

Ottawa Items from Railway and Shipping World - 1901

01-Jan-1901 Page 10 Ottawa Electric

In August last arrangements were completed with the Dominion Rifle Association to extend a double track line from the Rockliffe terminus to the new rifle range, about two miles, the Association agreeing to supply rails, ties and free right of way. The line was opened in time for the annual matches of the DRA in September and proved most popular. As anticipated the Britannia line was opened on May 24 and throughout the summer and fall did a very heavy business. The stone pier built 1,000 ft out into the bay, was a great attraction, and when the work of laying out the ground is completed the place will be unsurpassed in the country as a summer resort. In Oct. work was commenced on the paving of Somerset Street from Bank Street to Bay Street with asphalt. This work, along with Bell Street from Emily to the CAR bridge was completed in November. The further extension of the Bell Street line to the southerly end of Bell Street will be carried out next spring. On April 26 powerhouse no. 1 was destroyed by the fire which swept over Ottawa and Hull. The insurance money received will be sufficient to replace the power house, but a certain loss will result from damage to tracks, overhead work, and bridges throughout the city and Hull. This loss will be provided out of the contingent account. The increase in business during the past year has been most gratifying and should be maintained throughout the coming year, when we will have the full advantage of the new extensions to Britannia-on-the-Bay and the Rockliffe rifle range.

01-Jan-1901 Page 16 Westport

Superintendent Mooney of the BW&SSM desires to retire on account of continued ill health.

01-Apr-1901 Page 105 Canadian Pacific

W.J. Singleton has been appointed Superintendent of the Ottawa Division in addition to his duties as Superintendent of Terminals, vice J.E.A. Robillard, transferred.

01-Apr-1901 Page 105 Westport

Supt. Jas. Mooney, having asked to be relieved on account of ill health, E.A. Geiger, heretofore Secretary, General Passenger Agent and Auditor has been appointed Superintendent and will also act as General Freight Agent and Treasurer. Mr. Mooney will remain in the service as General Passenger Agent. W.A. Gogo, agent at Brockville, has been appointed Auditor.

01-Apr-1901 Page 105 Hull Electric

Superintendent Brown of the Hull Electric is recovering from a serious illness.

01-Apr-1901 Page 107 Canadian Pacific

W.J. Singleton, who has been appointed Superintendent of the Ottawa division of the CPR in addition to his previous duties as Superintendent of the Montreal Terminals, is a native of Lancaster, England. He entered railway service Jan 1865 since which his record has been:- Jan 1865 to Dec 1867, freight and passenger trainman, GTR; Dec 1867 to May 1871, freight conductor GTR; May 1871 to June 1873, assistant agent and yardmaster GTR; June 1873 to Dec 1882, Agent at Point St. Charles, GTR; Dec 1882 to April 1884, Agent CPR, Ottawa; April 1884 to Jan 1886, Agent CPR at Hochelaga and train-master GTR at North Bay; Jan 1886 to Aug 1892, Assistant Superintendent, Chappleau, CPR; Aug 1892 to Oct 1896, Assistant Superintendent, Montreal Terminals, CPR; Oct 1896 to Mar 1901, Superintendent Montreal Terminals, CPR; Mar 1901 to date, Superintendent Montreal Terminals and Ottawa Division, CPR.

01-Apr-1901 Page 107 Westport

E.A. Geiger, who has been promoted to the Superintendency of the BW&SSM began his railway career as telegraph operator on the Georgian Bay and Lake Erie branch of the GTR in 1881. After two years he went to Hamilton, and for four years was Vice Principle of the Hamilton Business College. In 1888 he went to Brockville as Secretary for R.G. Hervey, manager of the B&W. Soon afterwards he was appointed Auditor and in a short time he was also made General Passenger Agent.

