work on the M. & O. railway but with a few fine days tracklaying will be completed to this point and the toot of the locomotive of a competing line will gladden the hearts of our citizens.

The right of way claims through the township of West Hawkesbury are being paid today at the office of the company's solicitor, here, Mr. F. W. Thistlethwaite. Mr. Henneker, of Montreal, the C.P.R. Co's solicitor arrived in town Thursday to assist.

**13/10/1896**    *Ottawa Free Press*                      *Ottawa Electric*                      *Central Depot*

The Ottawa Electric railway authorities have adopted an excellent scheme for the convenience of travellers at the Central depot. They have placed indicators bearing the color or sign carried by each line of cars and underneath each sign or color appear the names of the streets over which that particular line of car passes. By looking at the indicator a stranger can tell at a glance what line of cars to take to reach any particular point of the city.

**13/10/1896**    *Ottawa Journal*                      *Canada Atlantic*                      *Central Depot*

The building which was used as a temporary station of the C.A.R. at Maria street will be moved back to the eastern bank in order to allow the straightening of the tracks leading into the present depot. It is understood that as soon as navigation closes and the water is let out of the canal the sharp curve at the canal basin will be straightened out.

**13/10/1896**    *Ottawa Journal*                      *Renfrew*

Accident to employee while working on the steam shovel west of Barry's Bay. Transcribe this.

**14/10/1896**    *Ottawa Journal*                      *Renfrew*                      *Madawaska*

Barry's Bay will not be the divisional point of the O.A. & P.S. Ry. after 15th November. Madawaska will then be made the terminus of the first division it being exactly half way between Ottawa and Parry Sound.

The company buildings at Madawaska, the new divisional point on the O.A. & P.S. Ry. are now built. They were constructed by contractor Tomlinson of this city.

**14/10/1896**    *Ottawa Journal*                      *Hull Electric*

A serious accident occurred on the Aylmer road yesterday afternoon when Mr. J. Lafleur's team took fright at the electric engine and bolted..

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Mr. H.B. Spencer, superintendent of the Hull Electric Railway has removed his offices from Central Chambers to the company's offices on Main street, Hull

**15/10/1896**    *Ottawa Free Press*                      *Ottawa Electric*                      *Ottawa Car*

The Electric railway company is having a 200 horse power locomotive constructed for the purpose of hauling lumber from the Edwards mill in New Edinburgh to the Central depot yards. The locomotive will run by electric power and will be used only at night being run on the Sussex street tracks.

The Ottawa Car company is erecting a baggage car especially for the transfer of baggage of passengers coming in on the Hull Electric railway and transhipping to the Ottawa Electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company are having the car built.

**15/10/1896 Ottawa Citizen Sussex Street Sussex Street**

The Canadian Pacific Railway company is applying through Messrs. Scott & Scott for permission to extend their tracks from the old St. L. & O. yard along Sussex street to the lumber yard of the Edwards Company. In a letter read at a meeting of the Board of Works last evening Messrs. Scott & Scott stated that their clients had noticed that an application was at present before the Council on behalf of the Electric Railway Company for permission to extend their tracks into the Edwards Company's yards in order to allow them to carry lumber to the C.A.R. depot and the C.P.R. Co. submitted that if this application was granted and the Electric Company allowed to come into competition with them in the carrying of lumber they should be granted the facilities necessary to enable them to compete on equal terms. The matter was left over pending the submission of plans of the crossing etc. by the company.

**15/10/1896 Ottawa Free Press Ottawa Electric Ottawa Car**

The Ottawa Car Company is erecting a baggage car especially for the transfer of baggage of passengers, coming in by the Hull Electric railroad and transhipping to the Ottawa electric line. This traffic is too heavy for the regular cars of the Ottawa service and the latter company is having the car built.

**15/10/1896 Ottawa Journal Sussex Street Sussex Street**

C.P.R. now wants to lay tracks to the W.C. Edwards yard from St. Lawrence and Ottawa yard, across Sussex Street.

**15/10/1896 The Equity, Shawville Ottawa Electric Hull**

The Hull Dispatch says: Mr John Brophy, C.E., has been engaged during the past week with a staff surveying the proposed route of the Ottawa Electric railway into the city. As already stated, the contract for the iron bridge work has been awarded to the Dominion Bridge Co'y of Montreal. Right of way has been secured from Mr. E.B. Eddy over his pond, which will enable the company to cross the slides and have its terminus at the small store building now occupied as an apply house for the E.B. Eddy company. This will bring the Ottawa cars within fifty feet of the Hull Electric line and will prove of great convenience to the travelling public who now have to walk across the bridge and approaches to the Union bridge. It has been also stated that an offer has been made to the Hull Electric company to effect a junction there, but whether advantage will be taken of the proposition or not remains to be seen.

**15/10/1896 Ottawa Journal Renfrew**

It was a very dilapidated looking locomotive which pulled the O.A. & P.S. train from the west into Central depot this morning. The cab of the engine was boarded up and the inside charred as if it had been through a serious fire. And so it had. This morning before daybreak as the cleaners were at work on the engine at Barry's Bay getting the locomotive ready for the trip, a coal oil torch exploded. The oil was thrown all over the interior of the cab and in a minute the whole ceiling of the cab was blazing. It took some time to get the fire extinguished. Fortunately the fire did not burn any of the machinery.

**15/10/1896 Ottawa Journal Hull Electric Aylmer**

Aylmer, Oct. 15. The Hull Electric Co. expect to have the loop line running along Main street, Aylmer, in about three weeks' time, and the double track on the main line sometime before Christmas. The first instalment of ties for the latter part of the road was distributed yesterday. The Electric Park at Aylmer is not yet closed, as was reported a few days ago in some of the Ottawa papers.

**16/10/1896 Ottawa Citizen Hull Electric Hull**

The Hull Electric Company will build car sheds in Hull, west of the Main street reserve. The work of double tracking the line between Hull and Aylmer, including the loop line at the latter place is progressing favorably.

**16/10/1896 Ottawa Citizen Pontiac Pacific Junction Waltham**

A shunting engine on the P.P.J. Railway fell into the space adjoining the company's round table at Waltham yesterday. The engine was about to be run on to the table but the tracks, not having been brought even to each other, the engine went down. The engine was raised again in about five hours. It was not damaged much and fortunately no one was injured by the accident.

**16/10/1896 Eganville Leader Renfrew**

Meanwhile the Mercury announced "that passenger and freight service will commence about November 15, as only ten miles of track remain to be laid. This will be finished by month's end, after which the government will inspect, and then the line opened. The actual distance from Ottawa to Parry Sound will be two hundred and fifty-two miles. It is hoped that there will be an 8 hour service. Passengers leaving Ottawa at 8 a.m. will reach the lake port by 4 p.m. The divisional point will be Madawaska. The company has placed an order for four new passenger and freight locomotives, to be delivered in November. Four new snowploughs have been built at the company's workshops in Ottawa, for use on the line this winter."

**16/10/1896 Eastern Ontario Review Montreal and Ottawa Rigaud**

The first fatal accident on the line of the Montreal and Ottawa Railway occurred on Tuesday evening of last week near Rigaud. The construction train was returning to Rigaud after the day's work and slowed up to allow two or three men who boarded a short distance out of the village to get off. Gerome Laroche, a laborer who has only been out from France a few months, was the victim. It seems that when he jumped his coat caught on a projection on the car and jerked him backwards and falling across the rail the cars passed over him completely severing the head and one arm from the body. Coroner McMahon held an inquest on Friday evening and a verdict was given of accidental death, in accordance with the evidence

**16/10/1896 Ottawa Free Press Pontiac Pacific Junction Waltham**

While an engine on the Pontiac line was being shunted on the turn table, it slipped the rail owing to the table not being rightly set and the locomotive went down the space adjoining with a crash. Not much damage resulted but it took five hours to replace it.

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A P. and P.J. shunting engine ran off the turntable at Waltham yesterday. It took five hours to raise the locomotive.

**16/10/1896 Ottawa Free Press Ottawa Electric**

A small idea of the great source of convenience that the new bridge which is being erected by the Ottawa Electric railway company at the Chaudiere will afford the general public will no doubt be interesting. The object of the bridge is the extending of the electric company's tracks to north side of Hull, which will be the terminus.

The bridge will be built of steel girders and trestle spans. The girders will be six foot spans and one forty foot span. The trestle portion of the bridge is to be twenty foot span.

The trestle south of the Buell-Hurdman mill will be erected on substantial masonry foundations and will be located on the east side of the public highway. The street will be widened, and the persons who traverse that portion of the city know the difficulty there is at present in driving there, owing to the extensive traffic.

Quite a number of men are now engaged in excavating and preparing foundations for the masonry to support the trestle and bridge work. The foundation is splendid, being of solid rock.

From the Buell-Hurdman mills north the trestle will rest on concrete foundations set on solid rock. The road will not touch the highway at any point after leaving the present terminus, but will run parallel with it, crossing the Eddy ponds in front of the dye house and match factory.

The bridge and trestle, when completed, will be about 900 feet in length. The Dominion Bridge company have the contract for the steel and trestle work, while the engineering work is in charge of Mr. J.B. Brophy.

It is expected that the bridge will be completed before the cold weather sets in, and a large gang of men will be shortly added to the present force.

*16/10/1896 Ottawa Citizen Canada Atlantic Central Depot*

The wooden structure on the canal bank used for a while as the temporary central station is about to be moved back some fifty or sixty yards in an easterly direction in order not to interfere with the laying of more tracks along the canal bank.

*16/10/1896 Ottawa Citizen Renfrew Barrys Bay*

The cabin on an O.A. & P.S. Railway engine was badly damaged by fire at Barrys Bay early yesterday morning. The fire started from an explosion of a coal oil torch. No one was injured. The damage will be repaired here.

*16/10/1896 Ottawa Citizen Ottawa Electric Hull*

The Ottawa Electric Railway Company have closed a contract with the Dominion Bridge Company for the erection of a bridge over the Eddy mill pond and slides in order to enable them to run their cars into Hull. The water will be let out of the pond today so that the masons can commence work on the foundations of the bridge tomorrow. Messrs. Holbrook & Sutherland have the contract for the masonry.

*16/10/1896 Ottawa Journal Hull Electric Hull*

The new car sheds of the Hull Electric Company in Hull will be built west of the reserve on Main street.

*16/10/1896 Ottawa Journal Pontiac Pacific Junction Waltham*

A P.P.& J. shunting engine ran off the turntable at Waltham yesterday. It took five hours to raise the locomotive.

*16/10/1896 Ottawa Journal Ottawa Electric Chaudiere*

Yesterday an agreement was signed between the Ottawa Electric Railway Co. and the E.B. Eddy Co. by which the Ottawa Company, after entering Hull, will extend their line through the Eddy yards, for the purpose of handling the firm's freight and carrying it out for shipment over the Canada Atlantic Railway at the Chaudiere.

