

# Ottawa Items from Railway and Shipping World - 1902

01-Jan-1902 Page 1 Vankleek

The Central Counties Ry. Co. gives notice of application to the Dominion Parliament for an act to extend the time for the completion of the unconstructed portions of its lines and to increase its bonding powers on these sections. The lines authorized to be constructed by the Co.'s act of 1899 were: From Hawkesbury to South Indian or Casselman and from Hawkesbury or Vankleek Hill, easterly to the boundary of Quebec. The bonding powers of the line at \$15,000 a mile.

01-Jan-1902 Page 1 Renfrew

Chief Engineer Mountain had a conference with the city engineer of Ottawa recently regarding the proposed diversion of Elgin St, and the subway under the CAR tracks in connection with the canal driveway. It is understood that the matter will be further discussed by the CAR and the city council and the Ottawa Improvement Commission.

01-Jan-1902 Page 1 Westport

A locomotive shed 20 by 60 ft. has been completed at Westport. It is intended to erect a freight shed at Brockville in the spring.

01-Jan-1902 Page 3 Kingston (CP)

A steel bridge has been placed over the Madawaska river to replace a wooden structure. The roadbed is to be put in first-class condition, the work to be commenced at Sharbot Lake and pushed towards Kingston, as well as towards Renfrew. (Dec., 1901 pg., 355.)

01-Jan-1902 Page 4 New York Central

The NY&O is reported to have completed the addition to its repair shops at Ottawa.

01-Jan-1902 Page 6 Havelock

During the summer a small improvement has been made on the track between Maberly and Sharbot Lake, by which three or four curves of 4 degrees each have been done away with and the track straightened. The curves were all within about a mile, and two miles west of Maberly. About 7/8 mile of straight track was laid to cut out the curves but the grade has not been altered and the length of the line has been shortened by only a few feet.

01-Jan-1902 Page 10 Ottawa Electric

J.W. McRae of Ottawa, at one time President of the Ottawa Electric Street Ry., and recently President of the Canadian Railway Accident Insurance Co. died recently from wounds inflicted by the accidental discharge of a revolver which he was cleaning.

01-Jan-1902 Page 11 Westport

Jas. Mooney, who retired on account of ill-health from the office of Superintendent and General Freight Agent of the BW&SSM, Mar 1901 but remained with the Co. as General Passenger Agent, died in Brockville, December 23. He entered railway service in 1858, and was contracting freight agent for the Ottawa and Prescott Ry. until 1864. Between 1864 and 1888 he was engaged in the southern States superintending railway construction, and on his return to Canada was appointed Superintendent, General freight Agent, Treasurer and Purchasing Agent of the BW&SSM and in 1894 was also appointed Receiver.

01-Jan-1902 Page 12 Alexandria

The CAR was recently reported by the daily press to be about to build 2 parlour cars for the Montreal - Ottawa service. We are officially informed on Dec 4 that the Co. was not doing any such work

01-Feb-1902 Page 49 Article

Interlocking Railway Signals.

01-Feb-1902 Page 57 Hull Electric

The Hull Electric has been licensed by the Ontario Government to operate its cars over the Interprovincial bridge and along the permanent way of the ON&W to the central railway station in Ottawa. The capital to be employed in Ontario is not to exceed \$15,000. J.B. Fraser, of Ottawa, is named as attorney. (Oct., 1901 pg. 307.)

01-Feb-1902 Page 58 Kingston (CP)

The K&P will, it is reported, remove its car shops from Kingston to Renfrew where an enlarged plant will be installed. The object is stated to save the hauling of CPR cars from Renfrew to Kingston for repair. Since the foregoing was put in type an officer informs us there is no truth in the report.

01-Feb-1902 Page 64 Winchester

On the Smiths Falls section east of Smiths Falls, 45 miles were laid with 80 lbs. rail last year. it is proposed to completely improve the line between Montreal and Smiths Falls this year. (Jan., pg. 6.)