01-May-1901 Page 136 New York Central

Rumours that this line will be acquired by the NYC have been strengthened by a trip made over the line recently by President Webb of the St. Lawrence and Adirondack Rd. and President Clements of the Rutland Ry. The NY&O connects with the NYC at Tupper Lake and with the Rutland at Moira.

01-May-1901 Page 143 Canadian Pacific

C.W. Spencer to be General Superintendent of the Eastern Division, with office at Montreal, his title being the same as he has hitherto had.

J.W. Leonard, heretofore General Superintendent of the Ontario and Quebec Division to be General Superintendent of the Western Division, Winnipeg.

H.B. Spencer, Superintendent at Ottawa in charge of Hull and Ottawa Terminals, of Chalk River section, including Chalk River, of Prescott and Brockville branches, of M&O section and Pointe Fortune branch.

W.J. Singleton, Superintendent at Montreal, in charge of Montreal Terminals and of Smiths Falls section, including Smiths Falls. The Montreal Terminals are now extended to include Adirondack Jct.

J.E.A. Robillard, Superintendent at Montreal, in charge of Ottawa section east of Hull, and of branch lines connecting therewith, of Quebec section and of branch lines connecting therewith.

Goes into detail about train despatching offices.

01-May-1901 Page 149 Kingston (CN)

J. Markey, locomotive foreman of the GTR at Brockville has recently transferred to Belleville and, on leaving, was presented by the employees of the motive power department at Brockville with a silver tea service.

01-Jun-1901 Page 170 Alexandria

E.J. Chamberlain, speaking of the proposed short line of 100 miles between Ottawa and Montreal, recently stated that two routes were being surveyed. The first plan is from Glen Robertson to the GTR bridge at Ste. Anne's 20½ miles from Coteau ; the second from Glen Robertson by a tangent to Ste. Marthe, St. Lazare across the County of Vaudreuil, up to l'Isle aux Tiurtes, three miles above the bridge at Ste. Anne, then directly to Montreal. It was reported later that a route from St. Justine to Vaudreuil was also being surveyed, and Mr. Chamberlain has stated that the CAR is satisfied with the latter route and will proceed with the permanent location. This cut will shorten its mileage between Ottawa and Montreal by 8 miles, the total distance between the two points by the proposed new route being 108 miles. The piece of line to be constructed on this route would be 16 miles long. It would leave Coteau Junction off the main line. The gradients would be about 5 ft. to the mile. Concrete arch structures would be built over all streams.

Since the above was written we have been officially informed that, while the St. Justine - Vaudreuil route has been decided on, nothing is being done about construction, as the management feels there is no object in spending money to reach Montreal by a shorter route, until the Dominion Government takes some measures to improve the port. Although an appropriation of \$1,000,000 has been voted by Parliament for the last named purpose, there is no sign of any action being taken to expend it.

J.R. Booth says the building of the Central Station in Ottawa will be commenced in Sept. the government not giving up possession of the militia stores until then.

01-Jun-1901 Page 171 Interprovincial Bridge

Picture of the Interprovincial Bridge recently completed over the Ottawa River, between Ottawa and Hull.

01-Jun-1901 Page 174 Kingston (CP)

A survey party has been sent out to locate the route for the extension of the line from Sharbot Lake to Carleton Place. Part of the old route of the Toronto and Ottawa, which is graded in some places, will be used. The Ontario government has granted a subsidy of \$75,000 for 25 miles of the line from Sharbot Lake and the Dominion Parliament has voted \$131,200 for 41 miles from Sharbot Lake to Carleton Place.

01-Jun-1901 Page 175 New York Central

Stations have been established at the following points: Edwards, Russell, Embrun, Cornwall, Chrysler, Berwick, Finch, Newington, Black River and Cornwall Jct. Enameled iron plates with white letters and dark blue ground, supplied by Acton Burrows Co. of Toronto, have been supplied as the standard for station names on this line, instead of painted wooden signs.

