

Ottawa Items from Railway and Shipping World - 1903

- 01-Jan-1903 Page 14 Kingston, Portsmouth and Cataraqui
The KC&P has refitted one of the motor cars bought from the Belleville Traction Co. and put it in operation.
- 01-Jan-1903 Page 14 Waltham
The CPR has placed new passenger coaches on the PPJ.
- 01-Jan-1903 Page 15 Kingston (CP)
The K&P passenger coaches have been overhauled in the CPR Montreal shops and fitted with Westinghouse air brakes. The locomotives have also been equipped with the brakes, and the coaches are now heated with steam from the locomotives.
- 01-Jan-1903 Page 15 Westport
The BW&SSM will add to its equipment 1 locomotive, 2 passenger cars, 1 combination passenger and baggage car and a number of 34 ft. box, flat and stock cars. The sale of the line, to take place Jan 20, may have some effect in delaying purchases. As car builders cannot promise delivery before June, the Co. is rebuilding some of its flat cars.
- 01-Jan-1903 Page 15 Ottawa, Northern and Western
The ON&W has added one box car 40,000 lbs. capacity to its equipment. All the other equipment on the line is marked with the initials of the O&G and the PPJ, which are now amalgamated under the above title and the initials ON&W appear on the new rolling stock.
- 01-Jan-1903 Page 19 Renfrew
An agreement has been arrived at with the City respecting the Elgin Street subway, Ottawa, and a draft Order in Council prepared. This provides for subway 60 ft. in width, to be constructed by the CAR, the Dominion Government providing the steel girders, and the Ottawa Improvement Commission to provide for drainage, lighting and maintenance. The subway is to be completed by Aug. (Aug., 1902 pg. 262.)
- 01-Feb-1903 Page 37 Westport
Brockville and Western. Application will be made next session of Dominion Parliament for an act to incorporate a company with this title to acquire and complete the Brockville Westport & Sault Ste. Marie Ry., and to construct a railway bridge across the St. Lawrence, opposite Brockville in connection with the railway. E.N. Armstrong, is attorney for applicants.
- 01-Feb-1903 Page 37 Renfrew
Application will be made next session of the Dominion Parliament for an act authorizing the construction of a line from west of Whitney to Sault Ste. Marie, to acquire hotels and pleasure resorts, etc., and extending the time for the completion of the lines already authorized. We were informed Jan 17 th the proposal to construct a spur line 4 miles in length from Caldwell to the Radnor Iron Mines is not yet in a sufficiently definite shape to make any statement regarding it. The matter is in the hands of Drummond, McCakk & Co., Montreal.
- 01-Feb-1903 Page 37 Ottawa Terminal
An arrangement is about to be concluded with the CPR in respect of the use of the Central station at Ottawa by that Co., and the consideration of the question by the Railway Committee of the Privy Council has been postponed.
- 01-Feb-1903 Page 41 Kingston, Portsmouth and Cataraqui
The KC&P has extended its line to the Queens athletic grounds, Kingston.
- 01-Feb-1903 Page 45 Ottawa, Northern and Western
Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the lines authorized under the various acts of the O&G and PPJ, now amalgamated under ON&W. The O&G had power to extend its line to some point on James Bay and the PPJ was authorized to construct a line to Sault Ste. Marie, passing south of Lake Nipissing. The grading on the extension from Gracefield to Mainwaki, in the direction of James Bay has been completed for 14 miles. Some rock cuts will be completed during the winter and tracklaying and ballasting will be commenced in the spring. It is expected that the whole of the 23 miles to Maniwaki will be completed by Sept. or Oct. (Nov., 1902 pg. 385.)
- 01-Feb-1903 Page 45 Ottawa, Brockville and St. Lawrence
Ottawa, Brockville and St. Lawrence. Surveys for this projected line were commenced at Ottawa in Dec., and had been completed for 25 miles by the end of the year. The line will be about 56 miles in length and will pass through rich farming country; the earthwork will be light, little or no rock excavation will be encountered. There will only be one bridge of any size required, and this will be the crossing of the Rideau river. The maximum gradient will be about ½% and the maximum curvature will be 2 degrees. The survey at present under way will pass near Manotick, and through Merivale, North Gower, Burrits Rapids and North Augusta, but alternative routes are under consideration with a view to serving Richmond, Merrickville or Bishops Falls. E.J. Walsh C.E., Ottawa has charge of the surveys. The Co. expects to begin construction early in the summer. J.C. Kelly, President, states that the line will be constructed in the most substantial manner and that the track will be laid with 110-lb steel rails. The latter part of this statement is hardly likely. (Nov., 1902, pg. 384.)
- 01-Feb-1903 Page 45 Ottawa Electric
A large building has been erected at Chaudiere, in which a storage battery plant is to be installed. The object of the installation is to provide for a sudden call for a little extra power, and to store up the excess when the whole of the power of the generating plant is not being utilized by the cars etc. (Apr. 1902, pg. 195.)

