

Ottawa Items from Railway and Shipping World - 1899

01-Jan-1899 Page 11 Ottawa Terminal

There is no later news about the proposed Union Station in Ottawa than we published last month (pg. 261) except a rumour that a scheme is on foot there for the formation of a company which proposes to buy up the rights of the CAR, OA&PS, CPR and O&NY companies to the central facilities and then operate the terminal, charging each railway according to the number of trains handled daily. It is proposed to erect a modern Union Station. An iron bridge has been erected at Eastman Springs, over a creek which for some years past has washed away the tracks during the spring floods. The bed of the stream here has been dredged out and it is expected this will allow the volume of water to pass without damaging the road. It is proposed the CA Co. and the city of Ottawa jointly build a bridge over the CA tracks at Maria Street and the Rideau Canal at a cost of about \$40,000.

01-Jan-1899 Page 13 Locksley

The 21 miles of this line from Pembroke to golden Lake was opened to traffic Jan. 2. It is said the line will be extended about 50 miles through the counties of Renfrew and Hastings. crossing the IB&O and running to St. Ola on the COR, 12 miles from that company's terminus at Coe Hill, thus completing a direct line to Trenton on Lake Ontario. The PS Co. is said to expect that the GT will extend its Peterboro - Lakefield branch to connect with it at St. Ola, thus considerably shortening the distance between Toronto and Pembroke. We are informed nothing is known of this by GT officers in Montreal (Dec 1898, pg. 263).

01-Jan-1899 Page 13 New York Central

In 1897 track was laid from Canada Atlantic Junction (Hawthorne) to the GTR Jct. near Cornwall, 50 6-10 miles of which 12 were ballasted. The year 1898 ended with the mileage in Canada of 56 85-100 from the COR junction in its Montreal-Ottawa short line, to the International boundary near Cornwall, all of which is completed grading, track and ballast, also all fences, telegraph line, sign boards etc. The bridge over the north channel of the St. Lawrence river and the Cornwall Canal has been completed. The NY&O in New York State, from the international boundary to Moira, 15 15-100 miles, is all complete, except the wrecked portion of the bridge over the south channel of the St. Lawrence. The Collins Bay Rafting Co. succeeded in taking out part of one span from the bed of the river and moved the centre span downstream about 1000 ft where it swung round lengthwise with the stream so that there is no danger of a flood being caused. (Dec 1898, pg. 263).

01-Jan-1899 Page 17 Ottawa Electric

5th annual report - extracts.

During the year 6 open and 6 closed cars have been added to the rolling stock.

A loop has been put in at the CPR station and connections have been completed at the Chaudiere and Hull for handling freight cars.

On January 2, 1899 a plebiscite was taken by the city on the question of Sunday cars, which resulted in a large majority in their favour and the Co. is now taking steps to carry out the decision of the people. Legislation to this end will be applied for. The Company is prohibited from running its cars on Sundays by the Ontario statute, passed in 1897, which forbids the running of Sunday cars except it be to keep the tracks clear of snow and ice or for other acts of necessity or charity.

The company gives notice of application to Parliament to authorize it or to confirm its power to extend its line to Bells corners and elsewhere in the township of Nepean and in the Township of Gloucester.

01-Feb-1899 Page 34 Vankleek

The Central Counties Ry. gives notice of application to Dominion Parliament for amendments to this company's acts authorizing it to construct sec 2 of the railway from Hawkesbury to connect with the Rockland branch of the Canada Atlantic, in Cambridge twp. The CC Ry., formerly the Prescott County Ry., is leased to the Canada Atlantic Ry. The proposed line, from or near Casselman to Hawkesbury is to connect with the Great Northern Ry. now partly being built between Quebec and Hawkesbury.

01-Feb-1899 Page 35 Russell, Dundas and Grenville

Russell, Dundas & Grenville Counties Ry. give notice of application to Dominion Parliament to incorporate a company under this name to build a line from South Indian, through the townships of Cambridge, Russell, Winchester, Mountain, Matilda and Edwardsburg to Prescott.

01-Feb-1899 Page 35 Smiths Falls, Rideau and Ottawa

Smiths Falls, Rideau & Ottawa Ry. will apply to the Ontario Legislature for an act amending its act of incorporation, by extending the time for commencement and completion of the railway; by authorizing the extension of its railway to Gananoque; by authorizing it to construct and operate a system of elevated railways in conjunction with a system of surface railways as authorized by its act of incorporation and its propose extension; by authorizing it to operate its road by compressed air or steam, as well as by electricity.

01-Feb-1899 Page 35 Portage du Fort and Bristol Branch

The Portage du Fort and Bristol Branch Ry. gives notice of application to Dominion Parliament for an act to declare it for the general advantage of Canada also to authorize the extension of the line from or near Quyon through the townships of Onslow, Eardley and South Hull to Hull and to any bridges connecting with the cities of Ottawa and Hull, with power to make running arrangements over the bridges into the city of Ottawa; to acquire the rights etc. of the Deschenes Bridge Co, to construct a line from or near Deschenes Rapids into Ottawa; to erect a railway and general traffic bridge across the Ottawa River at or near Portage du Fort; also to authorize the extension of the line of railway through the twps of Ross, Westmeath and Pembroke to Pembroke.

01-Feb-1899 Page 35 Waltham

The Pontiac Pacific Junction Ry. will apply to Dominion Parliament to extend the times for commencing and completing its extensions already authorized from its present terminus at Waltham to Sault Ste. Marie, via Pembroke, from Waltham, northwesterly to a point in the county of Pontiac, and from its present terminus at Aylmer to Hull; and thence over the Ottawa River to Ottawa; and also for commencing and completing the bridges authorized to be constructed over the Ottawa River at Allumette Island.

01-Feb-1899 Page 35 North Lanark

North Lanark Ry. gives notice of application to Ontario Legislature to incorporate a company to build a line from the K&P Ry. at or near Mile Lake, Renfrew county, passing through the twps. of Darling and Pakenham to the CPR or OA&PS at or near Arnprior. The route has been surveyed by A. Bell C.E. of Almonte acting for a number of persons interested in iron mining. J. Bell of Arnprior, one of the promoters, states the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train, and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass, particularly Darling township, is rich in iron ore and other minerals and it is proposed to transport this ore to Arnprior to be smelted.

01-Feb-1899 Page 38 Hull Electric

The CPR Aylmer branch from Hull to Aylmer, 75 miles (sic) which has been under lease to the Hull Electric for several years and has been electrified by it, has been sold to that company for \$100,000. Application will be made to the Dominion parliament for an act ratifying the sale.

01-Feb-1899 Page 40 Maniwaki

Press despatches from Ottawa recently stated that this line would be extended this year from its present terminus at Gracefield to Maniwaki. The General Superintendent advises us that at present he is unable to say when the work is to be gone on with.

01-Feb-1899 Page 40 New York Central

A Cornwall despatch says the company does not intend to take any more chances with the foundations of the bridges at Cornwall. It is understood on good authority that, as a result of the investigations carries on in the south channel of the St. Lawrence last fall, pier No. 3, the only one left standing in deep water after the collapse of the bridge, will be torn down and rebuilt as soon as the river is clear of ice in the spring. The construction company is determined that the bridge will not be handed over for traffic until everything is perfectly substantial and satisfactory. Of course this will cause considerable delay. No contracts have been let for either masonry or superstructure. The Co. however, will prepare a lot of stone for the foundations which it will turn over to the contractors, or use itself if the tenders for the work do not prove satisfactory. There are a couple of sections of the O&NY built through very wet swamp, which will be reconstructed next spring. These sections, which comprise in all about 3,000 yards, are near Newington and between the Post Road and Black River. They will be strengthened by corduroy for which purpose the Co. is now getting out logs. These logs will be 25 ft. long and will be laid crossways in the embankment. (Jan pg. 13).