01-Jun-1901 Page 181 Ottawa, Northern and Western

H.G. Beemer, President, announces that the following officers will have charge: H.L. Maltby, Secretary-Treasurer and Purchasing Agent, Ottawa: P.W. Resseman, General Passenger and Freight Agent and General Superintendent, Ottawa: Geo. A. Savage, General Auditor, Montreal: Geo. A. Lizotte, Traffic Auditor Receipts and Disbursements, Ottawa and James Kay, Master Mechanic, Aylmer.

01-Jul-1901 Page 195 New York Central

The impression that this line will be acquired by the New York Central is gaining ground. The NY&O is doing a good local business but requires through traffic to enable it to pay interest etc. At its southern terminus at Tupper Lake it connects with the NYC and it would be of more value to that Co. than to any other.

01-Jul-1901 Page 213 Hull Electric

The Hull Electric Co. has not yet completed arrangements for the operation of its cars across the Interprovincial Bridge at Ottawa, and of thereby enabling the Aylmer-Hull cars to be run directly into Ottawa. All the connections have been made at Hull, the necessary wires have been strung across the bridge and nothing is wanting except the agreement of the two companies. A meeting between their representatives was held July 7 but no decision was come to, and another meeting was arranged for.

01-Jul-1901 Page 213 Other

The Buckingham to Rapide L'Original. U. Rouville, a Parisian capitalist, who is interested in the development of the phosphate deposits in the Buckingham district, is the projector of an electric railway from Buckingham for about 100 miles up the Lievre River to Rapide L'Original. Accompanied by N.A. Belcourt MP., H. Bourassa MP., and C.B. Major, MLA, Mr. Rouville recently had an interview with Sir Wilfred Laurier with a view to putting in a claim for a bonus. Sir Wilfred promised consideration. The Quebec Government has also been interviewed.

Freight Cars on Street Railways.

An important decision has recently been rendered by Chancellor Boyd in the case of the city of Ottawa vs. the Ottawa Electric Ry. Co., which has for many years assumed the right to run freight cars on the streets of Ottawa, and has always contended that that right was given to it by the various acts by which it is incorporated. The action was commenced in Oct., 1900, and sought to compel the Co. to construct a railway line from the westerly end of Emily St. to the southerly end of Bell St., commonly known as the Bell St. extension. Coupled with this claim was a claim for an injunction to restrain the Co. from operating freight cars upon Sussex St. particularly and generally upon other streets of the city. With regard to that part of the case in which the city sought to compel specific performance of the construction of the Bell St. extension, the court has held that specific performance cannot be enforced, but that, inasmuch as the Co. has agreed with the city to construct a line and had made a breach of this contract, the Co. is liable to the city for any damages which the city can prove to have sustained. A reference is therefore directed to the Master at Ottawa to ascertain what damages have accrued from the non-construction of this extension. The damage is damage to the Corporation, as such, and it seems difficult to understand what possible damage the Corporation, as such, could have suffered.

The defence which the Co. raised to the claim for an injunction to restrain the running of freight cars was : 1st. That the Co. possessed the power to run freight cars under its charter and, 2nd, that even if power to operate freight cars was not conferred by the statutes under which the Co. is incorporated, the city by reason of its having allowed sidings to be made into the lumber yards of the Edwards Co., on Sussex St. and into the yards of various manufactories on the Chaudiere, the only object of which could have been to enable freight cars to be loaded or unloaded in such places and drawn over the lines of the Co.'s railway, was now stopped from saying that the Co. had not power to draw freight cars on its lines of railway. Chancellor Boyd considers that the Company has power to operate freight cars, subject to the consent or approval of the city, and that this consent and approval has been given. Following is his judgment in full :