01-Feb-1903 Page 49 St. Anthony Lumber

Whitney to Big Opeongo Lake. The line from Whitney on the CAR to Big Opeongo lake in Algonquin Park, about 15 miles in length, constructed for the St. Anthony Lumber Co. has been placed in operation. The line cost about \$200,000, this high cost being accounted for by the large amount of rock-cutting and trestle work to be done. There are four high trestles, each being over 400 ft. in length.

01-Mar-1903 Page 94 Westport

Members of the syndicate recently made an inspection of the line and arrangements are being made for carrying out an extensive program of improvement. The work proposed to be done will consist of reducing some of the heavy grades, ballasting the greater part of the line, placing an additional 24,000 ties under the rails, renewing about a mile of track originally laid by the GTR to connect that Co.'s line at Lyn Jct. with Lyn station; lengthening the sidings at Athens, Delta, Elgin and Westport stations, from 4 car to 8 car lengths; putting in a turntable at Brockville repairing and completing the fences with woven wire fence instead of barbed wire, building snow fences, placing surface cattle guards at all crossings instead of the old pits, rebuilding two small bridges in Brockville yard, reducing the curve and putting an iron bridge over the creek at Lyn, repairing every station on the line and probably taking down the old station at Brockville and rebuilding it in a more suitable position, erecting semaphores, switch lamps, and sign boards at all stations. Some preliminary surveys have been made for extensions on behalf of the syndicate, but nothing in the way of construction will be done until after the additional powers are obtained. The first section of the additional lines to be constructed, W.S. Buell, solicitor for the syndicate says, will be from Westport to a junction with the CAR at Barrys Bay. The syndicate also proposes to establish traffic relations with US lines in Morristown NY., either by bridge over the St. Lawrence or a ferry.

01-Apr-1903 Page 131 Brockville

Brockville yards. Plans have been prepared for new buildings in the freight yards and general improvements of the docks and wharves.

01-Apr-1903 Page 135 Belleville

The CPR has placed an order for 100 refrigerator cars to be built at its Perth shops.

01-Apr-1903 Page 137 St. Anthony Lumber

The St. Anthony Lumber Co.'s railway from Whitney to Big Opeongo lake is being operated by locomotives leased from the CAR. A number of 34 ft. flat cars have also been supplied by the CAR.

01-Apr-1903 Page 137 Westport

The BW&SSM is about to add to its equipment one locomotive, one 1st class passenger car, one combination passenger and baggage car, one combination baggage and express car, 8 box cars, 50,000 lbs. capacity and 3 stock cars, 40,000 lbs. capacity.

01-May-1903 Page 145 Renfrew

The Ottawa city council has passed the necessary by law diverting certain streets prior to the construction of the subway on Elgin Street. The cost of the subway will be about \$51,000 and will be borne by the CAR, the CPR and the OER in equal proportions.

