

Local Railway Items from Area Papers - New York Central System

24/03/1882 *Almonte Gazette* *New York Central*

Another railway has been projected from Cornwall to Ottawa, passing through the counties of Stormont, Russell and Carleton

15/12/1882 *Renfrew Mercury* *New York Central*

A meeting of the directors of the O. & P. Railway was recently held at Cornwall; and it was decided to make an application for aid to the Dominion government. Efforts will also be made to get a bonus from the Ontario Legislature. This line is the one that will run from Cornwall to Ottawa and Arnprior and thence to Eganville by the old Bonnechere Valley route. It is pretty well acknowledged now, that the Bonnechere Valley route was, after all, the cheapest and the best that could be adopted for the C.P.R.

11/01/1883 *Ottawa Citizen* *New York Central*

A deputation from Cornwall comprising Dr. Bergin M.P., A.P. Ross and D.A. Fleck have been in the city the last two days on business connected with the Ontario and Pacific Railway. They had an interview with Sir John relating to the matter, and left yesterday afternoon for Toronto to petition the Ontario government to give a grant towards assisting to build the road. As is already understood, the proprietors of the line contemplate connecting Cornwall on the east with Sault Ste. Marie on the west by way of Ottawa, Arnprior and Eganville. The scheme is of great importance to the country generally but to Ottawa County in particular. By this route the traffic of the north-west for Montreal, New York, Boston and Portland will have some 400 miles less to travel than by the present circuitous route via Chicago. The advantages of the line from a local viewpoint are too apparent to require any remarks on that score. As will be seen from an advertisement elsewhere the annual general meeting of the company will be held on Wednesday next. It may be mentioned that the capital stock has already been subscribed.

12/04/1883 *Renfrew Mercury* *New York Central*

The Ontario and Pacific Railway Company whose line is to run from Cornwall to French River have secured in Committee the passage of an amendment to build a branch from some point on the main line of railway between Renfrew and Eganville to Pembroke.

28/06/1883 *The Equity, Bryson* *New York Central*

L.M. Shute, representing a number of American Capitalists, has closed the contracts for the construction of the Ontario Pacific Railway and made arrangements to float the bonds amounting to \$12,000,000. Work will begin at once on this important line, and trains will be running over part of this valuable road by October 1st, 1883.

29/06/1883 *Renfrew Mercury* *New York Central*

Dr. Bergin, M.P. for Cornwall, was in Ottawa last week in connection with the Ontario & Pacific Railway project, for which a charter was granted last session. On Wednesday he met some American capitalists, and, it is said, arranged a basis on which they are to undertake the construction of the work and purchase the bonus of the Company. The line will run from Cornwall to Sault Ste. Marie via Ottawa, Arnprior, Eganville and the valley of the Bonnechere and, when completed, will shorten the distance to New York via Montreal 149 miles and via Brockville 84 miles.

19/07/1883 *The Equity, Bryson* *New York Central*

The Ontario Pacific Railway Company intend asking Ottawa for a bonus of \$50,000 out of consideration of their deflecting their line so as to run in close proximity with the city.

21/09/1883 *Renfrew Mercury* *New York Central*

Mr. White, one of the company of American contractors who have got the work of building the new railway from Cornwall to Sault Ste. Marie, was in Pembroke last week looking after the interests of the road. Mr. White is a very affable gentleman, and freely answered all queries as to the progress of the work and the intentions of the company. The line is projected to run from Cornwall via Smith's Falls direct to Eganville and hence up the valley of the Bonnechere, and will be a saving of about 140 miles over any other projected line to the Sault. Work will commence in earnest early next spring, the company having already successfully floated fourteen million dollars worth of their bonds, and Mr. White says they will undoubtedly reach Eganville next fall. The company have also a branch in prospect from Eganville to Pembroke, which Mr. White says, will certainly be built at an early date. This is the same company that have been endeavouring to get hold of the Pontiac railway. Mr. White says they are willing to pay a reasonable figure for the charter for that at present abortive enterprise, and will besides fully recompense the contractors and projectors for all actual outlay. He thinks it but a matter of time till they secure the charter, and when they do they will build it after the American fashion - that is, without delay or hesitation of any kind. Under these circumstances we are sure it will be the wish of all friends of this town, of Pontiac, and of her railway, that they should succeed in securing the work. Pembroke Observer.

Also in the Bryson Equity September 20.

28/11/1883 *New York Times* *New York Central*

Ottawa, November 27. Work on the Ontario and Pacific Railroad, running from Cornwall, Ontario, to Sault Ste. Marie will soon be begun. This line, which is said to be virtually a branch of the Northern Pacific, with which it connects at Sault Ste. Marie, will, with that connection, shorten the distance from the Atlantic to the Pacific about 850 miles as compared with Canadian Pacific.

29/11/1883 *Ottawa Citizen* *New York Central*

Ontario Pacific. The survey of this road which was commenced on Monday near the St. Patrick's Street bridge has been proceeded with as far as Cyrville. Fourteen men, under Mr. Soare, are employed on the survey.

04/01/1884 *Renfrew Mercury* *New York Central* *Perth*

Ontario and Pacific Railway. Mr. A. Duffy, C.E., with his staff, namely, Messrs. C.E. McNaughton, P.K. Hyndman, R.E. O'Hanly, Joseph Haze, F. Fripp, and A.J. French, arrived at the Allen House on Wednesday afternoon on their work of surveying a line for the Ontario and Pacific from Perth eastwards towards Crysler, the point of junction with the main line running from Cornwall northward through Ottawa. Mr. Duffy is the engineer in charge of this end of the survey, and is instructed to run his line from the first line of Drummond, at the town limits, eastwards through Smith's Falls and Merrickville, to meet a party under charge of Mr. Daly, C.E. who is surveying a route in this direction from Crysler. The new line cannot be run very far from the C.P.R. route between Perth and Smith's Falls, but of course has nothing to do with that road. This is a line intended to connect Sault Ste. Marie, on Lake Superior straits, with Cornwall, and at this point called Crysler divides into two branches, one running through Ottawa and Arnprior northwesterly, and the other leading off to the left through Perth, thence northerly, probably to connect with the other line at Renfrew. This, at least, is the intention of the charter, and is now what the surveyors have in their mind's eye. The president is Dr. Bergin, M.P. Cornwall, who is apparently acting for a number of heavy capitalists, as yet unknown to the public; and we are assured that the company is in full earnest in the project and that the road will go on. In fact it is stated that the contract has already been given to a Philadelphia contractor named G.L. Shute. Mr. Duffy located part of the Canada Atlantic Railway, said to make about the fastest time of any road in America. Perth Courier.

09/01/1884 *Ottawa Free Press*

New York Central

Perth

The Ontario & Pacific Railway. The survey of this road is in progress near Perth. The work of construction will, it is thought, be commenced in the spring. It has been rumored that a Philadelphia man named Schule has received the contract.

17/01/1884 *The Equity, Bryson*

New York Central

The engineers are now busy at work surveying the line of railway from Cornwall to Sault Ste. Marie to connect with the Northern Pacific Railway. This road has been chartered to pass through Arnprior and thence up the valley of the Bonnechere through Eganville. There will also be a branch through Perth to connect with the Kingston road. A glance at the map will show the railway from Sault Ste. Marie via Arnprior to be by far the shortest from the Western States and that being the case there will not be wanting men of enterprise and capital to carry it through.

18/04/1884 *Almonte Gazette*

New York Central

The Ontario & Pacific Railway, Cornwall to Perth, will get a Government grant of \$262,000.

30/01/1885 *Renfrew Mercury*

New York Central

The Ontario & Pacific Railway Co. have given notice that they intend to apply to parliament for an amendment of their charter so as to enable them to run the line by the shortest practicable route between Cornwall and Sault Ste. Marie, and also to sell any branch lines after building them.

28/09/1885 *Ottawa Citizen*

New York Central

Another railway.

The prospect of a new railway between Ottawa and Cornwall is at present agitating the folk of the latter town. The road in question is to be known as the Ontario Pacific Railroad, Dr. Bergin M.P. being at the head, and a Cornwall correspondent is authority for the statement that work is to commence this autumn.

24/06/1886 *Ottawa Journal*

New York Central

Messrs. C.E. Hickey, M.D. Morrisburg; J. Kerr, Farrans Point; A.P. Ross M.P.P. Cornwall; Walter Shanly, M.P. and Dr. Bergin, M.P. Cornwall; arrived here today and registered at the Russell. Various rumors are afloat regarding their mission to Ottawa. One is to the effect that they are here to promote their Ontario and Pacific railway, the terminal points of which are Cornwall and Sault Ste. Marie. It is expected that the subsidy of \$3,700 for the building of the road will be disposed of to the company undertaking construction. Rumor has it that contractors have been found to build it.

06/08/1886 *Almonte Gazette*

New York Central

ANOTHER. - It is said by some newspapers that the Ontario and Pacific Railway is about to assume practical shape. They assert that some American capitalists are going to push its construction from Cornwall to Perth ay once, which, if true, will give Merrickville another railroad. We trust there is some truth in the statement.

27/09/1886 *Ottawa Free Press*

New York Central

The surveyors on the line of the Ontario & Pacific railway, working from Perth on one side and Cornwall on the other, are expected to join their work at Duncanville this week.

27/09/1886 *Ottawa Free Press*

New York Central

A party of nine surveyors are hard at work in the neighbourhood of Metcalfe, completing the survey for the new line of railway running to Cornwall, commonly spoken of as the Bergin railway.

27/09/1886 *Ottawa Citizen*

New York Central

The surveyors on the line of the Ontario and Pacific Railway, working from Perth on one side and Cornwall on the other, are expected to join their work at Duncanville this week. This pretty little village will experience quite a boom when it gets on a line of railway.

20/10/1886 *Ottawa Journal*

New York Central

It has been definitely decided to commence the construction, this fall, of the Ontario Pacific Railway which Dr. Bergin has been promoting for some time past.

21/10/1886 *Cornwall Freeholder*

New York Central

Ontario & Pacific Railway - The same issue of The Standard published a requisition addressed to Mayor James Leitch, of Cornwall, as follows:

"The Ontario & Pacific Railway, having executed a contract with the Dominion Government for a subsidy to their line, and the survey from Cornwall to Perth and the city of Ottawa through the townships of Cornwall, Osnabruck and Finch and the counties of Russell, Carleton and Lanark being now about completed and the line located, we believe the time has come when the town of Cornwall should give substantial aid to the enterprise.

"The interests of the manufacturers, merchants and citizens generally demand increased railway facilities, such as a connection with the Canadian Pacific Railway, as afforded by the above line will confer at South Finch.

"This will secure for Cornwall, besides many other advantages, the trade of the United Counties, now being diverted to other localities.

"We therefore, solicit you to submit a bylaw to your council for the granting of such aid as may to that body seem necessary."

Besides prominent business men and private citizens, the requisition was signed by The Canada Cotton Manufacturing company, per A. McInnes; Cornwall Manufacturing company, per J.P. Watson, secretary; William Mack; L.A. Ross; J.M.M. Duff, manager, Cornwall Gas company; R.W. Turner, manager, Stormont Cotton company; William Hidge, Cornwall Spinning company; McIntyre & Campbell; C.W. Young, of The Freeholder. James Harper of The Standard and hundreds of others.
(Cornwall Standard-Freeholder : October 23, 1936)

21/10/1886 *Ottawa Journal*

New York Central

THE BERGIN LINE

Ontario and Pacific Railroad - The Proposed Line Inspected

Twelve surveyors left Cornwall a few days ago to make a tour of inspection over that part of the proposed line of the Ontario and Pacific Railroad from Wales to Crysler's. It is understood that the company intend to begin at once and push along this part of the line.

Dr. Bergin's Railway

Mr. J.J. Collins, engineer for the Ontario Pacific Railway was in the city yesterday, In the course of conversation with a Journal reporter, he said preparations are being made, and matters are being pushed forward, in order to commence work in the early part of April. The scheme for the proposed road, which starts at Cornwall and terminates at Perth, a distance of some 82 miles, was first contemplated in 1881, and the charter obtained the following year. The road between Cornwall and Perth runs through the following villages, each of which will have a railway station: Newington, South Finch (at this point it crossed the C.P.R.), Chrysler, Embrum, Duncanville, Metcalfe, Manotic, Richmond and Perth. Besides this there is a branch line from Duncanville to Ottawa, a distance of 22 miles. The proposed road will cost about \$10,000 per mile, or a total cost of \$1,040,000. The sum of \$1,000,000 in the way of bonuses, has been subscribed. The capital stock of the company is \$10,000,000. In answer to the question, how long it would take to complete the road? Mr. Collins said: "We expect that the road will be finished and in working order by the first of November next. We have already engaged a large staff of men and all our rolling stock and other materials is ready to be delivered at any time at a moment's notice. The residents of the country through which the road passes, are jubilant and are looking anxiously forward to a successful and early completion of the undertaking.

25/03/1887 *Almonte Gazette**New York Central*

ANOTHER RAILWAY

Mr. J. Collins, engineer of the Ontario Pacific Railway company, says the work of construction will be commenced in the early part of April. The proposed road starts at Cornwall and terminates at Perth, a distance of 82 miles. It will cost about \$1,040,000, one hundred thousand of which has been promised in bonuses.

10/06/1887 *Ottawa Citizen**New York Central*

Ontario Pacific. This line of railway which commences at Cornwall and will run to Sault Ste. Marie, will shortly be commenced. All the necessary arrangements have been made and the work of construction will be pushed forward with all possible speed.

10/08/1887 *New York Times**New York Central*

PHILADELPHIA, Aug. 9.--Contractor L.M. Shute, of this city, and those interested with him are preparing to continue the work of constructing the Ontario Pacific Railroad. The line has been located from Cornwall to Perth and Ottawa, and preliminary surveys made to Sault Ste. Marie, a distance of over 700 miles. The new road expects to connect with the Northern Pacific at Sault Ste. Marie, and by the bridge at Cornwall it intends to secure an outlet to the cities of the Atlantic coast. Subsidies have been granted by the Government and municipalities amounting to \$5,700 per mile. In two weeks a representative of the road will leave for London to negotiate \$14,000,000 of bonds. It is said the Grand Trunk and Midland Railway Companies have withdrawn their antagonism to the new project, and will give it their support.

23/09/1887 *Almonte Gazette**New York Central**Cornwall*

The Ontario Pacific R. R.

A vote will be taken in Cornwall on the 3rd of October upon a by-law granting a bonus of \$35,000 to the Ontario Pacific Railway company, which has a charter from Cornwall to Perth. The road is to run from Cornwall through Russell, Manotic [sic] and Franktown to Perth, where it connects with the Midland Railway which is already graded eighteen miles west of Perth. A branch will also be constructed from Russell to Ottawa. The aim of the company is to carry the road through to Sault Ste. Marie, and connect with the American lines at that point. There is a government bonus voted of \$3,200 per mile from Cornwall to Perth. In return for the proposed subsidy, Cornwall is to have the repair shops for the roads in Perth and Ottawa, and the railway is to carry all the gravel wanted by the town at not more than 75 cents per cubic yard.

04/05/1889 *Ottawa Citizen**New York Central*

Ontario Pacific Railway Company. Annual meeting will be held at the office of John Bergin, Esq., in the Town of Cornwall on Saturday 11 May next at the hour of two o'clock p.m.

D.A. Flack, Secretary, Cornwall 15th April 1889.

17/05/1889 *Ottawa Journal**New York Central**Ontario Pacific*

Cornwall May 17 - Plans for the proposed route of the Ontario Pacific Railway have been forwarded to the Department of Railways and Canals to be reported on. Work will be commenced at once and it is expected the road will be in operation to Ottawa this fall.

07/02/1895 *Ottawa Free Press**New York Central*

Conversation with a Cornwall gentleman of influence yesterday, brought to light that the people down there are again preparing to agitate for a railway from the factory town to a junction with the Canada Atlantic road and thus have immediate connection with the capital. As this matter is evidently to become a plank in the platform of each political party at the next general election the subject is of some interest. Among the charters already in existence by which Cornwall may connect itself with the outer world better than at present is one held by Dr. Bergin, to Sault Ste. Marie, another to Perth and another direct to Ottawa. Again the Central Counties road holds one from Moose Creek on the C.A.R. to Cornwall, and this road has already been surveyed.

The agitation at this time appears to have taken a firm root and developments are confidently expected, as the result of the election stump. Dr. Bergin's subsidy has run to seed on the proposed Soo road and that route is considered by not a few out of the running.

A deputation is coming up from Cornwall to talk the matter over here in political circles and probably at the same time, interview Mr. Chamberlain, of the C.A.R. on the subject. Meanwhile the Canada Atlantic road is not committed in any way, and the officials are reticent as to the future line of action. There is a feeling in Cornwall that the matter should not be treated politically but in an unanimous way, calculated to be of mutual benefit, irrespective of party or politics.

22/10/1896 *Ottawa Journal**New York Central*

Dr. Bergin is dead. Obituary.

28/10/1896 *The Record, Chesterville**New York Central**Cornwall*

Dr. Darby Bergin, MP for Stormont, who tripped and fell downstairs at his home in Cornwall over a month ago, died from the effects of his injuries on Thursday morning last.

Dr. Bergin had practiced his profession but little during the last ten years. He was appointed Surgeon-General of Canada by Sir John MacDonald's Government. He was an ardent lover of good horses and at various times had many good animals on his farm, which is situated a little east of Cornwall. The doctor was one of the best personal canvassers in Canada and a hard man to defeat. His brother, John Bergin, practices law in Cornwall. The doctor lived in comfortable home in the east end of town.

06/11/1896 *Ottawa Journal**New York Central*

With the subsidy for the Ontario Pacific lapsing in August a Cornwall delegation waited on the premier yesterday - James Leitch, John Hibbard, D.A. Flack, J. Kerr and J. Hibbard, all of Cornwall and Samuel Coulson of Montreal.

With a by election to come off in Stormont county at an early day the promoters thought that the present was a good time to press for a renewal of the subsidy. The election is necessary owing to the death of Dr. Bergin.

More - thought it would be renewed.

For many years past Cornwall has felt the need of a railway connecting with the country to the north and the people are pleased with the prospect of having this long felt want filled. Some time ago a representative of the Central Counties Railway addressed the town council with reference to the building of a short line to connect Cornwall with the Canada Atlantic at South Indian. Saturday night a special meeting of town council was held to hear representatives of the Ontario Pacific Railway Company, and a gentleman representing American capitalists who have entered into an agreement with the company to build a railway with the Ontario Pacific charter from Ottawa to connect with an American road which would make a short and almost direct route from the Canadian capital to New York City. The American gentleman said that their purpose was to cross the St. Lawrence river at Cornwall. This would necessitate the building of a bridge the cost of which would be \$750,000. The bridge would extend from a point near the Toronto Paper Co.'s mill, about a half a mile west of the town to Cornwall Island, and from the south side of the island to the American shore. Over the north channel, which is also the steamboat channel, the bridge would be a high level one, but on the south side, with the permission of the American government, the bridge would be a lower level one. The line would run almost direct to Ottawa, crossing the C.P.R. at South Finch, and opening up for the town of Cornwall not only the trade for the near townships but also of the neighbouring counties on the south side of the St. Lawrence river.