01-Feb-1899 Page 40 Ottawa Terminal

President Booth of the CA system has notified the Dominion Government of his desire to obtain possession of the militia stores building at the earliest possible moment in order to begin the erection of the central depot. It is said the plan for the station has been practically decided upon and that it will be built of stone. It will be of four stories in height and will extend back to Sappers Bridge. The entrance will be from a level with the street or bridge. The 2nd floor if the station, which will be on the level of the street, will contain a large general waiting room, capable of accommodating 1,000 people, with ladies parlours adjoining, also restaurant and ticket offices. The train sheds and baggage room will be on the ground floor and elevators will carry passengers to and from them to the waiting rooms. Six tracks will enter the train sheds. The Booth Companies' offices will be in the 3rd and 4th floors. A library for the employees of the road will be located on the 3rd floor. Already \$2,000 has been subscribed for the procuring of books etc. The station will be after the design of the Chateau Frontenac, Quebec and will likely be constructed of Nepean sandstone, of which the Parliament buildings were built. In connection with the foregoing, it may be mentioned that there is a proposition on foot for the formation of a terminal station company, the shareholders of which would be the City of Ottawa, to the extent of \$50,000, which it is to contribute towards the erection of a union station, and the various railway companies.

The various railway companies are at present using the Canada Atlantic premises under an order of the Railway Committee of the Privy Council. The expenses of operating and maintaining the station property is divided between the companies using it on a wheelage basis, the rental has not been determined.

01-Feb-1899 Page 40 Waltham

Pontiac Pacific Junction. At present this line extends from Aylmer to Waltham, 71 miles, and secures connection with the CPR at Hull by the latter's Aylmer branch, which, since being leased to the Hull Electric Co. a couple of years ago, has been electrified and has now been sold to the Hull Co. The PPJ has decided to extend its line from Aylmer to Hull, about 9 miles and will build between the Hull-Aylmer electric line and the Ottawa River on the Quebec side. The contract has been let to the President of the PPJ Ry., H.J. Beemer, of Montreal. All the ties, rails and other material are on the ground and the work will start as soon as winter is over.

01-Feb-1899 Page 40 Interprovincial Bridge

The General Superintendent advises us that in the spring the Co. will commence work on the approach to the new Interprovincial bridge. The line, which will be double track, will be constructed on the strip of land between Major's Hill Park and the canal and every precaution will be taken to prevent the disfiguration of the park. The Co. expects to run trains into the central station as soon as the Interprovincial bridge is built and will not wait for the construction of the union station.

About 75 men are now employed on the Interprovincial bridge and but one more pier remains to be put up. The stone work will easily be completed in the summer and the iron work will be put up. There will be a double railway track, a roadway for the electric cars, one for general traffic and a walk for pedestrians.

01-Feb-1899 Page 47 New York Central

The O&NY, since the opening of its line from Ottawa to Cornwall, July 29 last to Dec 31, carried 25,391 passengers, a remarkably good showing considering that the road is a new one and that the line is incomplete. This traffic has been almost wholly of a local nature and is showing a gratifying

01-Feb-1899 Page 49 New York Central

H.W. Gays has been appointed General Manager of the O&NY with headquarters in Ottawa. Mr. Gays has left the General Managership of the Chicago, Peoria & St. Louis Ry with headquarters at St. Louis, Mo. to accept the Ottawa position. C.B. Hibbard will confine himself to the duties of President in future, handing over the General Managership to Mr. Gays.

01-Feb-1899 Page 49 Other

Rockland to Prescott. Press reports say J.S. Ross and others of Winchester, are promoting a scheme for the construction of a line from Rockland, south about 42 miles via Winchester and Morewood to Prescott.

01-Feb-1899 Page 60 Smiths Falls, Rideau and Southern

Smiths Falls, Rideau & Southern. issue of stock etc. The idea is to construct a street railway for the town of Smiths Falls to handle passengers and also transport freight to and from the various manufactories of the town and the CPR. So soon as the line has become established in the town it is the intention to extend it in the direction of the Rideau Lakes and thus open up a section of the country at present without railway facilities and also to bring within easy reach the famous lakes of the Rideau which for "lovely scenery and delightful sport fishing" cannot be excelled and which only requires satisfactory means of access to make them a favourite resort during the summer months.

01-Feb-1899 Page 60 Ottawa Electric

The illustration on p. 61 shows a car which gladdened the hearts of thousands of children in Ottawa on Christmas Eve. The idea of a Santa Claus car originated with W.Y. Soper, of Athern & Soper, who under the nom de plume of Santa Claus, had letters in the local daily papers for several days before Christmas. These letters were dated from various points between the North Pole and Ottawa and announced that on the afternoon and evening of the day before Christmas Santa Claus attended by a suite of brownies, would go through the streets of the city on top of an electric car and would distribute oranges to the children as he passed. The last letter gave a timetable of the hours at which the car would reach various points on its route. The jolly saint, blowing a tally-ho horn and surrounded by brownies, passed through the streets on the afternoon and evening of December 24th and very large crowds turned out to see him. The car was decorated on each side with appropriate Christmas mottoes, framed in evergreens and incandescent lights; on the front dashboard was the date 1898 and on the rear 1899; the windows were filled up with toys and boxes in bright coloured wrappings. During the trip, about five thousand oranges were thrown out to the children. The car was in no sense an advertisement, but was solely for the purpose of giving an afternoon's amusement to the youngsters of Ottawa. It was a most liberal and commendable treat.

01-Feb-1899 Page 61 Hull Electric

The Hull Electric has bought for \$100,000 the CPR Co.'s Hull-Aylmer branch which it has had under lease for some time past and which it has electrified.

01-Mar- Page 72 Ottawa Terminal

Ottawa Union Station. President Booth of the Canada Atlantic system is said to be opposed to the terminal company scheme, mentioned in our last issue and says he is anxious to proceed with the erection of a central station as soon as permission is given and plans approved. Sir William Van Horne has written the City Clerk that he is not personally in favour of the terminal scheme and that he cannot see his way clear to endorse it. He suggests, however, if convenient, that the committee should leave the matter over until Vice President Shaughnessy's return from Europe, as such matters come more within Mr. Shaughnessy's Department.

01-Mar- Page 75 Alexandria

Arrangements have been completed whereby through freight service will be inaugurated between Montreal and Ottawa, trains running solid between these two points obviating the changing of engines and crews at Coteau Jct. This means that the freight service between Parry Sound and Montreal will be placed on precisely the same footing as passenger service has been for some years. This business will be centralized in Montreal and Ottawa and Coteau Junction will become merely a wayside station. As a point of grain shipment its history has closed.

01-Mar- Page 82 New York Central

We were in error in stating in our Jan issue pg. 13 that the bridge over the north channel of the St. Lawrence River had been completed last fall. There remains to be erected the suspended arm of the north cantilever, a matter of a few day's work only. The plans for replacing the wrecked bridge over the south channel are not sufficiently complete to admit of any information regarding them being given now.

01-Apr-1899 Page 115 Canada Atlantic

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-Apr-1899 Page 117 Interprovincial Bridge

Work is proceeding satisfactorily on the piers. The masonry will be gone on with as soon as the water lowers, and it is expected the superstructure can be put on next fall, by the time the extension of the Pontiac Pacific Junction Ry. is completed to Hull. A contract has been let for the superstructure.

01-Apr-1899 Page 119 Cornwall Street

The bondholders, the Sun Life Insurance co., recently offered to put the tracks in proper order & build up the roads between the tracks & for 18 ins. on either side, provided the Corporation would keep the roadway in repair for five years. The council has so far taken no action on the proposal and the feeling appears to be against accepting it. J.M. Taylor, who is managing the line for the bondholders, has made arrangements with the Shedden Co. to handle freight over the line on similar terms to the old contract. A contract has been secured for carrying the mail between the Post Office and the GTR station. A quantity of machinery has arrived and another car has been put on the line. The equipment is being generally overhauled and improved.