01-May-1903 Page 147 Other

Hawkesbury and Caledonia Springs. Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway to be operated by steam or electricity from Hawkesbury to L'Orignal, thence to Caledonia Springs, about 10 miles. Kingsmill, Hellmuth, Saunders and Torrance, Toronto, are solicitors for the promoters.

01-May-1903 Page 149 Kingston (CP)

Press reports state that ballasting on the line is expected to be resumed in the vicinity of Sharbot Lake.

01-May-1903 Page 150 Maniwaki

The grading on the extension from Gracefield to Maniwaki has been completed for 14 miles to Blue Sea Lake and track laying was expected to be commenced in April, 60 lb. steel rails being used. During the winter some rock work was done beyond Blue Sea Lake and the right of way cleared to Maniwaki. Ties, posts and other timber have also been got out. It is expected that the remaining 15 miles from Blue Sea Lake will be graded and the whole of the track laid by the end of the year.

01-Jun-1903 Page 187 Westport

The BW&SSM has added to its rolling stock a 1st class passenger car, a combination 1st class passenger and baggage car, a combination baggage and mail car and eight 50,000 lb. box cars.

01-Jun-1903 Page 187 Belleville

The CPR is building 400 flat cars, 84 box cars and 200 refrigerator cars at the Perth shops. Gives full dimensions.

The C.P. R. has recently added to its passenger rolling stock two parlor cars, the Richelieu and St. Maurice, which have been placed on the Montreal-Ottawa short line. The exterior finish and decorations are in line with C.P.R. standard, and in construction they have all the up-to-date improvements in car construction, especial attention having been paid to take every advantage to add to strength, where experience has shown the need. The length of the cars is 72 ft. over body sills, the extreme length over buffer plates being 79 ft. 10 $\frac{3}{4}$ ins. The exterior finish is Mexican mahogany and is tastefully decorated in gold. In designing these cars the officials aimed at smooth surfaces and light profiles and have eliminated all carving. A very rich appearance has been obtained by using mahogany veneers and neat marqueterie borders and lines decorated in light shades of green. The chairs are upholstered in pale green plush and designed with a view to comfort. The smoking-room is supplied with eight chairs of same design as in the main room, but they are upholstered in maroon-colored leather. The walls of the smoking-room are divided off, by means of marqueterie lines, into large panels which extend from a few inches from the floor up to the base line of the monitor deck. The veneer used in this room is African mahogany. Each car has two women's toilets, a men's toilet and a men's saloon, all being fitted with the latest improved flushing closets and nickeline washstand tops. The main room has four double acme lamps. On each side of the main room or parlor are eight large plate glass windows, the glass being 26 x 48 ins. Each window is fitted up with double top and bottom sashes, the inside bottom being set in a hinged brass frame; this is to enable the glass to be cleaned. Between each window space is a richly veneered and inlaid pilastre, extending from the top of the truss plank to the base of the side cove, while along the base of the side cove runs a neatly inlaid moulding. The bulkheads are in keeping with the side elevation, veneered with the same quality of mahogany, divided off by pilastres, which extend from the floor to the same elevation as the side pilastres. The bulkheads are recessed in elliptic lines, which gives the end views a very novel appearance, advantage being taken with this to form an overhead cove of art glass in colors to match the deck lights. The ceilings are of the Empire style, and neatly attached to the lower end of each centre lamp is an ornamented brass bell cord eye, through which passes the signal cord. This does away with the objectionable swinging bell cord-hanger. These cars represent all that is new and up-to-date in the way of beauty and luxury. The chairs in their comfort and elegance invite an unlimited trip, while the eye is never tired taking in the quiet richness of the decorations of the car. A floor plan and exterior elevation are --

In connection with the sale of the NY&O which connects with the O&NY at Cornwall and extends to Tupper Lake, NY 68.4 miles which was announced for May 14 and adjourned until Sep. 13, representatives of the Delaware and Hudson Rd. recently inspected both lines and the bridge over the St. Lawrence

We were recently advised that improvements at the yards at Brockville had been considered but were in abeyance for the time being.