By the agreement the electric company will build over the company's reservoir east of the street, then skirt along between the match factory and the street, crossing the street at the government slide, and pass up between No. 2 and No. 3 mills, past the rear of the company's office and their large "Jumbo" warehouse and on to the head dam, then running back into the warehouse.

The route will require altogether about two thirds of a mile of track.

To haul by motor.

A large electric motor, similar to that used by the Hull Electric Co. will be used for the hauling of freight from Eddy's yards over the electric railway lines across the Suspension Bridge to the intersection of Duke and Bridge streets where the Chaudiere tracks of the C.A.R. run up to Bridge street. Of course, all freight will be shipped and moved after eleven o'clock at night when the passenger service on the electric railway is over.

It is learned that the Hull Electric Co. are negotiating with the E.B. Eddy Co. for the entrance to their yards from the Hull side which will give an outlet for the firm's freight for shipment by C.P.R.

*16/10/1896 Almonte Gazette Renfrew*

Barry's Bay will not be the divisional point of the O., A. & P.S. railway after the 15th of November. Madawaska will then be made the terminus of the first division, it being exactly half way between Ottawa and Parry Sound.

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In consequence of the line being nearly finish large numbers of men are being discharged from the construction work of the O., A. & P.S. railway. The other day as a number of them were coming down the line a Frenchman and an Italian got into a quarrel and the former was stabbed in the neck. When the train stopped at Eganville the Italian jumped from the car and took to the woods.

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A genuine beaver dam is one of the curiosities at the crossing at Canoe Lake along the O., A. & P.S. railway.

*17/10/1896 Ottawa Citizen Montreal and Ottawa Vankleek Hill*

The grading on the Montreal, Vaudreuil and Ottawa Railway between Rigaud and Vankleek Hill is almost complete. Construction trains are running to within six miles of Vankleek Hill.

*21/10/1896 Lanark Era Lanark County Electric Lancaster*

Messrs. Jas. Fowler, of Arnprior, and W.J. Fowler, of Boston, two of the leading promoters of the Lanark Electric Railway, were in town on Monday afternoon, and state that the prospects for a railway are now very encouraging. The ties, poles, and other necessary timbers will be prepared during the winter. Mr. W.J. Fowler is spending a few days here in locating the lines,

*21/10/1896 Ottawa Journal Renfrew*

The Ottawa, Arnprior and Parry Sound Railway and the Parry Sound Colonization Railway are now amalgamated under the name of the former line. The amalgamation was reached at a joint meeting of the board of directors of both lines in Ottawa yesterday.

A station is to be built on the O.A. & P.S. Ry. at Ross Point.

*22/10/1896 Ottawa Journal Renfrew locomotive*

Four new locomotives for the O.A. & P.S. Ry. are expected to arrive in a few days.

*22/10/1896 Ottawa Journal Canada Atlantic shop*

Two new baggage cars are just about ready to be turned out by the C.A.R. shops.

*22/10/1896 Ottawa Citizen Hull Electric Aylmer, Queens Park*

The directors of the Hull Electric Railway met yesterday and revised the plans for the new track from Hull to the Company's new park above Aylmer. With this track the company will have a "loop" between Aylmer and Hull. The plans provide for an overhead crossing of the C.P.R. near Scotts Hill.

It is said the company have declined to give the price asked for the portion of the Scott property they require, and also that for the Taylor and Edey property between Aylmer and the Company's new park. From information received it is understood the Company will expropriate the properties and have the price determined afterwards by an arbitrator.

*22/10/1896 Ottawa Journal New York Central*

Dr. Bergin is dead. Obituary.

UPPER O.,A. & P.S. NOTES.

From our own correspondent.

Snow fell on Saturday night and another fall came Monday morning. - the work of track-laying is almost completed. The steel gang reached the summit cut at the end of O'Neill and Ferguson's section last week, and a portion of the gang is paid off. The large rock cut will probably be finished this week. Chambers and Richardson have completed their five - mile section. - a section house is being erected at Gilmore's Junction by Mr. Tomilson's Men. As soon as this and the work at Madawaska is finished a new timetable will come out. The Whitney mixed train will probably run from Gilmore's to Madawaska to connect with the Ottawa express. At Gilmore's mill on Canoe Lake a number of buildings are being erected - an office and store, store houses, boarding house, tenement for four families, all situated on a rising ground back of the park headquarters. Near the middle a large brick engine and boiler room is being built by Mr. Shugie, of Brighton. A frame building for electric light plant, blacksmith and carpenter shops is also under construction. There are over 200 men at work at and around the mill, and between 600 and 700 in the shanties. Breuder & McNaughton are building iron bridges over Potter and Joe creeks for the railway company. Mrs. Lagree has charge of their boarding house. Times are somewhat dull at Whitney. The grading in the yard is almost finished. Some of the men with teams will soon leave for the woods. The dullness in the lumber trade is being felt, but some lumber is being shipped. Mr. Whitney went down on Saturday to Ottawa. The school was opened on the 15th, and Mrs. Stac has been appointed teacher. Only children living in the village are allowed to attend. The children of the settlers are thus deprived of school privileges.

23/10/1896 *Ottawa Journal* *Ottawa Electric* *Chaudiere*

The lease given by the E.B. Eddy Co. to the Ottawa Electric Railway does not permit the company to carry passengers over the whole line through the Eddy yards. The company are not permitted to carry passengers further than No. 2 mill at Hull.

23/10/1896 *Brockville Recorder* *Westport* *Lyn*

The B. & W. Railway have twelve men employed in taking out ballast from their pit here and placing it on the road near Seeley's.

23/10/1896 *Ottawa Journal* *Ottawa Electric*

It is expected that the Ottawa Electric Railway Company will be running as far as Main street, Hull by the end of November. Active work has already commenced on the construction.

23/10/1896 *Ottawa Journal* *Hull Electric*

Work is now booming along the line of Hull's electric railway. The double track. Commenced but a few weeks ago, is now well advanced, and will be completed the whole distance between Hull and Aylmer before the frost sets in. Work has also been commenced at Hull in preparation for the removal of the track from the square which is to be put in good shape now that the corporation has assumed control of this long-existing eye-sore.

23/10/1896 *Perth Courier* *Lanark County Electric*

THE PERTH-LANARK RAILWAY Mr. Fowler, promoter of the Perth & Lanark Electric Railway, and his brother, who is a surveyor, were in Lanark on Monday taking steps to make a preliminary survey of the line of road between the two points. Mr. Alfred Morris, C. E., of Perth, will assist in the survey. Two trial routes will be run, one by the road back of Balderson between lots No. 5 and 6 Drummond, and the other down the Clyde and across the Mississippi at the town line. Mr. Fowler talks of contracting for the ties, so they can be got out this winter.

24/10/1896 *Ottawa Journal* *Renfrew*

Large article about the almost completed O.A. & P.S. Ry.

27/10/1896 *Ottawa Journal* *Montreal and Ottawa* *Caledonia Springs*

The C.P.R. expect to have trains running over the Vaudreuil branch to Caledonia Springs by the middle of November.

27/10/1896 *Ottawa Citizen* *Montreal and Ottawa* *Caledonia Springs*

A gentleman who arrived yesterday from Caledonia Springs, stated that the C.P.R. authorities expected to have trains running to the Springs on their Vaudreuil branch by the middle of November.

27/10/1896 *Renfrew Mercury* *Renfrew*

A gang of thirteen men were sent up the O.A. & P.S. on Saturday to Parry Sound to build the grain elevators at the Parry Sound Harbour. The company will build two large elevators, having a storing capacity of one million bushels of grain. The elevators will be completed by next spring.

27/10/1896 *Ottawa Journal* *Sussex Street* *Sussex Street*

The new piling grounds of the W.C. Edwards Company on Stanley Avenue, New Edinburgh, are becoming quite extensive. The lumber piles now cover several acres.

28/10/1896 *The Record, Chesterville* *New York Central* *Cornwall*

Dr. Darby Bergin, MP for Stormont, who tripped and fell downstairs at his home in Cornwall over a month ago, died from the effects of his injuries on Thursday morning last.

Dr. Bergin had practiced his profession but little during the last ten years. He was appointed Surgeon-General of Canada by Sir John MacDonald's Government. He was an ardent lover of good horses and at various times had many good animals on his farm, which is situated a little east of Cornwall. The doctor was one of the best personal canvassers in Canada and a hard man to defeat. His brother, John Bergin, practices law in Cornwall. The doctor lived in comfortable home in the east end of town.

28/10/1896 *Ottawa Journal* *Ottawa Electric*

Accident with car No. 21.

29/10/1896 *The Equity, Shawville* *Hull Electric* *Aylmer*

The Hull Electric Co., expect to have the loop line running along Main street, Aylmer, in about three week's time, and the double track on the main line some time before Christmas. The first instalment for the latter part of the road was distributed last week.

30/10/1896 *Renfrew Mercury* *Lanark County Electric*

Messrs. James Fowler, of Arnprior and Mr. W.J. Fowler, of Boston, two of the leading promoters of the Lanark Electric Railway, were in town on Monday afternoon, and state that the prospects for a railway are now very encouraging. The ties, poles and other necessary timbers will be prepared during the winter. Mr. W.J. Fowler is spending a few days here locating the lines. - Lanark Era.

30/10/1896 *Almonte Gazette* *Belleville* *Perth*

The C.P.R., Car shops at Perth have been busy for some months turning out a new series of box cars of increased standard capacity, 35 feet long and carrying 60,000 pounds. They will be put into commission at once and will be utilized without difficulty, as the volume of business daily increasing and was never better even at this, the busy season of the year. Twenty have already been put into service use, and a further supply of the same series will soon be completed.

30/10/1896 *Almonte Gazette* *Chalk River* *Haley's*

A pitch-in took place on the C.P.R. at Hales on Saturday last. Three or four cars were destroyed, but no lives were lost.

The New Railway.

Messrs. Bell & Wilke have just completed a careful survey of the most favorable route for the location of that part of the Carp, Almonte and Lanark RR. Lying between Carp and Almonte, and have also prepared a map, plan and profile of the same, together with a report bearing upon the same for the use of the directorate. No difficulty was experienced in locating a route which would not exceed the average expenditure for the construction of such a road. Having the necessary data now on hand, the directorate are in a position to take further steps to promote the building of the road. Our citizens subscribed liberally towards the expense of the survey, and it is to be hoped that the outcome may be the early completion of the road, at least as far as Almonte.

**31/10/1896** *Ottawa Citizen* *Carp, Almonte and Lanark* *Lanark*

Messrs. James Fowler of Almonte and W.J. Fowler of Boston two of the leading promoters of the Lanark electric railway, were in town on Monday afternoon, and state that the prospects for a railway are now very encouraging. The ties, poles and other necessary timbers will be prepared during the winter. Mr. W.J. Fowler is spending a few days here in locating the lines. - Lanark Era.