01-Apr-1899 Page 120 Ottawa Electric

The application to the Ontario Legislature to allow this Co. to operate cars on Sundays, the people having voted in favour thereof, caused a hot fight before the Private Bills Committee of the Ontario Legislature Mar. 8. The Mayor and other Ottawa officials appeared in support of the measure and a deputation from the Lord's Day Alliance opposed it. The bill passed by a vote of 34 to 13.

Work is progressing favourably on the extension the Co. is making to its power house at the Chaudiere. A force of 20 men are at work blasting and carting away the rock. The drill and hoists in operation are worked by steam. About 25,000 cubic yards of rock will be removed deepening the cut 35 ft. Six 50 foot water wheels will be put in place and a 1,500 h.p. dynamo operated direct from them. This is to furnish a duplicate source of power for the running of the system. The building containing the machinery will be beneath the street level and constructed entirely of concrete and iron. The work, which will entail an outlay of \$60,000 is expected to be completed by June.

01-Apr-1899 Page 121 Hull Electric

Wright County council has passed a resolution, asking the Dominion government to grant a permit to this company to build a bridge across the Ottawa river, from Hull to Bank Street, Ottawa.

01-May-1899 Page 132 Renfrew

The trestle work at Arnprior is to be filled up to track level.

01-May-1899 Page 134 Kingston (CP)

A start has been made replacing the wooden bridges with iron structures.

01-May-1899 Page 135 Prescott

There is a picture of the Prescott Elevator Co.'s elevator at Prescott. The elevator, built in 1895, is 280 ft. long & 72 wide, with a storage capacity of 1,000 bus. The depth of water at the front is 20 ft and at the sides where barges are loaded, 14 ft. No railway facilities are visible as the picture is taken from the water. The capacity was corrected to 1,000,000 bus. in the following issue.

01-May-1899 Page 136 Maniwaki

It is doubtful if the proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, will be gone on with this year. (Feb pg. 40).

01-May-1899 Page 136 New York Central

On April 22 the Chief Engineer advised us that the work of completing the bridge over the north channel of the St. Lawrence at Cornwall, had not been started.

Work has started on the reconstruction of the south channel bridge which collapsed with such fatal results last fall. A Cornwall correspondent says:-

"It is now generally known that the cause of the disaster was that too many chances were taken and that the nature of the bottom was not fully and thoroughly ascertained before loading it with the tremendous weight involved in a concrete and stone pier and span of steel. The investigations in the north channel go to show that the action of the current for unnumbered years has scoured the clay thoroughly and the piers are standing on a solid rockbed. But in the south channel the same thing did not occur, as the current is much slower. When the cribs for holding the concrete were anchored on the site of piers 2 and 3 a diver was sent down with a crowbar and maul to an extent that it was considered satisfactory and the substructure was begun and ended on that information. Subsequent investigations developed the fact that there was only a thin crust of hard bottom, 18 inches or so and under it a mass of blue clay, the shifting nature of which caused the collapse of the pier and the bridge. It was also found that pier No. 3, although it appeared all right, was in such a condition that it was unsafe to trust it, and it will have to come down and be rebuilt on a plan dictated by recent experience. The depth of blue clay at the site of the piers is variously estimated at from 20 to 30 ft. and the contractors will have to go down until they get bedrock and this they propose to do by the pneumatic process, which is, in brief, the sinking of an air-tight chamber, in which the work of excavation is done by men furnished with compressed air. There is about 30 ft of water in the channel and the current runs at a rate of about 9 miles an hour. To protect the caissons it is proposed to drive piles above them and make a breakwater. This is a plan that has not yet been tried in the St. Lawrence. The reconstruction of pier No. 2 will be first undertaken and it is expected it will be completed in July. The putting down and rebuilding of pier No. 3 will take until October. The shore span will be erected as soon as pier No. 2 is ready and the other will only be the work of a few weeks. The removing of the debris will be gone on with at once. It is expected the bridge will be open for traffic by the end of the year. (Feb pg. 40).

It is said the Company will erect shops in Ottawa East as soon as litigation over the expropriation of the land is determined. The building will comprise roundhouse, car sheds and general repair shops.

01-May-1899 Page 137 Waltham

Work is about to commence on the extension of the Pontiac Pacific Junction Ry. line from Aylmer to Hull, about 8 miles. The line, which will run between the Ottawa River and the Hull-Aylmer Electric Railway, will render the PPJ independent of the latter and enable it to connect in Hull with the Interprovincial Bridge, now under construction. It is expected to complete the extension by September (Feb pg. 40)

01-May-1899 Page 141 Vankleek
The completion of the Great Northern Railway is now assured, contract having recently been given for the construction of the gap of 88 miles between the Quebec end of the line and the Canada Atlantic system at Hawkesbury. The line is to be finished by July 31, 1900.

01-May-1899 Page 144 New York Central
General Manager Gays denies the report that this line will be sold to the GTR and says there is no truth in it.

01-May-1899 Page 153 Kingston, Portsmouth and Catarauqui
B.W. Folger says the Co. will extend its tracks to Catarauqui this summer.

01-May-1899 Page 153 Ottawa Electric
The Ottawa Electric will extend its track 2 miles to Rockcliffe rifle range, if the Dominion Government will give satisfactory assistance. The Co.'s bill, now before Parliament, has occupied a large amount of time both in committee and the Commons. The principal fight has been over the proposal to operate on Sundays. An early statute affecting the Co. forbids this. It seems probable this provision will be repealed, and that the Co. will be left subject to Ontario legislation in this respect. The Co. is asking power to build through the townships of Hintonburg and Nepean.

01-May-1899 Page 153 Other
Smiths Falls to Gananoque. The Ontario legislature, at its last session, incorporated a Co. to build an electric line between these points by way of

01-May-1899 Page 153 Hull Electric
The Hull Electric Co. has paid the CPR \$100,000, the purchase price of the Aylmer branch, from Hull to Aylmer, 7.5 miles.

01-Jun-1899 Page 166 Westport
J. Mooney, Superintendent of the Brockville, Westport and Sault Ste. Marie Ry. had his horse run away on May 16. The animal went for five miles before the buggy collided with a telegraph pole. Mr. Mooney, who is 75 years of age, has suffered very much from the shock.

01-Jun-1899 Page 169 Ottawa Terminal
A large amount of work is being done at the Canada Atlantic shops in Ottawa. Twenty five stock cars have recently been completed, 25 refrigerator cars are being built and 500 box cars have been commenced at. Entirely new trains, with thoroughly up-to-date cars, have been put on between Ottawa and Montreal, both ways. We are officially informed that the report recently published in some daily papers to the effect that this Co. has built car shops in Ottawa was unfounded, as a start has not yet been made at the permanent shops. The report probably arose from the erection of some temporary buildings, put up for the construction of a lot of freight cars pending the completion of the permanent shops. The first temporary building is to be used as an erecting shop and is 450 x 80 ft. The second one, which contains the machinery, is 225 x 90 ft.

01-Jun-1899 Page 170 New York Central
W.A.D. Lees, an Ottawa barrister, who has a branch office in Russell, 20 miles distant, which he visits once a week, is suing the Ottawa and New York Ry. for \$49.55 for alleged excessive charges on tickets and \$148.65 for damages. The return fare to Russell, 20 miles, is \$1.20. The Co. has stopped giving second class fares, but maintains 2nd class cars on the line. Mr. Lees says the Co. has refused to give him commutation tickets and charges him at the rate of 3½ cents a mile. He enters his action under clauses of the Railway Act dealing with unjust charges and says the tariff of rates charged by the Co. has not been approved by the Governor-in-Council, as required by the Act and consequently the company has no right to charge fares.

01-Jun-1899 Page 170 New York Central
The Ottawa & New York Ry. has increased its service to three trains each way daily between Ottawa and Cornwall.