Capt. J. Gaskin of Kingston, as a result of his carriage being run into by a street car there on May 24, had three ribs broken. He will be laid up for some time.

Tracklaying has commenced and on May 9 we were advised that two miles had been laid, and that track was being laid at the rate of about $\frac{3}{4}$ of a mile a day. grading was being proceeded with between Blue Sea Lake and Maniwaki, about eight miles. It is expected that the extension from Gracefield to Maniwaki will be completed by September.

Press reports state that the city council will give permission for the double-tracking of the line if the company will agree to provide rails of a standard acceptable to the City Engineer.

The line is being operated by the reorganization syndicate, which is applying to the Dominion Parliament for incorporation as the Brockville, Westport and Northwestern Ry., Westport having been added at the desire of the residents on the line.

Alex Fraser, lumberman, and one of the promoters of the Hull Electric Co. operating the electric railway between Hull and Aylmer, died in Ottawa recently as a result of a shooting accident.

Power as given at the current session of the Dominion Parliament to construct a line from west of Whitney station northwesterly to Sault Ste. Marie. The line is to be constructed within five years, and power is also given to complete lines authorized in previous acts within five years from the date of this act. The extension to Sault Ste. Marie will probably be constructed from Brule Lake station, 182 miles west of Ottawa, although there have been rumours that the line constructed in 1902 by the St. Anthony Lumber Co. from Whitney to Big Opeongo Lake would be utilized. While this piece of line was constructed as a lumbering road, it was generally stated that the work done was of such a character as would warrant the use of the line for passenger traffic. E.J. Chamberlin, General Manager, is reported to have recently stated that surveys for the new line would be commenced early next winter and that construction would be proceeded with immediately thereafter.

Kingston and Frontenac Ry. Jas. Gillies, Carleton Place, Jno. S. Gillies, A.E. de Renzy, McNab Twp. and A. McLennan, Ottawa were the applicants for incorporation with this title at the recent session of the Ontario Legislature. They are interested in extensive marl deposits around Loughboro Lake, and propose to construct a railway, to be operated by steam or electricity, from Kingston to the marl pits land from the Lake at the pits to a junction with the K&P. It is also proposed to operate steamers on the lake. Preliminary surveys for the railway are reported to have been made by Mr. Mitchell, a Kingston

An extension of time for a further five years was granted at the current session of the Dominion Parliament for the completion of the additional lines authorized. A deputation from the district asked the Minister of Railways to insist that the proposed line from Sharbot Lake to Carleton Place should be completed within a year.

01-Jul-1903 Page 239 North Lanark

Was incorporated by the Ontario legislature in 1899 to construct a railway from the K&P near Mile Lake to the CPR or the CAR near Arnprior and to operate the same by steam or electricity. No construction has been done, and at the recent session of the Ontario Legislature an act was passed changing the location of the terminal points of the projected line. The route now authorized is from Blythfield township to Ottawa and if the line is to be operated by electricity it may be carried along the public highway. The capital is increased from \$250,000 to \$450,000 and the bonding power is increased from \$10,000 to \$20,000 per mile. The company is authorized to enter into agreements for traffic, for leasing its line or for amalgamating with the K&P, CPR, CAR or the O&NY. The line is to be completed within five years.