**31/10/1896** *Ottawa Journal* *Hull Electric* *Hull*

The Hull Electric Co. will run their tracks down Chaudiere street to Main street, Hull, as a change from the present route.

**31/10/1896** *Ottawa Journal* *Renfrew*

THROUGH TO THE BAY: THE LAST RAILS ON THE O.A. & P.S. Ry. WILL BE LAID ON MONDAY - A Gigantic work Completed After Four Season's Labour and the Expenditure of Millions of Dollars - Final Government Inspection on Wednesday - The New Divisional Point.

By Monday evening the Ottawa, Arnprior and Parry Sound Railway will be completed from Ottawa to the waters of the Georgian Bay.

The last spike will be driven Monday, completing this gigantic work.

The first sod in the construction of the line was turned at Carp towards the end of July 1892, by Mr. George Kidd, MPP, then warden of the county. Since that time, 260 miles of railway have been laid as the result of four and a half season's work. The line as completed is a triumph of engineering skill and a lasting monument to the energy and enterprise of its promoters.

Madawaska becomes the divisional point of the line on Monday. It will be the permanent divisional point, being situated exactly half way between Ottawa and Parry Sound

Regular passenger trains will begin running between Madawaska and Ottawa Monday morning. The morning train leaving Ottawa at 8 a.m. will reach Madawaska at 12:40 p.m. A mixed train will connect with the passenger train at Madawaska and carry passengers to Canoe Lake, 44 miles further on.

Final Inspection

The official and final inspection of the line will be held on Wednesday next. Mr. Robt. McCallum, inspector for the Ontario government, will go over the line to Scotia, where it connects with the Northern, now controlled by the Grand Trunk. Mr. McCallum will be accompanied by Mr. A. W. Fleck, secretary-treasurer; Mr. Geo. A. Mountain, chief engineer, and Engineers Bruce and Cranston. The inspection party will leave Ottawa late on Tuesday evening on a special train.

**31/10/1896** *Ottawa Journal* *Other*

The remains of the late Mrs. John Tomlinson, mother of Mr. Geo. Tomlinson, contractor, were interred in Beechwood cemetery yesterday.

**01/11/1896** *Canada Lumberman* *Tramway* *Whitney*

Description of St. Anthony Lumber Co's. Mill Whitney.

In the lumber yard there are ten miles of small railway tracks to carry the lumber from mill to yard, which requires 250 lumber cars. There is also five miles of standard gauge tracks laid with 56-lb steel rails to accommodate cars to load lumber for shipment over the Ottawa, Arnprior & Parry Sound Railway

**02/11/1896** *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Co. is now constructing a combined passenger, baggage and express car for the Electric Street Railway Co. It will run from the terminus of the Hull Electric Railway to centre town via the C.P.R. and C.A.R. stations. The mails will be delivered at the post office and the baggage to a transfer company. The Electric Railway Company will make a new departure by meeting the C.P.R. early morning trains with this car. It will be 40 feet in length, 13 feet longer than the ordinary passenger cars, and will have accommodation for 36 passengers and run on eight wheels. Also in the Shawville Equity, November 12.

In about a month an electric locomotive will be placed on the Ottawa street railway tracks and will be used for hauling lumber from the W.C. Edwards Co. yards to the C.A.R. after the hours of the regular passenger service. The locomotive will be used for drawing trailers during the exhibition weeks and on other special occasions. It is being built by the Ottawa Car Co. and is of the Baldwin-Westinghouse type. Four hundred horse-power will be its capacity. It will have eight wheels and will weight 36 tons

**02/11/1896** *Ottawa Journal* *Renfrew*

The Journal had a paragraph on Saturday which stated that the last spike would be driven today on the O.A. & P.S. Railway. Chief Engineer Mountain explained that that statement was somewhat misleading, for although the track between Ottawa and Scotia, on the Grand Trunk Railway will be completed through, yet there remains to be constructed the bridge across the Sound and nearly four miles of track beyond, to the terminus at deep water on Georgian Bay. This track cannot be laid until the bridge is completed which will take some time yet. Besides this, there is a large amount of ballasting to be done, so it cannot properly be said that, "the last spike has been driven," until all the work has been completed and the terminus at deep water reached.

**02/11/1896** *Ottawa Journal* *Renfrew*

The morning O.A. & P.S. train began running to Madawaska, the new divisional point on the line. The eight o'clock was the first train to go through to Madawaska.

**03/11/1896** *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

An electric locomotive is being built by the Ottawa Car Co. It will be used for hauling the lumber from the W.C. Edwards Co.'s yards to the C.A.R. after hours of the regular passenger service. The locomotive will be used for drawing trailers during exhibition weeks and on other special occasions. It is being built by the Ottawa Car Company., and is of the Baldwin-Westinghouse type. Four hundred horse-power will be its capacity and will weigh 36 tons.

**03/11/1896** *Ottawa Citizen* *Renfrew* *locomotive*

Four new locomotives arrived in the city yesterday from the Baldwin Locomotive Works, Philadelphia, consigned to the Canada Atlantic railway. Two are mogul freights and the other two passenger locomotives. They will be used on the O.A. & P.S. railway.

Yesterday afternoon, Mr. H.B. Spencer, superintendent of the Hull Electric company, Mr. Frank Hibbard, C.E., Ald. Farley and Free Press representative, took a trip over the electric railway system to see the progress being made in double tracking the system and extending the system to "One Tree Point," on Lake Deschene. The rapidity with which the work is being pushed through is a marvel of railroading and in two weeks time. If the weather remains at all fine, cars will be running to the park. Since the 29th of October between two and three hundred men have been working and nearly all the road has been laid, with the exception of one or two small stretches through rock cutting which is being left until the last, as it can be done in any kind of weather.

Mr. Spencer is building the road with a view to speed and with the security guaranteed by double track, the cars will make thirty and forty miles an hour with ease. A mile and a half of new track is necessary to connect the old with the new park. The loop line through the village of Aylmer will be ready for operation in a few days. When the new track is completed the cars will not come along Brewery street, Hull, but will pass through the Scott property, shortening the distance by half a mile and doing away with the level crossing of the C.P.R. ensuring perfect safety for the public.

03/11/1896 *Ottawa Journal* *Montreal and Ottawa*

NEPEAN POINT BRIDGE.

Mr. H. J. Beemer, president of the Gatineau Railway, stated yesterday that he could not undertake to proceed with the Nepean Point bridge until \$500,000 in bonuses was guaranteed him. On this basis he asked the city to extend for eighteen months the time during which the civic bonus of \$150,000 shall be available.

This is a good deal to ask in view of the uncertainty regarding the building. The bonus was voted three years ago, and since that time the city has been compelled each year to put by the amount of sinking fund enacted by law. This annual payment comes out of the already insufficient city revenue. The civic revenue should not be shortened thus without the best of reason. True, the money will in the end come back into the ordinary civic funds if the bridge be not built, but that is a poor consolation if during the intervening years the city is the worse off.

Mr. Beemer has already had one extension of time; and in considering the request for a further extension of the bonus term, the city council should ask for proof that if Mr. Beemer gets the extension and all the other bonuses promised or asked, he will have necessary additional capital to construct the bridge.

03/11/1896 *Ottawa Journal* *Renfrew* *Madawaska*

The new roundhouse of the O.A. & P.S. Ry. built at Madawaska, the new divisional point on the line, was used for the first time yesterday. It is a frame building on stone foundations and can stall five locomotives.

O.,A.& P. S. INSPECTION

A Party Leaves the City Tonight to Look Over the Line

The final inspection of the O. A. & P. S. Railway from Ottawa to Scotia, where the line connects with the Grand Trunk, will begin tomorrow. The inspection party leave the city this evening on a special train. The party will consist of Secretary/treasurer Fleck, Chief Engineer Mountain, Engineers Bruce and Cranston, and the Ontario government inspector. As there are a great number of measurements to be made, the inspection is expected to take at least three days. The party will return to the city on Saturday.

05/11/1896 *Qu'appelle progress* *Anticosti*

Railroad on Anticosti

Henri Menier the owner of Anticosti is determined to hasten the development of his new property, and is sending out from France steel rails and cars for a narrow gauge railway, already commenced, which next spring will be extended for more than a hundred and twenty miles. The system employed is the most perfect known in Europe for the purpose, being the De Caville system.

The cars, like the rails, are of steel, and a few miles of track are already in operation on the island. At present the cars, being small, are run by hand or horse power. Next season the power will probably be electric.

06/11/1896 *Ottawa Journal* *New York Central*

With the subsidy for the Ontario Pacific lapsing in August a Cornwall delegation waited on the premier yesterday - James Leitch, John Hibbard, D.A. Flack, J. Kerr and J. Hibbard, all of Cornwall and Samuel Coulson of Montreal.

With a by election to come off in Stormont county at an early day the promoters thought that the present was a good time to press for a renewal of the subsidy. The election is necessary owing to the death of Dr. Bergin.

More - thought it would be renewed.

06/11/1896 *Almonte Gazette* *Renfrew* *Emsdale*

Brakesman Villeneuve, who was run over by a construction train at Emsdale on the O.,A. & P.S. R. on October 25th, died on Sunday the result of his injuries

06/11/1896 *Almonte Gazette* *Chalk River* *Cobden*

Mr. A.F. Chapman, the well known C.P.R. passenger conductor of Ottawa, got badly hurt at Cobden station on Sunday of last week. He slipped on the frosty platform, striking his head on the steps of the moving train, with the result of severe injuries to his back and head, and left eye badly bruised and cut.

06/11/1896 *Almonte Gazette* *Carp, Almonte and Lanark*

This week the Ottawa Arnprior & Parry Sound Railway was practically completed from Ottawa to the shores of Georgian Bay. The first sod in the construction of this line was turned at Carp toward the end of July 1892, and since that time 260 miles of railway have been laid as the result of four and a half seasons' work. As soon as Mr. Booth gets the throughline in running order he will turn his attention toward the line from Almonte that will connect with the O.,A. & P.S.R.R. at Carp.

06/11/1896 *Brockville Recorder* *Renfrew*

By this evening the Ottawa, Arnprior & Parry Sound Railway will be completed from Ottawa to the waters of Georgian Bay. The first sod in the construction of the line was turned at Carp towards the end of July 1892, by Mr. George Kidd, M.P.P., then warden of the county.

07/11/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

The iron work for the electric car bridge from the Chaudiere to Main street, Hull will be complete by December 1st, and the second half before Christmas day. The bridge is made to withstand 80 lbs pressure to the square inch being much heavier than the average railway bridge.

07/11/1896 *Ottawa Citizen* *Ottawa Electric*

Superintendent Hutcheson, of the Electric Railway, has rented a waiting room for motormen and conductors for the winter. The room is in the rear of the office adjoining that of the Electric Company on Sparks street.