01-Apr-1902 Page 35 New York Central

An action has been instituted by S. Coulson of Montreal, against R. MacKenzie, bank manager of Kingston, Ont., J. Bergin, D.A. Flack, A.P. Ross and J.D. Kerr, all of Cornwall, Ont., and J.B. O'Hanley, of Ottawa asking for a declaration by the court of the trusts upon which MacKenzie holds \$37,500 received by him pursuant to an agreement made in 1897 between the Ontario and Pacific Ry. Co., and J. Bergin, and also for a declaration that the plaintiff and the defendants other than Mr. MacKenzie are beneficially interested in and entitled to an account of the dealings of MacKenzie with the fund. The amount in question is understood to be the purchase money paid by the Ottawa and New York Ry. Vo. For the charter of the Ontario Pacific Ry., the parties to the action other than Mr. MacKenzie being the original holders of the charter.

01-Apr-1902 Page 144 Locksley

By an act recently passed at a recent session of the Ontario Legislature, has been given power to extend its line from the northerly terminus at Pembroke to the Ottawa River and to amalgamate with the CAR, Toronto, Lindsay & Pembroke or the Pontiac Pacific Ry. The Co.'s existing line is now operated under lease by the CAR.

01-May-1902 Page 163 Maniwaki

The C.P.R.'s Latest Purchase.

The C.P.R. Co. has through friendly parties entered into an agreement to purchase the undertaking of the Ottawa Northern and Western Ry., under which title the old Ottawa and Gatineau Ry. had acquired the Pontiac Pacific Junction Ry., and the Inter-provincial bridge between Ottawa and Hull, and also secured power to acquire the Hull electric railway, on which it has an option. The transfer of the line will, it is understood, be made at an early date. The price paid for the property is said to be about \$4,500,000, but this is merely a conjecture. The total cost of the various undertakings, as given in the report of the Minister of Railways for the year ended June 30, 1901, is \$4,441,530.08, since which time the Pontiac Pacific Junction Line from Aylmer to Hull, Que., 8.50 miles, has been completed ; and the same report shows that the stock, bonds and floating indebtedness of the several undertakings amounts to

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\$4,821,204.35. Some months ago a syndicate, composed of A. F. Gault, S. Finlay, S. H. Ewing, and Hanson Bros., was formed in Montreal to finance the undertaking, it being reported that the bonds to be issued were to cover \$3,800,000 of stock, \$1,000,000 each for the O. and G. Ry., the P.P. Jct. Ry., the Inter-provincial Bridge, and \$800,000 for the Hull Electric Ry. The O. and G. Ry. was arranging to extend its line to Maniwaki, and the Quebec Legislature has granted an extension of a year within which the balance of the bonus may be earned, and the P.P. Jct. Ry. has power to extend its line to Pembroke, for which an extension of time was granted in 1900. At the present session of the Dominion Parliament a bill amalgamating the several undertakings has been read a third time in the House of Commons.

The Ottawa and Gatineau Valley Ry. Co. was organized in 1885 under an act of the Quebec Legislature to construct a line from Hull in the direction of Desart(sic); and was reorganized under a Dominion act of 1887, power being given to extend the projected line from the confluence of the Desart and Gatineau rivers to James' Bay, 10 years being allowed for the completion of the work. The line was completed to Wright, 51 miles, in 1894, and to Gracefield, 57.87, in 1896. In 1894 the name of the Co. was changed to the Ottawa and Gatineau Ry. Co., with enlarged powers, and in 1901 another change of name was made to the Ottawa, Northern and Western Ry. Co., and still further extending its powers for developing the resources of the district opened up, and increasing its bonding powers to \$25,000 a mile. The line is in operation from Hull to Gracefield, Que. 57.87 miles, all of which is laid with 56 lb steel rails; and the Co. has 3 locomotive: (1 leased), 11 passenger cars, 2 baggage cars, 6 stock and box cars, 21 flat cars, 1 service car, 1 snow plow and 1 flanger. Its financial statement on June 30, 1901 was as follows: Capital stock authorized and subscribed, \$1,000,000, paid up, \$504,000; 5% bonds authorized, \$12,000,000; issued, \$1,136,000, none sold; subsidies - Dominion, voted, \$384,000; earned and paid, \$284,128; Quebec, voted, \$796,520; earned and paid, \$656,853.92; total capital, \$3,316,520; floating debt, \$577,196.96 at 7%; total cost of line and equipment, \$1,194,004.28. The operation of the line showed: trains run - passenger 20,426; freight, 2,380; mixed, 40,310; total, 63,116 miles; passengers carried, 72,608; freight carried, 39,076 tons; gross earnings, \$82,033.71; net earnings, \$16,213.11.