01-Jul-1903 Page 239 Maniwaki

By an act passed at the current session the ON&W has been granted an extension for two years for the commencement, and five years for the completion of the lines authorized to be constructed by the PPJ and the Ottawa and Gatineau Colonization Ry, now amalgamated under the above title. We were advised, June 9, that track on the extension of the old Ottawa and Gatineau Colonization Ry. had been laid from Gracefield for 10 miles, to a point two miles up Blue Sea Lake. A steam shovel was at work in the ballast pit 4 miles north of Gracefield. Ballast was being distributed, a few low dumps were being made up and the lift was just about started. Tracklaying was being discontinued for a couple of weeks to allow a heavy rock cut to be completed, just ahead of the point reached by the steel. About two thirds of the grade beyond the rock cut to Maniwaki had been completed and work was being rushed on the balance. Stations and tanks were being located and construction on these was expected to be commenced on an early date. The fencing of the line has been commenced from Gracefield. The contract for the greater portion of the grading was sublet by H.J. Beemer, the general contractor, to D.R. McDonald & Co.

01-Jul-1903 Page 245 Prescott

Extensive improvements reported to be in contemplation at Prescott. The passenger station is to be removed to a more central situation and modernized, and the roundhouse will be moved to Oxford. The waterfront will be converted into a long dock for the accommodation of vessels.

01-Aug-1903 Page 267 Westport

The applications for Acts respecting the BW&SSMR which were referred to a sub-committee of the Railway Committee of the House of Commons, in order to see if the various interests could not be harmonized so that the best interests of the line might be promoted, were again considered by the committee, on a report from the sub-committee. The sub-committee recommended the rejection of the applications in the interests of the B&NW and of the B&W and favoured the passing of the application giving the purchasers of the line at the recent sale a title and other powers. The different questions at issue will be dealt with by the House of Commons.

01-Aug-1903 Page 267 Renfrew

CAR. We were recently advised that the Co.'s plans relative to the projected extension from near Whitney to Sault Ste. Marie had not been formulated. The logging line known as the MacAulay road, which runs from the Egan estate on the western division of the CAR to C.J. Booth's timber limits, about eight miles, is to be extended a further distance of five miles. G.A. Mountain, Chief Engineer of the CAR, is making the survey. Arrangements have been made respecting the crossing of the macadamized road in Nepean twp. by a spur line from the CAR to some new piling grounds secured by Mr. Booth. Construction of the spur will be commenced as soon as the plans and the agreement for the crossing have been approved by the Railway Committee of the privy Council.

01-Aug-1903 Page 271 Montreal and Ottawa

The hotel at Caledonia Springs has passed under the control of the CPR., the price paid, press reports state, being \$100,000. A number of improvements are being made to bring the hotel in line with the other hotels belonging to the CPR.

01-Aug-1903 Page 283 Other

John J. Gartshore, Toronto, reports having recently secured a contract for rails and fastenings to equip a railway in Mexico, about 5 miles long, which he is supplying direct from the mills to Tampico. He has recently sold a standard gauge locomotive and three narrow gauge locomotives besides a quantity of cars for logging lines.

01-Aug-1903 Page 285 Alexandria

Fast run on the CAR.

The CAR has from time to time made some very fast runs in connection with express service between Montreal and Ottawa. The latest and fastest was made recently; the train consisting of five cars, including the private car of C.M. Hays, Second Vice-President and General Manager of the GTR, left the Central Station, Ottawa at 8.20 a.m. for Montreal. The cars were hauled by engine number 618 with engineer Ferguson in charge. This engine is probably the finest and fastest passenger locomotive in Canada, and with the mate, engine No. 620, comprise the most interesting pair of locomotives in America today. Very little is said or even known to the general public as regards the great running powers of these engines, but their work on the eastern division of the line is conclusive evidence of their speed and endurance. After leaving Ottawa the train clipped along at an exceptionally fast pace, but owing to unforeseen delays at crossings, due to other trains and certain connections, the express arrived at Coteau Junction about seven minutes behind its schedule time. A short stop at Vaudreuil, and it was at this point that the engineer determined to make extra fast time. In a minute the engine was under full steam, and from Vaudreuil to a point a little west of Dorval the express flew along at the record speed of exactly one hundred miles an hour, or a mile in 36 seconds, arriving at Bonaventure station, Montreal, on time. When the train stopped, Mr. Hays, Senator Cox and other gentlemen who were on the train, made a minute inspection of the engine and the party congratulated Ferguson on his splendid run. In conversation with a press representative Engineer Ferguson said that he felt certain that there was a speed of one hundred and ten miles an hour in his engine if he had occasion to put her to the test, and that he could make the run from Ottawa to Montreal, a distance of one hundred and sixteen miles, in one hour and fifty minutes without any great effort. The engine, which has driving wheels 7ft. 6 in. was built at the Baldwin Locomotive Works two years ago.