07/11/1896 *Ottawa Journal* *Renfrew*

The inspection party which left last Tuesday evening by special train to inspect the O.A. & P.S. Ry. through to Scotia where the line crossed the Grand Trunk has arrived back in the city. --McCallum, Ontario Government inspector was well pleased --

For many years past Cornwall has felt the need of a railway connecting with the country to the north and the people are pleased with the prospect of having this long felt want filled. Some time ago a representative of the Central Counties Railway addressed the town council with reference to the building of a short line to connect Cornwall with the Canada Atlantic at South Indian. Saturday night a special meeting of town council was held to hear representatives of the Ontario Pacific Railway Company, and a gentleman representing American capitalists who have entered into an agreement with the company to build a railway with the Ontario Pacific charter from Ottawa to connect with an American road which would make a short and almost direct route from the Canadian capital to New York City. The American gentleman said that their purpose was to cross the St. Lawrence river at Cornwall. This would necessitate the building of a bridge the cost of which would be \$750,000. The bridge would extend from a point near the Toronto Paper Co.'s mill, about a half a mile west of the town to Cornwall Island, and from the south side of the island to the American shore. Over the north channel, which is also the steamboat channel, the bridge would be a high level one, but on the south side, with the permission of the American government, the bridge would be a lower level one. The line would run almost direct to Ottawa, crossing the C.P.R at South Finch, and opening up for the town of Cornwall not only the trade for the near townships but also of the neighbouring counties on the south side of the St. Lawrence river.

The scheme was discussed at length.

Mr. John Bergin Q.C. said that the building of the road had been a pet scheme of his brother's (the late Dr. Bergin M.P.) life, but he did not live to see it carried out.

The movers will present a written proposal in a few days and the amount of the bonus will then be discussed.

09/11/1896 *Ottawa Citizen**Renfrew*

Messrs. J.R. Booth, A.W. Fleck, G.A. Mountain, W. Hutchinson, M.P., G.B. Pattee, and Government Inspector McCallum have arrived home from their through trip over the O.A. & P.S. railway. Traffic will likely begin in about a week.

09/11/1896 *Ottawa Journal**Hull Electric**Aylmer*

There is a war on between the Aylmer Road Co. and the Hull Electric Railway over the determination of the latter to build their line along Main street Aylmer, contrary to the wishes of the Road Company, who claim the street is their property and under their control.

Saturday morning the Hull Electric Co. set a large gang of men at work at the east end of Main street, directly in front of the residence of Mr. W.G. Mulligan. Mr. Robt. Stewart, president of the Aylmer Road Co. soon appeared on the scene and ordered that operations cease immediately. No attention was paid to his orders and the men worked on throughout the day tearing up about 150 yards of street in preparation for laying the tracks. Tore up the road bed.

At half past four o'clock this morning, Mr. Stewart again appeared on the spot, this time accompanied by Mr. Frank Grimes, a gang of fifteen men and two teams of horses. The men and horses were set to work to tear up the roadbed and demolish the labor done by the Hull Electric Co.'s men on Saturday. By seven o'clock, when the Hull Electric Co.'s men arrived to begin work, the road-bed was demolished and the two team of horses owned by Mr. Stewart stood on the street, preventing the company's men from resuming work. The Electric Company's force of 150 men were kept idle for some time, until Major Ritchie arrived, accompanied by Mr. R.H. Conroy, president of the Hull Electric Co. The mayor ordered Mr. Stewart to remove the horses at once or he would have him arrested for obstructing the street. Mr. Stewart, after some hesitation and some very plain language, removed the horses and left, stating that it was his intention to get an injunction compelling the company to stop work.

A meeting of the shareholders of the Aylmer Road Co. is to be held this afternoon, at which the question of the obtaining of an injunction will be considered.

The Hull Electric Co. are still going ahead with the work today. This forenoon another force of eighty men was sent up to Aylmer to hurry the line to completion.

10/11/1896 *Ottawa Journal**Ottawa Electric*

Eight electric cars were blocked on Bank street for nearly half an hour last evening as a result of a motor in line if the cars burning out,

#### NEARLY AN ACCIDENT

Passengers on electric car No. 44 report a narrow escape at 10.05 p.m. Saturday, The car was coming from the Chaudiere and when near the corner of Bank and Wellington cabman P. Buckley drove down Wellington street on the north side. Suddenly he turned his horses directly across the street in front of the oncoming car. The motorman instantly reversed and brought his car to a standstill just as the end of it touched the horses. But for the motorman's promptness the cab would have been smashed to pieces.

Accident to car No. 56.

11/11/1896 *Ottawa Journal**Renfrew*

#### THEY WILL PROTEST

Residents of Renfrew Co. Meet To-day re OA & PS Grievances

A meeting of the leading residents of Renfrew county was to be held in Arnprior to-day to formally consider, the laying of a protest before the government reviewing grievances against the O.,A. and P. S. Ry. Company. The county bonused this line of railway to the extent of \$75,000 on the understanding that the line would be built so as to serve the best interests of the residents of the county. It is claimed however that the company in constructing the line showed no due regard to the wishes of the people and built the line over another route to that proposed when the bonus was voted. A still later grievance is that the company have removed their, divisional point from Barry's Bay, Renfrew county, to Madawaska, the latter place being in Nipissing, which county gave no bonus whatever to the line.

11/11/1896 *Ottawa Journal**Canada Atlantic*

One of the new C.A.R. locomotives, no. 25, began running on the passenger service between Ottawa and Montreal yesterday.

11/11/1896 *Ottawa Journal**Hull Electric**Aylmer*

The Hull Electric Co.'s tracks are expected to be laid down Main street, Aylmer, to the main track by this evening. A gang of men were at work all night on the line.

The Hull Electric Ry. Co. with a large force of men continue to lay their tracks along Main street, Aylmer, today without any interruption. The Aylmer Road Co. have not yet taken out any injunction to restrain the progress of the work. Mayor Ritchie claims to have discovered the original agreement between the road company and the town of Aylmer which gives the road company no use of the street whatever.

11/11/1896 *Ottawa Free Press**Ottawa Electric**Chaudiere*

Work on the bridge over the government property at the Chaudiere for the extension of the Ottawa street railway to Hull is progressing rapidly. The track will be double until the Eddy match factory, when a single track will be run alongside the building to connect with the track running through the mill yards for freight purposes. It is possible that passengers will have to walk half a block to connect with the Hull cars.



**11/11/1896 National Post**

**Hull Electric**

**Aylmer**

Aylmer is now the scene of great activity. The Hull and Aylmer Electric Railway Company have 300 men working on Main street. This street is supposed to be part of the incorporated company's property. On Sunday the Electric Railway Company laid their track opposite the property of Mr. Mulligan, and Dr. John Ayle. About four o'clock on Monday morning, Mr. Steward, superintendent of the Aylmer road, pulled up the track laid. He was then enjoined by the mayor to leave the track unmolested. There is a theory or statement going about that the Aylmer Road Company's charter was made in this way; after a certain time, now said to have elapsed, the town council have the option of taking over the portion of the Aylmer road in the corporation limits. Probably such an option includes payment for this portion of the road. These are statements made upon the streets and may be without foundation.

**11/11/1896 Ottawa Journal**

**Canada Atlantic**

**Central Depot**

Mr. Booth was seen today regarding the proposal in yesterday's Journal that the unused portion of the canal basin be fitted up and used as a public swimming bath. Mr. Booth stated that it was his intention to build a covered trestle work over this part of the basin. The company proposed to build their freight sheds in this vicinity and all the space would be required for freight yard purposes. It is not proposed to fill in this portion of the canal basin.

**11/11/1896 Ottawa Journal**

**Ottawa Electric**

**Chaudiere**

The iron for the bridge of the Ottawa electric street railway line across the Eddy dam is expected to arrive by the end of this week. The stone piers are about completed.

**13/11/1896 Eastern Ontario Review**

**Montreal and Ottawa**

**St. Eugene**

St. Eugene

Mr. Zotique Sansregret, formerly agent of At. Cezaire station in the county of Rouville, is now agent of the station here, and will have his lodging here in said station on or about the first day of December next.

**14/11/1896 Ottawa Journal**

**Ottawa Electric**

**Chaudiere**

The iron for the Ottawa electric railway bridge over Eddy's pond arrived this morning from the Dominion Bridge Company, Hamilton. The work is rapidly progressing and will be completed by the middle of December.

A gang of men have been put at work laying tracks into the W.C. Edwards Co.'s lumber yards in New Edinburgh. Work was continued all night while another gang went on with it today.

**14/11/1896 Ottawa Journal**

**Maniwaki**

General Superintendent Resseman of the Gatineau Valley Railway made a strong plea for the Nepean Point bridge before the civic finance committee. From the point of view of the G.V.R.'s interests there are indeed no two ways of looking at the question. It seems atrocious that the Gatineau road, out of a total business of \$70,000, should have to pay \$20,000 a year to the Canadian Pacific Railway, chiefly for the privilege of crossing the C.P.R. bridge.

More - C.P.R. built with public funds etc.

It seems little better than robbery for the C.P.R. to charge the G.V.R. \$20,000 a year for the accommodation given. And the extortion is a serious injury to the Gatineau Valley and to Ottawa.

**16/11/1896 Ottawa Journal**

**Hull Electric**

**Aylmer**

The double track along Main street Aylmer is progressing rapidly and it is expected that the cars will be running there in three weeks.

**16/11/1896 Montreal Gazette**

**Canada Atlantic**

**Ottawa**

A Policeman Arrested.

Charles Fagan, policeman at the Canada Atlantic Station here, was caught last night by Detective Flanagan in the act of robbing the till in the ticket seller's office in the station and arrested. For several months past small sums, varying from twenty-five cents to two or three dollars, have been missed from the till, the robberies always taking place in the evening after the station was closed and the policeman off duty. Suspicion somehow rested on Fagan, and last night a trap was set for him, some marked money being left in the till and the lights in the station turned off. Detective Flanagan then slipped into the ticket-sellers little den and concealed himself in one corner of it. About half-past nine Fagan entered the station, and opening the office door with a false key, went to the till, with the combination of which he was seemingly familiar, and took out a fifty cent piece, which, in the dark, he could not, of course, know was marked. Flanagan [sic] then grabbed him by the leg and arrested him. Fagan was a brakeman on the Canada Atlantic and, losing his two fingers in an accident, was placed on duty some months ago as station policeman. On being searched last night a large number of keys were found on him, and he is suspected of having tapped other tills. The total amount taken at different times during the last few months will foot up to about a hundred dollars.

**17/11/1896 Ottawa Citizen**

**Carleton Place**

**Ottawa, Broad Street**

Mr. Hugh Fitzpatrick, late of the Hull Electric Railway, has been appointed constable at the C.P.R. station as successor to Mr. F. Cowan who has been appointed baggage master.