The scheme was discussed at length.

Mr. John Bergin Q.C. said that the building of the road had been a pet scheme of his brother's (the late Dr. Bergin M.P.) life, but he did not live to see it carried out.

The movers will present a written proposal in a few days and the amount of the bonus will then be discussed.

30/01/1897 *Ottawa Citizen**New York Central*

A large deputation waited upon the Prime Minister yesterday in regard to the projected railway scheme known as the Ontario Pacific, to run between Ottawa and New York, and to include a big bridge, to cost in the neighbourhood of three fourths of a million. What the deputation wanted was a re-vote of their subsidy, through Canadian territory, which lapsed on account of the work not having been done within the specified time. They represented that all the necessary capital was procured, and, with a renewal of the subsidy, no time would be lost in going ahead with the work. On the deputation were Mr. Snetsinger, M.P., and Mayor Muthern of Cornwall, W.C. Edwards, M.P., W.J. Poupore, M.P., Mayor Bingham, Joseph Kerr, ex-M.P.P. for Stormont, and Mr. A.F. Hibbard, president of the Northern New York railway.

10/03/1897 *The Record, Chesterville**New York Central*

Mr. C.B. Hibbard, President of the NR Railway and Mr. Moffatt of New York, one of the capitalists who are interested in the completion of the short line from New York City to Ottawa, crossing the St. Lawrence River at Cornwall, were in Cornwall Thursday night and discussed matters concerning the road with the Ontario Pacific. The company are in readiness to begin operations as soon as the subsidy and charter are renewed by the Dominion Government.

18/03/1897 *Ottawa Citizen**New York Central*

NEW LINE TO OTTAWA

THE BENEFITS THAT WILL ACCRUE TO THE CAPITAL

By the Construction of the Proposed New York and Ottawa Railway. The Company's Letter to the Board of Trade.

The letter received by Mr. C. Ross, president of the Board of Trade, relative to the projected railway between New York and Ottawa, will be of special interest to the citizens of the capital. It will form the subject of an interesting discussion at an early meeting of the Board of Trade, probably a week or so after Mr. John Hague's address on banking. To the members of the council of the board, the letter, which was read at their meeting Tuesday evening, seemed to be of the utmost importance to Ottawa, and it was decided to give it the fullest consideration.

Of the projected railway the letter says:

"This road, which has been called 'The Ontario Pacific Railway Co.,' will be hereafter known as 'The Ottawa and New York Railway Co.,' running from Ottawa to Cornwall, bridging the St. Lawrence at the latter point, and connecting with the Northern New York railway, now in operation for sixty miles, and which is to be extended to a connection with the D. and H. Co. for Albany and New York.

"This Railway will make the distance between Ottawa and Cornwall 53 miles and bring the latter town within about an hour and a-half's ride of the capital city. At present it requires between five and six hours to make the journey. The shortening of the line and the distance will have the effect of bringing the trade of Cornwall and intermediate territory to Ottawa. No section is agriculturally richer than this 53 miles of the eastern portion of the province and such a diversion of trade will be of immense value to Ottawa. The rate of fare from Cornwall will be about \$1.50 while the fare from Cornwall to Montreal is \$2.25.

"The new route will afford the shortest possible connection for transcontinental traffic in connection with the Canadian Pacific railway to and from New York and other eastern cities. The present distance for such traffic for Ottawa and Montreal is 503 miles from Ottawa, while via the new line it will be only 417 miles. This difference in distance will afford passengers an opportunity to stop over several hours in Ottawa and reach the destination as quickly as now.

"The route of the Canada Atlantic railway through Carleton Place to New York is now 492 miles, while the distance of the new line will be 417 miles, or 75 miles shorter, which will give people from New York from two to six hours' more time in which to see the city without requiring them to be absent from business or home longer than at present and facilitate an increase tourist and business travel to Ottawa.

"The new line having direct connection and close traffic arrangements with the D. & H. C. Company, a large coal producing company will place the coal fields of Pennsylvania much nearer Ottawa and result in lower prices and better facilities for securing that much used commodity and carrying the lumber of the Ottawa District to Albany and New York.

"This road will be built in accordance with the high standard of modern railroads with 75 pound steel rails and stone and iron bridges.

"It will open a new route to Kingston and the west via the G.T.R. over 50 miles shorter than the route via Coteau and also a new line to Montreal via Cornwall practically as short as any now running. The total cost of the line contemplated, one-third of which will be in Canada, will be over \$3,500,000.

"In view of these and other important advantages to the city of Ottawa we would respectfully [sic] urge that that city favor us with a bonus of \$150,000, bearing in mind that the amount of the bonus is not alone to the financiers a pecuniary advantage but rather an index to the interest of the community in the enterprise and an expression of their desire for its construction. The town of Cornwall has already voted \$35,000 for this project which is equivalent to \$5 per capita of population. We do not ask for any portion of said bonus until the line is completed and trains running through from Ottawa to Albany and New York.

"This matter has not been presented sooner as the bill for the bridge across the St. Lawrence was not signed by the president of the United States until March the 3rd. It is now proposed pushing the enterprise to early completion so that trains may be running through by the fall of the present year.

"To accomplish that work must commence at the earliest practical date, certainly by May 1st, therefore we would urge your early consideration and prompt action on the matter.

"We give for your confidential information the names of Messrs. Moffat & White, 30 Pine street, New York, and Spencer, Trask & Co. 27 and 29 Pine street, New York, as the bankers who will provide funds for the completion of this most important line."

A large and enthusiastic meeting in favour of a bonus to the Ontario and Pacific Railway was held in the town hall here on Saturday night. Notwithstanding the bad roads and wet night there was a very large attendance of the electors and all were unanimously in favour of the bonus. Able speeches were delivered by several local speakers showing the advantages of the road and showing that it would open a rich agricultural country between here and Cornwall which has no railway connection to Ottawa and is a long distance from the C.A.R. which is their only road. The farmers here will be able to ship large quantities of milk to Ottawa and Montreal. The whole country through which the road passes from Cornwall to Ottawa is a rich dairy and farming area which has at present no means of shipping their milk to the large creameries after the local cheese factories close. Among those who spoke were A. Cason, D. Cumming, J. Charey, W.H. Lourin, J. Cerasadden, Hugh Graham, Thos. Holmes, A. Helmer and John McDonald. The vote will be taken on Saturday next the 24th instant.

27/04/1897 *Ottawa Citizen**New York Central**Russell*

Voting on the bonus to the Ontario and Pacific Railway took place on Friday. The excitement ran high from early morning until the last vote was polled. It was a continued hustle. The bonus was carried by about four votes to one. This was a great victory for those supporting the proposed by-law, as efforts had been made by a few to defeat it. They live in the centre of the township, and tried to defeat the bonus in hopes of having one station convenient to themselves only instead of one for each village, as provided by the by-law. After the poll closed and the result was known the real fun commenced. The people here organized a torchlight procession and paraded the principle streets, headed by the fife and drum band. During the procession the streets were crowded and the cheering enthusiastic. The procession was about over and quiet restored when loud cheering and bright lights were seen in the east. A few minutes after a large procession from Embrum entered the village and took possession and owned the town for a couple of hours. On their arrival our people got to work and built an immense bonfire in the centre of the village. Here the crowd came to a halt and a number of patriotic airs were played by the band and cheers given for the Queen and everybody else. A platform was erected and speeches called for. Mr. A. Carson was the first speaker; after him Dr. MacDougall, Messrs. Grisdale, W.H. Lowrie, G.A. Mirrow, John McDonald, and Messrs. Seguin, Emard, Dupius, and Nadien of Embrum. After the speeches cheers were again given for the Queen, the people of Embrum, and one of the most enthusiastic gatherings ever held in Russell dispersed. The utmost good feeling prevailed throughout the meeting, even the opponents of the by-law receiving no harsh words. Everyone regretted that Reeve St. Onge was unable to be present. He worked hard for the bonus and deserved credit.

14/05/1897 *Ottawa Free Press**New York Central*

Meeting of civic finance committee.

Mr. Scott, who was present on a deputation asking a bonus of \$150,000 for the proposed line between Ottawa and Cornwall, addressed the committee. Mr. Hibbard of the Northern New York Railway and Mr. Flack also spoke. The company propose going ahead at once with the construction of the line if Ottawa grants the bonus.

Ald. Cook asked if they would bear the cost of submitting the by-law, as there is no appropriation for such purpose this year.

Mr. Flack could not say if they would, unless the by-law was carried. He would consult the directors, however, and give the committee an answer before the meeting of the council.

There was some further talk and the deputation withdrew.

Ald. Fraser asked what effect this bequest for a bonus would have on the drainage by-law.

Ald. Hastey said if the railway company is willing to bear the expense of the vote he saw no reason why the people should not have the right to say whether they would bonus the line.

Ald. Cook moved the following motion, Ald. Hastey seconding it and the committee agreeing:

That the committee recommend the council to submit a by-law to the people for the sum of \$75,000 on the following conditions:

That the said railway company shall complete their line of railway and have the same in operation to the Central depot in the city of Ottawa within two years from the date of passing of the by-law.

That the said railway shall be operated as an independent and competing line for a period of 40 years from the date of passing of the by-law, and should the railway during the said period cease to be operated as an independent and competitive line, or shall amalgamate with any other railway company having a terminus in the city of Ottawa, then the company will repay to the corporation the amount of the bonus granted in and of the said railway.

That the company shall enter into an agreement that they shall issue tickets to all stations on their line of railway in the province of Ontario to and from the city of Ottawa at single rates on Saturday in each week.

That the terminus of the said railway shall be at the Central depot on the east side of the Rideau canal, near Sapper's bridge, and that all trains, both passenger and freight, of the said railway company shall arrive and depart from the said Central depot.

That the bonus shall not be paid until such time as the railway is completed and in operation.

That in view of the fact that no provision was made in the estimates for the submission of any by-law, other than the drainage by-law, it is understood that should the O.P. Railway Company desire a special day to be set apart for submitting their by-law to the electors of the city of Ottawa, the expense incurred shall be defrayed by the said company.

17/05/1897 *Ottawa Free Press**New York Central*

Mr. Flack of the Ontario and Pacific Railway company proposed to run between Ottawa and Cornwall has written the council that the company is prepared to pay all the expenses of submitting a by-law to the ratepayers for a bonus providing the company has the right to say what papers the by-law shall be published in.

28/05/1897 *Almonte Gazette**New York Central*

Ottawa ratepayers are to vote on a bylaw providing for a bonus of \$75,000 to the Ontario Pacific Railway Co. on June 24th. The company are negotiating for the use of a few miles of the C.P.R. railway and of the C.A. railway.

The ratepayers of Ottawa will be asked to vote on the 24th instant, that is, on Thursday of next week, a bonus of \$75,000 to the Ottawa and New York Railway company to aid in the construction of a line from here to Cornwall, a distance of 52 miles.

This piece of road will be a link in a through railway connection between Ottawa and New York. When Cornwall is reached there will be a bridge across the river to the American side. Nine miles will bring the road to Bombay on the New York and Ottawa. From this point the road is already built 63 miles to Tupper Lake in the Adirondacks. From Tupper Lake southward 45 miles are to be constructed to North Creek where connection will be made with the Delaware and Hudson Railway, running to Albany and New York.

The line will be a central link in a direct route across the continent from New York to the Pacific coast, and would probably bring to us passengers who would stay over to look about the city, attracted by its position as the political capital of Canada and the seat of government.

The following are some of the main advantages of the project: It opens up a fertile and settled country between here and Cornwall whose businesses will be brought to Ottawa: it will pass through the following villages: Russell, Embrum, Chrysler, Berwick, Finch, Newington and Harrison's Corners, after which it reaches Cornwall.

The town of Cornwall, with its suburbs, contains 10,000 people, who now do their business in Montreal, but will probably be drawn to Ottawa by the shorter distance they will have to travel and the cheaper fare. From Cornwall to Ottawa is 52 miles; from Cornwall to Montreal 67 miles.

The distance from Ottawa to New York will be shortened by 75 miles by a through car line.

The road will effect a saving in the item of coal alone which will more than repay the aid the city is asked to grant. At present every ton of coal that reaches Ottawa via Prescott pays 35 cents a ton on the St. Lawrence ferry and terminals at Prescott. The construction of the new line would reduce by that amount the price of all the coal consumed in the city. The amount of coal used in Ottawa is roughly estimated at 50,000 tons. If one fourth of this amount came by Cornwall the savings to the consumers would be \$4,375. The interest and sinking fund necessary to provide in thirty years for the bonus asked is only \$4,73: so that on this item alone almost enough would be saved to pay the whole sum.

The tax upon the property of the city would be a little less than 22 cents per \$1,000 per annum. A laboring man whose property was valued at \$500 would therefore only contribute 11 cents yearly.

The construction of this road will be a valuable advertisement to Ottawa, for the name of the city has been incorporated in the name of the road throughout the whole length, both in Canada and the United States.

This road will be another feeder which will advance the interests of the city as a railway centre, and the experience of the continent, as well as of the world at large, is that there is no more important factor in impelling a city forward than to have many lines of railway running into it.

Vote for the By-Law?

Ottawa to Cornwall

New Railway for the Capital.

Bonus of \$75,000 Wanted

This Enterprise will Bring Business -Its numerous Advantages - Will Help Ottawa Forward -Will Repay the Bonus Many Times Over.

The ratepayers of Ottawa will be asked to vote on the 24th Instant, that is, on Thursday of next week, a bonus of \$76,000 to the Ottawa and New York Railway Company to aid in the construction of a line from here to Cornwall, a distance of 52 miles.

Ottawa and New York.

This piece of road will be a link in a through railway connection between Ottawa and New York. When Cornwall is reached there will be a bridge across the river to the American side. Nine miles will bring the road to Bombay, on the New York and Ottawa. From this point the road is already built 63 miles to Tupper Lake in the Adirondacks. From Tupper Lake southward 45 miles are to be constructed to North Creek, where connection will be made with the Delaware and Hudson railway, running to Albany and New York.

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The Extra Taxation.

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New Railway for the Capital

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Vote for the By-Law!

19/06/1897 *Ottawa Journal**New York Central*

To the Editor. As the people of Ottawa will soon be called upon to vote on the by-law granting aid to the proposed Ottawa & Cornwall railway, and as I have several times been informed within a day or two that it is currently reported that I am a supporter of the by-law, I take this opportunity of stating that, in my opinion, the part of the country through which the proposed road runs is already pretty well served, and I cannot see where our city will be benefited by another railway to the extent of the bonus asked for, and as a ratepayer I cannot support it.

Ottawa June 19, 1897 J.R. Booth.

THE RAILWAY BY-LAW

Ex-Ald. Morris Gives Reasons Why It Should Not Carry.

Editor Journal : The Ottawa and Cornwall, or the Ottawa and New York Railway Company, in asking for the Cornwall bonus, bound themselves to place all their shops at Cornwall, and it was on that condition that the bonus was granted in Cornwall. At Ottawa, I understand, they are asking to use the Canada Atlantic terminals, therefore they will spend no money in Ottawa for any purpose.

For thirty miles out of Ottawa, which is as far as local business can be to the city, the proposed line is within a few miles of the Canadian Pacific on one side and the Canada Atlantic railway on the other, and as these two roads now bring the people from that territory to Ottawa, this city will receive no additional business from that direction for that territory; on the other hand a large portion of the country between Ottawa and Cornwall, being in the county of Stormont, and Cornwall being the county seat, a direct line through that county to Cornwall will have a tendency to take much of the business which now comes to Ottawa by the present roads, to the county seat, Cornwall.

I notice that an article in the Citizen of June 17 states that "Connection is to be made at North Creek with the Delaware and Hudson Railway, running to Albany and New York." This part of the article, it seems to me, is misleading, as the Delaware and Hudson railway does not run to New York, in fact Albany is the nearest point it touches in the direction of New York. All the lines of railway between Albany and New York are controlled and operated by the New York Central railway, which, therefore, controls the situation and business and it is fair to presume will forward it over its own lines, either to Prescott, Valleyfield or Rouse's Point. In any event it is hard to see how any new business would be created, either freight or passenger, by the new line.

A misleading Statement.

The new line claims that it would make a great saving in coal rates, etc. In the first place it states that the transfer at Prescott costs 35 cents per ton, therefore, in the start they are misleading, as I find the transfer is but eleven cents per ton at the point. Instead of thirty-five cents, as stated.

Furthermore, if any reader of this letter will glance at the map of the country they will see that the proposed new line does not run in the direction of the coal field as the following distances will show. Taking Scranton for a basing point, it being about the centre of the coal belt, and we find the distance by the present and proposed lines as follows: Proposed line. Scranton to Ottawa, four hundred and fifty-four miles; N.Y.C. and C.P.R. via Prescott, three hundred and forty-five miles; N.Y.C. and C.A.R., via Valleyfield, four hundred and twenty-one miles. Therefore it can be readily seen that the New York Central railway will not turn coal over to this new and long line, when it can get a much longer haul over its own road by sending the business over the present existing short lines.

Where to Spend Money.

I cannot therefore see where the city or the ratepayers are likely to get one dollar out of the new line, and I would submit, after a careful study of the proposition in all its details, that if the city has \$75,000 to spend, if it will donate that sum to improving the streets and otherwise beautifying the city, it will do much more to promote tourists travel and trade than to give it to the New York capitalists. I have heard it stated that Mr. Booth is favorable to the bonus. I have taken pains to enquire and find it is entirely false, and that Mr. Booth feels that the expenditure is unnecessary at the present time, and that the new line, instead of being a benefit to the properties which he represents, is entirely in opposition to them.

Further, the ratepayers will very soon be called upon to vote about \$520,000 for drainage, and they have already been committed to an expenditure (by special legislation) of for \$100,000, for fire and waterworks purposes, also are committed to \$150,000 for the Nepean Point bridge; in all, say \$770,000, in addition to present taxation. On a six per cent, basis for sinking fund and interest. It will take about \$46,000 a year to pay off these debts. The entire appropriation for Board of Works purposes, repairs to streets, etc., is not even at present sufficient to meet this new indebtedness, leaving absolutely nothing for street work or general repairs. Under the circumstances are the ratepayers going to vote into the pockets of New York capitalists the sum of \$75,000? I think not. The ratepayers have nothing to gain by mortgaging their properties for the benefit of foreigners, therefore I hope the by-law will be snowed under on the 24th.

Yours respectfully,

W. D. Morris.

Ottawa, June 22nd.

Detailed letter from Flack arguing for the by-law.

Voting on the by-law to grant a bonus of \$75,000 to the Ottawa and New York railway will take place tomorrow.

To the Freehold Electors of the City of Ottawa

Upon Thursday next, the 24th of June, you will have submitted for your approval a by-law granting to the Ottawa and New York Railway Company \$75,000 to aid in the construction of railway from Ottawa to Cornwall, with a bridge across the St. Lawrence river to enable it to connect with a railway running into New York city.