By statute of old Canada the Ottawa City Passenger Railway Co. was incorporated in 1866 (29-30 Vie., cap. 106). By this act the Co. was authorized to carry passengers, and also freight upon and over the streets of Ottawa (as mentioned) "by the force and power of animals," (sec. 4). By act of Ontario in 1868 this first act was amended so as to enable the street railways to connect with other lines named, for the transport of passengers, freight and traffic, provided that upon the Ottawa C. P. Ry. no power should be used other than "the power and force of animals." (31 Vie., cap. 95, sec. i.) Sec. 2 provided that unless and until permission had been given by resolution of the City Council no freight cars shall be run over the tracks of the Co. between the hours of 7 a.m. and 9 o'clock p.m. (sec. 2). By sec. 4 several clauses of the Railway Act of the late Province of Canada (Con. Stat. Can. 1859-66) were incorporated with that act of 1868 in so far only as the same are not inconsistent with or repugnant to any of the provisions of the acts of 1866 and 1868. Of these sec. 9(11) gives power to carry persons and goods on the railway and "goods" includes "things of every kind conveyed." sec. 7 (11).

An important change took place in the constitution of the Co. in 1892 by the Dom. Stat. of 55-6 Vict., cap. 53, whereby the extension of the line was authorized from Ontario to Quebec and the undertaking of the Co. was declared to be a work for the general advantage of Canada, (secs. 1 and 6.) By sec. 3 the Co. may take, transport and carry passengers, etc., and may operate the railway by the force or power of electricity, or of the atmosphere, or of animals, or of cable, or by mechanical power, or by any combination of them, but not by steam; and by sub. sec. 2 of this section the Co. as to that part within the City of Ottawa shall exercise any new or additional powers conferred by this act as to the location, construction and operation of the railway only upon such streets and on such terms and conditions, and for such periods as the Council of the City approves. This "new power" conferred as to the operation of the road was the ability to use electric instead of animal force and forthwith electricity was substituted for horses as the motive power. The powers contained in acts of 1866 and 1868 were not to be impaired by this legislation of the Dominion, but the operation of so much of the line as was within Ontario by any new or additional powers thereby conferred was to be subject to the statutes of Ontario in force from time to time in relation to street railways, (sec. 6.) By the Street Railway Act then and now in force it was enacted that the Co. may also carry freight if so authorized by a by-law of the municipality. (R.S.O., cap. 288, sec. n (2), 1897). At this point then it is pretty clear that the power to carry freight on the streets by the new agency of electricity is an employment of new and additional power conferred by the statute of Canada, 1892, and is to be brought into operation according to the provisions of the Ontario St. Ry. Act, that is, it must be sanctioned by the by-law of the municipality. The general approval indicated as required from the City Council in sec. 3, sub-sec. 2 of the Canada Act is thus pointed and particularized into an approval manifested by by-law in that behalf. A resolution by the Council giving approval would fall short technically and perhaps substantially of what is called for by the Street Railway Act.

But it is pointed out for the defendant that the provisions of the Street Railway Act in the Rev. Stat. of 1887 and 1897 do not apply to or affect any street railway company existing or incorporated before Feb. 1, 1883 (sec. 24 of 1887 and sec. 46 of 1897). As the Dominion leaves it to the Province to say by street railway legislation how the new power of electricity shall be exercised, that Province may in effect legislate so as to exempt this Co., though constituted a Dominion company, from the provisions of the Street Railway Act, and therefore to exempt it from having a bylaw as a prerequisite to the carriage of freight. The Ontario legislation in this view and aspect is silent as to the employment of the new power, and it rests on the effect of earlier legislation.