**17/11/1896 Ottawa Free Press**

**Ottawa Electric**

HAULING FREIGHT

The Ottawa Electric Railway Company have placed an order in the hands of the Ottawa Car company for the construction of the frame for the 200 horse power electric freight engine for the purpose of hauling Canada Atlantic freight cars to the different lumber yards and to the E.B.Eddy manufacturing company's store houses. The engine is to be ready in about two months.

The tracks which are being laid into the W.C. Edward's and Co's lumber yard at New Edinburgh will be ready for the traffic in a few weeks and it is the intention of the street railway company to use their big sweeper as a freight engine until the new one is finished

**17/11/1896 Montreal Gazette**

**Canada Atlantic**

**Ottawa**

Charles Fagan, the Canada Atlantic policeman who was arrested on Saturday night by Detective Flanagan while tapping the till in the ticket office in the railway station, was before the Police Magistrate O'Gara this morning and the case was remanded until tomorrow.

**18/11/1896 Montreal Gazette**

**Canada Atlantic**

**Ottawa**

Charles M. Fagan, who was caught in the act of robbing the till at the C.A.R. Station on Saturday, was today sentenced to eighteen months' imprisonment in the Central Prison.

**18/11/1896 Ottawa Citizen**

**Pontiac Pacific Junction**

Mr. P. Resseman, Mr. Dunn and Mr. Brennan of the Gatineau railway left the city last evening to inspect the roadbed of the railway and also that of the Pontiac and Pacific Junction Railway Pacific Junction railway. They will return in the course of four or five days.

**18/11/1896 Ottawa Citizen**

**Sussex Street**

**Sussex Street**

The burnt C.P.R. freight sheds on Sussex street are about to be rebuilt. The damaged portion is now being cleared away.

**18/11/1896 Ottawa Citizen**

**Renfrew**

About seventy-five invitations have been issued by the engineers and contractors on the O.A. & P.S. Railway for their dinner tomorrow evening in the Grand Union.

**19/11/1896    *The Equity, Shawville*                      *Pontiac Pacific Junction***

It may now be regarded as a certainty, says the Citizen, that the Pontiac and Pacific Junction Railway will be extended from Aylmer to Hull. On Saturday morning notices of expropriation were issued by the company. The notices will be served immediately. The property to be expropriated lies between the track of the Hull Electric Company and the Ottawa river shore.

A gentleman connected with the railway informed the Citizen that the present arrangement of having their freight handled by the electric railway was anything but satisfactory, in view of the extra cost necessitated by the transfer of the freight, and also the fact that it is not brought directly into Ottawa. The freight was now unloaded at Hull instead of coming straight through to Ottawa as previously.

From reliable authority we learn that all the preliminaries for the construction of the extension will be made during the winter and the work will be proceeded with early next spring.

**19/11/1896    *Ottawa Journal*                      *Sussex Street*                      *Sussex Street***

The burnt portion of the C.P.R. freight sheds on Sussex street near Boteler has been torn down and is to be rebuilt.

**19/11/1896    *Ottawa Journal*                      *Ottawa Electric***

By the middle of next week all the electric cars will be equipped with fenders.-- They are the same width as the car and protrude about three feet in front. The fender is made of latticed iron work.

The Ottawa Electric company have placed a caretaker in charge of the new waiting room at the end of their tracks at the Chaudiere. His duties are to prevent loafers congregating there.

The men who are laying the piers for the new electric railway bridge at the Chaudiere had quite a time yesterday in placing a large block of stone four feet square by two feet in thickness. It was so heavy that it was found impossible to lift it over the railing to the pier below, so it was found necessary to cut a large hole through the sidewalk and lower it through the hole.

**19/11/1896    *Ottawa Journal*                      *Hull Electric*                      *Hull***

The Hull Electric Company have commenced to remove their tracks from the square near Eddy's mill to the adjoining roadway. This is to permit the work on the new park to be continued.

**19/11/1896    *Ottawa Journal*                      *Montreal and Ottawa*                      *Vankleek Hill***

The ballasting cars of the M. & O. railway are running to here now, the work of ballasting having been done this far.

**19/11/1896    *Ottawa Citizen*                      *Ottawa Electric*                      *Chaudiere***

The iron superstructure for the Ottawa Electric Railway bridge into Hull is being erected.

**20/11/1896    *Eastern Ontario Review*                      *Vankleek*                      *Vankleek Hill***

On Sunday night last a car at the Canada Atlantic depot was broken open by thieves and three pairs of boots and one pair of slippers stolen from the boxes of merchandise. Certain parties living in the village are suspected and should anything more of the kind be attempted they may find themselves in the warm embrace of the law.

**20/11/1896    *Arnprior Semi-Weekly New*                      *Renfrew***

A freight train of thirty-five cars passed through here on the OA & PS Ry.. on Wednesday, among the cars being three loaded for Parry Sound, being the first through freight from Ottawa for that place. It is predicted that when the line is ballasted throughout and the wharves built on Georgian Bay, the amount of through traffic from east to west will be enormous owing to this being the shortest and most direct line from the western states to the seaboard.

**20/11/1896    *Ottawa Journal*                      *Ottawa Terminal***

A new order came into effect with C.P.R. train employees today, compelling them to carry a watch with a high grade movement to avoid any risk with regard to time. The Ball watch has been recommended as the standard timepiece.

**20/11/1896    *Ottawa Journal*                      *Pontiac and Renfrew***

The Bristol, in which a number of Ottawa capitalists are interested, has filled a contract with a Pennsylvania firm for a thousand car loads of ore. They expect to make another big shipment next spring.

**20/11/1896    *Ottawa Journal*                      *Carleton Place*                      *Chaudiere***

The C.P.R. weigh scale building at the Union station was blown down in the wind storm Wednesday night. The debris was removed yesterday.

**20/11/1896    *Cornwall Freeholder*                      *Cornwall Street***

The track of the western extension of the Cornwall Street Railway is now almost completed to the Paper mill, and it is expected the cars will be running about the end of next week. The passenger terminus will be at the east side of the mill for the present, with a spur running north for the delivery of freight.

**20/11/1896    *Almonte Gazette*                      *Canada Atlantic*                      *Ottawa***

Chas. Fagan, an Ottawa constable on duty at the C.A.R. station, was caught on Monday last in the act of stealing cash from the till at the station.

Faganm the C.A.R. constable who was caught stealing from the till of the Canada Atlantic station, has been sent to the Central Prison for eighteen months.

**20/11/1896    *Ottawa Free Press*                      *Union Forwarding*                      *Quyon***

When in Quyon a (few) days ago Mr. John G. Watson looked up the old railway car there, reputed to be the first ever run in Canada. From Capt. Davis he learned that what had been said of the car was correct. It was built in England and was first used in the Maritime provinces; then was purchased by the Union Forwarding Co. for their track on the other side of Chats Lake. It was nicely, even elegantly, built, but had been allowed to go to decay.

**20/11/1896    *Eastern Ontario Review*                      *Montreal and Ottawa*                      *Vankleek Hill***

Mr. Thos. Tait, assistant general manager of the C.P.R. was in town on business connected with the M. & O. He came over the new line from Rigaud in his private car.

**23/11/1896    *Ottawa Citizen*                      *Hull Electric*                      *Aylmer***

It is expected that the Hull Electric Company will have completed their new railway line on the west end of Main street by this evening.

**24/11/1896    *Ottawa Citizen*                      *Hull Electric*                      *Aylmer***

The Hull Electric company is pushing ahead the work on the loop line at Aylmer. It is expected the loop will be complete in a couple of days.

**24/11/1896    *Ottawa Free Press*                      *Hull Electric*                      *Aylmer***

The Hull electric cars commenced running on the loop line through the village of Aylmer today. There was a little delay waiting for the diamond to come from Montreal, but everything is in great shape now, and an excellent service is guaranteed for the lake-side village.

24/11/1896 *Ottawa Journal* *Hull Electric* *Aylmer*

The Hull Electric Railway Company today finished the work on the loop line near Aylmer. The trial trip this morning was a success.

24/11/1896 *Ottawa Journal* *Ottawa Electric*

Construction work on the new bridge to give the Electric Railway Company an entrance to Hull is being pushed forward rapidly. The company expects to be running its cars into Hull in three weeks.

24/11/1896 *Ottawa Citizen* *Pontiac Pacific Junction*

Mr. H.J. Beemer, president of the P. & P.J. railway was in the city yesterday on business connected with the expropriation of lands for the building of the railway from Aylmer to Ottawa at an early date.

25/11/1896 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

Trains will be running over the Montreal and Ottawa railway, the new branch of the C.P.R. to Vankleek Hill within a few days. -- It is expected the line will be finished to Alfred within the next fortnight.--

25/11/1896 *Ottawa Journal* *Renfrew*

The opening of a through passenger service on the O.A. & P.S. Ry. from Ottawa to Parry Sound is likely to take place on Monday December 14. The ballasting of the line was completed last evening.

For the winter there will only be a mixed service from Madawaska to Parry Sound. More.

25/11/1896 *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

The grading of the double track of the Hull Electric Railway was completed yesterday as far as the new park, two miles west of Aylmer. A gang of men are now engaged in laying tracks.

26/11/1896 *Ottawa Citizen* *Renfrew* *Barrys Bay*

On Friday evening when the freight train on the O.A. & P.S. railway was going west near Barrys Bay, an axle of one of the cars broke, causing the car to leave the rails. The wreck train had to be sent for to repair damages which it soon did; but the wreck train itself went off the track, and it took some hours before it could be replaced on the rails.

27/11/1896 *Almonte Gazette* *Pontiac and Renfrew* *Bristol*

The Bristol iron mines, in which a number of Ottawa capitalists are interested, has filled a contract with a Pennsylvania firm for fifty carloads of ore. They expect to make another shipment next spring.

27/11/1896 *Almonte Gazette* *Renfrew*

Crushed to Death.

W Crisper, aged about 25, a young man of Gloucester township, acting as brakeman on the Ottawa, Arnprior & Parry Sound railway, was killed on Monday afternoon at Sim's Pit, 150 miles up the line. No one witnessed the accident, but it is supposed that he was either walking alongside or on top of the flat cars and fell in between. The train was moving slowly at the time. The body of the unfortunate young man was cut in two so that death was instantaneous. An inquest was held Monday night, conducted by Mr. Simpson, Algonquin Park Commissioner, who has authority to act on such occasions. It was reported to the railway company that the jury brought in a verdict of accidental death, attaching no blame whatsoever to the company

27/11/1896 *Ottawa Citizen* *Hull Electric* *Aylmer*

The electric cars are now running regularly over the loop line between Aylmer and Hull.