The very marked and rapid growth and ever increasing prosperity of the city of Ottawa is in no small measure due to its increasing railway facilities. The new railway from Ottawa to Cornwall, passing as it does through the villages of Russell or Duncanville, Embrum, Chrysler, Berwick, South Finch and Newington, opens up a section of the country second to none in its rich agricultural and dairy resources. It is estimated that the population of the country through which the road will run is about 60,000, consisting mainly of well-to-do farmers, producing all kinds of grain and vegetables as well as dairy products such as are required to meet the needs of a fast growing city like Ottawa.

The town of Cornwall, with its 8,000 people, will, by this road, be brought into closer connection with Ottawa than with any other city in the Dominion. The distance between Ottawa and Cornwall is but 53 miles, while from Cornwall to Montreal is 67 miles. It will at once be seen that the trade of Cornwall and the rich intervening territory will be made tributary to Ottawa and add greatly to the business and prosperity of this city. Cornwall has shown its desire for the road and closer business relations with Ottawa by voting a bonus for \$35,000 to the enterprise. If Cornwall gives this amount, why should Ottawa, with seven times its population, hesitate about giving a little over twice the sum.

The only practicable route at present from Cornwall to Ottawa is via Coteau, 108 miles. The new line will make it less than half the distance.

It is stipulated in the by-law that the money is not to be paid over till the company have built a bridge across the St. Lawrence river at Cornwall to enable them to connect with a railway running to New York city. It is the intention of the company to join the New York and Ottawa railway at the south shore of the St. Lawrence in New York state, forming a new direct line to Saratoga, Albany and New York. The distance from Ottawa to New York by the shortest through car route at present is 492 miles, which will be reduced by the new line to 417 miles, being 75 miles shorter.

It would therefore furnish a short and most important link in connection with traffic from the west and Pacific coast points to New York and other eastern cities, and add greatly to the prestige of Ottawa as a centre for travel and tourists

This through line will have close connection with the Delaware and Hudson Company, running directly to the coal fields of Pennsylvania. The D. & H. Co. own large coal mines and will, therefore, by means of this new and short connection, be able to place its coal in the Ottawa market at a price much below the present rate, and effect a saving to each ratepayer equal to the payment under the by-law.

Connection with other roads will also be made south of the St. Lawrence affording direct transportation to the Central and Western States.

In this regard, especially, the new line will be of great advantage as a connecting link for the Ottawa, Arnprior and Parry Sound, the Ottawa and Gatineau and the Canadian Pacific Railway Companies. As evidence of good faith the company have willingly consented to the following stipulations, which are contained in the by-law and in an agreement entered into with the city

1. Not one cent of the bonus is to be paid till the road to Cornwall is completed, the St. Lawrence bridged and through trains running to New York city.

2. The entire undertaking must be complete! within two years from the date of the by-law.

3. Both passenger and freight trains to run to and depart from the Central Depot.

4. The company must remain an independent and competing line for thirty years

5. Every Saturday the company must issue return tickets to Ottawa at the regular single fare rate from all stations on its line except those in the township of Cornwall.

In order to pay the company the \$75,000 bonus, the city will have to raise annually for twenty years the sum of \$4,375. This, when distributed among the property holders of the city, amounts to the trifling sum of eleven cents for every \$500 of assessment.

We submit the above as a business proposition to the citizens of Ottawa. Will not the construction of this road give a better and more immediate return than any similar investment that has ever been placed before the people

Your opportunity to benefit the city, increase the value of your property and in that way yourselves, will arrive on Thursday - will you accept it? Be sure and go to the polls. If the by-law is carried we will bring visitors to the city over our line to the Canada Central Fair next September and to each succeeding fair, who alone will leave more money on the city than will pay the annual installments on the bonus.

Vote on Thursday for the by-law and the progress of the city.

Respectfully yours,

THE OTTAWA AND NEW YORK RAILWAY COMPANY

24/06/1897 *Ottawa Free Press*

New York Central

The vote on the bonus by-law for the Ottawa and New York railway, which was in progress today, will have to reach over 1,600 in order to carry. There are about 5,000 property owners in the city, and it requires two thirds of these to register their votes in its favor. Besides this there must be a majority of ballots cast in favor of the by-law. [sic]

THE RAILWAY BY-LAW

Trade Advantages to Ottawa

AN ANSWER TO ALD. MORRIS

As to the Railway Shops - Local Traffic will Come to Ottawa - The New York Connection - Cheap Coal for the Capital - Financial Question TO THE ELECTORS OF OTTAWA

I have read ex -Ald. Morris' letter in Wednesday's Citizen and fear he has not considered the case fully before reaching his conclusions. The Ottawa and New York Co. has only promised to build repair shops at Cornwall, and has not agreed to do construction work at that point. The general shops have not been located.

The City Council at Ottawa desires the company to use the C.A.R. terminals for the advantage of the city, and in proposing to come in over those tracks the railway company is yielding to the demands of the city and convenience of its citizens; not carrying out its own plans.

In addition it will be necessary to spend a large amount in freight tracks to reach mill companies and various industries, construct freight shops, yards, round houses, etc., involving an amount largely in excess of the bonus to be voted on.

WILL DRAW LOCAL TRAFFIC.

At Russell, 20 miles from Ottawa, the Ottawa and New York Co. will be eight miles from Bearbrook station on the C A.R., and about twelve miles from the nearest C.P.R. station. Beyond that point the line is constantly growing farther from the C.A.R. and C. P. R. until at Cornwall it is 30 and 45 miles respectively from either of those roads. This section of country now is served best by lines running to Montreal, not to Ottawa.

The attractions of a town like Cornwall are not comparable to a city like Ottawa, besides the company has promised half fare rates to Ottawa one day each week if this bonus is voted and not to Cornwall. No other road has ever been willing to so assist in building up this city..

THROUGH TRAFFIC TO NEW YORK.

The D. and H. Co. run through cars from North Creek, to New York, therefore it would be equivalent to a line to New York. Our item so states the situation.

All the lines of railway between Albany and New York are not controlled by the N.Y.C. and there are several boat lines which give additional competition for eight, months in the year

The N.Y.C. has a direct line to Valleyfield and Montreal, yet it accepts through sleepers from the Central Vermont and D. and H.C. Co. at Troy for New York in direct competition with its longer line. It also accepts the C. A.R.'s through sleeper at Troy and does not insist upon that company sending it over the N.Y.C. line from Valleyfield. It is safe to say it will not pursue a more arbitrary rule in one case than in another. Furthermore, the New York State law compels all roads to accept through cars from every connecting road, and on equal terms. Since writing, the statement regarding the ferry charge at Prescott, I have seen the sales agent of the N.Y. O. and W. Ry who tells me the actual ferry charge is 31 2-10 cents per ton of coal, instead of 35 cents, as stated.

COAL WILL BE CHEAPENED.

The cost of coal is not wholly one of mileage, but of conditions, and a coal-producing company can make terms for the sale of its product. The Ontario and Western now sends coal to Ottawa via Rideau canal from Oswego, a much more circuitous route than any existing rail line. With water to Albany, or its own road and a new connection to Ottawa, so much shorter than any at present, the D. and H. C. Co. can certainly put its coal product in Ottawa much cheaper by the new line than at present.

NO BURDEN ON THE FINANCES

I am informed by the chairman of the City Finance Committee that the charges for the bonuses to the Nepean Point Bridge are already provided for in current estimates and will not add to the charges on property. The drainage expenditures in health and increased valuation of property will unquestionably be all economical measures. Ex-Ald. Morris has evidently considered only one view. He has entirely overlooked the fact that bringing a rich territory with a population of some 60,000 people in close relations with Ottawa cannot fail to increase its trade population and property value far in excess of the small charge of \$4,375 per annum or 22 cents per thousand. I

MONEY SPENT IN OTTAWA.

Mr. Morris further states that the city should not give money to foreigners. Let me state that this company, its shareholders and directors, are all Canadians. It is true, American capital is being put into the enterprise, but every cent the city gives us and a great deal more, will be spent in this city and in the immediate vicinity.

It is estimated 1,000 men will be required to work on the railroad during the summer, if the by-law carries. These men would be largely selected from Ottawa, and the payment of their wages alone would amount to a larger figure than the amount to be voted by the by-law.

D.A. FLACK

Sec. Ottawa and New York Ry., Ottawa, June 23rd.

24/06/1897 *Kemptville Advance**New York Central*

The ratepayers of Ottawa will decide to-day by their vote whether they deem it advisable to grant a bonus of \$75,000 to aid in the construction of a railway between the capitol and Cornwall, the road to be known as the Ottawa and New York railway

25/06/1897 *Ottawa Free Press**New York Central*

Vote was swamped - 517 for; 641 against; majority against 124.

The railway company bear the whole expense of putting the by-law before the people, having deposited a cheque for the amount in the city treasury on Wednesday morning.

Also reported in Ottawa Journal, same date.

01/07/1897 *Kemptville Advance**New York Central*

The railway bonus was voted down in Ottawa, 571 for and 611 against. The Journal says: Had all those who voted yesterday marked their ballots in favor of the by-law it would still have been lost as the by-law needed 1,600 votes to carry

02/07/1897 *Almonte Gazette**New York Central*

On Thursday last the bylaw to grant a bonus of \$75,000 to the Ottawa and New York Railway was defeated in Ottawa. It is said that the building of the railroad will be proceeded with without the bonus. The Canadian portion of the road will begin at Ottawa and run through Russell, Embrum, Crysler, Berwick, Finch, Newington, Harrison's Corners ending at Cornwall where the river will be crossed by a bridge.

02/07/1897 *Eastern Ontario Review**New York Central**Ottawa*

The by-law granting seventy-five thousand dollars to the Ottawa and Cornwall railway was defeated in Ottawa on Thursday by a majority of seventy votes

14/07/1897 *Ottawa Citizen**New York Central*

Surveyors are at work making a preliminary survey of the branch of the New York and Ottawa railway from Cornwall to Ottawa. There are two staffs, one working northwards from Cornwall and the other southwards from this city. The latter reached Russell village yesterday.

A party interested in the construction of the railway informed the Citizen yesterday that the promoters intend to commence construction of the road in a few days. The defeat of the bonus by-law has not interfered with them in their intentions to build. On the contrary, some of them were more pleased than disappointed in defeat, being of the opinion that the terms offered were too liberal.

16/07/1897 Brockville Recorder New York Central

A survey of the route of the New York and Ottawa Railway has been commenced. Surveyors are at work between Ottawa and Cornwall making a preliminary survey between these two points. One is working northwards from Cornwall, the other southwards from Ottawa.

28/07/1897 Ottawa Free Press New York Central St. Lawrence bridge

The government have adopted the plans for a bridge across the St. Lawrence at Cornwall submitted by the Ottawa and New York railway, and the same have been transmitted to the agent in New York.

29/07/1897 Ottawa Free Press New York Central St. Lawrence bridge

Philadelphia. The Phoenix Bridge company, of Phoenixville, Pa., has closed a contract with the Ottawa and New York Railroad to erect a bridge over the St. Lawrence river at Cornwall, Ont. The bridge will be about a half a mile in length. It will be ready for traffic in November.

30/07/1897 Renfrew Mercury New York Central Cornwall

Cornwall, July 23. - The contract for the building of the Ottawa and New York railway from Cornwall to Ottawa, about 52 miles, and the link on the American side of the river which, with the Northern New York railway already built, will complete the connection with the Delaware and Hudson company and give a short through line from Ottawa to the American metropolis, has been let to a strong construction company, which will begin work as soon as the work is formally located.

Two parties of engineers have been at work from both ends of the line and have nearly completed their survey. The contract calls for the completion of the line between Cornwall and Ottawa within ninety days from the time of breaking ground. The scheme includes the bridges across the St. Lawrence from the main shore, a short distance above the town of Cornwall, to Massena Point, the New York state, crossing the main line of the river to Cornwall Island, thence across the south channel to the American shore.

01/08/1897 The Record, Chesterville New York Central Berwick

Berwick (too late for last week)

The railway magnates have taken possession of our hamlet and a thriving railway town is soon to be the result.

At last our turn has come and we are to have a station on the New York and Ottawa Railway. All things come to those who wait. The Duke of Argyle will be painted over the door and our village will merge into the new life under the new name. We are the people and our neighbors must take off their hats to us.

11/08/1897 The Record, Chesterville New York Central Cornwall

Hiram H. Calvin, ex-MP. and head of the Calvin Company has entered his objection with the US Secretary of War against the construction of a bridge across the St. Lawrence River at Cornwall. He wants the bridge to be 60 feet high instead of 35 above water, and spans should be four hundred feet, in both these cases, the same as the Lachine and Victoria bridges. The four hundred feet space would give timber rafts, which are not easily controlled, some lee way. M. Calvin said the spans of the C.A.R. bridge at Coteau were a hundred and sixty feet and his company had lost hundreds of thousands of dollars through the bridge in the few years since it had been built.

17/08/1897 Ottawa Free Press New York Central

Cornwall. The promoters of the New York and Ottawa Railway and their staff of engineers are busy night and day preparing for the opening of work on the new line which is to connect the political capital of Canada with the commercial metropolis of the United States, crossing the river by a steel bridge at this point. The first sod has not yet been turned, but arrangements are being made in regard to the right of way which indicate the speedy commencement of construction of both road and bridge. Mr. George W. Parker, of St. Louis, Mo., president of the New York and Ottawa Company, which has undertaken the construction of the road and bridge, stated today that neither men nor money would be spared in an effort to complete the enterprise this fall. Contracts for the work have been let as follows: Grading, Peppard & Balch, Minneapolis, Minn.; Rails, Johnston & Co., Johnstown, Pa.; masonry for bridges, Soovsmith & Co., New York; iron work on bridge, Phoenix Construction Company. The contract for the bridge requires that it be ready for construction trains on November 15 and for general traffic on January 1, 1898.

24/08/1897 Ottawa Citizen New York Central

Work will be commenced today on the first section south of Ottawa on the New York and Ottawa railway. The section will be built by McNaughton and Broder, it commences at Ramsay's Corners, Hawthorne and extends southwards for five miles.

The contractors will leave this morning with a gang of men to undertake the work. Mr. McNaughton informed the Citizen yesterday that his firm would lose no time in completing their section. They intended pushing the work as fast as possible.

The next five mile section southwards has been sublet by the contractors in chief, Messrs. Balch & Peppard of Minneapolis, to Sims of this city. Other contractors to who contracts have been sub-let are ex-Ald Starrs, D.R. McDonald of Williamstown, W. Heald, Breen & Butler of St. Catharines and T.D. Carrol of Thorold.

Mr. L.T. Motley of Minneapolis will superintend the work of construction on behalf of the contractors. For some days past Mr. Motley has been going over the route. He leaves today to look after some work in connection with the railway to the south of the line.

24/08/1897 Ottawa Free Press New York Central

Contractors McNaughton and Broder started today on their section of the Ottawa and New York railway, their contract extending five miles south of Ramsay's Corners in Hawthorne township. The next five mile section will be built by R. Sims of Ottawa, and other sections are to be let to Messrs. D.R. MacDonald, of Williamstown; Heald, Breen and Butler, of St. Catharines; T.D. Carrol of Thorold, and ex-Ald. Starrs of Ottawa. The work will go right ahead.

26/08/1897 Ottawa Journal New York Central

'Tis Now The O. & N.Y. Line that are Making Besserer St. Property Purchases.

Rumors are still being circulated and discussion is rife as to who the purchaser of the Besserer street property is. No one seems to know definitely who are at the bottom of the scheme.

A Journal reporter called upon a prominent railroad man today to get some information of a definitive nature. This gentleman stated that in his opinion the Ottawa and New York Railway would eventually be found to be the purchasers. He gave as his reasons for this the fact that the construction of this road is now under way and that there is determination on the part of this company to enter the Capital and, if possible, near the Central depot.

He said that he knew for a fact that Mr. Hibbard of the O. & N.Y. had been in conversation with the officials of the O.A. & P.S. relative to the entrance of his road into Ottawa.

Must let them do it.

The Journal's informant further stated that the O.A. & P.S. Company were obliged according to their lease of the government property along the canal to allow roads to enter over their lines for a reasonable consideration. The property that is leased from the government extends only as far as Deep Cut. The tracks from that out are the property of the O.A. and P.S. and the C.A.R., and unless they feel inclined, no company can force an entrance over this portion of the road. If the O. and N.Y. do not get over this nearly two miles of track owned by the O.A. & P.S. it will mean a very heavy extra outlay to bridge the Rideau river and buy their way in. The gentleman who was speaking could not say but he thought that the O.A. & P.S. officials would not be any too willing to grant the use of these two miles of tracks without receiving a handsome rental in return.

For the tracks on the government property, he believed no very serious trouble would be met by the Ottawa and New York or any other company in getting an entrance.

The New York and Ottawa Railway will enter the city on the tracks of the O.A. & P.S. railway and in all probability will utilize the Central station. A party well informed with the doings of the company stated to the Citizen yesterday that arrangements will shortly be made with the O.A. & P.S. Railway Company, the lessees of the property along the canal bank, to use that approach into the city. There was little doubt but that satisfactory terms would be agreed upon.

TERMS OF THE LEASE

The grounds on which the new railway will seek the use of the station and the route in question, said the Citizen's informant, are in the lease of the land by the Crown to the O.A. & P.S. Railway Company, which stipulate that the lessees shall at all times during the term of the lease permit any railway company wishing to avail itself of the said lands as an approach to the Central station, to use the said lands and station upon reasonable terms and conditions, to be determined, if necessary, by the Railway Committee of the Privy Council.

The plans filed in the Railway Department shows that the new line will join the C.A.R. or O.A. & P.S. tracks about a mile east of the Rideau river.

27/08/1897 *Brockville Recorder**New York Central*

Ground will be broken on the Ottawa and New York Railway on Monday next. T.D. Carroll of Thorold, has secured a sub-contract for grading eight miles at South Finch and is advertising for men and teams to commence work on Monday. Messrs. Breen and Butler, of St. Catharines, have been awarded the sub-contract for five miles north from Cornwall Centre. Other contracts will probably be let and the work will be rushed through with all probably [sic] dispatch.

28/08/1897 *Ottawa Citizen**New York Central**Hawthorne*

The surveying party which has been engaged in locating the line for the Cornwall and Ottawa railway in this district for some time past has just broken up, the head engineer, Mr. McGonigal going to Crysler, Mr. Phillips and his party going to Duncanville, and Mr. Mechem and his party remain here to complete the work.

30/08/1897 *Ottawa Citizen**New York Central*

The plans of the New York and Ottawa railway from the southern boundary of Carleton county to the C.A.R. tracks just outside the city have been filed in the county registry office, so that the lands required for that section can be expropriated after ten day's notice.

30/08/1897 *Ottawa Journal**New York Central**Cornwall*

Cornwall, August 30 - Work has begun all along the line of the Ottawa and New York Railway between Ottawa and Cornwall. For the most part the country is favorable to speedy railroad building, and the sub-contractors for the grading have been limited to forty-five days. It is likely the rails will be laid on some sections before that.