01-Jun-1899 Page 170 Alexandria
ICR sleepers now run through between Halifax and Ottawa going over the GTR and Canada Atlantic west of Montreal.

01-Jun-1899 Page 171 Montreal and Ottawa
The CPR has been experimenting with an automatic mail catcher on its main line near Ottawa, with a view to using it on the Imperial Limited.

01-Jun-1899 Page 175 Interprovincial Bridge
Work has been nearly completed on the piers of the bridge.

01-Jun-1899 Page 175 Kingston (CP)
All large structures are being shortened up, wooden structures are being replaced by steel bridges on masonry. Those now being done are:-
(New length shown first then old length)
Calabogie Lake 100 ft 167 ft
Mississippi River 50ft 100 ft
Clyde River 36 ft 70 ft
Clyde River 20 ft 30 ft
Opeongo Station 18 ft 25 ft
Sharbot Lake 20 ft 25 ft

01-Jun-1899 Page 176 Maniwaki

No definite information is obtainable as to whether the proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, will be gone on this year. Settlers from beyond Maniwaki have petitioned for a further extension north to Eagle Bay on Great Victoria Lake. (May pg. 136).

01-Jun-1899 Page 176 Renfrew

In the appeal case on this Co. vs. Henderson, recently heard by the Supreme Court in Ottawa, the action was brought against the Co. to recover compensation for injuries sustained by Dr. Henderson in consequence of his horse being frightened by a train approaching the crossing at Elgin Street, in Stewarton. The jury found that no bell was rung and the signalman did not give the warning. Counsel for the Co. contended that the statute did not require the bell to be rung by engines shunting in a yard and less than 80 rods from a crossing and also that the evidence did not warrant the findings and that there should be a new trial. The court dismissed the appeal with costs.

01-Jun-1899 Page 188 Cornwall Street

On Queen's birthday some 12,000 passengers were carried. Manager Talbot thinks the prospects very good.

01-Jun-1899 Page 189 Ottawa Electric

The OER has got its desired legislation through the House of Commons despite vigorous attempts to change it. The company is given the power to extend its line from some point on its present line in the municipality of Hintonburg or Nepean to Bell's Corners, the extension to be begun within 18 months and completed within 3 years. The most important clause in the Act reads:-

"Notwithstanding anything contained in the statutes of 1892, chap 53, sec 6, it is hereby declared and enacted that the following words in the Ontario statutes of 1898, chap 45, sec 2: 'no car of any description shall be run between midnight of Saturday and midnight of Sunday,' are not and shall not be applicable to the Ottawa Electric R. Co."

01-Jun-1899 Page 189 Hull Electric

The Hull Electric Ry. has met its third defeat since 1896 in its attempt to secure power to bridge the Ottawa River and extend its railway from Hull to Ottawa. On May 16 the Railway Committee of Parliament rejected the Co.'s bill empowering it to build a bridge from Hull to Kent Street, Ottawa. The bill was supported by the Ottawa City Corporation and opposed by the Ottawa Electric Ry. and the Beemer interests.

01-Jul-1899 Page 198 Canada Atlantic

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 Canada Atlantic

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-Jul-1899 Page 201 Hammond

The employees of the Central Counties Ry. which runs from South Indian to Rockland and from Glen Robertson to Hawkesbury, have been notified that the Government receiver of the road will cash their claims for wages. The claims are to be paid out of the subsidy voted last session by the Ontario legislature.

This Company is a subsidiary of the Canada Atlantic Ry.

01-Jul-1899 Page 203 New York Central

W. Chance having resigned as Sec. and Treas. of these companies (O&NY and NY&O), A. Nichols has been elected Sec. and Treas. Office: 27 Pine Street, New York. G.P. Colpas has been elected 1st Assistant Treasurer. Office: Ottawa, Ont.

01-Jul-1899 Page 203 Kingston (CN)

J. McGovern, Roadmaster of the GTR at Kingston for 20 years and for 30 years in the service of the Co., has resigned to become a railway contractor.

01-Jul-1899 Page 206 Canada Atlantic

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 207 Chalk River

A new station is to be completed at Arnprior by September. A large freight shed is being erected and the yards are being extended and improved.

01-Jul-1899 Page 209 Ottawa Terminal

The Canada Atlantic will this fall commence the erection of large car shops at Ottawa in addition to those already put up. The new shops will be located near the Rideau roundhouse, where the machine shops and repair works are situated. The buildings put up this spring at the foot of Elgin Street and which are now being used, will be discarded after the proposed structure to Ottawa East is up. They will then be used by the Co. for storage or may be available for manufacturing purposes. When the new car shops, which will be erected and equipped at a heavy cost, are completed, all the works of the Co. will be adjacent to each other, instead of being half a mile apart, as at present. They will consist of erecting, woodworking, drying and painting shops and will be run with electricity. In order to make the foundation a great deal of filling will have to be done, and work on this will commence in the near future in time for the erection of the shops to start in November and be completed early in the spring - Ottawa Citizen.

01-Jul-1899 Page 210 New York Central

The Ottawa and New York Ry. has two gangs of men at work on the bridge over the St. Lawrence at Cornwall and it is expected the structure will be completed by November when the road will be in a position to run through trains between Ottawa and New York. Most of the rolling stock is south of the river and will not be brought into service until the bridge is completed (May pg. 136).

01-Jul-1899 Page 210 Ottawa Electric

It is rumoured the Co. will soon take the preliminary steps to secure entrance to Aylmer. Park property will, it is said, be secured at the summer resort, a large hotel will be erected, and various attractions will be provided. Right of way from Ottawa, it is understood, will be secured over the Pontiac Pacific Jct. Ry. It is likely that, should an undertaking be arrived at between the two companies, the construction work on the railway and Interprovincial bridge will be hastened to completion.

The City Council has given the Co. power to run on Sunday on the same terms as heretofore existing between the City and the Co. on condition that the Co. pays the City, in addition to the sum heretofore paid per mile, a proportionate amount for each Sunday and issues tickets for use on Sundays only at the reduced rate of 28 for \$1, or 7 for 25c and children's tickets at 40 for \$1 and 10 for 25c. The Sunday service was inaugurated July 23 when the cars were largely patronized.

01-Jul-1899 Page 218 Kingston, Portsmouth and Cataraqui

Ontario Park is to be divided, one part for recreation with free admission, the other for baseball, lacrosse, horse races, etc. A race track will be made and a grand stand erected.

01-Jul-1899 Page 219 Hull Electric

The following directors have been elected: A. Fraser; D. McLaren; W.J. Conroy; J.B. Fraser; R.H. Conroy and T. Viau.

The Company's equipment in the power house at Deschenes is now said to be among the best in Canada, enabling the road to give an excellent service. Traffic this year has been satisfactory and considerably exceeds that of the corresponding periods of previous years.

01-Aug- Page 227 Chalk River

W. Shanks, Roadmaster at Carleton Junction having resigned, has been succeeded on division 4 between Brockville and Chalk River by J. Jelly, heretofore Roadmaster on the Sault branch at Algoma.

01-Aug- Page 229 Canada Atlantic

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-Aug- Page 231 Kingston (CP)

The Kingston & Pembroke Ry. has had to put on an extra train to accommodate increased travel.

01-Aug- Page 231 Montreal and Ottawa

It is probable that the CPR will soon inaugurate a 2-hours service between Ottawa and Montreal and of course the Canada Atlantic will also reduce its time half an hour. The CPR short line roadbed is in excellent shape for fast running.

01-Aug- Page 235 Renfrew

The Canada Atlantic Ry. is filling up a large gully at its Rideau Yards, Ottawa. It is a 2 month's job for a steam shovel and two trains, which are hauling earth from Eastman's Springs.

01-Aug- Page 235 Alexandria

Heavy rail will soon be laid from Ottawa to Bearbrook, 20 miles, which will complete the heavy rails to Coteau and will permit of faster running time.