27/11/1896 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

The Montreal and Ottawa Railway appears to be hung up for this season at a point some three or four miles east of the pitch off. As they are at work building a turntable some of our pessimists are prophesying that there will be no further progress westward for the next three years. However, the air is full of railway rumors. One man who apparently knows it all will tell that the Great Northern will be built from Ottawa to L'Orignal next summer and will pass to the north of our village. Another equally well posted says that the G.T.R. will also build an air line from Ottawa to Montreal and has surveyors out locating the most favorable line. One thing appears to be certain and that is that the M. and O. Railway Company seem determined to make no mistake about selecting the most favorable place to cross the South Nation River in this vicinity. As pretty near all this section between Ottawa and Vankleek Hill along the Ottawa river knows there are engineering difficulties to contend with at Plantagenet. Two lines have already been surveyed through here and the knowing ones say that neither of them will be followed. One of them is known by the name of the Kingsford Survey, and was made more than forty years ago. The other is known as the Roy and Shanly route, and was run less than ten years ago, that is since the country has been cleared to a great extent of the forest. Now we are told the intention is to appropriate the Kingsford line till within a short distance east of the pitch off then turn in a northerly direction and cross the river where the rapids terminate in the Little Eddy, and thence approximate to the line known as the Roy and Shanly. This would have the advantage of passing through the township of North Plantagenet practically without either grades or cuttings. The danger from an ice dam in the spring would also be minimized to a great extent. However, the all important matter is that the road shall go through to Ottawa City at an early date. We are practically hemmed in now until the ice takes so we can drive to the station at Papineauville, a distance of six miles. Rockland, the nearest station that we can reach driving over land is about eighteen miles distant. Of course the M. & O. station at Alfred will possibly be not more than five or six miles distant but it will be a rather one side arrangement for some time to come.

27/11/1896 *Ottawa Citizen* *Chalk River* *Carleton Place*

Carleton Place council has decided to grant the C.P.R. a \$20,000 bonus if they will extend the car shops in that town.

28/11/1896 *Ottawa Journal* *Chalk River* *Carleton Place*

The local papers advertise a by law authorizing the corporation to borrow \$20,000 to be given to the C.P.R. as a bonus to induce the company to put up permanent shops here to do the repairs of the eastern division of the road. There is little doubt but the ratepayers will give their sanction to the agreement on Dec. 18th.

The C.P.R. have removed their telegraph office to Mr. Kibbie's ticket office.

30/11/1896 *Ottawa Journal* *Hull Electric* *Hull*

The Hull Electric Company propose to make a formal application to the Hull city council for permission to lay tracks on Bridge street, Hull.

30/11/1896 *Ottawa Free Press* *Other*

Mr. Wm. Russell has been engaged for some time surveying for a new railway which it is proposed to build from Montebello or Papineauville to Hartwell, a distance of 22 miles. It will pass through St. Andre Javelin. Which of the two points on the Ottawa river front will be chosen as the terminus is not decided.

30/11/1896 *Ottawa Citizen* *Renfrew* *Galetta*

The Arnprior Chronicle has been informed by a director of the O.A. & P.S. railway that next summer Mr. Booth intends to build a spur from Galetta to Fitzroy Harbour. This and the large pulp mills to be erected there will make things lively at the Chats.

Work is progressing rapidly on the Ottawa Electric bridge at the Chaudiere. The iron work will be completed this week and will be most substantial. The track will be completed in two weeks.

#### J.R. Booth's Logging Railway

To our readers the name of Mr. J.R. Booth, the great millionaire lumberman and railroad magnate, is quite familiar, but the system he uses in transporting logs from the timber limits to Ottawa will perhaps present some interesting and novel features.

There is no waterway between Lake Nipissing and the Ottawa river, or its tributaries, but back of Lake Nipissing is a small lake called Lake Nosbonsing, with an outlet by two small rivers and a lake into the Mattawa river, which empties into the Ottawa. The desired object, therefore, was to convey the logs from Lake Nipissing overland to lake Nosbonsing, at the greatest speed and lowest possible cost, and twelve years ago Mr. Booth built a railroad connecting the two lakes for this purpose. The terminus at Lake Nipissing is Wisawasa, where the creek of the same name empties into the lake, but the bank is very steep, being 65 feet above the level of the lake. This creek was harnessed to draw the logs up to the top and load them onto the cars. A building was built into which the logs were carried to be loaded. The building is 220 feet long by 45 feet wide. The rear end is on a level with the ground, and the front end, supported by heavy framework, is 65 feet above the level of the lake. A jack ladder, 150 feet long, conveys the logs to the building by an endless chain which is operated by a rope drive 500 feet long. A raised platform extends the full length of the building, and in the platform, or table, is an endless chain operated by another rope drive, 1,150 feet long. These rope drives derive their power from a water wheel 44 inches in diameter, under a heavy head of water passing down a flume 6 x 8 feet. The water wheel, by means of a frictionless clutch, drives a fire pump when required, by which the railroad engine is supplied with water. The shafting is 3 7/8 inches in diameter, and on this shaft are two grooved wheels around which the ropes rotate.

Alongside the platform are shunted four flat cars with two inch stakes on each, against which the logs run from the table. Each car is 18 feet long, and is built of red oak lumber on tamarack bunks. As the jack ladder chain dumps eight logs per minute on to the platform, the chain carries them along and they are dumped or slid onto the skids and then onto the cars. Seventeen men are required to do the loading.

When a car is loaded a fork chain attached at one side binds the load on, being tightened by a ratchet wheel and dog. In the handling of the logs a great deal of bark is knocked off which drops through the floor into a chute, and is carried down into the lake.

The road is five miles in length, with two miles of sidings and switches, one switch extending to the Grand Trunk railway. Twenty-two cars are taken each trip. Upon the return of the twenty-two empty cars, they are left on a siding. The engine then pulls out eleven cars already loaded to another siding, and eleven of the empty cars are run into the building, where they are quickly loaded. The engine then picks these up and with the other eleven the load is completed. At the terminus the track slightly declines towards the lake, the chains are let go and the logs glide off into the water. Two men are employed here to break up jams. Here the screw tug "Nosbonsing" tows the logs down the Mattawa river, from whence they float down to Ottawa.

The rolling stock consists of 35 flat cars, which carry an average of 19 logs. Thirty-three of these cars are in constant use, two being kept in reserve. They are 18 feet long by 10 feet wide, and are mounted on standard wheels and axles. The locomotive engine has been in use twelve years, and was built by the Rhode Island Locomotive Works. A competent engineer and fireman are in charge, and four brakemen are employed on the train. The road is level and everything runs smoothly. Four section men keep the road in good repair. The round trip has been made in one hour. It requires but 2 1/2 minutes to dump the 22 car loads into Lake Nosbonsing. Ten trips a day are made, thus carrying over 4,000 logs. The large steamer "Booth," of 100 tons, gathers up the logs around the shore, and a smaller tug does the booming, etc. There are two wharves at Wisawasa, and two men are constantly employed cutting up the flood wood which collects in the booms, for fuel for the boats. Six men feed the jack ladder chains.

Mr. Thomas Darling, the manager at Wisawasa, is a trustworthy man, and has been in Mr. Booth's employ for many years.

To the Editor Free Press.

References to statements made by me before the city finance committee recently in connection with a request by the president of the Ottawa and Gatineau and the Pontiac and Pacific Junction Railway, Mr. H.J. Beemer, for an extension of time on the grant from the city in aid of building the interprovincial bridge. In this statement, which was unfortunately hastily prepared, simply form data that was then on hand, without going into details, causing a few misstatements, etc. That the earnings were \$70,000, should have read upwards of \$60,000; and the statement that nearly one third was paid another line for terminal charges to get into Ottawa over another line to another connection, should have read one fifth of earnings, for all charges, terminal and other charges. Other charges consisted of supplies, help, repairs, etc., having no bearing whatever on straight terminal charges, and I had no idea of intimating that these charges were terminal charges alone. Actual terminal charges for trackage privileges, as given by Mr. Shaughnessy are correct; that while we consider terminal charges are full from our standpoint, we believe they are reasonable from that of the Canadian Pacific Railway. It was not my intention to convey any such impression as seems to have been formed.

In the absence of Mr. Beemer, the president of these two companies, I was called upon at a late hour to make a statement before the finance committee, with no time to prepare one accurately, and get together data that was in our Montreal office, consequently I did the best I could under the circumstances. There is a considerable difference between terminal charges and "terminal and other charges." What I attempted to show to the committee was, how these companies were handicapped by heavy and prohibitive transfer charges that was exacted whenever these companies wished to deliver a car to a railway other than the Canadian Pacific in this city, and many shipments have been lost to us on this account, the freight being hauled by teams to other railways and to this city, which show up in loss to this company a very large sum of money. Also in connection with the heavy tariff exacted from all freight from the Pontiac and Pacific Junction Railway over their lines between Aylmer and Ottawa. A large number of shipments that have been withdrawn from our line on this account is taken from our stations and points nearby, across the Ottawa river and shipped over the Canadian Pacific railway line.

As to the asbestos shipments; it should have read that a verbal agreement was made with a mining company that they would ship two cars per week. This has not been done this year, on account of poor demand, although I have had advice from them recently that the prospects are bright and possibly might bear out my statement ere the fiscal year is ended.

The policy of our two companies is simply a free and independent entrance into the city of Ottawa and a connection with all railways entering therein.

The main question for the citizens of Ottawa to consider is that they get a bridge that would cost them to build at least \$400,000; by giving to the railways \$150,000. City of Ottawa thereby saving \$250,000.

Again it will cost the railway \$250,000 to build the highway part of the bridge \$250,000; consequently, instead the city contributing to the railway part of the bridge \$150,000, the railway contribute to the city part of the bridge \$100,000.

Yours truly P.W. Resseman

General Superintendent O. & G. and P. & P. J. railways December 1, 1896

Mr. H.J. Beemer, president of the two lines, in speaking to the Free Press today, stated that there was no desire on the part of his company to enter into discussion upon the matter with the C.P.R. When the statements were made to the council they were made as lightly as possible in order that no discussion with the C.P.R. might result. The fact was that the statements did not go far enough and misunderstandings and disputes had resulted. The facts as stated in the above communication were indisputable and if only the public would consider them carefully they would be convinced of the soundness of them. The Ottawa and Gatineau Railway had not been treated fairly at all times. He believed that from a C.P.R. standpoint the statements made by Mr. Shaughnessy might appear entirely different but from the position of the Ottawa and Gatineau railway it was quite the reverse. His company could not afford to pay the exorbitant prices demanded by the C.P.R.

03/12/1896 *Ottawa Free Press**Sussex Street**Sussex Street*

Meeting of the board of works.

The C.P.R. company submitted a profile of the tracks which they desire to run from their Lower Town yards into the Edwards company yards. The Edwards company asked that the privilege be granted. The city engineer explained that the tracks run entirely on city property.

Ald. Davis said he was tired of locomotives running on city streets.

Mr. C.W. Spencer arrived at this point and explained that the tracks would not be carried across Sussex street at present: it would be subject to a future arrangement with the city.