The Pontiac Junction Ry. Co. was incorporated by the Dominion Parliament in 1880 to construct a railway from Aylmer, Que., through Pontiac county, crossing the Ottawa river, and thence to Pembroke, Ont., being given six years to complete the work. In 1882 power was acquired to construct a bridge over the river into the city of Ottawa, and in 1887 a further act was obtained giving power to extend the projected line from Pembroke to Sault Ste. Marie, Ont., and northwesterly in Quebec; to purchase the Aylmer branch of the C.P.R., and further time for construction was given. In 1890 an act was passed to facilitate the transfer of the C.P.R. branch between Hull and Aylmer, Que., and other acts granting extensions of time for the completion of the Co.'s undertakings, authorizing amalgamation with other companies, were passed. The line is now in operation between Aylmer and Waltham, Que., 70.60 miles, and the line from Aylmer to Hull, 8.50, was completed and put in operation late in 1901. There are 74.10 miles of track (70.60 being laid with 56-lb. steel), 3.50 miles being sidings. The Co. has 4 locomotives, 2 passenger cars, 1 baggage car, 5 box cars, 48 flat cars, 1 service car, 1 snow plow and one flanger. The financial statement to June 30, 1901, is as follows: - Capital stock - authorized, \$3,000,000; subscribed and paid-up, \$300,000; bonds - authorized, \$10,200,000, none issued; Dominion subsidies - voted, \$331,850, earned and paid, \$193,587; Quebec subsidies - voted, \$536,000, earned and paid up, \$497,969.63; municipal subsidies - voted, \$101,000, earned and paid up, \$100,000. Total capital - subscribed, \$1,268,850; paid up, \$1,091,547.63; floating debt, \$560,740.32 at 6½%; cost of line, \$1,648,160.33. The operation of the line showed: trains run - passenger, 1,750; freight, 420; mixed, 44,380; total, 46,550 miles; passengers carried, 32,978; freight carried, 23,656 tons; gross earnings, \$53,510.71; net earnings, \$8,895.18.

The Hull Electric Ry. Co. in 1898 purchased from the C.P.R. the branch line from Hull to Aylmer, Que., which it had previously leased. The line is 13.63 in length; there are 6.85 miles of 2nd track; and the total track is 20.48 miles, laid with 56-lb. steel rails. The Co. has 2 locomotives, 21 passenger cars, 1 baggage car, and 2 flangers. The financial statement at June 30, 1901, was as follows: - Capital, \$300,000, of which \$292,700 is subscribed and \$292,000 paid up; from other sources, \$518,297.75; total, \$810,997.75 of which \$810,297.75 is paid up; floating debt, \$518,297.75 at 5%; total cost of railway and equipment, \$768,906.64. Trains run: passengers, 853,923; freight, 19,420; total, 373,343 miles; locomotive mileage, 19,420; passengers carried, 533,328; freight carried, 111,691 tons; gross earnings, \$69,958.67; net earnings, \$30,865.78.

The Interprovincial Bridge Co. was incorporated by the Dominion Parliament in 1890, to build a bridge over the Ottawa river between Hull, Que., and Ottawa, Ont., and power was given to any railway running into Hull or Ottawa to subscribe towards the capital stock. The bridge and approaches - about 1.30 miles in length - was opened for traffic in 1901. The financial report at June 30, 1901, was as follows: authorized capital, \$1,000,000, none reported issued; Dominion subsidy, \$212,000; Ontario subsidy, \$50,000; municipal subsidies, \$150,000; total capital, \$412,000; floating debt, \$414,671.57, at 7%; total cost of bridge \$830,458.83.