01-Aug- Page 236 Maniwaki

The proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, is not likely to be built this year, but it is expected that 15 miles will be finished, which will carry the line from Gracefield to Blue Sea Lake. (June pg. 176).

01-Aug- Page 236 New York Central

The O&NY expects to complete the bridge over the south channel of the St. Lawrence at Cornwall in October, which will enable it to provide through service between Ottawa and New York. The structure is one of the largest in Canada and when completed will cost in the neighbourhood of \$750,000. It would have been completed months ago but for the accident in August last when one of the piers collapsed resulting in the death of several workmen and seriously impeding the progress of the work. Operations had to be entirely gone over and to do the work thoroughly a great deal of time and expense has been necessitated. The bridge over the north channel is completed and work is being proceeded with day and night on the remaining portion, the men working in three gangs, 8 hours each. It is expected that the through service will be established in October or November (July pg. 210).

01-Aug- Page 236 Kingston (CP)

The Dominion Parliament having voted a subsidy towards the construction of five miles of branches from the main line to the iron mine at Bluff Point and to the Martele mine, Renfrew County, it is said the work will be done at once and that ore will be moving to Kingston en route to the furnaces before navigation closes.

01-Aug- Page 247 Ottawa Electric

The OER donated \$400 to the Associated Charities of the City out of the proceeds of the first Sunday's traffic on July 23. The row in the City Council over the by-law granting the Co. permission to run on Sundays has ended, the by-law having been finally passed.

01-Sep-1899 Page 259 Canada Atlantic

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-Sep-1899 Page 261 Alexandria

Large quantities of cheese are being shipped on the Canada Atlantic at stations between Ottawa and Montreal.

01-Sep-1899 Page 265 Montreal and Ottawa

The CPR has put two handsome trains in its Montreal-Ottawa run. Each train, consisting of locomotive, baggage car, smoking car, 2nd and 1st class cars and parlour car, is entirely new. The exterior wood of the cars is mahogany, matching the standard equipment. In the interior of the parlour car the panels and columns are of satin wood, richly carved and otherwise ornamented. The ceilings are modelled in the empire style of railway architecture and are superbly decorated in green and gold. Handsome windows of glazed glass add very materially to the pretty effect. The observation windows are hung with damask silk and smoke guards prevent the entry of cinders and dust. The chairs are upholstered in terra cotta plush and look restful and homelike. In either end of the car private staterooms are situated, these being finished in a delicate shade of fawn. The appointments of the first class car are in keeping with those of the parlour car, the same colour scheme being used throughout. The smoking car is furnished with revolving chairs. All the cars are lighted by electricity, the incandescent globes being placed along the sides instead of near the ceiling. The engine is one of the most powerful of its kind ever constructed by the CPR. It is not the intention to cut down the running time of 2½ hours for the 111 miles, it being felt that that is fast enough for all practical purposes for the present, though ultimately it may be reduced to two hours.

01-Sep-1899 Page 265 Ottawa

All the railways running into Ottawa are enjoying a season of steady traffic unsurpassed in previous years. There has been a constant movement of tourists to the summer resorts ever since the opening of the season, as well as the usual influx of visitors and business men that make Ottawa a Mecca during

01-Sep-1899 Page 265 Maniwaki

Travel on the Ottawa and Gatineau railway this year is very much in advance of previous seasons, substantial returns being realized from advertisement of the country by the road, by a gratifying influx of tourists. All the hotels and summer boarding houses are well patronized, the bracing atmosphere of the Gatineau Hills proving an almost irresistible attraction for those who have ever visited the place. The advertisement which the northern part of Quebec received at the recent sportsman's show in New York is also expected to bring good results and a heavy influx of sportsmen during the open season, which

01-Sep-1899 Page 266 Kingston (CN)

Work will shortly be started on the station at Cardinal.

01-Sep-1899 Page 267 Ottawa Terminal

The Canada Atlantic will not rebuild the car shops at the foot of Elgin Street which were recently burned, as the shops built this year a Ottawa East and Stewarton provide sufficient facilities. An addition of nine stalls is being made to the round house.

01-Sep-1899 Page 267 Ottawa Connecting Line

The CPR (Ottawa Short Line) is purchasing right of way for a line of 6 miles, which it is proposed to build to facilitate the handling of freight between the Co.'s Sussex Street Station, Ottawa and the Union Station there. The new line will leave the Prescott line some distance east of the white bridge over the Rideau River, running away from the river till it reaches the company's Montreal and Ottawa Short Line near the junction of that road with the Ottawa and New York Ry. The remainder of the distance will be covered as at present and will shorten the freight route about 8 miles as against the present haul by way of Chaudiere Junction. No bridges will be required. It is not certain that the line will be built this year.

01-Sep-1899 Page 277 Ottawa Electric

The line to Britannia will start about 500 ft. from Holland Avenue, Hintonburg, and will run parallel to the Richmond Road and at a distance of 300 yards from it. The line will be 4½ miles long and the terminus will be at the beach about an eighth of a mile past Britannia. A station will be erected at the village and another at the lake shore. E.E. Perrault C.E. is laying out the line. Construction work will be very solid, the rails being 70 lb. These will be ordered forthwith. Construction will be started as speedily as possible and the line will be in operation this autumn. The line will be double track giving direct connection with all parts of the city. The beach to which the line runs is an ideal one for bathing. No steps have been taken to arrange for the laying out of a park which will be undertaken later - Citizen.

01-Sep-1899 Page 289 New York Central

Mr. Hibbard, until recently of the Ottawa and New York Ry., has purchased the Hancock Iron Mine near Ironsides, Ont.

01-Sep-1899 Page 289 Winchester

A.E. Kirkpatrick, Resident Engineer of the CPR at Smiths Falls recently resigned to accept a position as engineer on the Egyptian Government Railways, under Major Gorouard, with headquarters in Cairo.

01-Sep-1899 Page 293 Renfrew

The filling in of the big ravine at the Rideau Yards is about completed. The filling in of this patch of waste land increases the area of the yards by about forty acres as before the work was done the land was too low and swampy to be of any value (Aug pg. 235).

The Co. is doing considerable building in Ottawa. A three story wooden building is being erected at the foot of Elgin Street for small stores. A large 2½ story building is underway at Ottawa East, to contain the general stores, mechanical office, instruction office and men's dining room. Ten stalls are being added to the round house and the machine shop is being extended 150 ft. (July pg. 208).

01-Sep-1899 Page 294 Interprovincial Bridge

Workmen are now engaged on pier No. 2. Another gang has been placed at work on the approaches on the Ontario side and the work is progressing at a good rate. It is expected that before the end of the year the greater part of the work will be completed. About 70 men are employed (June pg. 175). The Ottawa City Engineer, J. Galt, has taken strong exception to the bridge plans. He says the way the ground plan of the bridge has been designed is exceedingly objectionable, particularly as regards the approaches on the Ottawa side. It contemplates a steam railway track in the centre, on either side of this, and separated only by a wooden balustrade, there being wedged in between trusses, two 4 ft. spaces for pedestrians. Outside of these footpaths again, and overhanging the river beyond the stone piers, are on either hand, spaces 1st for electric cars, and then for vehicular traffic. Under the proposed arrangement, pedestrians, tram cars and vehicles on the down river side of the bridge will turn into the street leading up past the Printing Bureau almost on a level with Sussex Street, but all three on the up river side of the bridge will be conveyed on an incline down to a point where they can be carried, by means of a subway beneath the railway track in the centre, coming up again so as to join the remainder of the traffic in the vicinity of the Bureau. The City Engineer claims that there are two highly objectionable features to this proposed plan - 1st, the wedging in of the footpaths between the railway track in the centre and the trusses on either hand; and 2nd, that half of the traffic in the Ottawa side of the Ottawa River must perforce go down grade to a low level in order to pass through the subway and then up again to reach the level of Sussex Street. In order to remedy these defects he suggests that the centre of the bridge between the trusses, 24 ft. shall be given over to steam cars; that the up river side shall be devoted to trams going both ways, there being no objection to their going down grade through the subway and up again and that the down river side shall contain next to the truss, a 14 ft. space for vehicles and on the outside, overlooking the river, a 5 ft. walk for pedestrians.