There appeared to be some likelihood of trouble arising as to the right of way and Ald. Hasteley and Dalglish moved that the petition be granted subject to provisions being made by the mayor, city manager and city solicitor.

Ald. Davis could not see the advisability of such a decision - he had had so much trouble with steam railways running on city streets that he would oppose the proposal. He claimed that the tracks would run diagonally across the street.

Mayor Borthwick thought that the concession would save the streets from heavy traffic.

On division Ald. Davis and Hewlett voted nay with Ald. Champagne, Hasteley, Dalglish and Wallace in favor thereof.

## RESSEMAN EXPLAINS

## MR. SHAUGHNESSY'S FIGURES FOR TERMINAL CHARGES CORRECT

The General Superintendent of the G.V.R.T. Made a Hastily Prepared Statement. The C.P.R. Get One third of \$60,000.

Editor Citizen- With reference to the statement made by me before the City Finance Committee recently in connection with a request made by the president of the Ottawa and Gatineau and Pontiac Pacific Junction Railway Companies, Mr. H. J. Beemer, for an extension of time on the grant from the city in Aid of building the inter-provincial bridge. In this statement, which was unfortunately, hastily prepared, simply from what data was then on hand, and without going into details, a few misstatements were made, i.e., that the earnings of the company were \$70,000, should have read upwards of \$60,000, and that nearly one-third was paid another line for terminal charges to get into Ottawa over another line to another connection, should have read one-fifth of earnings for all charges, terminal and other charges. Other charges consisted of supplies, help, repairs, etc.; no bearing whatever on straight terminal charges, and I had no idea of intimating that these charges were terminal charges alone. Actual terminal charges for trackage privileges, as given by Mr. Shaughnessy, are correct. That while we consider terminal charges are full, from our standpoint, we believe are reasonable from that of the Canadian Pacific Railway.

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Yours truly,

P.W. RESSEMAN

General Superintendent,

Ottawa & Gatineau Railway and Pontiac Pacific Junction railway.

Ottawa, Dec. 2.

03/12/1896

Ottawa Citizen

Hull Electric

The difference between the Hull Electric company and Dr. Scott in regard to the value of property which the company has expropriated for their railway, will be settled by arbitration.

03/12/1896

Ottawa Journal

Sussex Street

Sussex Street

The Board of Works met last evening and recommended that the city council grant the C.P.R. permission to build their tracks into Edwards and Co.'s yards, New Edinburgh.

03/12/1896

Ottawa Citizen

Ottawa Electric

The Ottawa Electric Railway Company is making good progress in the construction of its new bridge to Hull. In a couple of weeks more it is likely the structure will be completed

04/12/1896

Almonte Gazette

Renfrew

Parry Sound

The Parry Sound Railway company are erecting two large grain elevators at the Sound harbor to be in readiness for next year's business. They will have a capacity of fully one million bushels.

04/12/1896

Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

A railroad navvie named Silkivan had his face terribly cut and pounded in a free-for-all fight which took place Tuesday afternoon. He is the same man who was sent down to L'Original jail a short time ago by the police magistrate but his sojourn there does not appear to have done him any good.

04/12/1896

Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

The distance from Vankleek Hill to Montreal by the Montreal and Ottawa Railway is exactly fifty-seven and three quarter miles the official measurements having been finished Wednesday evening. The distance by the Canada Atlantic, as given in their timetable, is a trifle less than sixty seven, or about nine miles longer than by the Montreal and Ottawa.

04/12/1896

Almonte Gazette

Renfrew

Barrys Bay

The rumor that Mr. J.R. Booth will build a sawmill at Barry's Bay has pacified the people with regard to the removal of the O.A. & P.S.R. divisional point to Madawaska.

04/12/1896

Almonte Gazette

Chalk River

Mr. A. Neilson of Carleton Place has been appointed by the C.P.R. local inspector and adjuster of watches for the division extending from Ottawa to Chalk River.

05/12/1896

Ottawa Journal

Renfrew

Premier Laurier, at the invitation of Mr. J.R. Booth, is today making a tour of inspection of the O.A. & P.S. Ry.

A special train left the Central Depot at 8.23 last evening having on board the premier, Sir Henri Joly, W.C. Edwards M.P., J.R. Booth, A.W. Fleck secretary-treasurer, and E.J. Chamberlain, general manager. The train was pulled by locomotive no. 16 and was made up of Mr. Booth's private car, "Booth", and the government car "Openongo" [sic]. Conductor Brown and Engineer Ferguson had charge of the train.

The party intended running as far as Madawaska, the divisional point last night, where they would remain over until this morning at the company's handsome hotel.

This morning at ten o'clock they were to proceed on to Parry Sound. They expected to reach Parry Sound about four o'clock this afternoon.

05/12/1896 *Ottawa Journal* *Hull Electric* *Aylmer*

The first party to Aylmer in the new Pullman car of the Hull Electric road was given last Saturday by Mr. Chas. Mcgee, and was in every way successful. The party consisted of twenty-two guests all of whom were charmed with the comfort and beauty of the car. At Mrs. Ritchies there was a five o'clock tea and a very jolly dance in the ballroom. The music was supplied by an orchestra brought specially from town. More.

05/12/1896 *Ottawa Citizen* *Ottawa Electric*

According to present arrangements the point of transfer between the cars of the Ottawa and the Hull Electric Railway Companies, will be on the last bridge leading into Hull. The Ottawa company will run their cars over the bridge now being erected by them, which skirts the east side of the bridge, and the Hull company expect to run their tracks as far as the bridge. As the latter company has no privileges to lay tracks on the bridge, the Ottawa Company will do so and will allow the Hull Company to use these tracks in order to bring their cars close together for the convenience of passengers. At the next meeting of the Hull council the Hull Company will likely ask permission to put down rails as far as the bridge.

08/12/1896 *Ottawa Citizen* *Ottawa Electric* *Chaudiere*

Only those going between Ottawa and Hull can form any idea of the magnitude of the work being carried on by the Ottawa Electric Railway Company in the construction of their new bridge into Hull.

Immense derricks are being used in swinging massive stones into place for the foundation for the iron superstructure. Large gangs of men are engaged at the derricks and also at placing the iron work in position and riveting it together. The iron work is of the most substantial character. The bridge, when complete, will be about 900 feet in length, and will average 18 feet width. It is expected to be finished about the 25th instant. The estimated cost is \$25,000.

Mr. T. Ahearn, Mr. W. J. McRae and the other directors of the railway company are devoting much attention to the carrying on of the work.

09/12/1896 *Ottawa Journal* *Ottawa Electric*

A waiting room for the conductors and motormen in the employ of the street railway has been opened in the rear of Chisnall's barber shop at 204 Sparks street.

The Ottawa Electric Railway company began laying their tracks into Hull this morning.

09/12/1896 *Ottawa Citizen* *Renfrew* *Madawaska*

#### BARRY'S BAY PETITION

The petition of the people of Renfrew county to have the divisional point of the O.A. & P.S. railway removed from Madawaska to Barry's Bay, is to be presented to the government after all. A prominent local lawyer, along with a deputation, will present the petition on to the return of Hon. Mr. Blair, Minister of Railways and Canals.

10/12/1896 *Ottawa Citizen* *Maniwaki*

Up to last evening it was not known whether the Gatineau railway documents had been destroyed in the big fire in Montreal. They were in a vault that has not yet been taken from the debris.

11/12/1896 *Almonte Gazette* *Lanark County Electric* *Lanark*

#### LANARK VILLAGE NEWS

The Electric R.R. between Perth and here, as you are probably aware, has not yet materialized. Like Christmas, however, it is coming, though perhaps not quite so soon. Some progress has been made. Ties and material are being contracted for, the route has been surveyed and decided upon, and a charter will be asked for at the next session.

11/12/1896 *Perth Courier* *Lanark County Electric*

THE ELECTRIC RAILWAY Mr. Fowler, of Arnprior, representative of the Perth & Lanark Electric Railway scheme, was in town on Monday, and in company with Mr. R. J. Drummond, of the Bank of Montreal, and Mr. J. G. Campbell proceeded to the Bathurst town hall where a meeting of the Council was to be held that day. When there they submitted to the Council a request for the use of the Bathurst side of the town-line from the toll gate at Perth to the shore of the Mississippi River, to be used as a right-of-way for the proposed electric road to Lanark, the idea being to run at the side of the stone road, cross the river at the town line, and reach Lanark by the winter road, or nearly on that route. The Council took their request into consideration, but as the present Council was near its end, they concluded to leave the settlement of the matter to the new council, which would be organized and meet in January. It is claimed that the Bathurst and Drummond Councils have power to grant the privilege asked for, so long as the roadway is not interfered with or the grant is not conceded for a wagon road. Mr. Fowler was also negotiating with parties for getting out ties for the road.

11/12/1896 *Eastern Ontario Review* *Vankleek*

It is reported that the Canada Atlantic will put on an early morning train which will leave Hawkesbury at six o'clock, and Vankleek Hill at 6.15 making connection at Coteau with the "Moccasin" arriving in Montreal about nine o'clock. This would be a great convenience, a person could then transact business in Montreal and return the same day.

11/12/1896 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The go and it is expected that passenger trains will be running in a few days. Government inspection of the Montreal and Ottawa Ry. Took place Tuesday (8/12)

15/12/1896 *Ottawa Journal* *Renfrew*

On Sunday next at 12 o'clock noon the new time table for the entire length of the Ottawa and Parry Sound Railway will be put in operation and the road opened to Parry Sound. The proofs of the timetable were examined and corrected by officials yesterday and by Sunday everything will be ready for the opening. The first through trains run out on Monday.

The road is not by any means entirely finished but the government will sanction if they have not made their official inspection prior to the 20th.

16/12/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

Men are busy laying ties and rails on the electric railway bridge at the Chaudiere. All the iron work is about completed excepting the long spar over the water at the Ontario terminus.

16/12/1896 *Lanark Era* *Lanark County Electric*

#### NOTICE

APPLICATION will be made at the next session of the Provincial Legislature for a Charter incorporating the Lanark County Electric Railway for the construction of a line of railway from the Town of Perth to the Village of Lanark, in Lanark County, and with power to extend the same within limits of said county.

JAMES FOWLER

For Applicants

16/12/1896 *Ottawa Citizen* *Renfrew*

Regular passenger trains to Parry Sound will commence running on the O.A. & P.S. railway on Monday.

18/12/1896 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

The Ottawa Electric Railway company are busy putting in the big girders for the new bridge at the Chaudiere. They weigh five tons each.