At the last session of the Quebec Legislature an act was passed extending the time within which the Ottawa, Northern and Western Ry. could be extended from its present terminus at Gracefield to Notre Dame du Desart to Dec. 31, 1903, and providing for the payment of the unearned balance of the subsidies already voted, amounting to \$118,892, as follows: \$30,340.33 when the line has been completed from Pickanock river to mileage 62; \$39,182.55 on the completion of the line to mileage 72; \$45,869.12 on the completion of the line to Notre Dame du Desart; and the balance of \$2,500 retained on the cost of Hull station, on the completion of the line. A contract is reported to have been let by the C.P.R. to H. J. Beemer, for the construction of the 25 miles of line between Gracefield and Maniwaki, on the St. Joseph river, a short distance beyond Notre Dame du Desart, and it is said that Mr. Beemer has sub-let it to R. Macdonald, of Renfrew. It is reported that the extension will be completed by Sept.

The purchase by the C.P.R. of these lines will enable a number of improvements to be made in the Co.'s transcontinental service, and allow it to give a better service to Ottawa, without the construction of the cross-town line which was reported to be in contemplation. (April, pg. 140). Leaving Montreal the transcontinental route follows the Quebec bank of the Ottawa river to Hull, 119 miles, thence crossing the river through Ottawa to Carleton Jct., 148 miles, then northerly to the Ottawa river at Arnprior, Ont., 172 miles, following the Ontario bank of the river to Pembroke, 224 miles, and thence to the coast. By using the short line between Montreal and Ottawa, crossing the Interprovincial bridge and then using the Pontiac Pacific Jct. Ry., a large saving could be effected. One suggestion is to utilize the P.P. Jct. Ry. from Hull to Wyman, 36.1 miles, and complete the construction of the Pontiac and Renfrew Ry. A company was incorporated by the Dominion Parliament in 1888 under this title to construct a line from the P.P. Jct. line to a point between Arnprior and Braeside on the C.P.R., and 4.25 miles of track was constructed from Wyman to Bristol iron mines, Que., but is not now operated. This route would involve construction of a line from Britannia, Ont., 5 miles west of Ottawa, to Arnprior, to do away with the run round by Carleton Jct. This would involve the construction of about 30 miles of line paralleling the Canada Atlantic Ry., and would cut off about 17 miles of the distance between the two points.

The following are the principal officials of the amalgamated companies: President, H. J. Beemer, Montreal; General Superintendent, General Freight and Passenger Agent, P. W. Resseman, Ottawa; Chief Engineer, G. C. Dunn, Ottawa; Secretary and Treasurer, H. L. Maltby, Montreal; Master Mechanic and Car Builder, J. Kay, Aylmer, Que.; Road-master, J. R. Brennan, Ottawa.

It is understood that the C.P.R. assumed control on May 1, and that for the present the lines will be managed as separate companies, under the charge of C. W. Spencer, General Superintendent of the Eastern Division.

01-May-1902 Page 169 Ottawa Terminal

The CAR car repair shops in Ottawa were damaged by fire recently, 2 passenger cars, a combination passenger and baggage car, 2 freight cars and a wrecking derrick being destroyed.

01-Jun-1902 Page 187 Ottawa, Northern and Western

There is a picture of the bridge and approaches from Sappers bridge but with a train just coming off the Interprovincial Bridge. The street car tracks have not been levelled neither have streetcar wire posts been erected. (Maybe this is a picture taken of the same train as used in my article in Branchline but a few minutes before.)

This bridge has recently been acquired by the CPR in connection with its purchase of the ON&W, PPJ and Hull Electric Railways. details of platform etc. Beginning June 15, the CPR transcontinental trains will run between Montreal and Ottawa via Vaudreuil and the short line instead of on the north side of the Ottawa river as at present. From the Central Station Ottawa the train will cross over the Interprovincial bridge to Hull, thence over the north shore line to the Union Station in Ottawa, and thence west as at present. Eastbound transcontinental trains will also use the bridge.