The bridge people admit that the original plan is not at all satisfactory, but they maintain it is the best way of disposing of all of the traffic. The city contributes a bonus of \$100,000 on the understanding that free accommodation be provided for foot passengers and vehicular traffic.

After the falling of the Ottawa and New York Ry. bridge at Cornwall, the Government, fearing that it was caused by defective concrete in the piers, decided to make a thorough examination of the piers of the Interprovincial Bridge. Diamond drill borings have been made and it is said the result is satisfactory.

01-Sep-1899 Page 295 Kingston (CP)

This Co. is building a 5 mile spur to the Martell and Caldwell mines and expects to finish the work this fall (Aug pg. 236).

An attempt is being made to get this Co. to extend its line into the mineral belt of Quebec in the vicinity of Bryson. This mineral cannot be developed in account of the lack of transportation. Twelve miles of new track from the K&P terminus at Renfrew would take the line to Portage du Fort, where there are Gaboury's mine and marble quarry. Eight miles further would take it to Bryson, the county town of Pontiac, at the head of Grand Calumet Falls, a beauty spot for tourists. There are said to be iron, marble, zinc, galena, silver, gold and mica prospects; the Grand Calumet Mining Co. is at work within two miles of the village. This extension would, it is claimed, tap one of the best water powers in Canada. Between Bryson and Pembroke are a dozen lakes, affording good sport. The extension would also open up a territory of unfloatable timber, maple, birch, elm and oak, which cannot be brought out to market without a railway.

01-Sep-1899 Page 295 North Lanark

An Ottawa despatch, dated Sept. 5, said: "The directors of this Co. are pushing the preliminary work of building the road as speedily as possible. At a meeting lately held at Ottawa, the president, J. Stewart of Waba; J. Bell, secretary-treasurer, of Arnprior; A. Bell, C.E., and W.J. Wylie, of Almonte, entered into an agreement by which an option was given to Mr. Gade, agent for an English railway construction company, to build and equip the road from Mile Lake on the K&P to Arnprior.

Some time since we were informed that the intention in regard to this line was to build a rough tramway to get out timber, iron ore, etc.

01-Sep-1899 Page 296 Interprovincial Bridge

Work has commenced to give the Pontiac Pacific Junction Ry. and the Ottawa & Gatineau Ry. connection between the Ottawa end of the Interprovincial Bridge and the Ottawa Central station. A double track will be built, to accommodate which, a section of the wall flanking Major's Hill park, at the southern end, about 12 ft. in depth, will have to be cut away. For 90 ft. in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge already has enough open space through which the trains may run, but it will be necessary to construct an arch beneath Sappers Bridge. This will be done of stone and iron.

01-Sep-1899 Page 296 New York Central

It is said that the bridge over the south channel of the St. Lawrence at Cornwall, which collapsed, and is being rebuilt, will not be completed until next year (Aug pg. 236).

01-Sep-1899 Page 296 Locksley

It is said that the leasing of this line to the Canada Atlantic will not hinder the proposed extension from Golden Lake to Bancroft, so as to give close connection with Toronto, but will rather materially assist that scheme, as it will enable the projectors to devote their whole energies to its construction.

01-Sep-1899 Page 296 Waltham

Work is proceeding on the extension from Hull to Aylmer, but it may not be completed this fall. The city of Hull is bonussing the Co. to the extent of \$30,000, the Co. agreeing to build a station at the terminus to cost at least \$4,000; to have the work shops, shunting yards, etc. in Hull; to employ 40 residents of Hull during the first two years, and 50 afterwards and to have all the works completed by September 30, 1900. (Jly. pg. 210).

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01-Sep-1899 Page 296 Maniwaki

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01-Sep-1899 Page 303 Ottawa Terminal

The Canada Atlantic has built 500 freight cars at its Ottawa shops this year and is about to build 500 more to be completed by next spring. These cars have a capacity of between 70,000 and 80,000 lbs. each

01-Sep-1899 Page 305 Hull Electric

The town authorities of Aylmer are applying for an injunction to restrain the Co. from removing its tracks on Main Street, Aylmer, the Council believing that it would interfere with the town's business and progress to have the tracks altered, while the Electric Co. desires to make the change to avoid legal complications.

01-Sep-1899 Page 307 Ottawa Electric

Heney and Smith have the contract for building an electric railway for this Co. from Ottawa to Britannia, on Lake Dechene, 7 miles and it is expected to have it completed by Nov. 1.

01-Oct-1899 Page 288 Locksley

The Pembroke Southern Ry., which was built last year from Pembroke to Golden Lake on the Canada Atlantic Ry., 21 miles, has been leased to the latter Co. for 5 years, the CAR paying a percentage of the earnings as rent. The CAR thus gets connection with Pembroke where it will compete with the CPR.

01-Nov- Page 321 Waltham

It was rumoured in Ottawa recently that the CPR was negotiating for a lease of this line to provide a short route between Ottawa and Pembroke and other places up in that locality. The inauguration of such a service when the PPJ extension from Aylmer to Hull is completed would mean the shortening of the distance from Ottawa to Pembroke by 13 miles. The PPJ now terminates at Waltham, opposite Pembroke, and the river would have to be bridged. The Canada Atlantic has recently taken over the Pembroke Southern Ry. connecting with its main line at Golden Lake and is running a through service from Ottawa to Pembroke, the distance being the about the same as by the CPR. Competition between the lines at Pembroke, as at other points, is keen and both are naturally anxious to provide a quick service over as short a line as possible. Supt. Resseman, of the PPJ says he has no knowledge of the negotiations referred to and we are advised by the CPR management that there is no foundation for the rumour.

01-Nov- Page 321 New York Central

The following officers have been elected for this Co. and also for the New York and Ottawa RR. G.F. Peabody, Chairman of the Board; H.W. Gays, President and General Manager; G.B. Moffatt, Vice President; L.G. Myers, Secretary; A. Nichols, Treasurer; G.B. Colpas, Auditor and Asst. Secy. & Treas. The change in the new board was the election of Mr. Gays as a director and President in place of C.B. Hibbard.

01-Nov- Page 323 Winchester

Considerable work has been done reducing grades east of Green Valley and east of Avonmore, which will enable the handling of increased tonnage. Siding facilities at .. Green Valley .. have been increased considerably.

Interlocking and derailing appliances have been installed at St. Polycarpe Jct. where the CPR crossed the Canada Atlantic Ry.

At Perth and Dalhousie Mills 40,000 gal water tanks are being built on masonry understructures.

Air testing plants have been provided throughout the yard at Smiths Falls for testing and charging of trains with air so that despatch may be insured to freight by cars being thoroughly charged when trains are made up and that there may be no delay on account of cars having to be charged with air by pump on engine as formerly.

Drop pits have been provided in the engine house at Smiths Falls. Sand and cinder hoists are being put in and are being equipped with air compressors.

Overhead coaling chutes for locomotives are being provided.

01-Nov- Page 324 Ottawa Connecting Line

Ottawa Short Line. The Co. is said to have secured options on all properties necessary for the building of its line of some 6 miles between the Co.'s station at the Chaudiere and the roundhouse at Hurdman's Bridge, Ottawa. It is said the cost of the property will be about \$60,000. The proposed line will shorten the route between the two points about 8 miles as against the present haul by way of Chaudiere Junction. (Sep pg. 267).

