
Canada Atlantic Railway

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

01-May-1898 Page 71

The CAR is securing legislation from the Dominion parliament to enable it to extend its line through Soulanges and Vaudreuil, crossing the Ottawa River near St. Ann village, & to construct a branch or extension of the railway on the island of Montreal to the St. Lawrence River in or below Montreal.

01-Jun-1898 Page 98

President Booth visited Quebec recently and had a conference with President Garneau and Manager Scott of the Great Northern with reference to pushing work on the latter road so as to give the CAR connection with Quebec City.

01-Jul-1898 Page 121

Early in July the section men on the Canada Atlantic struck. They were getting \$1, and had been trying to get \$1.10, but the management refused to treat with them as a body. On striking they demanded \$1.25. A committee of drivers and conductors acted as intermediaries and after being out a few days the men went back to work on being advanced to \$1.10.

01-Sep-1898 Page 150

The locomotive engineers of the CAR and OA&PS are waging a war against aliens. Some time ago these companies leased a number of locomotives from the Central Vermont for aiding in hauling in the extensive lake grain trade from Parry Sound. At the same time a number of men were imported to run the locomotives thus giving to aliens the work which should have belonged to Canadians. At present the engineers are provided with pilots, but these will shortly be removed, and with their removal the old employees of the lines state that they will insist on the new men being sent back. It is said the CV refused to lease the engines to the CA unless CV men were employed.

01-Sep-1898 Page 182

Aliens on the Canada Atlantic.

Just before our August issue went to press a press dispatch on this subject was sent out from Ottawa and, as there was no time to verify it we gave it for what it was worth as follows:

(quotes earlier article)

We communicated on the subject with General Manager Chamberlain who replied as follows: "we have not now, nor have we had at any time any CV engines under lease. We have a large number of engines running through to the US and when business is heavy, more or less CV engines run over here as an offset. The statements in the despatch to which you refer were absolutely without foundation as there has never been any complaint or cause for complaint on the part of our employees.

01-Dec-1898 Page 257

The biggest seizure ever made by the Customs Department, involving 18 locomotives and 1000 box cars was recently made public. The rolling stock belongs to the CAR and OA&PS. The seizures were made on two different occasions. The first was made on Dec 14 1897, when 5 engines and 500 freight cars were seized for alleged non payment of duty. The freight cars were marked V&PL and the while are valued in the Customs books at \$350,000. The other seizure was made in July 1897 of 13 engines and 500 freight cars marked Canada Atlantic Ry. via Central Vermont Ry. The last seizure is entered as worth \$400,000 thus making the enormous seizure total of \$750,000. The seizure was made for alleged non-entry of the engines and cars upon their arrival in Canada. The Customs Department requires that all new cars entering the country must be reported to the Customs Department. The officials of the railways mentioned have had several interviews with the Commissioner of Customs regarding the disposition of the cars, but so far, it is said, a decision has not been given. It was asserted by the railway officials that the cars were for international traffic. The Customs Department is, however, in possession of a copy of the following order, issued by General Superintendent Donaldson of the Booth lines Aug 4 1898:

"Order No 619. Circular to all agents. V&PL cars from now on must not be loaded off the CA. They must be used entirely between the elevators at Depot Harbour and Coteau. Agents will, for the present, be guided by this order".

Most of the cars have been released and are now in use, but the seizures are still in effect. It is said the railway companies claim that they have acted within their rights, there being a clause in their charters authorizing them to borrow or rent cars. This, they claim to have done, the clause not specifying that the railway from whom they rent shall be a Canadian railway.

01-Apr-1899 Page 115

Canada Atlantic. The Ottawa shops are expected to be completed in May, when the manufacture of cars will be commenced. A large amount of machinery is already in position. Provision is being made for running electric cars on the track between the Chaudiere and the shops. In reply as to whether the company would build from Coteau to Montreal, President Booth said that he would in all probability double track the present road first. "It will be next summer make Montreal one of the greatest grain-shipping centres in the world," he added.

01-Jul-1899 Page 206

The employees of the Canada Atlantic Ry. have renewed the negotiations which were commenced last fall in order to procure, if possible, a higher scale of wages and a ten hour day. The officials last year told the members of the deputation which waited upon them that the road was not in a position to grant the request but that negotiations might be renewed this spring. The trainmen claim that taken all around the wages paid them average about a third less than on the CPR and that as the Co. now operates about 700 miles of road it is in a higher position to pay a higher schedule. There are about 300 train hands on the line. It is expected that increases will be given trainmen and that the matter will be settled without any difficulty.

01-Jul-1899 Page 198

A consignment of 100,000 lbs. of Montana wool is being sent from Duluth to New York via the Canada Atlantic, as an experimental shipment.

01-Jul-1899 Page 201

On July 14 the House of Commons Railway Committee reported on the bill providing for the amalgamation of the Canada Atlantic and Ottawa, Arnprior & Parry Sound railways under the name of the Canada Atlantic Ry. Co. Both the CPR and the Ottawa and New York Ry. opposed the measure on the ground that as drafted the bill would institute an unfair advantage to the amalgamated companies over all others in connection with the rights of entry to the central station over the canal reserve. Arguments in this direction failed to convince the committee that any injustice would be perpetrated and no amendment in this connection was allowed.