The opposition to the bridge across the south channel appears to have been abandoned and the work will go on as per original plans with slight modifications. There will be no swing in the bridge over the south channel. This bridge, which is of a kind known as a Pratt truss, will be build first and work on the piers commenced today. There will be three spans of 370 feet each and a height of 37 1-2 feet above high water mark. The bridge over the north channel will be a cantilever with a swing over the canal. The height of the main bridge will be 60 feet above high water with a span of 420 feet across the channel and two cantilevers of 210 feet each. The swing across the canal will be 240 feet and 37 feet above the water. To obviate the necessity of mooring scows and derricks in the swift water of the north or steamboat channel, an ingenious plan has been adopted. Two high towers will be constructed, one on the north shore and one on Cornwall island. A cable will be attached between the towers and the stone and other materials for the piers will be swung out on this cable. On the whole it looks as if the bridge and the road were to be rushed to an early completion.

31/08/1897 *Ottawa Free Press**New York Central*

Certain purchases of real estate made within the last few days, disclose the proposed route by which the Canadian Pacific Railway short line from Montreal will enter Ottawa.

Considerable has been heard of the activity of the Ottawa and Cornwall road in "spigoting" a route, and registering plans, etc. Meanwhile the C.P.R. has not been sleeping, and during the latter part of last week representatives of the company bought the right of way through the very land surveyed as the route for the Ottawa and Cornwall road.

This latter company had decided on a route parallel with the Canada Atlantic from a certain distance outside the city, and recently registered their plans preparatory to giving the usual ten days notice preceding expropriation. The route being the only feasible one in the territory mentioned, the C.P.R. authorities evidently came to the conclusion that they were about to get left and decided on a scheme which somewhat takes the wind out of the sails of the opposition line. Expropriation being out of the question owing to the start gained by the Ottawa and Cornwall road, the C.P.R. authorities set their purchasing agent at work and today the company owns the route entered at the registry office by the other company. It was a master stroke of policy and came pretty high, but the route had to be secured and it was paid for. Very quietly was the scheme worked and the agent was evidently instructed to pay the price demanded.

A Free Press reporter visited the scene of the rivalry yesterday and learned that as high as \$180 an acre had been paid for the farm lands in question. The line will enter Ottawa from Eastmans Springs parallel with the Canada Atlantic as hinted at by the Free Press a few days ago. The mystery at that time was as to which route would be taken on approaching the entrance to the city. Several schemes were guessed at such as running over the Canada Atlantic tracks or coming in by the St. Lawrence and Ottawa branch. The company will, however, build an independent line right through and enter the station to be erected on a block of land facing on Besserer street and recently purchased.

A reporter strolled out to Hurdman's Bridge yesterday to inspect the route proposed for the Ottawa and Cornwall road, and was surprised to learn that the C.P.R. owned the land. The right of way has evidently been negotiated for right in to the city. The road will run side by side with the Canada Atlantic from a distance considerably beyond Hurdman's Bridge. Among the properties negotiated for in the last few days in the vicinity of Hurdman's Bridge was that of Mr. Cyr. From this property the line will cross the Whillan farm, on through Hickey's, Major's, MacMahon's the Sheppard and Morse lumber yards, and thence through George Hurdman's which brings the line to the cluster of houses, or hamlet at Hurdman's Bridge. Crossing the road, the line will pass through Mrs. Ed. Gibson's property, which brings it to the Rideau river. Crossing the river, it will enter land formerly belonging to the Kealey but now owned by the toll gate company. From thence it crossed the property belonging to T.W. McDermott and Dr. Robinson, and on through the Stewart property which brings it to the head of deep cut. From this point the road will have to run in over the tracks on the canal bank, a privilege reserved for other roads at the time the Canada Atlantic was given right of way over this territory by the government. The route proposed is right close to the Canada Atlantic track.

From what can be gathered it is surmised that the Ottawa and Cornwall company had agents at work trying to negotiate for the proposed right of way. The prices were likely considered exorbitant if the registration of plans with a view of expropriation means anything. The people at Hurdman's Bridge say that the purchasing for the C.P.R. was done by Mr. Morrow.

The action of the C.P.R. will upset the plans of the other road somewhat, and it will be interesting to watch subsequent developments. It would be an easy matter to secure another route parallel with the C.P.R. up to the Rideau river, but after passing that point there is no room left on the south side of the wagon road. The strip of land covered by bush and owned by Mr. Archie Stewart, lying next to the Canada Atlantic track at the "Y" in Archville is too narrow for both roads. The Ottawa and Cornwall line might manage for a route on the north side of the wagon road leading to Hurdman's Bridge, but it would not be as suitable as the other route. What will likely happen is an appeal to the railway committee of the privy council asking that the C.P.R. be compelled to allow them entrance to the city over their tracks.

No matter in which way it is arranged, the fact is patent that Ottawa is rapidly becoming an important railway centre. The C.P.R. authorities are considering schemes for big extensions and will contest every inch of the way with rival roads.

The construction of the Ottawa - New York railway will be commenced Monday (6/9).

Rumor has it that the New York and Ottawa Railway does not propose to make Ottawa the terminus of their line in Canada. A gentleman who is regarded as being well posted in what is going on in railway circles informed the Citizen yesterday that he had reason to believe that negotiations were in progress for the purchase by that company of the C.P.R. branch between Renfrew and Eganville.

The inference drawn in view of these negotiations is that the New York and Ottawa Company propose to extend their line westward, not only as far as Eganville, but clear through to Parry Sound, and thus compete with the O.A. & P.S. railway for the trade of the Georgian Bay district.

What seems to give credence to this rumor is the large expenditure being made by the new line in building a costly bridge at Cornwall to enter Canada. It is not thought that the company would make such an outlay for the purpose of merely running its trains to this city.

Railway Notes - Something like sharp practise has been undertaken by the Canadian Pacific Railway in regard to the right of way into the city of Ottawa. The engineers of the Cornwall route surveyed a line which paralleled the Canada Atlantic for some miles, and which gave the only practicable entrance into the city. The owners of the property along the line were higher in their figures than the Cornwall people thought the land was worth, so the plan of location was registered to put the company in a position to expropriate the land. In the meantime, according to the Ottawa Free Press, the Canadian Pacific people, who are looking for an entrance for their Montreal short line, set their purchasing agent to work and bought up the land covered by the Cornwall plan, at the prices asked by the owners, in some cases as high as \$180 an acre for the farm land. It is not likely that any such proceedings would be tolerated should the matter come before Privy Council. The filing of the plan by the O. & N. Y. Co. entitles them to expropriate against anybody, even against the CPR, but it is not likely that any trouble will arise. Mr. Parker, President of the N. Y. & O. Co. informs us that he had a conference with Sir William Van Horne this week, and they agreed to use the same track into the capital, which company would build it being a subsequent arrangement.

Work on the Ottawa and New York railway is progressing rapidly, the fine weather last week being very much in the contractor's favor. The contractors for the bridge over the St. Lawrence have a large quantity of material on the ground ready to commence building operations and will have a big force of men at work within a few days.

Messrs. Mohr & Ryan of Killaloe have received the contract for the furnishing a quantity of culvert timber for the New York and Ottawa Railway.

The first sod in the Ottawa & New York Railway has been turned near Cornwall.

Messrs. Ahearn and Soper have secured another big contract. It is for the new telegraph line on the New York and Ottawa road from Ottawa to Moira, N.Y. It will include a cable across the river St. Lawrence. It will be a double circuit line and is to be built on C.P.R. specifications. The line will be in operation as soon as the road is finished.

Cornwall. Work is progressing rapidly on the Ottawa and New York Railway and the indications are that another month will see all the grading done between Cornwall and Ottawa. Brennan and Foster have a large staff of men at work on Cornwall Island building the grade between the north and south bridges. D.R. MacDonald expects to have his ten miles of grading north from Chrysler completed next week with the exception of a large rock cut. A.R. McLennan expects to complete the grade between the end of the bridge and the G.T.R. next week.

Work on the bridge between the south channel between Cornwall island and the American shore is now in full swing. A very large staff of carpenters, stone cutters, quarrymen and laborers are employed by Soysmith and Co. of New York, who have the contract for the building of the masonry. The carpenters are busy at the head of Cornwall island building on the cribwork for the piers. Each crib is made of heavy pine timber. It is 16x62 feet and pointed at both ends. It will be floated downstream to the site of the pier, where it will be sunk and filled with concrete to within five feet of the surface of the water, at which point the masonry begins.

A very large quantity of the plant and machinery to be used in the construction of the bridge has arrived over the G.T.R. and C.E.S.R. and is being conveyed to Cornwall island by steamer. This plant, as well as a large quantity brought in by Peppard and Balch, chief contractors for the dump, comes from the United States. The duty has been paid on it, but a refund of 90 per cent, will be made when it is sent back after the road is completed.

A Site Chosen.

Today the railway purchased from Mrs. Sarah Smith for \$10,000 the property just west of the town on which the station will be built.

A large force of men are at work at St. Regis quarrying and dressing stone for the bridge. The contract calls for 200 cords of cut stone. A dock will be built and the stone carried in cars to the boats, which will convey it to the piers.

Mr. J. Sterling-Dean, chief engineer of the Phoenix Construction Co. of Phoenixville, Pa., which has the contract for the steel superstructure of the bridge, has arrived in town, accompanied by Mr. A.B. Milliken, who will be the practical man in charge of the steel work. A large portion of the bridge is nearly completed in the construction company's workshops, and all will be ready for shipment ere the piers are completed.

As stated in the Citizen on Saturday, the work of building the New York and Ottawa line between Hogansburg, N.Y., and Ottawa is progressing rapidly and trains will likely be running into Ottawa by December.

There will be two bridges on the St. Lawrence, one from Cornwall to Cornwall Island and the other from the Island to Hogansburg.

The south bridge will be what is known as a Pratt truss. There will be three spans of 370 feet each and height of 37 feet above high water mark.

The bridge over the north channel will be a cantilever, and a swing bridge over the canal. The height of the main bridge will be 60 feet above high water, and with a span of 420 feet across the cantilevers and two cantilevers of 210 feet each. The swing bridge will be 240 feet long and 37 feet above the canal. In the construction of the north bridge an ingenious plan will be adopted. Instead of derricks and to obviate the necessity of mooring scows in so swift a channel as exists in the main river at that point, a wire cable will be carried from the main land to the island from high towers. The stone and other material for the piers will be swung over on this cable. The machinery for the towers will arrive in a few days, when their construction will be undertaken. The two bridges will be connected by a line across the Island. 1 1/2(?) miles long, the south bridge being about a quarter of a mile further west than the north one.

The line crosses the Grand Trunk track almost one and a half miles west of Cornwall station.

The Northern New York Railway between Tupper Lake and Bombay, will be included in the new line to the metropolis. From Tupper Lake to North Creek, through the Adirondacks, a distance of about seventy miles, a new road will be built.

The stations between Cornwall and Ottawa will be Newington, South Finch, Chrysler [sic], and Russell.

O. & N.Y. The Purchasers.

It is the Ottawa and New York Railway Company that has made the purchase of the Besserer street properties. Mr. George Peabody, a wealthy banker and capitalist of New York, is the man who has paid the money. Mr. Peabody is one of the leading promoters of the O. and N. Y. Railway. The company have already paid out \$9,073 for properties in the vicinity of the canal basin.

Mr. Cardinal has had his \$8,073 for his property for some time past. On Tuesday last Mr. O'Neil was handed a cherub for \$1,000 for his property. Will Arbitrate.

The option on the building occupied by the Capital Warehousing Company expires today. It is understood that the railway company have decided not to purchase this property, but to get possession of it by expropriation and arbitration proceedings. A deposit of \$200 was made when the option was taken and this deposit the company will lose. The price put upon the property was \$9,500.

The options on the property of Mr. Woodland for \$20,000 and on that of Mrs. Toohey's for \$4,000 and on lots of the Slater estate for \$2,700 does not expire for some days yet, and whether these options will be taken by the company cannot be learned.

These facts were given to a Journal reporter today by one of the gentlemen whose property is being sought after. He vouches for the statement that Mr. Peabody made the purchases.

16/09/1897 *Ottawa Free Press**New York Central*

Mr. H.F. Balch, the contractor for the Ottawa and Cornwall road, now being built, was at the Russell House last night, having arrived in the city with his partner, Mr. M.J. Peppard. Mr. Balch says the work is progressing most favorably. Already two thirds of the grading has been completed. There is very little rock and the work is being rapidly pushed forward. The grading, Mr. Balch expects, will be finished by the 15th of October, except the big cut at the Cornwall end of the road. The track laying will be commenced at South Finch and it is expected that the road will be completed from here to Cornwall about the 1st of December. There are seven hundred men employed at the work and five hundred teams.

17/09/1897 *Ottawa Citizen**New York Central**Ottawa*

It is now said on good authority that it is the Ottawa and New York Railway Company that has made the purchase of the properties in the vicinity of the Central station.

17/09/1897 *Almonte Gazette**New York Central*

It is claimed the grading of the New York and Ottawa Railway will be finished into Ottawa in a month.

It is rumored that the New York and Ottawa Railway Co. will purchase the Eganville C.P.R. branch and extend it to the Georgian Bay.

20/09/1897 *Ottawa Journal**New York Central*

Cornwall - The Ottawa and New York Railway Company are beating the record for railway construction. They broke ground at Cornwall on August 23, and by the end of the month will have 45 miles ready for the rails, which will begin to arrive this week, and will immediately be put into position. The abutments for the bridge over the south channel are nearly completed and the crib for pier no. 2 was placed Saturday. Mason work will be in order almost immediately.

23/09/1897 *Ottawa Journal**New York Central*

Track laying next week

Cornwall - If the fine weather continues the expectations of the Ottawa and New York Railway Company for the completion of their line to Ottawa and the bridging of the St. Lawrence will be realized before the end of the year. There is a general rush along the line.

Soosmith and Co. have the concrete bottoms of the main buttments of the bridge completed and will at once go on with the masonry. The crib for the first pier for the south bridge has been floated and will be sunk tomorrow and then be filled with concrete to within five feet of the surface where the masonry begins.

They have over 300 men employed at present and their staff will be greatly increased next week. Iron towers 125 feet high will be erected on each side of the north channel.

The structural iron for the bridge has arrived at Ogdensburgh from Phoenixville, Pa. And will be taken to Cornwall in a couple of days by barge. Rolling stock.

Tenders for locomotives and rolling stock are being received by the railway company. Steel rails and ties are being unloaded at South Finch and the track laying will commence next week.

Several of the contractors of the grading have their sections nearly completed. D.R. MacDonald's ten miles north from Crysler is practically finished except a few small cuts.

25/09/1897 *Ottawa Journal**New York Central*

WILL BUILD A NEW STATION

N.Y. & O. Ry. to have one of their own.

At 3 minutes to 4 o'clock yesterday, just before the registry office closed, the profiles of the property acquired or about to be acquired by the O. and N.Y railway were filed. The profiles show the company have purchased the property of Mr. E. Cardinal and Mrs. Toohey, who owned the Parry Sound hotel. It also discloses the fact that the company intend to purchase the Capital Warehousing Co.'s property, the Nicolet House, the property of Mr. R. Woodland and some lots in the vicinity belonging to the Slater estate. The purchase of all these properties would go to show that the Ottawa and New York Road intend to erect a new station on this property.

The offer of Mr. Woodland expires today, but up to 2 p.m. he had not received any answer from the company.

CORNWALL AND OTTAWA

New railway to join these places before the snow flies.

Cornwall - Rush seems to be the watchword all along the line of the Ottawa and New York railway construction, and the general indications are that the line from here to Ottawa will be completed before the snow flies. Although the contractors seem confident that both bridges will be built before the end of the year, their progress does not seem to warrant such a statement. However, SooySmith & Co., the contractors for the piers, have about 300 men at work on the south bridge at present and are preparing to erect iron towers 125 feet high on either bank of the north channel, between which a 2 1-2 steel cable will be stretched.

Distances compared.

The following comparative tables of distances will be interesting:- (in miles)

Ottawa to Cornwall -- 57

Cornwall to Moira, NY -- 17

Moira to Tupper Lake -- 54

Tupper Lake to North Creek -- 58

North Creek to Saratoga -- 57

Saratoga to New York -- 181

Ottawa to New York via Cornwall route -- 424

Ottawa to New York via Coteau (C.A.R.) -- 464

Ottawa to New York via Montreal (D.&H.) -- 504

Ottawa to New York via Montreal (N.Y.C.) -- 590

St. Onge and Thompson have secured the contract for building the piers of the bridge over the Castor river at Embrum. Mr. Hendershott of Montreal will build those of the Nation river bridge at Crysler. The piers in each will be of concrete with a stone coping.

06/10/1897 *Ottawa Free Press*

New York Central

Cornwall

The first fatal accident on the construction of the New York and Ottawa railway happened here yesterday, when a man named Johnstone was instantly killed by the falling of a large wooden tower which is intended to support cables for carrying out material to the piers that are being constructed on the bridge crossing the St. Lawrence river.

07/10/1897 *Ottawa Journal*

New York Central

The Ottawa and New York Railway company have served notices of expropriation on Messrs. Richard Woodland, E.A. Olver and F.F. Morris of the Capital Warehousing Company and the Messrs. Christie Greene and Greene executors for the Currier estate.

The properties concerned are all situated on Currier Lane and are owned by those named above, and are required by the railway company for right of way in the centre of the city.

Mr. D'Arcy Scott, solicitor for the company, sent out the notices yesterday afternoon. Mr. Scott says the company have been buying property on the vicinity of the canal basin, and has only needed the above mentioned properties in order to get sufficient accommodation.

The company has named Mr. W.L. Scott, master in chancery as its arbitrator, and each of the property owners have the right to nominate arbitrators. None of the parties concerned had nominated their arbitrators today.

The process of arbitration in a case of this kind is carried on as follows. The company offers a certain sum of money for the properties concerned, and the owners have either to accept the offer or within ten days appoint an arbitrator who will act in conjunction with the arbitrator of the company. These two arbitrators choose a third, and the three decide upon the amount to be paid.

The amounts offered for these properties are not announced at present.

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Cornwall - although the first sod was turned on the Ottawa and New York railway on August 23 1897, the grading between Cornwall and Ottawa is now nearing completion, with the exception of one or two cuts on which the contractors are centralizing their forces. Temporary connections have been made with the C.P.R. at South Finch, at which point a large quantity of steel rails have been unloaded. A considerable quantity of steel rails are on their way to Cornwall and will be unloaded here for this end of the road. The rails were made by Johnson and Co. of Loraine, O., and weight 65 pounds to the yard. The company expect to have trains running between here and Ottawa by December 15th at the latest. An application to being in three locomotives with flat and boarding house cars has been granted by the government.

Work on the line between Moira NY and the American end of the bridge is progressing rapidly, and will be completed as soon as the bridge over the St. Lawrence.

11/10/1897 *The Record, Chesterville*

New York Central

Cornwall

The first fatality on the Ottawa and New York Railway construction occurred at Cornwall yesterday afternoon when Edward Johnstone of Williamstown, a laborer, was killed by the falling of the big tower which was to hold one end of the Lidgerwood cable being stretched over the river to carry the stone and cement to the piers of the new bridge across the north channel of the St. Lawrence.