Now the City Passenger Railway had from the first the power to transport freight on its lines by horse or animal power. New facilities were given to it afterwards by the Dominion to carry freight by means of electricity. Then the Dominion Act of 1892 says the new power is to be exercised on such terms, etc., as the City Council approves. Having regard to the earlier act of 1868, sec. 2, it appears that the City Council may by resolution permit the use of freight cars during the daytime (between 7 a.m. and 9 p.m.) Its approval of such use of the tracks for freight during the day is to be manifested by resolution, and the like approval for the carriage of freight at night may fairly be regarded as sufficient. On Sussex St. the construction of the pavement and tracks has been with a view to the carriage of freight and freight cars, and was supervised by the City Engineer. The Council has given its sanction by resolution to connect the lumber yard of the Edwards Co. with the track on Sussex St., and the city has also made connection at the other end of Sussex St., the only significance of which is to permit and approve of the carriage of lumber from the Edwards Co. along this street to the cars at the central depot. This has been the method of operating one part of this track on Sussex St. since 1896, and, in the absence of any evidence that the resolution has been rescinded or other act of disapproval equally notorious, I do not think the present litigation to end summarily this course of conduct originally approved by the City Council, should succeed. This branch of the case I dismiss with costs.

On the other part of the action for the building of the track, etc., on certain extensions of the line, the better opinion is that which I expressed at the close of the argument. It is not a case for specific performance, but for a reference as to damages. The case which goes furthest in modern days in favor of the plaintiff is Fortescue vs. Smithiet, 1894, 3 Ch., 621, but my brother Street declined to follow this in City of Kingston vs. Kingston, 28 O.R., 403, and his decision was upheld in the Court of Appeal, 25 App. Ont., 399. On this branch then judgment for the plaintiffs for such damages as the Master may find to be recoverable from the defendants. Further damages and costs reserved.

01-Aug-1901 Page 225 Westport

The BW&SSM is improving its roadbed. An extension of the line is talked of so as to effect a junction with the Kingston and Pembroke at or near Sharbot Lake.

01-Aug-1901 Page 229 Interprovincial Bridge

Extending from Nepean Point across the Ottawa River to Hull. The main bridge is 1,437 ft. long having a cantilever span of 556 ft., two arm spans of 247 ft. one truss of 247 ft. The cantilever span is the longest in the Dominion and only a few others exist which are longer. These spans rest on piers built on bed rock and composed of concrete placed within bottomless caissons to within 2 ft. of low water level, and from that point up of first class masonry. Pier no. 2 (the second from Nepean Point) is 100 ft. high, 70 ft. of concrete and 30 ft. of masonry making one of the highest concrete pillars built in this manner in America, and as far as is known the only one in the world that has been successfully tested by a diamond drill from the top to the bottom, producing satisfactory core. A heavy deposit of sawdust had to be removed to place the foundation at each of the piers, in some cases reaching a depth of over 20 ft.

By test borings sawdust and slabs were found to be under the main span to a depth of 60 ft. with 20 ft. of water over this. The north approach in the Province of Quebec is upwards of half a mile long, being composed of heavy steel and timber trestle, the former resting on concrete superstructures, and crossing over seven streets in Hull by heavy steel bridges resting on concrete abutments. The south approach from the end of the bridge to Central station, Ottawa, is over half a mile in length, and is for the most part cut out of solid rock, and has an outside retaining wall for the entire length built of heavy masonry, in some places being 50 ft. high. In this length are included two structures built of heavy steel for three tracks of railways, one bridge carrying the railway over the waggon road which leads from the bridge to the city and the other being a steel trestle 300 ft. long and in places upwards of 60 ft. high carrying the railway over a government road. The main bridge is 65 ft. wide having one steam track in the centre and foot passenger, electric tracks and roadway for vehicles etc. at each side, the waggon road portion having the approaches to each side laid out in such a manner that vehicles and pedestrians do not have to cross the steam railway tracks. Work was commenced on the bridge in Feb. 1898, the first locomotive crossed in December 1900 and the first passenger train on April 22, 1901. H.J. Beemer was contractor for the entire work. A very satisfactory test of the bridge was carried out April 19, by loading it with four locomotives and ten cars loaded with steel and stone, giving a total weight of between 450 and 500 tons, the deflection on the cantilever span being about 2 inches both in dead and running load. G.C. Dunn, Chief Engineer of the Ontario (sic), Northern and Western Ry. was also Chief Engineer for the bridge, it was built by those companies jointly. Steel poles and brackets are being erected on the approaches and structures and wire is being strung for electric cars. (June, pg. 171.)