01-Sep-1903 Page 301 Hull Electric

Negotiations are reported to be in progress between the CPR and the Ottawa Electric for the sale to the latter of the Hull Electric Ry. This line was part of the lines acquired when the CPR purchased the ON&W, the PPJ and the Interprovincial Bridge.

01-Sep-1903 Page 305 Renfrew

Arrangements are being made for the starting of surveys early in the fall for the projected extension of the line from near Whitney to Sault Ste. Marie. G.A. Mountain, Chief Engineer, will have charge of the work.

01-Oct-1903 Page 340 Ottawa Terminal

The work of bridge improvement, ballasting etc. on the western portion of the line commenced in the spring has been completed and attention will now be paid, G. Mountain, Chief Engineer, recently stated, to the work on the new subway at Elgin St. Ottawa.

The position of matters concerning the agreement entered into in 1895 for the construction within three years of a central station in Ottawa remains as it was. The city council has had an interview with the Dominion government, which leased the proposed site to J.R. Booth. There is a dispute between the government and the Sparks estate in respect to a portion of this land and Mr. Booth's contention is that he cannot build the station until the appeal, which is pending before the courts, regarding the title to the land, is disposed of.

01-Oct-1903 Page 345 Maniwaki

Track has been laid to within six miles of Maniwaki. Maniwaki is expected to be reached by the tracklaying gang early in October.

01-Nov-1903 Page 376 Ottawa Terminal

The CAR is building at its Ottawa shops 20 box cars, some of which are completed.

01-Nov-1903 Page 391 New York Central

The NY&O. This railway which is the extension of the O&NY from the international boundary line, from North creek to Tupper Lake, will be sold at public auction at St. Regis Falls, NY., Nov. 20. The NY&O owns the stocks and bonds of the O&NY which extends from the International boundary to Ottawa, 56.79 miles. The D&H is reported to be likely purchaser. Representatives of that company have been over the line making an examination of its condition, etc.

01-Dec-1903 Page 409 Belleville

H. Weston, an employee of the CPR car shops at Perth has secured a patent for a pneumatic electric axle light system for lighting and ventilating all kinds of passenger cars.

01-Dec-1903 Page 409 Other

The Point Ann railway has purchased a locomotive from the estate of the late Jas. Cooper, Montreal, also eleven dump cars and will probably add a passenger car to its equipment.

01-Dec-1903 Page 414 Ottawa, Northern and Western

The ON&W having been leased to the CPR it has, since midnight of Oct 31 been operated as a part of district 4 of the eastern division of the CPR. All employees then in the ON&W service became employees of the CPR. The line between Hull and Gracefield has been named the Gracefield branch and the line between Hull and Waltham the Waltham branch. The positions heretofore held by H.S. Maltby, Secretary treasurer, B. Simms, Assistant Engineer, and G.A. Lizotte, Auditor, have been abolished.

01-Dec-1903 Page 417 New York Central

C.B. Hibbard has been appointed General manager, Quebec Southern Ry. June 1895 to Nov 1897 President Northern New York Rd; Nov 1897 to Nov 1899, President & GM NY&O; May 1900 to Nov 1903, General Passenger Agent, Rutland Rd.

01-Dec-1903 Page 421 Maniwaki

The extension of the old O&G Ry. from Gracefield to Maniwaki is practically completed, construction trains having been running into Maniwaki since early in November.