Note date is wrong, it should be 5th.

13/10/1897 *Ottawa Free Press*

New York Central

Nothing has yet been done by the proprietors of the properties under consideration by the New York and Ottawa railway in reference to the appointing of arbitrators, but it is expected that by the end of the week everything will be arranged and a settlement arrived at. As the matter stands at present, the property owners are anxious that the be closed, as the delay is seriously hindering their business. It was rumored this morning that the Canadian Granite company had made an offer, but on inquiry at the offices of the company it was learned that there was nothing in it.

19/10/1897 *Ottawa Free Press*

New York Central

Word comes from Cornwall that the new bridge over the St. Lawrence for the Ottawa and New York railway cannot be completed this fall. It is proposed to push the south span through to completion this fall and to make every preparation to resume work on the north span at the earliest possible moment in the spring. It will be only a few weeks before track laying will be completed between Ottawa and Cornwall.

Cornwall - The grading work is fast approaching completion. The Y's for the connection with the G.T.R. have been finished. Mr. MacLennan has a large force at work finishing up the cut north of the G.T.R.

The work on the bridge at Crysler is to be rushed forward as rapidly as possible and when this is finished it will only be a few weeks before the track laying will be completed between Ottawa and Cornwall.

The Forest Preserve Board of the State of New York have taken possession of a portion of the route of the proposed new railway to run from North Creek to Tupper Lake, which is part of the O. & N.Y. system by which the distance from Ottawa to New York is to be reduced by some 58 miles. An attempt was made to block the scheme when it was before the State Railway Commissioners, but it failed. This new obstacle is said to be the result of manipulation from the same source - the New York Central being desirous of preventing the accomplishment of the scheme, which would mean powerful competition for them. The Forest Preserve Board state that their action is taken for the purpose of preventing the destruction of the forests. The matter has not yet been settled.

It is now pretty well understood that the bridge cannot be completed this fall, and work has been entirely suspended on this side of the river. The work on the span across the south channel is being rushed ahead. The stone abutments on either side of the channel have been completed and the pier on the north side of the channel is well advanced. The cribwork was placed in position last week, and is now filled with concrete to within a few feet of the point where the masonry is to commence. As soon as the cribwork was sunk, a diver was sent down and placed the sacks of cement with which the openings were blocked, to shut off the current to allow the concrete to form. The crib work for the south side of the channel is about ready, and will be placed in position next week. We understand that it is proposed to push the south span through to completion this fall, and to make every preparation to resume work on the north span at the earliest possible moment in the spring, so that the bridge may be opened in the month of May.

20/10/1897 *The Record, Chesterville* *New York Central*

The work on the bridge at Crysler is to be rushed forward as rapidly as possible and when this is finished it will be only a few weeks before the track laying will be completed between Ottawa and Cornwall.

It is now pretty well understood that the bridge cannot be completed this fall, and work has been entirely suspended on this side of the river. The work on the span across the south channel is to be rushed ahead. The stone abutments on either side of the channel have been completed and the pier on the north side of the channel is well advanced. The cribwork was placed in position last week and is now filled with concrete to within a few feet of the point where the masonry is to commence. As soon as the cribwork was sunk in position a diver was sent down and placed the sacks of cement with which the openings were blocked to shut off the current and allow the concrete to form. The cribwork for the south side of the channel is about ready and will be placed in position next week. We understand that it is proposed to push the span through to completion this fall and to make every preparation to resume work on the north span at the earliest possible moment in the spring so that the bridge may be opened early in the month of May.

22/10/1897 *Brockville Recorder* *New York Central*

A Brockville traveller who has just returned from a trip east, says that the New York, Cornwall and Ottawa Railway is being pushed with commendable vigor and enterprise. It would appear that the C.P.R. is backing up and assisting in every way in its power the hasty construction of the line. A start was made the other day at Finch and already six miles of steel have been laid north of the village and five south. The greater part of the grading has been done, even down to the river bank at Cornwall. A large force of men is employed and it is expected that the rails will all be laid in a few days. The rails are brought by the C.P.R. to Finch and distributed from there.

25/10/1897 *Ottawa Free Press* *New York Central*

Mr. C.M. Moodey, an old Ottawa boy, now connected with the engineering staff of the Ottawa and New York railway, is in town. He states very rapid progress is being made in construction in his section, Navan. Mr. Mooney is an old telegraph operator, who has done active service on railroads from ocean to ocean.

26/10/1897 *Ottawa Journal* *New York Central*

Steel of the O. & N.Y. line laid to Newington.

Cornwall - It is now pretty well understood that the O. & N.Y. R.R. Co.'s bridges across the St. Lawrence river at this point cannot be completed this season. Work on the north bridge has been entirely suspended and the company are concentrating their forces on the bridge across the south channel.

Over 50 car loads of structural steel have arrived here and about 100 car loads are still at Ogdensburg NY. The Phoenix Bridge company, who have the contract for the steelwork are building a tramway from the point where the steel is being landed to the north buttment as it is intended to begin the north superstructure as soon as the North River pier is ready which will be in a few days.

The grading is finished with the exception of a few heavy cuts and fills, considerable work remaining on Cornwall Island owing to the high grade approaches to the bridges. The rails which are being taken by C.P.R. from Prescott to South Finch have been laid north and south along the line from that point and are already some distance this side of Newington. Temporary bridges will be erected over the Nation and Castor Rivers to allow construction trains to cross and continue the track laying towards Ottawa.

26/10/1897 *Ottawa Citizen* *New York Central*

According to plans just completed the New York and Ottawa Railway will join the C.A.R. line at Borthwick's Springs, about five miles from the city.

The grading of the new line is now finished from Cornwall to about a mile and a half from the springs and this remaining section will likely be done by Messrs. Broder & McNaughton, the contractors for the adjoining ten miles eastwards. This work is expected to be finished in the course of three weeks, so that the track will be connected with the C.A.R. line in about a month.

Work on the bridge across the Castor River at Finch is being proceeded with rapidly, and it is expected it will be completed about the same time as the rail connection is made with the C.A.R. at Borthwick's Springs.

According to a statement of a gentleman interested in the railway, the complete connection with New York will be accomplished in the early part of next year.

27/10/1897 *Ottawa Journal* *New York Central*

The Ottawa and New York railway company have let the contract for the building of the stations along their line to Mr. Warwick of Brockville and the Rathbun Co'y of Deseronto. Fairbanks Morse & Co. of Chicago, IL. Will build the tanks, which, together with the station buildings will be ready as soon as the road is, which will be about December 1st.

28/10/1897 *Ottawa Citizen* *New York Central*

Cornwall - The Ottawa and New York Railway Company has let the contract for the building of the stations along their line to Mr. Warwick of Brockville, and the Rathbun Company of Brockville. Fairbanks Morse & Co. of Chicago, Ill., will build the tanks, which together with the station buildings, will be ready as soon as the road is, which will be about December 1.

29/10/1897 *Cornwall Freeholder* *New York Central*

....days from the time of breaking ground at Crysler, two carloads of hay were shipped from that point to Montreal over the Ottawa & New York Railway and Canadian Pacific Railway. There is considerable more freight awaiting shipment, that it will not likely be handled by rail until the rails are completed, as it interferes with the progress of construction.

29/10/1897 Cornwall Freeholder New York Central

The question of an entrance into Ottawa is not yet finally settled, though it is thought that a connection with the Canada Atlantic Railway will be made about 4 miles outside the city.

02/11/1897 Ottawa Citizen New York Central

Cornwall - Judging from present indications the grading of the Ottawa and New York railway will be completed between Cornwall and Ottawa by the 10th instant, and it is expected that trains will be run through by the first of December. In every detail the road will be equal to the highest standard. The rails are laid from Crysler to within ten miles of Cornwall, and the construction train is expected to reach here by the 10th. The first freight has already been handled. Exactly forty days after the first sod was turned at Crysler, two carloads of pressed hay were shipped from that place to Montreal via the O. & N.Y. and the C.P.R. There is considerable more freight awaiting shipment, but as handling it might delay the work of construction, it will not be shipped by rail until after the line is completed.

The masonry on pier No. 1 in the south channel is now several feet above the water, and it will be completed in about ten days if the weather continues favorable.

08/11/1897 Ottawa Free Press New York Central

A change has been made in the route of the New York and Ottawa railroad. The road is now to be built several miles nearer to the city than was previously intended, connecting with the C.A.R. at Hurdman's Bridge. The change has been made to reduce the mileage that it will cost the company for using the C.A.R. tracks. Three miles additional will be run beside the C.A.R. tracks to the point of connection.

09/11/1897 Ottawa Citizen New York Central Crysler

Cornwall - The bridge across the Nation river at Crysler has been crossed by the construction trains of the Ottawa and New York railway, and the rails are going down towards the Castor River which will be crossed in a few days, after which there will be no obstacles to the completion of the line to Ottawa.

It is now understood that the O. & N.Y. R.R. will have a station within the corporation limits. They intend running to the east side of Cumberland street, between second and forth streets. A petition has been filed with the mayor for the right of way.

The north pier of the bridge across the south channel is about completed. Both piers will have their resisting power swell tested by the ice shoves in the spring. Most of the structural iron has been delivered. It is not yet announced whether the spans will be put up this fall or not.

11/11/1897 Ottawa Citizen New York Central

For a \$100,000 bonus the O. & N.Y. will build workshops here.--

11/11/1897 Ottawa Journal New York Central

The workshops of the Ottawa and New York Railway may be built in Ottawa. They will be built here if the city grants a bonus of \$100,000 to the road. More.

At present time O. & N.Y. have an offer of a bonus of \$35,000 from Cornwall.

12/11/1897 Eastern Ontario Review New York Central

The Ottawa and New York railway will, it is expected, be open for traffic December 1st.

16/11/1897 Ottawa Free Press New York Central

Mr. C.B. Hibbard, of the Ottawa and New York railway, arrived in the city today fro St. Albans, Vt. He will go before the railway committee of the Privy Council tomorrow. Speaking of making Ottawa their headquarters, Mr. Hibbard said that if the people of Ottawa saw fit to grant them the bonus asked for that they would build first class shops, which would be a credit to the company and the city as well. They will make Ottawa the headquarters of the railway.--

17/11/1897 Ottawa Free Press New York Central Hawthorne

Construction work on the New York and Ottawa railway has been completed as far as Hawthorne.

17/11/1897 The Record, Chesterville New York Central

Cornwall Nov. 9. The bridge across the Nation River at Crysler has been crossed by construction trains of the Ottawa and New York Railway and the rails are going down towards the Castor river, which will be crossed in a few days, after which there will be no obstacles to the completion of the line to Ottawa. It is now understood that the Ottawa and New York Railway will have a station within the corporation limits. They intend running to the east side of Cumberland Street, between Second and Fourth Street. A petition has been filed with the Mayor for the right of way. The north pier of the bridge across the south channel is about completed. Both piers will have their resisting powers well contested by the ice shoves in the spring. Most of the structural iron has been delivered. It has not yet been announced whether the spans will be put up this fall or not.

17/11/1897 Ottawa Citizen New York Central

Mr. C.R. Hibbard of the Ottawa and New York Railway, arrived in the city yesterday, to appear before the Railway Committee of the Privy Council this morning in support of his company's applications. Mr. Hibbard says that trains from Cornwall will be running into Ottawa by December 15th.

18/11/1897 Cornwall Freeholder New York Central

The question of an entrance into Ottawa for the Ottawa & New York Railway was taken up by the Railway Committee on Wednesday, and after listening to the views of the various parties, Hon. Mr. Blair advised them to endeavor to come to an agreement among themselves, and what they could not settle the Government would arrange, in pursuance of this, a conference was held at Ottawa yesterday between representatives of the Ottawa Arnprior & Parry Sound Railway (they had Ottawa & Parry Sound Ry), the Canadian Pacific Railway and the Cornwall route, and it is understood that an agreement will likely be come to for the three roads to use the tracks of the Parry Sound road, and come into the present terminus on the east side of the canal.

Railway Committee of the Privy Council --

Mr. D.B. MacTavish, Q.C., and Mr. D'Arcy Scott appeared for the O. & N.Y. and Mr. Christie for the O.A. & P.S. and C.A.R. corporations. Contrary to expectations the proceedings were cut short by the suggestion of the Minister of Railways of a conference between the disputants with a view to amicable settlement of the matter.

In the first case the New York and Ottawa Company applied for permission to enter their terminal property, in the city of Ottawa over the tracks of the C.A.R. and O.A. & P.S. railways or over their own tracks. In the second application was made for permission to enter the city over the tracks of the C.A.R. and O.A. & P.S. and to use the Central station.

Mr. MacTavish was setting forth the obligations of the respondents as subsidized railways to grant running powers over their lines to other roads when Mr. Christie observed that his clients didn't deny that they were obliged to grant running powers over subsidized portions of their lines and to give access to the central station as well, it was merely, he said, a matter of terms.

Mr. MacTavish went on to say that the O. & N.Y. Company had bought out land near the Central station for terminal facilities when the Canada Atlantic people blocked the way thereto by erecting a building in front of it. His clients had endeavored to come to an arrangement with the C.A.R. and O.A. & P.S. people for an entrance, but the latter refused to treat with them unless the O. & N.Y. Company should withdraw their application to the Railway Committee.

Mr. Christie emphatically denied that there had been any formal offer whatever to negotiate precedent to the application to the committee. The outcome of the argument on this point was an intimation from the Minister of Railways that he was satisfied there had been no formal and timely offer by the O. & N.Y. to negotiate upon which point he would be inclined to find the applicants at fault. "The whole matter," said Mr. Blair, "admits of settlement by negotiation. I therefore suggest that you get together and come to some propositions at least, as a basis of settlement."

Both sides signified assent to this suggestion, only Mr. MacTavish wanted it understood that the negotiations should proceed upon the lines laid down in his clients applications.

Mr. Christie demurred. The two propositions, he argued, were incomparable. Moreover, in addition to what appeared in the applications, counsel for the O. & N.Y. were asking to join the C.A.R. beyond the crossing of the C.P.R. (Prescott and Ottawa) and beyond the Rideau river. Did that mean somewhere west of Coteau? he asked, adding that on the section from Coteau to Ottawa the C.A.R. never got a cent of government subsidy, nor had the O.A. & P.S. received a government subsidy for the portion of its line in question.

Mr. Scott thereupon produced plans to show the desired point of junction and a further discussion took place upon their validity.

Mr. Christie was urging compliance with certain formalities to ensure the legality of any subsequent arrangement, when Hon. Mr. Blair cut him short by making the observation that he was only involving his case by invoking technicalities at the present stage.

Mr. Scott indicated on the plan a point east of the Rideau River where the O. & N.Y. wanted to join the tracks of the Canada Atlantic. He asked for an order that the junction be made at that point.

This was refused and the case adjourned to give the principles opportunity to negotiate as to the terms upon which the required facilities should be granted to the Ottawa and New York road.

At the conclusion of these negotiations notice will be sent to the Railway Committee, and within two days the committee will meet again to confirm the agreement if any be reached, or, in the event of disagreement, to fix the terms upon which the O.A. & P.S. Company shall give to the New York Company access to the Central passenger station.

19/11/1897 *Almonte Gazette**New York Central**Ottawa*

The Ottawa and New York R.R. have offered to build their workshops in Ottawa if they are given a bonus of \$100,000.

19/11/1897 *Cornwall Freeholder**New York Central*

The work on the unfinished portions of the O.&N.Y. between here and Harrison's Corners has been somewhat interrupted by the recent rains, but a week or ten days more should see the entire track ready for the rails.

19/11/1897 *Renfrew Mercury**New York Central*

The Ottawa & New York Railway workshops will be built in Ottawa if the city will give \$100,000 bonus. Cornwall has voted \$35,000 bonus, but the Company will sacrifice this to get to Ottawa.

20/11/1897

*Ottawa Citizen**New York Central**Cornwall*

The work on the unfinished portions of the O. & N.Y. between here and Harrison's Corners has been somewhat interrupted by the recent rains, but a week or ten days more should see the entire track ready for the rails. The track laying gang has been working south of Finch this week, their progress northward being stopped at the Castor bridge, which however, will be ready for crossing early next week. If the ironwork on the south bridge should be left until next spring, as seems the present intention, the rafts will have to be reckoned with, and they may prove a serious interference. The false work will have to be erected in the channel to build the bridge upon and a good big raft, with a heavy wind blowing, would pull things to pieces in short order.

26/11/1897 *Cornwall Freeholder**New York Central*

There are no less than five construction trains, with gangs of workmen, engaged on the Ottawa & New York Railway at present, laying tracks and ballasting. Trains have crossed the Castor River and are well on towards Hawthorne, where the track will join that of the Canada Atlantic Railway, an arrangement with that company having been made to run trains into Ottawa temporarily over its tracks.

27/11/1897 *Ottawa Citizen**New York Central**Cornwall*

There are no less than five construction trains with gangs of workmen engaged on the O. & N.Y. and there is every prospect of the railway being opened for traffic between Cornwall and Ottawa a couple of weeks before Christmas. Arrangements have been made to run into the Grand Trunk station here and use the G.T.R. depot facilities until the spring.

02/12/1897 *The Record, Chesterville**New York Central*

A sad accident happened on the Ottawa and New York Railway after six o'clock Thursday night to a young man named John Neil McMillan, who was working for the railway, and the night being dark. It is supposed he fell between the cars. He was a single man, about twenty years of age. His father is Angus McMillan, a farmer, who lives about two miles from South Finch. The deceased was highly respected and well liked by all who knew him.

THE PEOPLE MAY DECIDE

Whether or Not the O. & N.Y. Shops Will be Here

THE RAILWAY COMPANY WANTS A BONUS FOR THE LOCATION.

And a \$75,000 By-law is Likely to be Submitted to the Ratepayers - Railway Representatives Before the Finance Committee.

The civic finance committee will recommend to the city council that a by-law to raise \$75,000 as a bonus to the Ottawa and New York Railway be submitted to the ratepayers in January next. This was decided last night, when Ald. Stewart, Enright, Fraser, Durocher, Hastey, McGuire, and the mayor, members of the finance committee, were in their places.

Messrs C.B. Hibbard, G.W. Parker and D'Arcy Scott, officials of the O. and N.Y., waited upon the committee and urged that a by-law for \$100,000 be submitted.

The Company's Position.

Mr. Parker was the speaker for the deputation. He said that at present the headquarters of the company were in Cornwall because that was the Canadian town nearest to the big bridge that was being built over the St. Lawrence. Cornwall was also the central point practically of the road, but when the road was built it would be "highly practicable" to have the headquarters in Ottawa, the Capital.

It had, he knew, been customary in the past to give donations and on this case a business proposition had been made and a business answer was looked for. The terminal question was at present being considered and he hoped one grand union station would finally be built.

If this bonus was voted, the workshops; machinery shops and all the construction work would be done here. It made no difference to Ottawa whether the road paid or not. If it did not pay the road would certainly not be abandoned. No railroad ever was. If the company did not run it a receiver did. From that fact the workshops would be a permanent thing.