01-Aug-1901 Page 230 Kingston (CP)

The K&P Ry. is said to be contemplating an extension of its line from Sharbot Lake 40 miles to Palmers Rapids, to open up the townships of Olden, Palmerston, North and South Canoto, Clarendon, Miller, Denbeigh and Ashley, in the County of Peterborough. A route through this country was granted a Dominion bonus in favour of the Brockville, Westport & Sault Ste. Marie Ry. but was not taken advantage of. (June pg. 174.)

01-Aug-1901 Page 231 New York Central

The old Northern New York Rd. from Moira to Tupper Lake, 54 miles, now a portion of the NY&O is being reconstructed. Gradients and curvature are being reduced, and 65 lbs. steel is replacing 56 lbs. New bridges are being built of southern pine and the culverts are being rebuilt of either wood or stone. The stations, platforms, etc. have already been rebuilt, and the portions of the line which pass through farm lands have been fenced with Page wire fence. The work is in charge of the Co.'s Superintendent and Engineer, M.G. DeShaw.

The company has decided to remove its shops from Santa Clara, NY. to Ottawa. Last year it put up a wooden building at Ottawa, 190 x 90 ft. for a general repair shop. Part of the machinery has been installed, and the balance will be brought from the present shops in Santa Clara.

A wooden freight shed 10- x 40 ft. is being built in Ottawa, on Nicholas Street, west of Anne St., near the CAR shops, A freight yard is also being constructed, with about two miles of tracks.

Five locomotive stalls will be built at Ottawa this year, to form the first half of a 10 stall round-house.

01-Aug-1901 Page 232 Ottawa, Northern and Western

The Ottawa, Northern and Western will build a joint station in Hull of either pressed brick or stone, to cost from \$4,000 to \$5,000 and also to be used by the Pontiac Pacific Junction Ry.

On the extension from Gracefield towards Maniwaki, about 12 miles were cleared and a little grading done last year. No work has been done this year.

01-Aug-1901 Page 236 Kingston (CN)

Roadmaster Henderson, on July 14, with a gang of 190 men, relaid 20 miles of the west bound main line between Lyn and Thousand Islands Junction in 11 hours. The new rails put down are 80 lbs. replacing 73 lbs. The single track between the two points was used while the work was being performed.

01-Aug-1901 Page 238 New York Central

The headquarters of Master Mechanic, M. Goodrich, are about to be transferred from Santa Clara, to Ottawa in consequence of the removal of the shops.

01-Sep-1901 Page 239 Westport

H. Wilkinson, Mechanical Superintendent of the BW&SSM has received a medal for service in the Fenian raid in 1870.

01-Sep-1901 Page 257 Kingston (CP)

A report has been going the rounds of the daily press to the effect that the CPR is about to secure control of the K&P which connects Kingston and

01-Sep-1901 Page 263 Westport

The BW&SSM is about to add a combined mail and baggage car to its equipment.

01-Sep-1901 Page 271 Westport

The roadbed is being relaid with new ties under the supervision of Roadmaster Stinson.

In reference to the proposed extension northward from Westport, we are informed that it is the intention to proceed with this just as soon as legislation can be procured for the reorganization of the Co. and the Government bonus is revoked. (Aug. pg. 225.)

01-Sep-1901 Page 273 Interprovincial Bridge

It is reported that at the solicitation of the Mayor of Ottawa President Beemer has decided to name the bridge "Alexandra" and will invite the Duke of Cornwall and York to formally designate it. (Aug., pg. 229.)

01-Sep-1901 Page 273 Kingston (CP)

Surveys for the extension of this line from Sharbot Lake to Lanark, 27 miles, are being made, and F.A. Folger, Jr. General Superintendent, states that the line will most likely be constructed to that point by Christmas. The Co. proposes to carry this extension on the effect a junction with the CPR at Carleton Place, making the length of the extension from Sharbot Lake 41 miles. The Ontario Legislature gave a bonus of \$75,000 for 25 miles to Lanark and the Dominion Parliament voted \$131,000 for the whole 41 miles of the line.