01-Jun-1902 Page 189 Ottawa Terminal

It is reported that the Co.'s repair shops at Ottawa, which were burned down Mar 21, will not be rebuilt, but that all work will be done at the main shops Ottawa East. (April, pg. 121.) Should be May pg. 169.

01-Jun-1902 Page 195 Maniwaki

Some preliminary work was done a year or two ago on the extension to Maniwaki and since the line passed under the control of the CPR a contract has been let to H.J. Beemer to construct the 23 miles to that point from the present terminus at Gracefield. Sub-contracts have been let to D.R. McDonald, R.L. McDonald and A.F. Mulhern, for grading tracklaying, ballasting etc. The grading, although by no means a light contract, will by no means be as heavy as some of the sections already constructed on the line. There will be no bridges, there being only a few small streams to cross. both the gradients and the curvature will be light as compared with other sections of the line. G.C. Dunn, formerly Chief Engineer, ON&W, will have charge of construction. (May pg. 162.)

01-Jun-1902 Page 195 Ottawa Electric

An arrangement has been made with the City Council for the improvement of Bank street by laying 72 lb. rails, work to commence in July. The council has granted permission to the company to lay a single track on George Street between Dalhousie and Sussex streets.

01-Jun-1902 Page 198 St. Anthony Lumber

A logging railway is reported to be under construction for the Whitney Lumber Co. from Whitney northerly 15 miles to Big Opeongo lake. It is expected to be completed by July 1. T. McLaughlin, Ottawa, is the contractor.

01-Jun-1902 Page 205 Kingston (CN)

It is proposed to double the siding accommodation at the Manitoba yards, Brockville. The sidings now accommodate 250 cars.

01-Jun-1902 Page 209 New York Central

H.K. Gays, Assistant General Passenger Agent, having resigned, the position has been abolished. Mr. Gays has been appointed representative of the Weare Commission Co. at St. Louis, Mo.

01-Jun-1902 Page 209 Ottawa, Northern and Western

ON&W and PPJ. Those lines having passed under the control of the CPR, A.R. Creelman, Chief Solicitor of the CPR has been elected President and C.W. Spencer, General Superintendent of the Eastern Division of the CPR, Vice President and General Manager. P.W. Resselman continues as General Superintendent; H.B. Simms has been appointed Assistant Engineer succeeding G.C. Dunn, Chief Engineer, who has associated himself with H.J. Beemer in contracting work.

01-Jul-1902 Page 231 Hull Electric

The hitch occurring in the negotiations for the purchase of this line by the CPR at the time of the purchase of the ON&W and PPJ Rys. has been arranged and the transfer was made June 14. The price paid is said to have been between \$700,000 and \$800,000. It is reported that the CPR will lease or sell the line to the Ottawa Electric Co.

01-Jul-1902 Page 235 Ottawa, Northern and Western

ON&W - PPJ P.W. Resseman, General Superintendent, has resigned. It is reported that he has been appointed chief trainmaster on the Western Division of the NYC with office at Buffalo, NY.

It is rumoured that H.B. Spencer, Superintendent of the CPR at Ottawa will also have charge of the ON&WR and the PPJR.

G.A. Duncan has been appointed District Passenger Agent; J.H. Sorley District freight Agent, and G.A. Fowler, Lumber Agent. Mr. Duncan is City Passenger Agent of the CPR at Ottawa, Mr. Sorley is City freight Agent, and Mr. Fowler is Lumber Agent. They will continue to hold these positions also.