01-Nov- Page 326 Interprovincial Bridge

On Oct 26 we were officially informed as follows:- "All the water piers of the bridge are now completed, with the exception of one course and the coping still to be laid on the deep water pier. Work on the Ottawa approach is now being rushed and the Hull approach will be started in a few days. The foundations of the piers are composed of concrete deposited in bottomless caissons which were sunk to bed-rock, the concrete being deposited in the usual way in buckets holding about one yard and being tripped when they reached bottom. The best Portland cement was used and the greatest care exercised in mixing, depositing etc. The concrete for four of the water piers was mixed by hand and for the other 2 piers by concrete mixer, an excellent machine which gave very satisfactory results. The concrete was so deposited to within a few feet of low water mark, after which the caisson was pumped out, the concrete levelled off and masonry constructed in the usual manner. The superstructure is exceedingly heavy and massive and is probably one of the largest bridges of its design in Canada. The cantilever span is 556 ft. long. Considerable trouble was experienced with sawdust which was around one of the piers to a depth of 25 ft. The design would have been simplified had it not been for the amount of sawdust under the cantilever span, the depth of which was found by using a diamond bit, to be about 60 ft. No. 2 pier is also very deep being about 70 feet to the top of concrete and about 25 ft. masonry over this. Owing to the depth of this pier it was considered advisable to satisfy everybody concerned of the stability of the structure, to make diamond drill borings through the pier to bed-rock underneath. This test was in every way satisfactory, core being produced all the way down. As far as can be learned this is the first test of the kind on record in the history of concrete in which a core was procured from any depth of bore." G.C. Dunn is acting Chief Engineer for the Bridge Co.

G.H. Duggan C.E. from whose design the superstructure is being constructed has supplied the following information:- "The bridge has a total length of 2,050 ft., consisting of a cantilever span of 556 ft., which, together with its anchor arms, has a length of 850 ft., one 247 ft. span, one 140 ft. span, 750 ft. of trestle approach on the Hull side and 60 ft. of trestle approach on the Ottawa side. The trusses of the cantilever and other river spans are spaced 24 ft. apart centre to centre giving room for a single track railway and 2 wide sidewalks. Outside the trusses on each side brackets are extended 19 ft. to provide for the electric railways and waggon traffic. This bridge has been designed for very heavy traffic - a load of two 125 ton locomotives followed by a train of 3,000 lbs. per lineal foot having been taken for the railway track and trains of four electric cars of 30,000 lbs. each on the electric railway tracks, the whole being taken at the railway unit stresses specified by the Department of Railways and Canals.

It is not expected that the superstructure will be erected before next spring. The Ottawa City Board of Works has not sustained the City Engineer's objections to the approaches to the bridge on the Ottawa side. (Oct pg. 294).

01-Nov- Page 326 Kingston (CP)

There is no present prospect of this line being extended from Renfrew into the mineral belt of Quebec in the vicinity of Bryson, though steps are being taken to interest the Co. in the matter. (Oct pg. 295.)

01-Nov- Page 327 Waltham

On Oct. 26 we were advised that about 2 miles of the extension from Aylmer to Hull had been graded, that track laying would be commenced in a few days thereafter and that it was expected to reach Hull with the track before the end of the year. (Oct. pg. 296).

The line between Aylmer and Shawville is being rebalasted.

A by-law to grant the Co. \$30,000 for the establishment of its shops in Hull, has been defeated by the ratepayers who voted on the basis of their assessment. E.B. Eddy, representing 95% of the E.B. Eddy Co's assessment of \$360,000 cast 1,710 votes against the by-law.

01-Nov- Page 327 Maniwaki

Construction is proceeding on the extension from Gracefield to Maniwaki and it is expected to take out all the rock during the winter and finish the work to Maniwaki early next spring or summer. The extension skirts the shores of Castor, Trout, Blue Sea, Abitotbee and several other large lakes and will be between 23 and 25 miles in length. (Pct. pg. 296.)

01-Nov- Page 327 New York Central

We are advised that the work of rebuilding the steel bridge over the south channel of the St. Lawrence at Cornwall will be completed so that a through train service may be established through the Adirondacks between Ottawa and New York by July 1, 1900. This line is now being operated locally in two parts, the O&NY Ry. between Ottawa and Cornwall and the NY&O RR between Hogansburg and Tupper Lake NY. (Oct pg. 296).

01-Nov- Page 330 Montreal and Ottawa

J.M. Guenette has succeeded J.B. O'Brien as Roadmaster on the Montreal and Ottawa section.

01-Nov- Page 334 Other

Perkins and Fraser, Solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company to construct and operate a railway and general traffic bridge across the Ottawa River, between the easterly side of Bank Street and the westerly side of Kent Street produced to the river, to some point in Hull, with the necessary approaches from any station which the company may erect in Ottawa or Hull for railway, street railway, tramway, carriage, foot and passenger traffic purposes and for other powers.

01-Nov- Page 334 Other

G.E. Kidd, solicitor, Ottawa, gives notice of application to Dominion Parliament to incorporate a company to construct a railway, either by steam or electricity from Ottawa to near Brockville and expropriate and acquire lands and water power and construct and develop water power for the purpose of generating electricity along the line of the railway, or elsewhere, with power also to construct and operate a ferry on the River St. Lawrence between Brockville and Morristown, NY, and there connect with the U.S. system of railways and to acquire and maintain docks, wharves, piers and elevators on the River St. Lawrence, at or near Brockville and for other purposes.

01-Nov- Page 335 Other

Carillon and Grenville Railway.

"An odd institution that has lately come under my notice" said a friend of mine the other day, "is the railway 12 miles in length between Grenville and Carillon on the Ottawa River. This railway is employed for the transport of passengers and baggage going by steamer from Montreal to Ottawa and vice versa. The train, which consists of a locomotive and one car, makes only one trip per day, leaving Carillon on the arrival of the boat from Montreal, and on the return leaving Grenville on arrival of the steamer from Ottawa. The line runs through fields some distance from the river. The roadbed and rails cannot be seen except at close range, being overgrown with grass. At a glance the engine is seen to be an old timer, and probably will not stand a pressure of more than 30 to 40 lbs. It looks very like the first locomotive put into service on the old Northern Ry. and which, I understand, was built at Good's foundry, on Queen Street in Toronto. An old gentleman, grey haired and grey bearded, attired in a long black coat, white tie and high collar and presenting the appearance of a superannuated preacher, occupies the dual position of conductor and brakeman. Notwithstanding his antiquated appearance, however, he seemed to be rather more up to date in his movements, for on the whistle sounding 'down brakes' he responded so quickly that the locomotive and car were brought to a stop some distance before the platform which does duty as a station, was reached, and the train had consequently to be started up again to reach its destination." In concluding his description, my friend remarked that the old conductor must have a great task on his hands in making up his daily returns for the railway company. - "By he Way" in Canadian Electrical News.

01-Nov- Page 337 Ottawa Electric

Good progress is being made with the 4½ miles line from Hintonburg to Britannia and it is expected to complete it in early December. Some portions of the work are heavy. It includes several cuts, one through solid rock, a number of fills and some large culverts. Rails weighing 72 lbs. are being used. Four cars are being built, one a combination baggage and passenger, 35 ft. long to seat 40 passengers; the other 3 passenger cars, 50 ft. long to seat 40 passengers (sic) (Sep. pg.277.)

The City Council is negotiating with the Co. to run a spur line to the Varsity oval. It is proposed to have a belt line out Nicholas St. from Theodore, along Somerset St. to King, thence down King to Theodore again. President Athern shows no disposition to refuse to build the projected line. and it will consequently be constructed early next spring if the idea meets with the approval of the Council and of the people.

01-Nov- Page 337 Hull Electric

The Hull Electric gives notice of application to the Dominion Parliament for an act to confirm an agreement by which the CPR Co. covenanted to sell to the HER the branch line between Hull and Aylmer for \$100,000.