The press report that this company is contemplating an extension from Sharbot Lake northwesterly to Palmer's Rapids, about 40 miles, is at least premature. Nothing is likely to be done in that direction in the near future. (Aug., pg. 230.)

01-Sep-1901 Page 275 Waltham

On the extension from Aylmer to Hull track has been laid from Aylmer to Deschenes and grading has been commenced between Deschenes and Hull. (Aug., pg. 232.)

01-Oct-1901 Page 299 Article

CPR's Royal Train.

01-Oct-1901 Page 307 Hull Electric

The Hull Electric Co. which operates an electric railway between Ottawa and Aylmer is said to be about to be acquired by the Ottawa, Northern & Western Ry., the consideration, it is stated, being over \$1,000,000 in cash and bonds. The basis of the transfer is said to have been agreed upon, but before it takes place, legislation authorizing the amalgamation is necessary, which will be applied for at the next session of the Dominion Parliament. The negotiations for the sale were carried on currently with those for the running of the electric cars over the Interprovincial Bridge, and by the acquiring of the line, the Pontiac Pacific Junction Ry., which is about to be amalgamated with the ON&W, will be relieved of building a portion of its line between Aylmer and Hull, which is now completed between Aylmer and Deschenes and will avoid some heavy rock cutting. The Aylmer-Hull electric line is laid with heavy rails. The electric cars commenced crossing the bridge July 13th, but the regular service was not commenced until July 25th. A 20 minute service has been inaugurated until noon, and a 15 minute service for the rest of the day. For the convenience of the traffic a platform has been erected under Dufferin Bridge. (July, pg. 213, Aug. pg. 232.)

Negotiations are going on with the Hull city council with the purpose of obtaining permission to construct a belt line from the Interprovincial Bridge through the residential portion of the city. The proposition is to extend the present single track, which terminates at Laurier avenue, along that avenue, Chamberlain, Adelaide, Bridge and Wright streets to Brewery Street. The construction of this line besides serving a thickly populated district, would ensure a more satisfactory through service between Ottawa and Aylmer.

01-Oct-1901 Page 309 Ottawa Electric

The Co. is building a special car for the use of the Duke and Duchess of Cornwall. It is the same size as the present Britannia open cars, and it is to be finished in the most complete manner. On the front will be painted the name "The Duchess of Cornwall" and on either side will be displayed the royal colours, and on the inside, besides the fancy brass work and plate mirrors, will be numbers of wicker and upholstered chairs.

01-Nov-1901 Page 327 New York Central

The suits growing out of the collapse of the NY&O bridge at Cornwall in 1898 are said to have been practically settled at a conference of the attorneys interested in Ogdensburg recently. The claims aggregated \$250,000 and negotiations for their adjustment out of court have been under way since last

01-Nov-1901 Page 329 Kingston (CP)

It is persistently rumoured that this line has been acquired by, or in the interest of, the CPR, and the impression prevails in Kingston that at the next annual meeting there will be a radical change in the board and that in all probability the line will be operated by the CPR. In a recent interview President Shaughnessy, of the CPR, is reported to have said: "The Kingston and Pembroke Railway has been for many years a close connection of the CPR. The stock of the K&P was somewhat scattered, but it has recently been concentrated into the hands of comparatively few people, with a view, no doubt, to a more permanent arrangement with the CPR."

The line runs from Kingston to Renfrew, 103.10 miles, Bedford to Zanesville, 4 miles, with branches to iron mines and mills 5.75 miles.

01-Nov-1901 Page 332 Westport

Considerable ballasting is being done, an engine house is being built at Westport and the stations are being renovated.