01-Jul-1902 Page 237 Other

Guy C. Dunn, whose portrait appears on page 231 of this issue, was born in Quebec, May 13, 1862, and entered railway service in Oct 1881, joining the engineering staff of the CPR and remained with that Co. and the Atlantic and Northwest Ry. for about three years, being engaged in construction and surveys, including the surveys for the St. Lawrence bridge. Subsequently he was on the engineering staff of the Pontiac Pacific Ry., the Ottawa and Gatineau Ry. and the Montreal and Western and Chateauguay Ry., being appointed Assistant Chief Engineer to the PPJ and ON&W in 1895 and Chief Engineer in 1897. He was also Chief Engineer in charge of construction of the Interprovincial Bridge at Ottawa. On the passing of these lines under the control of the CPR May 1, he resigned his position to act as engineer in charge of construction of the extension of the ON&W from Gracefield to Maniwaki. He was elected as associate member of the Canadian Society of Civil Engineers June 25 1887, and a full member Dec. 9, 1897.

01-Jul-1902 Page 238 Alexandria

Sir Thos. G. Shaughnessy, President CPR left Montreal May 31 on his annual tour of inspection of the line to the Pacific coast, travelling most of the way by special train in his private car Manitoba. .. At Ottawa Sir Thomas' special was stopped at the Central station by blocks placed on the line by the Canada Atlantic Ry. for the purpose of preventing the CPR using the station for through traffic, which obstacles have since been removed by agreement at the instigation of the Railway Committee of the Privy Council.

01-Jul-1902 Page 240 Ottawa Terminal

The CAR has just finished at its Ottawa shops, two 1st class passenger coaches, 65 ft. long with wide vestibules on six wheel trucks; and is building 35 platform cars, 60,000 lbs. capacity.

01-Jul-1902 Page 240 St. Anthony Lumber

The St. Anthony Lumber Co. has bought 25 logging cars from the Canada Atlantic Ry. for the railway which it is building from Whitney to Big Opeongo Lake, Ont. and the Company will also buy one or two locomotives

01-Jul-1902 Page 240 Kingston, Portsmouth and Catarqui

The KC&P has purchased the equipment of the Belleville Traction Co. consisting of 4 cars, 2 trucks, 5 motors, wires, trolleys etc.

01-Aug-1902 Page 262 Renfrew

At a recent sitting of the Railway Committee of the Privy Council an arrangement was made with the Ottawa City Council by which the subway should be the full width of Elgin Street, 66 ft., and if the latter street were closed over the seven tracks of the CAR the city should be relieved of the cost of any portion of the subway or its approaches.

01-Aug-1902 Page 262 Ottawa Terminal

Press reports say that the Co. will commence the erection of a new central station at Ottawa this summer, at an estimated cost of about \$250,000. We are officially informed that there is nothing new in connection with this matter. (June pg. 189.)

01-Aug-1902 Page 263 Hull Electric

Consequent on the transfer of this line to the ON&W, a subsidiary of the CPR, it is said that a number of improvements will be carried out, notably the double tracking of the line from Eddy's corner into Ottawa.

01-Aug-1902 Page 264 Kingston (CP)

A survey party under the charge of Mr. Mitchell is going over the line between Kingston and Renfrew with a view to improving gradients, alignment etc. We were recently advised that nothing had been decided as to the projected line from Sharbot Lake to Carleton Jct. and it will probably be some time before anything is settled. (April pg. 126.)

01-Aug-1902 Page 266 New York Central

The car shops, which are now located at Santa Clara, NY, are to be removed to Ottawa. General Manager Gays states that all the arrangements are completed for the removal. The Co. has up to the present had a small car repair shop located at Ottawa.

01-Aug-1902 Page 267 Ottawa, Northern and Western

ON&W. C.W. Spencer Vice President and General Manager, after a recent inspection of the old ON&W and PPJ Rys. stated that it was intended to improve the lines and place them in the best possible condition. The exact route to be followed in making a connection between the PPJ and the transcontinental line of the CPR at or near Pembroke had not been decided, but would be on an early date. Surveys were in progress on three lines. (June

01-Aug-1902 Page 267 Other

Ottawa to Lachine. Press reports state that a company is about to be formed to construct and operate an electric railway from Ottawa to Lachine where connection would be made with the Montreal lines.