Saratoga to be the Terminus.

As far as the O. and N.Y. company knew at present, Saratoga would be the southern terminus. If the company moved from Cornwall it certainly meant a sacrifice of [sic] them. Cornwall was the center of the line and had the advantage of having every engine there every day. If the headquarters were there the trainmen would have better runs and the distance to take the rolling stock for repairs in any case would be shorter. Ottawa was the spot the company would like to select, but they thought they were entitled to some assistance similar to that given to other roads.

Mr. Parker said he would not urge the committee to submit any by-law they believed would be defeated.

Some Pertinent Questions.

Ald. Durocher - "What shops will you bring here?"

Mr. Parker - "The construction shops, the work shops, the mechanical and head offices of the company. "

Mr. Hibbard - "All our works for locomotives and cars will be located here."

Ald. Hastey - "Will these shops be built inside of the city limits?"

Mr. Parker - "We decide to get just as close as we can to the Central depot."

Ald. Hastey - "If the shops are to be built within the city limits the by-law will get a stronger support. "

Number of Men Employed.

Ald. Hastey - "How many men will you employ?"

Mr. Hibbard - "That depends upon the traffic. I would say to begin with about fifteen or twenty men. On the 56 miles of road now in operation we have fifty men. For instance, suppose we run five trains a day. That means ten crews and at least fifty men in the train men alone. They will be here as well as the workman in the construction department."

Ald. Hastey - "What kind of a building do you propose to build ?"

Mr. Hibbard - "As good as possible- brick certainly. "

Ald. Fraser - "Will your head officers, that is the company's clerks, be stationed here also?"

Mr. Hibbard - "Certainly. That will be some fifteen men more.

A Word About Wages.

Mr. Hibbard - "Remember, gentleman, the men employed in the shops are skilled workman. They get large wages. The men on the road run on a mileage rate, and earn from \$75 to \$125 a month. They are men who can spend money. "

Ald. Hastey - "I suppose you do not want this money until the work is done ? How long will it be?"

Mr. Hibbard - "We expect to reach the C.A.R. tracks a week from tomorrow. Of course we will run nothing but an accommodation train this winter. We cannot do any better than this until spring."

City Solicitor MacTavish - "A contract would have to be entered into before a by-law could be submitted."

Ald. McGuire -- "I am in favor of giving assistance to this road, although we have given a bonus in the city and the agreement has not so far been lived up to. "

Here is Good News.

Mr. Hibbard - "I can assure you gentleman that a grand central Depot will be built in this city before long. As far as a matter of wages is concerned this company pay out from \$7,000 to \$10,000 every month now to the men employed on that portion of the road which is running."

After the deputation withdrew the members of the finance committee unanimously decided to recommend to council that a by-law to raise \$75,000 be submitted to the rate payers in January.

The Mayor's Opinion.

The mayor was in favor of submitting a bi-law for \$100,000. He spoke strongly in favor of getting in a company that was as progressive as this one had certainly shown itself to be.

Balch & Peppard laid six miles of track this week, which left them within eight miles of the Canada Atlantic this morning. They expect to make a connection with that road at Hawthorne on Monday or Friday, if there is not a snow storm meanwhile. They will then lay toward Cornwall, there still remaining about 11 miles to finish in this direction. With good luck we may see the trains running through this year yet.

Within little more than a week, if the weather continues favorable, another railway will have entered the city. This fact was made known to the finance committee at its meeting last night by Mr. C.B. Hibbard, president of the Ottawa and New York railway. He gave it as his opinion that the line now in process of construction would, by Saturday week, be connected with the Canada Atlantic tracks. Mr. Hibbard mentioned this to show how much in earnest his company is in its desire to increase the distributing advantages of Ottawa, no less than to establish by present experience what the city may expect in the way of generous and expeditious treatment. Mr. G.W. Parker, president of the construction company which has this work in hand, said that the way it had been pushed forward was simply unprecedented.

What the Ottawa and New York railway company are after is a bonus. They think they should receive at least \$100,000, but would not despise a less sum. In their petition, read by chairman Stewart, they pointed out that the line between Ottawa and Cornwall was all but completed and that trains for the carriage of both passengers and freight would doubtless be running before the first of January next. Should they receive financial assistance from the city they will remove their head offices from Cornwall to Ottawa within six months after the opening of the bridge across the St. Lawrence at the former place and will erect handsome and substantial terminals, freight sheds and general construction work shops within the city limits.

Much discussion on amount of bonus and location of shops. --

Negotiations under way today respecting running powers of O. & N.Y. over CAR

06/12/1897 *Ottawa Journal**New York Central*

It was rumored that the O&NY were after the Howe property but Mr. Hibbard, manager of the line denies the rumor. Mr. Hibbard says his company intends coming in on the CAR tracks and using the Central Depot.

07/12/1897 *Ottawa Journal**New York Central*

O&NY Trains are soon to come.

The tracks are within eight miles of the C.A.R.

Connection for Cornwall will be made in a couple of days if weather holds good.

Cornwall Dec 7. Despite the very wintry weather, the Ottawa and New York railway are still hopeful of running trains to Ottawa before the end of the year. The contractors, Messrs. Balch and Peppard, laid six miles of track last week which left them within eight miles of the Canada Atlantic. They expect to make connection with that road at Hawthorne in a couple of days if the weather is favorable. They will then lay the remaining eleven miles between Harrison's Corners and Cornwall.

Soosmith and Co. contractors for the bridge, have suspended work until the ice goes out next spring. All their plant has been housed and their barges and scows sent to Summerstown for the winter. The piers in the south channel are a considerable height above the high water level and will be well tested by the ice floes in the spring.

07/12/1897 *Ottawa Free Press**New York Central*

City council meeting.

The by-law recommending the \$75,000 bonus to the N.Y. & O. railway will be voted on at the January elections. The by-law has been read a first time.

10/12/1897 *Ottawa Journal**New York Central*

Long letter from Chamberlain, General manager of CAR

Have application from O&NY for permission:

1. To enter upon lands and tracks of C.A.R. about five miles eastward of proposed site of Central station and to run cars and locomotives (passenger and freight) over the CAR over the Rideau River bridge to the junction with the OA&PS.
2. To run over the OA&PS from Deep Cut to Central station.
3. To use the OA&PS to reach the property of the O&NY for shunting purposes.

In conclusion:

1. The OA&PS will give permission to run from Deep Cut to Central Station. with their passenger trains and provide passenger accommodation.
2. OA&PS cannot give facilities for handling freight or freight cars.
3. OA&PS cannot give running powers to the junction with CAR.
4. CAR cannot give running powers from Rideau River bridge to proposed junction with O&NY.

(N.B. for "cannot" read "will not". OA&PS was only willing to grant powers over those sections of line it was required to do as a result of its lease with the crown.

In a separate article there is a report of the matter that was discussed in the Railway Committee.

10/12/1897 *Cornwall Freeholder**New York Central*

The matters in dispute between the Canada Atlantic Railway, Ottawa & New York Railway and Canadian Pacific Railway with reference to an entrance into Ottawa are believed to be practically settled, and include a large terminal station on the east side of the canal near the bridge. Representatives of the companies are to appear before the railway committee today, but no interference by that body will likely be necessary.

The connection of the O&NY with the Canada Atlantic at Hawthorne will be completed this week,....(this sentence goes on talking about work on the rest of the line).

10/12/1897 *Eastern Ontario Review**New York Central*

Work on the Ottawa & New York railway track is rapidly nearing completion. Messrs. Balch and Peppard have laid the tracks to within six miles of Hawthorne, where the line joins the Canada Atlantic. This stretch will be completed in a few days, and the track laying gangs will then go to Cornwall, where eleven miles of track have to be laid to finish the line. A few days of fine weather will see the line complete and trains running to the Capital.

10/12/1897 *Almonte Gazette**New York Central**Ottawa*

Ottawa city will shortly submit a by-law to the people to raise \$75,000 to be given as a bonus to the New York and Ottawa Railway, on condition that they establish their works and chief offices there.

The dispute between the Canada Atlantic and New York and Ottawa Companies over the terms on which the latter shall enjoy the use of the C.A.R. track from Hawthorne to the Deep Cut, and the use of the Central Station and its approaches, is apparently brought no nearer a settlement by the second hearing which the matter had yesterday morning before the Railway Committee of the Privy Council.

The one thing that was practically accomplished was the enlightenment of the public as to the position of the companies in the dispute. They are certainly pretty wide apart. The C.A.R., while not putting a price on the use of its private track for a point five miles out from the Deep Cut; scouts the offer of the N.Y. & O. to pay \$15 a day for its temporary use. For the use of the line along the deep cut and of the Central passenger station, Mr. Booth asked \$18,000 per year. The N.Y. & O. people offered \$937 a year.

Summarized in the Renfrew Mercury, 17 December.

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The Ministers composing the committee were Hon. Mr. Blair chairman; Hon. Messrs. Mills, Mulock, Tarte and Sir Henri Joli de Lotbiniere. On behalf of the C.A.R. and the Parry Sound roads there were present Mr. J.R. Booth, Mr. G.A. Mountain, chief engineer, and Mr. Christie and R.B. Osler, Q.C., as counsel. The New York and Ottawa interests were represented by the President, Mr. C.B. Hibbard, President Parker of the Ottawa and New York, Mr. D'Arcy Scott and D.B. MacTavish, Q.C. Of the city council there were present Ald. Stewart, Grant and Cook.

NO Agreement

Mr. Scott explained at the outset that the conference between the two companies had not resulted in an agreement. From Hawthorne to the head of Deep Cut, he admitted, the line of the C.A.R., which his clients desired to run over, was the private property of the C.A.R. He argued as to this that under section 10 of the railway act the committee possessed jurisdiction to order the Canada Atlantic Company to grant running powers to the applicants.

The Chairman - But if they object?

Mr. Osler - And they do object. The applicants have no status in regard to this five miles, under the section quoted, inasmuch as they have not attempted any expropriation nor have they filed any plans. This simply does not provide for the easement of a company in its expenditure of capital and there is no engineering difficulty over the route to prevent independent construction.

Mr. Scott - Yes the plan has been duly filed and our track is today very near the point of junction.

In the course of further discussion, Mr. Osler contended that the C.A.R. had not been served with the notice in regard to this part of the application nor of the O. & N.Y. Company's intention to treat.

Mr. Christie added that the portion of the plan from the Rideau river to the head of the deep cut should have been registered at the county and it was not.

For the applicants it was contended that the committee would have to make an order to enable the N.Y. & O. to proceed.

The chairman then brought back the discussion to the point of understanding at last adjournment, that both parties should get together to come to an amicable arrangement and submit to the committee the points of difference, if any, to be decided on their merits.

Mr. Osler then said that the question of jurisdiction being settled satisfactorily to the committee, he would only say that in so far as this was an application within the terms of Mr. Booth's grant from the crown, he was not opposing it, being willing to give them an approach to the passenger station and the use of the station for passenger purposes.

Mr. Scott went on to say in reply that all his company wanted was the temporary use of the five miles in question, as during the winter months it would be impossible for the company to build a track into the Deep Cut.

The C.A.R. counsel claimed that they had received no proposal for a temporary arrangement; but Mr. MacTavish read a letter from Mr. Hibbard to Mr. Booth, dated September 28th, in which the proposal was alternately made for temporary use of the C.A.R. track.

Fifteen dollars a day.

The parties got down to business. Mr. Scott said that the N.Y. & O. had offered 50 cents a day per train mile, equivalent for three trains a day, to \$15 per day for the use of the five miles. That, he believed, would be equal to 410 per cent on the capital invested in the line in question. Some \$100,000.

The chairman - Fifteen dollars would be a rather mild allowance would it not?

Mr. Scott - That is the usual rate.

He added, however, that the C.A.R. were paying 60 cents from Lacolle to Rouse's Point and the N.Y. & O. would pay that sum.

Mr. Osler was then heard in opposition to the proposal. His argument was that the committee had no jurisdiction to make such an order as asked, as the line was not a subsidized one; it was therefore a case of ordinary expropriation.

The chairman again brought the matter to an issue by observing that Mr. Osler seemed to be prejudicing his case by insisting on technicalities.

Then Mr. Osler remarked that if the committee assumed jurisdiction, and made an order for the temporary use of the C.A.R. tracks, the company would rather have Mr. Schrieber, as an experienced officer to fix the compensation.

Furthermore, he urged that the line was used for the freight and passenger traffic of the C.A.R. and the O.A. & P.S., for the next year they would have 289 cars per day going over the line per day.

The chairman urged the C.A.R. people to make a counter proposition.

Mr. Osler declined to enter into details in argument, and rested his case on the question of the jurisdiction of the committee.

This, of course, the committee will take into consideration and decide later.

Station and Approaches.

The matter was then taken up of the approach to the station and the use of the station, which was only a matter of terms.

Mr. Scott read the correspondence which showed that Mr. Booth had offered passenger facilities, including the baggage and express accommodation, required, for \$18,000 per year.

The N.Y. & O. declined this as exorbitant. They considered that at this rate the four companies likely to use the station would have to pay \$72,000 a year, equal to 4 1/2 percent on \$1,800,000, whereas the approach along the deep cut had only cost Mr. Booth \$72,000 and the Central station would have cost \$125,000.

What the N.Y. & O. offered was this: Estimating the approach to have cost \$75,000 to build and the station \$125,000, Mr. Booth's total outlay would be \$200,000 in all, and the N.Y. & O., as one of the four lines would pay one fourth of the five percent interest on this sum, of \$937 per year for the use of the approaches and Central station.

Mr. Osler, with a cynical shrug, intimated that his clients would allow the entire question of the compensation to be settled by any tribunal of experts the committee might appoint.

And the matter was left at that.

Mr. Scott, however, brought up the matter of freight facilities. The C.A.R. and O.A. & P.S. only offered passenger facilities, but the N.Y. & O. wanted, he said, to run a freight business too. They wanted only an approach to the property they had bought for the purpose near the Central depot.

Mr. Osler objected to this matter being considered by the committee at all. No freight facilities were mentioned in the Crown grant to Mr. Booth and the demand of the O. & N.Y. struck at the root of the whole question of railway law. All the applicants had bought was a bit of land about two cars deep and to use it for freight would be to block the C.A.R. and O.A. & P.S. tracks continuously in shunting.

He urged that this question be submitted to the Supreme Court for decision as to the committee's jurisdiction.

The committee also took this under advisement, so that the whole dispute between the two companies is still sub judice.

Before the next case was called, Mr. MacTavish, on behalf of the city pointed out that Mr. Booth had been granted a bonus of \$150,000 mainly to ensure that the use of the station and approaches to all railways desiring to enter the city.

13/12/1897 Ottawa Journal

New York Central

Agreement with the Finance Committee over bonus re. workshops. Would be given until July 1898 to erect the workshops.

14/12/1897 Ottawa Citizen

New York Central

Mr. W. Lennox, reeve of the township of Gloucester, says the Ottawa and New York Railway Co. should be given every encouragement by the people of Ottawa, as they have done everything possible in Gloucester to promote good feeling. They have made excellent ditches and crossings along the route, said the reeve, and every claim made by the farmers has been paid. Farmers got more money for the land required than would pay for the whole farm.

15/12/1897 Ottawa Citizen

New York Central

Rumor also has it that the Grand Trunk railway will come into Ottawa on the line of the New York and Ottawa railway.

17/12/1897 Ottawa Free Press

New York Central

Mr. C.B. Hibbard, president of the O. and N.Y. Ry., returned to the city today. Between here and Cornwall, Mr. Hibbard says, there are four of the stations complete and will be filled up as soon as possible. Last evening the residents of Russell gave a banquet to the chief engineers and contractors of the road. The festival was held at the Connor House and a good evening's amusement was provided by the young men and ladies of the village.

Mr. J.A. Hibbard, chief engineer of the railway, says that the people of Russell and South Finch are highly elated over the new road. They have already moved some freight for these people.

The O. and N.Y. railway is all in readiness to enter Ottawa as soon as the required permission is given to the right of way.

20/12/1897 Ottawa Citizen

New York Central

Mr. Hibbard, of the New York and Ottawa Railway, stated Saturday to the Citizen that he expected the first train on the new line would run into Ottawa on nomination day, the 27th inst. The line had been constructed to the C.A.R. tracks and the men were now putting in the junction. He expected that the Privy Council would give a decision on the application to use the C.A.R. tracks in the course of a couple of days. The trains during the winter would be combination trains, and the regular passenger service would begin in the spring.

22/12/1897 Ottawa Journal

New York Central

The O&NY's first train.

The CAR and O&NY reached an agreement today. What Mr. Hibbard says.

The first O&NY train will arrive at the Central Depot next Monday and from that on the service will be regular between Ottawa and Cornwall.

The negotiations between the O&NYR and the CAR have been getting along favorably and the final details have been referred to Mr. J.R. Booth for settlement. Mr. Booth will probably give an answer today.

The whole of the O&NY line will be completed by Friday night. While speaking to Mr. Hibbard this afternoon, the Journal was informed that all would be in readiness for traffic on Christmas Day. The chief engineer of the O&NY wrote Mr. Hibbard saying he was rushing the work and would have it completed Christmas Eve.

22/12/1897 Ottawa Free Press

New York Central

There is every probability that the C.A.R. and the Ottawa and New York railway companies will come to terms within a few days. The Free Press was so informed by an official of the latter company today.

By the agreement the C.A.Ry. will for a few months handle the freight and give other accommodations to the O. and N.Y. company over its line.--

23/12/1897 The Record, Chesterville

New York Central

Mr. Hibbard of the New York and Ottawa Railway states that he expects the first train on the new line will run into Ottawa on Dec. 27. The line has been constructed to the CAR tracks and the men are now putting in the junction.

24/12/1897 Cornwall Freeholder

New York Central

The Railway - The track laying gang on the O. & N.Y. reached the big cut at the Post Road, but have gone no further since. It was expected the excavation there would be completed today. As to-morrow is Christmas Day, no work will be done, but on Monday construction trains will come through the cut and three or four days should bring them into Cornwall and Ottawa.

Also in the Ottawa Free Press, same date and the Ottawa Journal 31 December 1897

Ottawa & New York Ry. Co
ADDRESS TO THE
Freehold Electors of the City of Ottawa.

LADIES AND GENTLEMEN : -

On Monday, January 3rd, 1898, you will be asked to cast your vote for or against the by-law passed by the City Council granting a bonus of \$75,000 to the Ottawa and New York Railway Company. The conditions upon which the money is to be paid over, provided the by-law receives your sanction, are embodied in an agreement entered into by the Railway Company and the City, which conditions, shortly, are:

1. That the Company shall, before the 1st day of July, 1899, erect the general workshops for the whole road within the limits of the City of Ottawa.
2. That the Head Office of the Company, which is now in Cornwall, shall be located in Ottawa before the above mentioned date.
3. That the Company shall build a bridge across the River St. Lawrence at or near Cornwall, and shall run trains to connect with some railway running into New York City.

These three conditions must be complied with by us before we receive a cent from the City Treasury. The shops, too, must be placed within the city limits, thus insuring the erection of handsome and substantial buildings and the establishment in the city itself of an important industry in connection with which a large number of laborers and skilled workmen will be constantly employed.