The Montreal and Ottawa Railway will be wide open for passenger and freight [sic] traffic on Monday December 21st and by consulting the time table, in another column, it will be seen that an excellent service will be given. There will be two trains each way daily except Sunday. The morning train leaves here at half past six and arrives into Montreal a quarter of nine. The afternoon train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight, giving a full day from nine o'clock in the morning to half past five in the evening in the city. This will be greatly appreciated by our merchants and travellers. The afternoon train leaves here at five minute past three reaching Montreal at twenty minutes past seven. The morning train leaves Montreal at a quarter of nine arriving here at twenty minutes past twelve. The evening train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight. Consult the timetable in another column for full information regarding arrival and departure of trains from other stations on the line.

The timetable shows stations at St. Eugene, Vankleek Hill, Caledonia Springs and Alfred

19/12/1896 *Ottawa Citizen* *Montreal and Ottawa* *Vankleek Hill*

The Montreal, Ottawa and Vaudreuil is to commence running on Monday over the completed portion of the line between Montreal and Vankleek Hill. An application has been granted by the Railway Committee of the Privy Council allowing the M., O. and V. railway to cross the C.A.R. near Vankleek Hill.

21/12/1896 *Ottawa Journal* *Renfrew*

At precisely 8 o'clock this morning the first regular through passenger train on the Ottawa Arnprior and Parry Sound Railroad pulled out of the Central station. At the lever of engine No. 14, the fastest in the service of the C.A.R. stood Engineer H. Brown while at his side was fireman J. Little.

The train, in charge of Conductor J.H. Roberts, brakeman D. Biggars, baggageman, H. Nicholson, mail clerks, H.G. Ketchum and Dunbar York, was composed of a baggage and mail car, a smoker and a first class passenger car.

Those on the train were Mr. G. Tomlinson, station builder for the company, Mr. W.S. Cranston, Divisional Engineer, Thos. McDermott, Joseph Belisle, Napoleon Seguin, Jos. Trepanier, Andie Nantel, G.W. King, G.T. Whyte, H.P. Pennock, Ottawa; D.A. Younghusband, Carp and Joseph Leslie, Ottawa East.

There was no through passengers for Parry Sound, other than the road officials. The train will pass the down train at Maple Creek at 1.22 p.m. and will arrive at the north terminus at 8 this evening.

22/12/1896 *Ottawa Citizen* *Renfrew*

The first regular through train on the O.A. & P.S. railway left the Central station at 8 o'clock he schedule time. Those in charge of the train were: J.H. Roberts, conductor; H. Brown, engineer; J. Little, fireman; D. Biggars, brakeman; H. Nicholson, baggageman. The mail clerks were Messrs. H.G. Ketchum and Dunbar York.

22/12/1896 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

At 8.30 o'clock last night the first through train from Parry Sound to Ottawa came into the C.A.R. station. The train was in charge of Conductor Roberts and Engineer Brown was the driver. Quite a number of passengers arrived in the city on the train.

23/12/1896 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

A new combined passenger, baggage and mail car that will be put into service on the Ottawa Electric Railway early next year is being rapidly prepared by the Ottawa Car Company. The interior will be finished in polished oak and beautifully carved. The windows in the passenger portion will be of plate glass and the seats will be the most stylish and up-to-date that can be procured. The length of the car will be 28 feet. The compartment for passengers will be at one end. The baggage room in the centre and the mail matter room at the other end.

It is the intention of the company to have the car meet the early morning train at the Union station, besides connecting with the Hull and Aylmer line.

The car will undoubtedly be the finest ever drawn over the streets of this city.

23/12/1896 *Ottawa Journal* *Ottawa Electric*

The two lines of electric railways will be joined tomorrow at a point near the E.B. Eddy Co.

23/12/1896 *Ottawa Journal* *Hull Electric*

An interesting case was brought before Judge Malhot in chambers today in Hull. The Hull Electric Ry. Co. last October, in connection with the construction of its double track line into Hull, filed a plan of its route. Crossing the C.P.R. track south of the Aylmer Road, at a rock cutting near the C.P.R. bridge and served a notice of expropriation on the owner, Mrs. Scott.

Five days later a similar step was taken by the P.P.J. Ry. Co. in connection with the same piece of land. The natural conformation of the ground makes it a desirable point for an overhead crossing, a desideration which is desirable for any railway company, and all important to an electric railway whose cars run from early morning until late at night.

Under the Quebec Railway Act thirty days notice of expropriation must be given; under the Dominion Railway Act only ten days notice is required. Anxious to proceed.

Mr. Rochon, appearing on behalf of the P.P.J. Ry. Co. petitioned the judge for possession of the property, claiming that his client was anxious to proceed with the work of extending the P.P.J. track into Hull, and that construction would begin as soon as a promised subsidy would be voted by the Quebec legislature.

Mr. Aylen, on behalf of the Hull Electric Railway Co. claimed possession on the ground that the double track is now completed to the disputed point and that the work will be proceeded with as soon as right of way can be secured. He cited several cases, Parry Sound Railway Co. in its celebrated suit with the C.P.R. in connection with the right of way at Summit Lake to show that priority in locating the line and in registering the plan entitled a company to possession.

Mr. Brook appeared for Mrs. Scott and asked for a delay to prepared a reply to the claims of the contending companies. The judge adjourned the case until 3 p.m. when Mr. H.B. Spencer, general manager and Mr. Hibbard, engineer of the Hull Electric were examined to show the necessity of obtaining the right of way with as little delay as possible.

24/12/1896 *Ottawa Free Press* *Hull Electric*

The Hull Electric railway company will commence running on the double track from Deschene to Aylmer tonight, A twenty minute from Hull is to be given all day tomorrow.

24/12/1896 *Ottawa Free Press* *Ottawa Electric*

Santa Claus comes to town on a streetcar - full account.

25/12/1896 *Renfrew Mercury* *Renfrew*

THROUGH TO PARRY SOUND: The first through train to Parry Sound from Ottawa over the OA & PS was that which passed through Renfrew at the regular hour on Monday morning last. There were no through passengers booked from Ottawa, but several of the road's officials made the trip. The train which leaves Ottawa at 8 a.m. reaches the Sound at 8 p.m. The train which leaves Parry Sound at 7 a.m. reaches Ottawa at 6:30 p.m., and Montreal at 10:15 p.m.



A by law to grant a bonus of \$20,000 to the C.P.R. Co. towards building permanent shops was carried in Carleton Place last Saturday. The vote was almost unanimous being 499 for the bylaw and only 6 against it. The carrying of the bylaw means the expenditure of at least \$40,000 in buildings next year by the C.P.R. in Carleton Place.

Account of a trip on the O.A. & P.S.

As luck happens the B. & W. station at Newboro is frozen down or it might be carried off by rats. A farmer who resides near the town recently left a bag of wheat in the station over night to be shipped to another point on the line. In the morning the station master found that the rats had gnawed several holes in the bag and about half the grain was on the floor - Athens Reporter.

The Ottawa Street Railway Company has secured the E.B. Eddy company's stone office at the end of their line in Hull and intend fitting it up as a waiting room.

The new passenger, baggage and mail car being built by the Ottawa Electric Railway Company, will be a regular palace on wheels, when complete. Every compartment in the car is being constructed in a unique style. The car will meet the early morning train at the Union station and will connect with the Hull-Aylmer line.

The land expropriation case of the P. P. J. Ry. Co. against Mrs. John Scott and the Hull Electric Railway Co intervenant, occupied the attention of Judge Malhiott in Chambers at Hull yesterday and today. The number of witnesses were examined on behalf of the Electric Railway company to establish priority of location and the necessity of the ground on which that line has been run for the purposes of the road. Several witnesses among them Mr. Beemer, President of the P. P. J. Ry. Co., were examined on behalf of the expropriating party to establish the fact that the company had always intended to run its line on the land in question if, for any reason, it should be unable to purchase the Aylmer branch of the C.P.R. That road having been acquired by the Electric Railway Co, the P.P.J. Ry. Co. is obliged to fall back on the alternative route. The delay in proceeding with the extension of the line from Aylmer to Hull and through to Ottawa, Mr. Beemer explained, is due to the fact that the \$0,000 bonus granted by the Quebec legislature was voted for the purpose of the Aylmer branch of the C.P.R. and could not be used for the construction of a new line. The local government has however, past and order in council granting the bonus for the latter purpose and has promised to put it in the form of an act of the legislature this session.

The company's debts

Another Clause of the bill is to grant \$30,000 to pay off the debts incurred in the construction of the last ten mile section at the west end of the P. P. J. Railway and to aid in building the line through the city of Hull to connect with the G. V. Railway. When the subsidies are obtained, Mr. Beemer says, the company will be prepared to complete the line into Hull.

In cross-examination Mr. Beemer admitted that several judgments were held against his company, but he persisted in asserting that the extension to Aylmer can be completed with the aid already secured from the local government.

This morning Dr. Scott was examined as to the value of the land to be expropriated. Acting for his mother, he had sold an acre and a half of land near the C.P.R. station to the Matthews packing company for \$3,000 and he considered the land demanded by the P. P. J. Co.. more valuable. The amount offered by the company is \$3,500, about one-fourth of the amount claimed by Mrs. Scott.

The case is exciting a good deal of interest in Hull. Naturally a desire is expressed that both lines should have every facility to enter the city, and that the P.P.J should not be forced, by excessive cost of construction or other courses, to cross the Ottawa at the Little Chaudiere or deschenes to connect with the railway system of Ontario.

MR. BEEMER TESTIFIES.

SUIT BETWEEN THE P. & P. J. AND THE HULL ELEC. CO. CONTINUED

The President of the P. & P.J. Explains Why There is a Delay in Building the Line Into Ottawa - Bonuses That Are Not Forthcoming - An Interesting Suit

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Mayor Champagne of Hull this morning turned the handle of the first electric car from Ottawa into Hull over the new extension bridge of the Ottawa Street Railway Co. at the Chaudiere.

Shortly before ten o'clock, one of the company's handsome private cars, controlled by the worthy superintendent, Mr. J. Hutcheson, started from Ahearn and Soper's office on Sparks Street bearing Mayor Borthwick, Messrs. J.W. McRae, G.P. Brophy, W.Y. Soper, Thos. Ahearn, J.I. Coste, H.E. Henderson of New York, Thos. Workman, Inspector Bartlett, W.J. Cuzner and a Journal reporter.

On arrival at the Suspension bridge the party was met by Mayor Champagne of Hull and Aldermen Helmer, Laurin and Fortin. Lt-Col. Wright and Messrs. C.J. Brooke and N. Page.

The united party with Mayor Champagne at the motor then started on their brief trip across the bridge. On their safe arrival on the Hull side Mr. Soper called for three cheers for Hull. Which were no sooner given than Mayor Champagne called for three cheers for Ottawa, after which other three cheers proposed by Ald. Helmer were given for the Ottawa Street Railway.

The formal opening was then over. A brief inspection of the bridge and the handsome new waiting room was then made, after which the Ottawa party then returned to the city.

The bridge, which cost \$24,000, is now open for the regular passenger service over it.