01-Aug-1902 Page 268 St. Anthony Lumber

The line being constructed from Whitney on the CAR northerly to Big Opeongo Lake, about 14 miles, is to be of standard gauge, and is to be completed this season. It is for the St. Anthony Lumber Co. and not the Whitney Lumber Co. as previously stated. The contractor for grading and track laying is J.R. McQuigge, of Armprior. The line will be a private one to be used entirely for the Co.'s lumber business. (June pg. 198.)

01-Aug-1902 Page 271 Belleville

Perth shops. The blacksmith and machine shops, oil house and main offices, together with a large quantity of machinery and some box cars, under construction, were destroyed by fire July 5. The burned buildings will be rebuilt immediately.

01-Aug-1902 Page 273 Ottawa, Northern and Western

PPJ & ON&W. P.W. Resselman having resigned, H.B. Spencer has been appointed General Superintendent with office in Ottawa. Mr. Spencer continued as Superintendent of the CPR at Ottawa.

01-Aug-1902 Page 276 Ottawa, Northern and Western

P.W. Resselman, late Superintendent of the ON&W and PPJ was presented with a gold watch and chain by the railwaymen and employees of the two lines on the occasion of his leaving Ottawa recently to take up the duties of his new position as trainmaster of the NYC at Buffalo, NY.

01-Sep-1902 Page 317 Ottawa, Northern and Western

PPJ ON&W. F. Dillinger has been appointed Trainmaster, Office Union Station, Ottawa. Until recently he was acting Superintendent of the CPR at Chapleau.

01-Oct-1902 Page 329 Canadian Pacific

Picture of C.W. Spencer. General Superintendent, Eastern Division, CPR.

01-Oct-1902 Page 337 Hull Electric

The Hull Electric Railway has passed under the control of the CPR.

01-Oct-1902 Page 338 New York Central

The following were elected directors at the annual meeting Sept. 10:- G.F. Peabody, G.B. Moffatt, H.S. Snow, R.B. Moffatt, A.M. White jr., C.J. Peabody, A. Nichols, S. Trask, of New York; H.W. Gays of Ottawa. The report gave the following information:-

Earnings, freight \$33,223.76

Earnings, passenger \$53,694.14

Total earnings \$86,917.83

Operating and Betterments \$83,559.07

Excess \$3,378.30

There has been expended on Ottawa terminals for shops, warehouses, tools etc. \$46,677.30

Tons freight carried 51,362

Tons freight carried one mile 1,737,134

Passengers 92,738

Passengers carried one mile 2,480,010

Train mileage 114,993

01-Oct-1902 Page 338 Ottawa, Northern and Western

Application was made to the Minister of Railways, Aug. 29 for official sanction of the amalgamation of the Ottawa, Northern and Western Ry. Co., formerly the Ottawa and Gatineau Ry. Co., and the Pontiac Pacific Jct. Ry. Co. under the above title (Ottawa, Northern and Western Ry. Co.)

01-Oct-1902 Page 340 Kingston (CN)

Brockville shops. Six tanks, each of 500 gals capacity, have been erected at the shops to replace old structures.

01-Oct-1902 Page 345 Canadian Pacific

C.W. Spencer, whose portrait appears on page 329, was born in Kemptville, Oct. 31, 1857, and entered railway service May 7, 1871, since which he has been consecutively to 1874 operator and clerk at Ottawa station; 1874 to May 1880, assistant agent at Ottawa, May 1880 to Jan 1881, Chief Train Dispatcher; May 11 to June 29, 1881, Traffic Superintendent; June 29, 1881 to Aug 1, 1884, Assistant Superintendent; Aug 1, 1884 to Sept 30, 1887, Assistant General Superintendent; October 1887 to date General Superintendent, eastern division, at Montreal, entire service on CPR. He is also Vice President and Managing Director of the K&P, the PPJ and the ON&W Rys.

01-Oct-1902 Page 347 Westport  
The BW&SSM has added a combination passenger and baggage car to its equipment.