The establishment, of the shops and head offices of our company at Ottawa will have many advantages to the City. A railway differs materially from most of the industries which ask municipal aid. It has a permanency which other enterprises do not possess. Once established it goes on forever. Where the shops are, there also are the men. That is where the "lay over" of trains is made. That is where the men have their homes and their families. That is where they receive their pay, and; that is where they buy their supplies from the merchants and spend their money. It is carefully estimated that when the roads and shops are completed the pay roll will be between \$8,000 and \$10,000 per month, so that the amount paid out each year in salaries alone will be considerably over the amount we ask you to vote us. Besides this, if the head office is established here, there will be large amounts spent, in the City not only for supplies for workshops, such as iron, steel, lumber, hardware, etc., but also for the whole road. When our bridge and our road south of the St. Lawrence to our New York connection is built, we will have a line of railway nearly 150 miles in length, to be furnished and maintained with rolling stock and all necessary supplies required on the road and at the different stations along the line. It is now for you to say by your votes whether you wish us to come here or not. We have confidence in Ottawa. We recognize its wealth, its beauties and its progress. We have built an essentially Ottawa road. We have made Ottawa our terminus. We have given its name prominence by incorporating it in our own, and we are willing now to make it the home of our road and of our men if you will recognize our energy in building the road, and the faith we have displayed in the progress of the City in what we have done and propose to do. Our road from Ottawa to Cornwall is now practically completed. We have built it in the face of many trials, and adverse circumstances, and without, so far, receiving one cent from your treasury. By the construction of this railway we make tributary to Ottawa all that rich and prosperous section of Eastern Ontario lying between Ottawa and Cornwall. The exports and dairy productions of this district amount to over \$1,000,000 per annum. A large portion of this trade which now goes to Montreal will come to Ottawa.

Cornwall, a thriving town of nearly 10,000 inhabitants, will be brought closer by far to Ottawa than it is to any other city. Apart from the many advantages to Ottawa of the local trade brought here by the railway, our connections with New York and the Western States will be of vast advantage to the City, not only in the reduction of freight and passenger rates, but by making it a distributing point for tourist and general traffic. We have shortly and fairly placed before you some of the reasons why we think it to your advantage to vote for the bonus, we leave the matter to your good judgment, and confidently expect that when expressed by your ballots on voting day it will be in our favor. Remember that a vote not cast means a vote against us.

Wishing you all the compliments of the season,

I have the honor to be,

Your humble servant,

C. B. HIBBARD,

President, Ottawa & New York Ry. Co.

Ottawa, Dec. 21th, 1897.

29/12/1897 *Ottawa Citizen**New York Central**Hawthorne*

CAN USE THE TRACKS NOW.

The C. A. R. and O- N. Y. Companies Come to an Understanding-.

Yesterday the section of track Connecting the New York and Ottawa railway with the C.A.R. was laid. The point of junction is about five miles outside the city. A little work has yet to be done at the Cornwall of the new railway, and as soon this is completed trains will commence running. This will likely be by the early part of next week.

The amount which the New York & Ottawa Railway Company will pay for the use of the C.A.R. tracks into the city will be decided by the Railway Committee of the Privy Council, no agreement having been reached by the companies. However, the new railway company has been given permission to utilize the tracks of the C.A.R. Co. as soon as it wishes on the terms that will be fixed by the Railway Committee.

30/12/1897 *Cornwall Freeholder**New York Central*

O&NYR connected to CAR and the team was sent to Cornwall to create another junction with Grand Trunk Ry.

30/12/1897 *Ottawa Citizen**New York Central*

Mr. C.B. Hibbard and the other gentlemen interested in the New York and Ottawa railway are well pleased with the present prospects for the by law for the bonus to the road carrying by a good big vote. Mr. Anthony, engineer, has a staff of men engaged in making the connection with the C.A.R. and it is expected that the first train will reach to city over the new line in the course of a couple of days.

04/01/1898 *Ottawa Citizen**New York Central**Russell*

Russell

The Ottawa and New York railway have their station almost completed. It is a very neat structure and reflects credit on the contractor, Mr. Warwick, of Brockville. The railway is almost completed and passenger trains are expected to be running in a few days. The company have pushed the work very energetically, and deserve great credit for the manner in which they have pushed the work. This road will certainly do a large local trade between Ottawa and Cornwall, and will draw a large number of people to Ottawa who have always gone to Montreal, both for pleasure and business, because they could go there and return in one day, while they could not reach the Capital and return in less than two days. However, a large number in Ottawa appear anxious to drive people away from their city, except they travel by one particular railway.

The Ottawa and New York railway company will not likely run their trains for some time yet as it will be necessary for them to have their telegraph line completed so as to give a clearance order. Six miles of their wires were laid on the C.A. R'y posts but yesterday men of the latter line left to remove them as no permission had been obtained. Unless arrangements are made with the C.A.R. it is likely that the arrival of the first train will be delayed as the ground is now frozen down over two feet and the holes for the posts cannot be dug.

Messrs. George L. Blatch and Fred Cook, appointed by the mayor to give a final summing up of the vote on the O. & N.Y. bonus bylaw, have done so with the following result: For the bylaw there was polled 2,385 votes; against it 1,457; majority in favor 928.

06/01/1898 *Ottawa Citizen**New York Central**Hawthorne*

Messrs. G.F. Peabody, J.B. Moffett and J. Snow, of New York, directors of the New York and Ottawa railway arrived in the city yesterday by special train on the new line, and by a short sleigh drive from its junction with the C.A.R., the switch connecting the rails not being complete. Seen by a Citizen representative, Mr. Peabody stated that he and the other gentlemen were exceedingly well pleased with the new line, and with the manner with which it had been constructed, with the country it traversed and with the possibilities of developing an extensive business. They were especially pleased with Ottawa.

One of the promoters of the railway stated that rumors that Mr. Booth had refused the use of his track beyond the deep cut was untrue but Mr. Booth was unwilling that they should use one foot of the track until an agreement should be signed between the two companies. The agreement was drafted and was now being revised. It would perhaps be signed in a few days. Should anything arise to interfere with it being signed the new company will give up all idea of using the C.A.R. tracks and construct an independent approach to the city, as early as possible in the spring.

06/01/1898 *Ottawa Free Press**New York Central*

There is now every possibility that the C.P.R. and the Ottawa and New York railway companies may enter the city over the lines of the former company. It was learned today that the C.P.R. bridge across the Rideau was being hurried to completion as fast as possible to do so. The C.P.R. have served the property holders between the Rideau river and the Deep Cut with notice of arbitration for expropriation of the right of way over that portion of the route. It is the intention of the C.P.R. as far as can be learned, to have the road ready for traffic within six weeks or two months. The Ottawa and New York line will, in all probability in the meantime gain entrance over the St. L. & O. line which they will use until the completion of the bridge across the Rideau.

14/01/1898 *Brockville Recorder**New York Central*

The officials of the Ottawa and New York Railway, in company with E.V. Johnston [sic], government railway inspector, had a run to Cornwall over the new railway on Friday last. The road was termed first class by Mr. Johnston. All is now completed with the exception of a mile at the Cornwall end of the line.

(Johnson's report suggested that the road was not safe to be opened)

14/01/1898 *Ottawa Free Press**New York Central*

Ontario legislature. The following resolution passed the house: "That there shall be granted out of the consolidated revenue fund, the sum of \$35,000 towards the construction of an international railway bridge across the St. Lawrence river at or near Cornwall, on the line of the Ottawa and New York railway, provided that aid be granted also by the government of Canada."

18/01/1898 *Ottawa Free Press**New York Central*

Cornwall. Messrs. Balch and Peppard, the contractors for the construction of the Ottawa and New York railway, discharged all their men last week and laid up the construction trains. The only portion of the road on this side of the St. Lawrence still uncompleted is the junction with the G.T.R. here. Several miles of road from here north could not be ballasted on account of the heavy frost. The government inspector has gone over the completed part of the railway and pronounced it satisfactory. On account of the danger of running on unballasted track it is not likely that a regular service will be put on between Cornwall and Ottawa this winter.

20/01/1898 *Ottawa Citizen**New York Central**Ottawa*

TO RUN INTO OTTAWA

Trains of the N.Y. and O. Road to Run Over the C.A.R. Tracks.

The draft agreement as between the Canada Atlantic Railway and the New York and Ottawa railway companies in regard to the terms on which the latter shall use the former's track for a distance of five miles, leading into the city, is still the subject of much consideration on the part of the companies.

A gentlemm interested in the New York and Ottawa Railway Company, stated yesterday that there were good prospects of a settlement soon being arrived at between the companies, and that the new line would very likely be running into the city in a couple of weeks

24/01/1898 *Ottawa Free Press**New York Central*

The Ottawa and New York railway company withdrew the notice of expropriation on the property of the Capital Warehousing company on Saturday. It will not, for some time, require the property, and will let the matter rest as it is. Any damages incurred by the company through loss of trade through the notice of expropriation given last fall will be settled.

The withdrawal practically means that the O. and N.Y. company cannot come to terms with the Canada Atlantic company and that in all probability will locate their freight yards in some other part of the city. The O. and N.Y. people will not or cannot accede to the demands of the C.A.R. and will endeavor to gain an independent entrance for their freight trains in the spring. Arrangements will be made for passenger trains to enter the Central depot from the head of Deep Cut.

29/01/1898 *Ottawa Journal**New York Central*

O. & N.Y. RAILWAY CO.

Application will be made in the next session by the Ottawa and New York Railway Company for an act amending its act of incorporation by establishing the head office of the company in Ottawa, or such other place as the shareholders shall appoint, and for other details.

09/02/1898 *Ottawa Free Press**New York Central*

Speaking of the statement made by Mr. Hibbard a few days back regarding the situation between the O. & N.Y. and C.A.R. an official of the latter company gave to a Free Press reporter this morning the following statement: "The temporary agreement between the C.A.R. and the new company," he said, "could be agreed upon in fifteen minutes if the O. & N.Y. had permission from the government to run over their line. The fact is," said he, "the government will not allow them to use their line until ballasted, and in order to get over this they blame the C.A.R. for asking an exorbitant agreement. The C.A.R. officials do not want any more than what is just and fair. The action of the O. & N.Y. people, it is contended, has been anything but satisfactory. They started to build a telegraph office outside the city which was entirely too small for the requirements and we protested. They then made the office larger. We offered to take their messages and transfer them to Ottawa from this point. Instead of agreeing to this they started to string their wires into the city over our poles, something we had never given them permission to do and our men, not having instructions to allow this, of course proceeded to stop them and notified the head office. The general manager immediately gave instructions to take down the wires and the men did so. The C.A.R. officials are sorry that these little matters have occurred but the O. & N.Y. officials seemed to think they could do as they pleased with us. The public should know both sides of the story and then judge for themselves who is right."

10/02/1898 The Record, Chesterville New York Central Berwick

Wm. Warwick of Brockville, contractors of the O&NY stations has completed his work in the north and has gone to Brockville until the cold weather is over. His absence is missed.

18/02/1898 Ottawa Citizen New York Central

Grand Trunk trains may run into Ottawa over the O&NY next spring.

24/02/1898 The Record, Chesterville New York Central

Railway Changes.

The opening of spring will usher in busy times and probably many changes among the railways. The new section of the Ottawa and New York Railway between Cornwall and Ottawa will be ballasted as soon as the frost leaves the ground. Work on the new bridge over the St. Lawrence will commence at once and it is understood that when the road is complete the company will make connection with the Delaware and Hudson Saratoga. It is also said that the Grand Trunk and the Ottawa and New York will form an alliance and that the Grand Trunk will run a train to Ottawa over the New York company's new tracks from Cornwall.

The Grand Trunk eastbound freight from Chicago may also be sent on to Cornwall and proceed over the Ottawa and New York instead of as now having to be transferred at Suspension Bridge.

Another move contemplated is that the Canada Atlantic will seek an independent entry into Montreal, thus freeing it from any obligation to the Grand Trunk.

17/03/1898 The Record, Chesterville New York Central South Finch

The tool sheds for use along the line of the Ottawa and New York Railway are under construction here, and will be moved to the different stations along the road. Operations along the road will begin as soon as the snow leaves the ground.

25/03/1898 Ottawa Free Press New York Central

Mr. C.B. Hibbard of the Ottawa and New York railway, arrived in the city early this morning from St. Albans on business with the government regarding the entrance of his road into the city over the lines of the C.A.R.

In conversation with the Free Press, Mr. Hibbard said construction work would be commenced within a few days. The railway will be completed by June from end to end, if nothing intervenes to delay.

26/03/1898 Ottawa Citizen New York Central

Ottawa to Cornwall

C.R. Hibbard of the Ottawa and New York railway, is in the city. Work at ballasting the railway will be commenced in a few days, and trains will be running between Ottawa and Cornwall by the end of June. Mr. Hibbard is in the city on business with the government in connection with the railway

07/04/1898 Ottawa Citizen New York Central

Mr. C.H. Hibbard, president of the Ottawa and New York railway, the new line, now in course of construction and Mr. F.D. Anthony the engineer in charge of the works who are stopping at the Russell, were interviewed by a Citizen reporter last evening on the progress they were making with the road.

Both gentlemen were enthusiastic over the success which had attended their efforts and announced that everything was going on swimmingly. The latest in connection with the construction had been the beginning of the erection of the bridge -- Both Mr. Hibbard and Mr. Anthony expect it will be completed and the line in operation by the middle of July or August. Everything is being done to rush things and it can be taken for granted the company are allowing no grass to grow under their feet.

The tracklaying between Ottawa and Cornwall, it will be remembered, was practically completed by December, only a few miles at this end remaining. The necessary connecting link between the two countries is the bridge, in fact, it is about all that remains to be done. Messrs. Hibbard and Anthony are in the city on business in connection with the road.

07/04/1898 The Record, Chesterville New York Central

Cornwall April 2. The water has been let out of the canal and preparations are well forward for beginning work on the excavation for the piers of the O&NY bridge across the canal above lock 16. A track has been laid on the trestle across the canal for conveying stone and other materials, several derricks erected and large piles of broken stone. The completion of the piers in the south channel will not be begun until towards the end of the month, as the tugs chartered by the Soosmith Company are now in the canal undergoing repairs and cannot get out until the canal is opened.

13/04/1898 Lanark Era New York Central

The O. & N.Y. railway is expected to be formally opened on May 24th.

19/04/1898 Ottawa Journal New York Central

A prominent official of the O&NY stated to the Journal yesterday that the O&NY company had abandoned all idea of using the CAR tracks beyond the Deep Cut.

The O&NY line is being surveyed to within a short distance of the new CPR bridge across the Rideau River and it looks as if the O&NY expect to make suitable arrangements with the CPR.

26/04/1898 Ottawa Citizen New York Central

OTTAWA-NEW YORK RY.

Will Enter the City Over the Tracks of the Montreal and Ottawa Short Line.

It is now stated that the Ottawa and New York railway will enter the city over the tracks of the Montreal and Ottawa branch of the C.P.R. The junction will be made a short distance east of the Montreal and Ottawa bridge over the Rideau. Surveys of the route are now being made and work at grading and track laying will soon begin. The roadbed between Ottawa and Cornwall is being ballasted and the work on the bridge over the St. Lawrence pushed forward rapidly. Most of the stone piers are completed, and the work of building the iron superstructure will begin in a few weeks. The question of the terms on which the C.A.R. station and terminals will be used has yet to be settled by the Railway Committee of the Privy Council. A meeting will be held at an early date, when a basis on which all the railways centering in Ottawa will be able to use the station in the canal basin.

27/04/1898 Ottawa Free Press New York Central

--the Ottawa and Cornwall road is being ballasted and a spur will be built between Cyrville and Hurdman's so that the connection between the C.P.R. will be made easy and without delay.--

28/04/1898 The Record, Chesterville New York Central

Contractors now have about fifty men employed on the Ottawa and New York railroad bridge across the Racket River. The stone for both piers is now on the south side ready for use. The excavations on the south side are also made and ready for the concrete and the crushed stone and cement are on the ground. The iron for the Helena and Racket bridges has arrived at Moira on the O&LC Railroad and will soon be put in place.

02/05/1898 *Ottawa Free Press*

New York Central

It is said that an excursion will certainly be run to Cornwall on the O. & N.Y. railway on the Queen's birthday. If connection cannot be made with the city in time the cars will run from the village of Russell.

05/05/1898 *The Record, Chesterville*

New York Central

South Finch

(Last weeks news)

Mr. Balch, contractor for the O&NY, has arrived in town. In company with Chief Engineer Anthony he made an inspection over the road. He reported everything in satisfactory shape.

12/05/1898 *The Record, Chesterville*

New York Central

South Finch

South Finch (last week's news)

Northern New York engine No. 3 which was so badly broken up in the Merrickville wreck has just been returned from the new CPR shops at Montreal, having undergone a complete overhauling. It is a dandy.

18/05/1898 *Ottawa Free Press*

New York Central

The construction trains on the Ottawa and New York railway have been at work for some time and ballasting will soon be completed, and on the Queen's birthday the people of this locality who looked for so long for railroad facilities will be able to take a trip to Cornwall over the new road, as an excursion is advertised for that date. Trains leave Russell at an early hour in the morning and will return in the evening after the sports in the factory town are over.

20/05/1898 *Eastern Ontario Review*

New York Central

The O. & N.Y. railway expect to run an excursion into Ottawa on May 24th. The company have their road into the city nearly completed.

21/05/1898 *Ottawa Journal*

New York Central

The Ottawa & N.Y First Train.

It will run from Russell to Cornwall tomorrow.

Mr. C.B. Hibbard, president of the Ottawa and New York Railway, Mr. Parker, president of the construction company; Vice-President Geo. B. Moffatt, and directors Alex. M. White, Royal C. Peabody and Henry Sanger Snow of New York are in the city today. They leave tomorrow morning for Ramsay's Corners where they board the first train over the line and will proceed to Russell. From Russell to Cornwall the train will take on passengers and the train will return in the evening. The date of the entry of the line into Ottawa is not known as yet but it will not be before July.

24/05/1898 *Cornwall Freeholder*

New York Central

Cornwall

The special excursion from Brockville was the first to arrive and brought nearly 300 people. The Island City Band, under whose auspices the excursion was run, played on the way down town from the station and was given a great reception.

The Montreal A.A.C. excursion arrived shortly afterwards, bringing several hundred more. But for the fact that rain was falling in Brockville and Montreal when the excursion trains left, it was estimated twice as many would have attended each excursion.

The first train over the New York and Ottawa Railway arrived about 11 o'clock and brought in close to 500 people from Russell and intermediate points. A connection was made at Cornwall Junction and the train came down the Grand Trunk Railway tracks to the depot. It was the first passenger train over the new line.

30/05/1898 *Ottawa Journal*

New York Central

THE O. AND N. Y. ENTRANCE HERE

ALLOWED TO MAKE A LEVEL CROSSING OVER THE C. A. R.