01-Aug-1899 Page 229

The Canada Atlantic Ry. is carrying about 200 cars of grain a day from Depot Harbour. Up to the end of July over 5,000,000 bus of grain has been received at Depot Harbour since spring.

01-Sep-1899 Page 259

J.E. Walsh, Assistant General Passenger Agent of the Canada Atlantic Ry. and his wife and little daughter were thrown violently from a cab in Ottawa August 28. Mrs. Walsh, who has recently been very ill, received a very severe shaking, and Miss. Walsh had her knee injured. Mr. Walsh sustained a few slight injuries.

01-Jan-1900 Page 18

Early in Jan. a New York correspondent of a Montreal newspaper wired as follows:- "Some of the representatives of the Canada Atlantic Ry. were in New York a few days ago. They entered into negotiations with powerful capitalists for the sale of Mr. Booth's system. The price asked was \$14,000,000 for the line and also for terminal facilities in Montreal. These I an assured were valued at \$4,000,000 and the system itself, that is to say, the railway, at \$10,000,000." J.R. Booth says there is no truth in the story.

01-Aug-1904 Page 261

J.R. Booth denies that a contract has been signed with Mackenzie and Mann in the interests of the Canadian Northern Ry. The price, which press reports stated had been offered, was \$13,000,000. It also denied that the D&H is negotiating for the purchase of the line and on July 6 the Minister of Railways stated the government was not negotiating with the company with the view of buying the line. The object of the purchase was stated in press reports as either to use the CAR as an extension of the ICR to Georgian bay or to lease it to Mackenzie & Mann as part of the CNOR.

There has been deposited with the Secretary of State, a mortgage of the line etc., as security for an issue of \$14,000,000 of 4% 1st mortgage bonds.

01-Sep-1904 Page 307

Current press reports state that an arrangement has been completed for the transfer to the GTR of the CAR.

01-Oct-1904 Page 359

At the GTR semi annual meeting a resolution will be submitted for the approval of the proprietors authorizing the directors to enter into an agreement for acquiring control of the CAR.

01-Nov-1904 Page 385

Grand Trunk acquisition, GTR semi annual meeting. See photocopy.

01-Nov-1904 Page 391

It is unofficially stated that nothing will be done in the way of transferring the CAR to the GTR until after the necessary legislation has been secured from the Dominion Parliament. There are a number of reports being circulated as to the future of the line. One is that the general offices in Ottawa will be closed and the staff moved to Montreal, and another is that the line will be operated in connection with the Central Vermont Rt.

01-Jul-1905 Page 303

It is understood that the formal transfer of the line to the GTR will be made in September.

01-Oct-1905 Page 459

The work of strengthening the bridges on the line between Parry Sound and Swanton, VT has been commenced by the GTR although the line has not been formally transferred to it.

CAR transfer to GTR effective midnight Sept 30. Covers the jurisdiction of the various officers.

The following circular was issued Sept. 30:

The lines and branches heretofore known as the Canada Atlantic Ry. will from this date, be operated as the Ottawa Division of the GTR system and will be divided into the following named districts:

District 30

Ottawa to Boundary line -- 134.7 mi.

Boundary line to Alburgh junct -- 3.1 mi.

Glen Robertson to Hawkesbury -- 21.0 mi.

South Indian to Rockland -- 16.4 mi.

Total -- 175.2 mi.

District 31

Ottawa to Madawaska -- 130.52

Golden Lake to Pembroke -- 20.9

Total -- 151.1 mi.

District 31

Madawaska to Depot Harbour -- 133.6

E.J. Chamberlain, heretofore General manager of the CAR and J.W. Smith, General Assistant, have retired from the service to go into other business.

In order that the organization and methods of operating the new Ottawa Division (formerly the CAR) may conform to those in effect on other divisions of the system, the position of General Superintendent has been abolished and M. Donaldson, heretofore General Superintendent of the CAR has been appointed Superintendent, in charge of all matters pertaining to Transportation and Maintenance of Way, office in Ottawa. Officers in charge of these departments will hereafter report to and receive instructions from Mr. Donaldson.

W.P. Hinton, heretofore General Passenger and Freight Agent CAR has been appointed General Agent, passenger department, with office in Ottawa, to have charge of immigration and other trans-Atlantic passenger traffic and to perform such other duties in connection with the General Passenger Department as may be assigned to him.

E.R. Bremner, heretofore Assistant General freight Agent CAR has been appointed Division General Freight Agent in charge of the GTR line from St. Polycarpe to Depot Harbour, inclusive, also Hawkesbury, Rockland, and Pembroke branches, office at Ottawa.

01-Apr-1906

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E.J. Chamberlain, who was General Manager of the CAR until it passed into the hands of the GTR was entertained at dinner at Ottawa, March 3, by those who had been officials on the line during his managership. On behalf of the officials, M. Donaldson, Superintendent of the Ottawa Division GTR (the former CAR) presented Mr. Chamberlain with an illuminated address in book form, bound in morocco, and relieved by paintings of familiar scenes illustrating the progress of the road during the last twenty years. It also included engravings of his private car, his lodge in Algonquin Park, an autograph page, and emblematic drawings of the discovery and application of steam to motive power and also the uses of electricity in that connection. Accompanying it was a book of photos of the former official staff.