01-Oct-1902 Page 348 Ottawa Terminal  
The CAR is building a 65 ft. 1st class passenger coach at its Ottawa shops. It will be up to date in every respect, 6 wheeled steel trucks, finished outside in cherry, inside in mahogany, smoking rooms, closets, ladies' toilet compartment, etc. The body of the car will be of the Company's standard. On the ends will be iron combination re-in forcing parts, standard steel platforms and vestibules. There are a large number of engines and cars to overhaul, and with the painting of equipment for next year the shops will be kept fairly busy until next season.

01-Oct-1902 Page 378 Canadian Pacific  
Surveys have recently been made in Ottawa with the object of improving the CPR entrance into the city and of connecting the various lines with the Interprovincial Bridge. The line surveyed for this connection leaves the Sussex Street terminal and runs via Nepean Point to the Interprovincial Bridge.

01-Oct-1902 Page 378 Belleville  
Perth car shops. Temporary buildings have been erected at Perth to replace those destroyed by fire in July last.

01-Oct-1902 Page 381 Westport  
A 3-stall engine shed and repair shops are being erected at Brockville. W.E. White is the contractor. A freight shed and platform are being erected at Westport. (Jan., pg. 1)

01-Nov-1902 Page 381 Renfrew  
Location surveys are reported to be completed for a spur, 4 miles in length, from Caldwell station to the Radnor iron mines.

01-Nov-1902 Page 381 Ottawa Terminal  
J.R. Booth recently stated that work would be commenced on the new central station in Ottawa early next spring, possession of the site at the canal basin having been obtained. (Aug., pg. 262.)

01-Nov-1902 Page 382 Hull Electric  
The management is considering the question of developing additional power and the extension of its shops at Deschenes in connection with the general improvement of the roadbed and rolling stock. (Aug., pg. 263.)

01-Nov-1902 Page 383 Kingston (CP)  
C.W. Spencer, Vice President and general Manager, recently said that there was no truth in the report that the car shops are to be removed from Kingston. He said that new machinery was being added at the shops so that repairs to the Co.'s engines could be done there. (Feb., pg. 58).

01-Nov-1902 Page 384 Ottawa, Brockville and St. Lawrence  
Ottawa, Brockville and St. Lawrence. Two construction syndicates are said to be in negotiation with this Co. with a view to building the line, one composed of English and the other of New York capitalists. The route proposed to be followed is from Ottawa to Richmond, thence via Merrickville and North Augusta to Brockville, about 58 miles. Surveys have been made and construction is likely to be started in the spring.

01-Nov-1902 Page 384 Maniwaki  
We were recently advised that favourable progress had been made with grading on the extension from Gracefield to Maniwaki and that it was expected to have it completed this fall. Most of the rock excavation to the north of Blue Sea Lake, 15 miles north of Gracefield, has been taken out. The tracklaying and ballasting will not be proceeded with until next spring. (Aug., pg. 267.)

01-Nov-1902 Page 385 Ottawa Electric  
A sub committee of City council which was recently investigating the city's relations with the company, reported that there three miles of line laid with 40 lbs. rails instead of 56 lbs. called for in the charter.

01-Nov-1902 Page 387 St. Anthony Lumber  
Whitney to Big Opeongo Ry. It is reported that this line is completed to within 4 miles of the lake and is being operated to carry saw logs to the mills of the St. Anthony Lumber Co., Whitney. (Aug., pg. 268).

01-Nov-1902 Page 390 Ottawa, Northern and Western  
Press reports state that F.W. Dillinger, Trainmaster of the ON&W has gone west to become Superintendent of one of the districts on the western division.

01-Dec-1902 Page 409 Hull Electric  
A writ has been issued by E. Hanson & Co. brokers, Montreal, against the Hull Electric Co. to recover \$562,772 for amounts advanced on notes during the construction of the railway.

01-Dec-1902 Page 411 Ottawa, Northern and Western  
ON&W. F.M. Spidal, Trainmaster of the COR at Ottawa has also been appointed trainmaster of the ON&W and the PPJ vice F. Dillinger transferred to the CPR western division.