01-Nov-1901 Page 332 Alexandria

The reports that the construction of the proposed cut off from Glen Robertson to Vaudreuil, which was surveyed in the spring would be proceeded with immediately, are, we are officially informed, incorrect. (June pg. 170.)

01-Nov-1901 Page 337 Ottawa, Northern and Western

The ON&W is building a station at Hull. It is in the Elizabethan style of architecture, and is built of stone and pressed brick to the height of the first story, above this in half timbered work. The dimensions of the building are 50 x 24 ft. It contains a large general waiting room with lavatories connected, a ladies waiting room about 16 ft. square with lavatories etc. and dispatchers' office opening into the general waiting room, all on the ground floor. In the basement is a hot water heating apparatus. The first floor is arranged for the stationmaster's house, with six good sized rooms, including a large living room, kitchen and bathroom. The baggage rooms are 136 x 20 ft., and in close proximity to the station and practically under the same roof, which is extended from the station to cover them. The architects are Finley & Spencer of Montreal.

The Co. is negotiating with the CPR for permission to cross the tracks of that Co. in order to obtain an entrance into the Central Station at Ottawa.

01-Dec-1901 Page 353 Chaudiere

Gates have been placed at the crossing on the Richmond Road, Ottawa. It is stated that this makes the third pair of gates in about 150 yards and the citizens are considering the advisability of having a viaduct built to do away with the necessity of having gates.

01-Dec-1901 Page 355 Kingston (CP)

The surveys for the branch from Sharbot Lake to Carleton Place, via Lanark, 36 miles, have been completed. T.W. Nash of Kingston, had charge of the survey. The distance from Sharbot Lake to Lanark is 24 miles and it is 12 miles from Lanark to Carleton Place, where a junction will be effected with the CPR line from Brockville to Arnprior and with the CPR branch line from Ottawa. The line will pass through a considerable section of uncleared country. There are few towns along the proposed route: the places served will include: Zealand, Playfair, Fallbrook, Ferguson Falls, Watson's Corners, McDonald's Corners, Elphin and Lanark. The grade will not exceed 1% and the curves 4°. Two routes have been surveyed, but it is not yet decided which will be adopted. Much of the right of way is reported to have been purchased. It is not known what effect the absorption of the K&P by the CPR will have on the projected work. (Sep., pg. 273.)

01-Dec-1901 Page 357 Locksley

The Pembroke Southern gives notice of application to the Ontario Legislature for an act to empower it to extend its line from its present terminus in Pembroke to the Ottawa River through the townships of Pembroke, Westmeath and Ross, and to enter into traffic arrangements or to amalgamate with the Toronto, Lindsay and Pembroke Ry. the Pontiac Pacific (sic) Ry. or any other railway company or companies,

01-Dec-1901 Page 357 Waltham

On Nov 9 we were informed that there was about a mile of track to be laid on the extension from Aylmer to Hull. The work has been carried on from both ends and the mile gap is at Deschenes on the Hull side. There were reported to be about 200 men on the line, and everything was expected to be completed by Dec. 1. (Sept., pg. 275.)

01-Dec-1901 Page 371 Kingston (CP)

The control of this Co. has been secured in the interest of the CPR, over 70% of the stock, it is said having, it is said, been acquired.

Details of changes in composition of the board.

The road will be considerably improved next year, that new rails will be laid, and that the equipment will be brought up to date. It is also expected that a line will be built from Sharbot Lake to Carleton Place which would give the CPR a much more direct route between Ottawa and Toronto than it has at

01-Dec-1901 Page 371 New York Central

At the recent annual meeting the following directors were elected: H.W. Gays, Ottawa, G.B. Moffatt, G.F. Peabody, R.B. Moffatt, S. Trask, A.M. White, C.J. Peabody, and H.S. Snow, New York.

01-Dec-1901 Page 375 Alexandria

The CAR is reported to be building at its Ottawa shops 2 parlour cars for use between Montreal and Ottawa.