01-Dec- Page 345 Hammond

The Canada Atlantic Ry. recently sued the village of Rockland for a declaration that the Co. was entitled to a bonus benefit granted them by the village by-law and was entitled to the issue of \$6,000 worth of debentures thereunder, and for a mandamus. It was held by Judge Rose on the evidence, that the railway was not built and completed to the village within the two years required by the by-law and the action was dismissed with costs, with a stay of 30

01-Dec- Page 348 Ottawa Connecting Line

The Co. is evidently in earnest in regard to the proposal to secure a direct connection between its main transcontinental line at Ottawa and the Montreal - Ottawa short line. It is proposed to improve the grades between Carleton Junction and Ottawa, the object being to handle the large increase in traffic from the Northwest passing through Ottawa to Montreal by the M & O line. By forming a connection the already over-burdened line between Smiths Falls and Vaudreuil will be relieved. Practically the whole of the right of way from the Co.'s Sussex Street station to the Ottawa Central station has been secured. CPR officials were induced to acquire this independent right of way through the failure of negotiations with the Canada Atlantic for the use of that Co.'s line between the Central Station and the CPR track, near Mechanicsville. At all events, options were secured upon property lying between the Montreal and Ottawa right of way near the Rideau and the canal, opposite the mouth of Patterson's Creek, along the north side of the creek to Bank St., thence westward to Concession, Bell and Preston Streets near the point of the CAR crossing of the CPR's Prescott line. Then, these options maturing, the CPR people decided to purchase rather than forfeit the amounts of the options. The CPR is now in a position to construct the link without expropriation. The right of way secured would carry the CPR track across the city about 100 yards south of the CA line necessitating a second crossing of Bank Street. This the City Council wants to avoid and the members are trying to get the two companies to agree to a joint use of the CA tracks as above mentioned, or else to get the CPR to build immediately alongside the CA. Manager Tait says the CPR offered to pay the CA one-half the interest on the original cost of the line and a wheelage percentage on the cost of maintenance. (Nov. pg. 324).

01-Dec- Page 351 Chaudiere

The Canada Atlantic has now installed electric signals at the Concession, Le Breton, Division and Rochester St. crossings in Ottawa.

01-Dec- Page 352 Interprovincial Bridge

It is now said the erection of the superstructure will be commenced this month. A track has been laid from the CPR north shore line to the Hull end of the bridge, so that the material for the superstructure may be taken in over it. (Nov., pg. 326).

01-Dec- Page 353 New York Central

An Ottawa despatch says that the Department of Railways and Canals has accepted plans submitted for protection to the piers of the O&NY Ry. bridge, under construction over the St. Lawrence River at Cornwall. The investigation following to accident to the piers revealed the fact that the bottom was solid enough to hold the weight but owing to the depth of the water and the rapid current it was deemed advisable to reinforce the substructure. It is proposed to rip-rap the pier nearest the island with heavy stone blocks of half a ton or a ton each, piling up sufficient of them to protect the concrete from ice action. The pier near the Cornwall canal is in deeper water, and to secure it an annular steel caisson will be built and sunk around the present crib several feet below the bottom of the river. This will be filled with concrete and the new and old material knit together as far as may be to form one solid mass, the whole being tied together with cables imbedded in concrete to insure perfect solidity. This work will involve heavy expense, but the railway management is determined to put up a bridge that will stand any possible strain and give absolute security to the travelling public. (Nov. pg. 327).

01-Dec- Page 353 Waltham

Of the extension from Aylmer to Hull about 3 miles has been completed to Deschene. no more track will be laid till spring. (Oct. pg. 327)

01-Dec- Page 353 Interprovincial Bridge

The entrance of the railway to the Ottawa central depot from the Interprovincial Bridge will entail a considerable amount of hard and expensive work, notwithstanding that the distance is less than a mile. Almost the entire way there is much rock work. Along the line by the Major's Hill Park considerable stone work will be necessary and it is hoped to have most of the foundation completed by the time the frost stops this work. It is proposed to continue work all winter and in order to facilitate operation rails have been temporarily laid from Dufferin Bridge along the side of the park. The construction should easily be completed by spring, as heavy steam drills and a good sized staff of men are now employed and will be through the winter. (Oct. pg. 327)

01-Dec- Page 354 Montreal and Ottawa

In the Sep. issue we briefly referred to the two magnificent trains which the CPR Co. had then just put on the fast limited run between Montreal and Ottawa on the short line via Vaudreuil. The Atlantic type locomotives used on these trains were fully described and illustrated in our October issue. They are giving good service, but have not yet had an opportunity of showing what they are capable of in the way of records. This is due to the fact that the schedule which was intended to be made with them is not yet inaugurated on account of improvements being made in the track. They are at present running between Ottawa and Montreal, 111.4 miles, and are scheduled to make the run in 2 hours and 25 minutes, but the down train from Ottawa is held 5 minutes at Ottawa on account of other station work. They make three stops, slow down 3 times for diamond crossings and run slow at the Ottawa end about 2 miles and at the Montreal end about 1 mile and 6 miles in one place for curves. Extra stops are sometimes made and they have a record of picking up 15 minutes detention without any trouble.

Each train also comprises a baggage car, a combination and 2nd class and smoker, a 1st class and a parlour car. They were built at the Co.'s Hochelaga shops at Montreal under the supervision of Master Car Builder Apps.

The parlour cars Temiskaming and Lievre are massive structures built on a model to emphasize a loft ideal and display in detail architectural perfection prevalent throughout the train.

There then follows a detailed description of each type of car together with diagrams.

The company has commenced to discard the use of oil lamps in passenger cars, substituting electric light. Under the system adopted each car has a dynamo attached underneath the car body and ingeniously connected with a belt to truck axles. Although the light thus generated is steady and brilliant, it is still in the experimental stage.

01-Dec- Page 357 Kingston (CN)

Early in Nov. Jos. Robb for many years foreman of the Brockville shops, resigned, being succeeded by W. Marshall. of London, Ont., who was only able to hold the position a few days, owing to illness. J. Mackay of Stratford, has since been appointed.

01-Dec- Page 359 Waltham

The Pontiac Pacific Junction Ry. give notice of application to the Dominion Parliament for an act authorizing it to build and operate a railway from or near Quyon, or Shawville to Pembroke and to construct branches to its railway not exceeding 30 miles. The PPJ Ry. runs from Ottawa, 80 miles to Waltham which is on the Quebec side of the Ottawa River about opposite Pembroke. Quyon is 32 miles from Ottawa and Shawville 46 miles, both being on the Co.'s

01-Dec- Page 362 Locksley

The Canada Atlantic now operates the Pembroke Southern Ry. under the title Pembroke Division. What was formerly known as Eastern Division of the OA&PS Ry. is now operated as the Middle Division of the CAR and what was formerly known as the Western Division of the OA&PS Ry. is now operated as the Western Division of the CAR.

The line being built between Ottawa and Britannia will be a double track railway throughout. It will connect with the city tracks at Holland Avenue and will run through the most picturesque country, commanding a fine view of the Ottawa River, to a sandy beach at Britannia-on-the-Bay. The rails are 72 lbs. standard railway section, with long fishplates, each having 6 bolts. The ties are placed at 2 ft. centres. Bonding is done with 4/0 copper wire. The centre pole construction is used throughout. The trolley wire is of the figure 8 shape and will entirely avoid the flashing at the supports which occurs in the use of the ordinary round wire. The poles will be painted for the whole distance, as well as the fence posts on either side of the right of way. The rolling stock will consist of closed and open cars, each 50 ft. in length, mounted on double trucks. Each car will be equipped with four 50 h.p. latest type Westinghouse motors. The line is almost straight and will permit of very high speed being attained. The cars will run into the City of Ottawa and round what is known as the Sandy Hill loop. At the Britannia end they will also turn by going round a loop, thus avoiding the turning of the trolley at any portion of the line. (Nov. pg.337.)