Mr. Booth Wanted to Make Them Build an Overhead Bridge at Hawthorns, but Government Thought Otherwise

A meeting of the railway committee of the Privy Council was held this forenoon. There were present Messrs. Blair, Mills, Dobell and Sir Henry Joly.

There was only one application. It was from the Ottawa and New York railway to cross the Canada Atlantic railway at rail level at Hawthorne, 5 miles from the city of Ottawa. The Canada Atlantic opposed it on the grounds that an overhead bridge was necessary.

Mr. Ridout, government engineer, reported in favor of a level crossing. He was satisfied from the locality that an overhead bridge was not necessary. The cost of providing, a level crossing would be about \$5,000 and \$1,000 a year for maintenance.

The decision of the committee was in favor of a level crossing, the Ottawa and New York railway to pay the cost of construction as well as maintenance.

Mr. D'Arcy Scott and Messrs. Parker and Hibbard appeared for the New York railway, and Mr. John Christie and Messrs. J. R. Booth and Mountain for the Canada Atlantic. It came out during the discussion that the Ottawa and New York railway will use the C. P. R. tracks into the city after crossing the C. A. R. at Hawthorne.

30/05/1898 *Ottawa Citizen*

New York Central

Ottawa

THE NEW ROAD SUCCESSFUL

Secure Permission to Cross the C. A. R. Tracks.

THE CENTRAL STATION

Will be Their Terminus In Ottawa -The Decision of the Railway Committee.

The Ottawa, and New York railway people have succeeded in their application to be allowed to cross the tracks of the Canada Atlantic, at grade, about five miles from Ottawa, near the village of Hawthorne. This will allow, the O. & N. Y. to make easy connection at that point with the Montreal and Ottawa (C.P.R.), over the tracks and new Rideau bridge, of which company the O. & N. Y. will reach the Central station at the canal basin.

The application of the O. & N.Y. Company for this crossing was made a week ago to the Railway Committee of the Privy Council and opposed by the Canada Atlantic people, on the ground that the large and increasing traffic of its line at that suburban point would render a level crossing dangerous. They asked that the applicants be compelled to make an overhead crossing.

The question was referred to the chief engineer of railways for report. Mr. Shreiber examined the place and at a meeting of the Railway Committee this morning presented his report, which was in favor of the level crossing. The committee accordingly granted the application of the O. & N.Y.

Company, but stipulated that they should make the crossing, put in the best possible equipment, and maintain signals, etc., at the point of crossing. The committee, in consideration of having thus liberally dealt with the O. & N.Y., ordered them to pay the costs of the application, \$500.

Mr. D'Arcy Scott appeared for the O. & N.Y., and Mr. Christie, Q.C., for the Canada Atlantic. The Ministers present were Hon. Mr. Blair, chairman; Hon. David Mills, Sir Henri Joly and Hon. R. R. Dobell.

The Ottawa and New York Railway people have succeeded in their application to be allowed to cross the tracks of the Canada Atlantic, at grade, about five miles from Ottawa near the village of Hawthorne. This will allow the O. & N.Y. to make easy connection at that point with the Montreal and Ottawa (C.P.R.) over the tracks and new Rideau bridge, of which company the O. & N.Y. will reach the Central station at the canal basin. The application of the O. & N.Y. Company for this crossing was made a week ago to the Railway Committee of the Privy Council and opposed by the Canada Atlantic people on the ground that the large and increasing traffic of its line at that suburban point would render a level crossing dangerous. They asked that the applicants be compelled to make an overhead crossing.

The question was referred to the chief engineer of railways for report. Mr. Schreiber examined the place and at a meeting of the railway committee this morning presented his report, which was in favor of the level crossing. The committee accordingly granted the application of the O. & N.Y. Company, but stipulated they should make the crossing, put in the best possible equipment, and maintain signals, etc. at the point of crossing. The Committee in consideration of having thus liberally dealt with the O. & N.Y., ordered them to pay the costs of the application, \$500. Mr. D'Arcy Scott appeared for the O. & N.Y. and Mr. Christie, Q.C. for the Canada Atlantic. The Ministers present were Hon. Mr. Blair, chairman, Hon. David Mills, Sir Henri Joly and Hon. R.R. Dobell.

08/06/1898 *Ottawa Free Press**New York Central**Piperville*

Piperville. A number of the young people around here took advantage of the excursion from Russell to Cornwall on the O. and N.Y. railway on the 24th, notwithstanding the fact that some of them had to walk from Russell home.

09/06/1898 *Ottawa Journal**New York Central**Hawthorne*

OTTAWA & N.Y. RY. FILES NEW PLANS
SHOWING HOW THEY WILL REACH THE CITY

New plans of the Ottawa and New York Railway showing the approaches to the city, have been filed in the County Registry Office. They show the line to go through the following city property : Lot 2, East Mosgrove street, Mrs. Mary Christie, owner; 8 and 4 East Mosgrove, John Heney; 6, 7, 8, 9 and 10, South Court street, Canadian Granite Company; 6, 7, 8, 9 and, 10, North Slater street. Canadian Granite Company; 71, 72 and 78, South Slater street, T.G. Brigham; 8 North James street, T. G. Brigham; 1 South James street; E; N. Dey ; lot A, Ordnance Lands, leased to O.A. & P.S. Railway; lots B, C, and D, City of Ottawa ; 6 Mill Lane, Mrs. Mary Wright.

The line runs through farm properties near the city belonging to the following: Thos. Hammell, John Alexander, Canada Atlantic Railway, Wm. Grey, Robert Norton, A. F. Graham, Charles Christy, Fred. Stanley, Adam Scarf, Alex. Innes, Benj. Hill, Alex. Moore, Michael Hickey, Ollie Major, John Mac-Mahon, W. H. Burns, John MacMahon, Shepherd & Morse, Robt Herman, Albert Brunke, Frank Brunke, Otto Brunke, Frank Krupp. A junction with the Montreal & Ottawa Railway is made at the farm of the last named.

The plan shows the Ottawa & New York Railway to cross the C.A.R., at Hawthorne, and then run almost parallel with it until the junction with the M. & O. Railway is made,

09/06/1898 *The Record, Chesterville**New York Central**South Finch*

South Finch (last week's news)

Mrs. Motley and son, of Minneapolis, have joined Mr. Motley, Superintendent of Construction on the NY&ORR.

Dashed Into an Open Switch

O. & N.Y. CONSTRUCTION TRAIN DERAILED AND FOUR LIVES LOST

A Terrible Fatality on the New Line at Embrun

CONDUCTOR, FIREMAN AND TWO LABORERS BURIED IN THE WRECK

Engineer Murray Tells How the Accident Happened - An Inquest Being Held This Afternoon - Names of the Victims

(Special to the Journal)

Russell, Ont., June 11. - Four men were instantly killed and two injured last evening in a railway accident on the Ottawa and New York railway at Embrun, four miles distant from this place, by the derailling of a gravel train.

The victims are:

W. GREENLESS, conductor, Detroit, Mich.

F. CHRYSLER, fireman, of Chrysler, Ont.

- ROMBOUGH, laborer, Newington, Ont.

- BROWN, laborer, Newington, Ont.,

Shortly after six o'clock last evening the construction train, in charge of Conductor Greenless and Engineer Murray, was approaching Embrun station, travelling at a moderate speed. Immediately after crossing the Castor river bridge, near the station, the train ran into an open switch leading to a temporary siding, with the result that the locomotive and ten cars loaded with gravel were piled in one mass of destruction, crushing out at least four lives beneath them. Twelve other cars loaded with gravel, composing the train, remained on the track.

Engineer's Story.

Engineer Murray's story of the wreck is that Greenless, Rombough, Brown, and another man were sitting together on top of a car load of gravel on the car behind the locomotive as the train neared Embrun. After crossing the bridge he noticed that the switch was open. He was then only about two hundred yards from the switch, and seeing he could not stop the train, reversed his engine and shouted to the men behind, warning them of their danger. He also told the fireman, Chrysler, to jump for his life. The fireman did so before the train reached the switch, the engineer remaining at his post till the locomotive left the track, and then jumped, escaping with slight bruises. The fireman and three men on the gravel car were buried in the wreck.

Recovering the Bodies.

Immediately the work of removing the debris with the hope that some of the victims might be rescued alive, was begun. Within a few hours the bodies of Chrysler, Rombough and Green [sic] were found, but it was not until daybreak this morning, after the men had worked all night, that the body of Conductor Greenless was discovered.

To-day the wreck is being cleared and it is considered possible that more bodies may be found, as occasionally laborers who had formerly worked on the new road, stole a ride on the construction trains.

An Inquest

Dr. Ferguson, coroner of Cumberland, will hold an inquest at two o'clock this afternoon.

The bodies of the four victims lie in Embrun station until the coroner's jury examine them.

The remains of Fireman Chrysler will be buried Monday forenoon with Masonic honors.

Two Injured.

There were eight persons on the train when the accident took place. Two men were injured, one having his hand jammed and the other his head badly out.

It is supposed that boys opened the switch in mischief.

The locomotive and cars are a complete wreck. The locomotive destroyed was No. 3.

Mrs. Greenless, wife of the deceased conductor, is in Ottawa where she arrived only a few days ago from Detroit. The O. & N.Y. officials to-day notified her of her husband's death.

Rombough and Brown were "cable-men" on the construction train, their duty being to arrange the cable by which the gravel is unloaded from the cars.

11/06/1898 *Ottawa Citizen*

New York Central

Embrun

OPEN SWITCH

Causes a Serious Accident on O. & N.Y. Ry.

FOUR MEN WERE KILLED

The Accident Occurs Last Evening near Russell - The Casualties

IT WAS A GRAVEL TRAIN

The Engine Turned Completely Over on its Side and Ten Cars Were Piled Up

Russell, Ont., June 11. - At 6.30 last night a construction train on the New York and Ottawa railroad, with 23 cars loaded with gravel, left the track at Embrun station, supposed to have been caused by an open switch. The engine turned over on its side and ten cars were piled up and smashed into tinder. Four bodies were got out of the wreck, Mr. Greenleese, conductor, F. Chrysler, the fireman, and Rombough and Greene, cablemen. It is not known if any more are under the wreck, which is now being removed.

11/06/1898 *Ottawa Citizen*

New York Central

Embrun

At 6.30 last night a construction train on the New York and Ottawa railroad with 23(?) cars loaded with gravel, left the tracks at Embrun station, supposed to have been caused by an open switch. The engine turned over on its side and ten cars were piled up and smashed to tinder. Four bodies were got out of the wreck, Mr. Greenleese, Mr. Chrysler, fireman and Rombough and Greene, cablemen. It is not known if any more are under the wreck which is now being removed.

13/06/1898 *Ottawa Free Press*

New York Central

Account of the inquest into the wreck at Embrun.

FOUR KILLED THREE INJURED

In the Accident on the O. and N. Y. Road

CAUSE, OPEN SWITCH

One of the Men Killed Had Only But Just Come To Reside in Ottawa

The new Ottawa & New York Railway has had its first accident, and it was a serious one. Shortly after 6:00 on Friday evening a train ran through an open switch and pitched down an embankment, resulting in four being instantly killed and three injured. The names of the killed are; H. M. Greenley, conductor; F Chrysler, fireman; W. Rambough, laborer, and Jas. Green, laborer.

Conductor Greenley lately moved to Ottawa from Detroit, and lived on Waverley street. He was a married man, and leaves a wife and two children. The man Rambough belonged to Newington. The death of Chrysler is particularly sad. He was once a fireman on the C.P.R. But had abandoned the work at the instance of his father, who was afraid he would get injured. The railway company, however, bought the right of way through his father's farm at Chrysler, and the young man asked for a position as fireman. His father consented, and the young man had been at his work for only a few weeks.

The train consisted of twenty flat cars loaded with gravel and was running about twenty miles an hour when the accident happened. It was making the last trip of the day on the return from the gravel pit to Longstreet. Approaching Sunburn [sic] (Embrun?) station after crossing the Castor River bridge, the train ran into an open switch leading to a temporary siding. The locomotive turned over on its side and rolled down the embankment, which is quite high at this point, dragging ten cars with it. When about two hundred yards from the switch, engineer Murray saw that it was open, and jumped from his engine and escaped with a few cuts and bruises. On the first car back of the engine conductor Greenley and Rambough were sitting, and before jumping, engineer Murray called to them to jump for their lives and reversed the engine. This, however, could not stop the train which crashed into the switch. The fireman, Chrysler jumped before the switch was reached, but too late to save his life. After the engine turned over, the cars loaded with gravel piled up on one another, burying the three men in the first car under the gravel and broken cars.

The work of clearing away the wreckage was at once begun with the hope of finding some of the men alive. In a few hours the bodies of Chrysler, Rambough and Green were found, but it was nearly morning before the body of conductor Greenley was discovered. The unfortunate men were buried under the gravel, and two or three car loads had to be shoveled away before the bodies were reached. All the bodies were badly crushed. The injured men are Jacob Brown, Manson, Hollister, and engineer Murray. Brown's hands are badly crushed, and Hollister has an ugly scalp wound. Their condition is regarded as serious.

The bodies of the dead men were removed to Sunburn [sic] station, where they were viewed by Dr. Ferguson, of Cumberland, the coroner, and a jury. The inquest will be held later. The fireman, Chrysler, will be buried with Masonic orders today.

How the switch happened to be open is not known. The line is not regularly open for traffic, and switches are opened and closed by the train men. The train was in charge of the contractors Balch & Peppard, and the railway company is in no way responsible for the accident.

13/06/1898 *Ottawa Journal**New York Central**Embrun*

O&NY wreck - more.

Four men killed might have escaped with their lives had they jumped when the train first left the rails. Instead they remained in the cab of the engine, and although it bounded along over the ties they still waited. When it left the ties the momentum was such that the engine flew twenty feet through the air and landed on its side in the ditch between the tracks.

The two tracks after leaving the switch form a Y. Between them was a ditch about ten feet deep while on each side of the Y the tracks rose about 25 feet above the ditches filled with water. The train was running north and should have taken the north western track. The open switch caused the train to jump the track and run along the ties about 30 yards and then the engine flew through the air and landed on its side in the ditch between the tracks.

Transcribe full article

BROWN NOT KILLED

Citizen Correct When It Stated Green Was the Fourth Victim of the Big Accident.

Russell, June 13 - The accident on the N.Y. & O. Railway at the little village of St. Onge has cast a gloom over the community. A sad sight, indeed, was that which met the eye on visiting the scene. The corpses of the four victims were lying in the station house waiting the arrival of the coroner,

The four men killed were Mr. Greenly, the conductor; the fireman, F. Chrysler, and two of the cable gang, Wm. Rambough and a man named Green. It is supposed the accident was caused by someone tampering with the switch and not properly closing it.

Brown safe, not dead.

Brakeman E. Brown was on top of the tender. He jumped and escaped without a scratch. There were two others slightly injured. J. Brown, who was riding with the men on one of the gravel cars, received a cut on his hand and another a slight scalp wound.

As soon as Engineer Murray had regained his feet after his leap for life, and saw three of his companions dead, and could not find his conductor, too, he got a horse and drove to Russell to the nearest telegraph office wired to South Finch to Mr. Mothy, the superintendent of the road. The latter had to send eight miles for an engine and train.

The Jury.

Dr. Macdougall, of Russell, was on hand in a very short time and dressed the wounds of the injured men. He immediately telegraphed to Coroner Ferguson, of Cumberland, who arrived here at 3 p.m. and without delay empaneled a jury. The jury men were D. McDairmid, foreman; Joseph Britt, John Liney, John Rambough, G. Craig, S. Black, S. Seyen, M. Hebert, A. Latroumouille, T. Emard, O. Nadeau, N. Lemieux.

The jury viewed the bodies of the dead, and adjourned until 6:30. p.m.

Coroner Ferguson then gave permission to remove the bodies.

They were placed in caskets by the undertaker. Mr. Balch, the contractor, had brought everything necessary from Cornwall by special train.

The Deceased

The body of Mr. F. Chrysler was taken to his father's home at Chrysler. Deceased was the only son of Ralph Chrysler, of Chrysler.

W. Rambough's body was removed to his late home at South Finch. His is a case of particular sadness, as he leaves a widow and small, helpless children. His wife had been very ill for some time, and it is feared the shock may be too much for her.

The body of Mr Green was taken to Newington. It is said he was the only support of a widowed mother. It was his first day on the gravel train. He had been loading at the pit, and was sent to replace another man.

Conductor Greenly's former home was in Minneapolis. He came here last year when the work of construction commenced, and decided to remain in Canada and take the position of conductor on a passenger train when the road would be in operation. He brought his family here in April. His wife and daughter went to Ottawa two weeks ago and rented a house on Waverly street, and intended becoming permanent residents of Ottawa. They just left him at South Finch the day before the accident, in the fond hope that he would spend the following Sunday with them in their own home at Ottawa. Instead of expected message of homecoming, it became the painful duty of their friend, Mr. G. Eddy, to break to his wife and family the news of his terrible death. He made many warm friends during his short stay in the country, and his family have their most heartfelt sympathy in their trouble.

Evidence at the Inquest.

The inquest was resumed at 6:30 p.m. in the town hall, Embrun. The jury heard the evidence of Mr. Murray, the engineer, who escaped, and the two brakemen who were on the train. They could not account for the accident in any way, except that the switch had been opened by some person and not properly closed again. They had passed over the road going south with an empty train about 1 1-2 hours before, and it was all right. The jury also heard Mr. F.D. Anthony, the chief engineer of the road, who showed that the road was in good condition and well built, and the switches of the most modern pattern.

The brakemen testified that they were not running over twenty miles an hour.

The inquest was then adjourned, to meet in the town hall in the village of Russell next Thursday, the 16th inst., at 10 a.m.

Comment as to the cause of the accident would be out of place until the investigation is closed. The coroner promises a most searching investigation. So far there appears to be no blame attached to any of those in charge of the train. Engineer Murray stood bravely to his post until the last - W H.L.

15/06/1898 *Lanark Era**New York Central**Russell*

Four young men were instantly killed and two injured on Friday evening in a railway accident on the Ottawa and New York railway by derailling of a gravel train four miles from Russell. The conductor, fireman and two laborers were killed.

16/06/1898 *Ottawa Free Press**New York Central*

Account of Railway Committee of the Privy Council meeting.

--Plans filed show the O. & N.Y. propose reaching the property they have acquired on the east side of the canal basin almost alongside the C.A.R. station property. The tracks would cross Court and Wilbrod streets near their junction with the canal.

C.A.R. declared that freight should not be allowed - Sussex street was available for freight- C.A.R. put freight near Central depot to reduce shunting across Bank street --

Mr. J.R. Booth - I feel very sensitive upon this matter and I desire to say that if the present application is granted it will certainly interfere very largely with the utility of the Central depot.

Mr. Hibbard - I may say that by the action of the Canada Atlantic Railway has taken in erecting their freight station at that particular point they have chosen, a property purchased by us on Besserer street of \$20,000 value becomes of no further value to us and we will be compelled to sell it at a sacrifice.

Committee rose without announcing a decision.

MR. BOOTH'S BIG FREIGHT SHED

Comes in for Discussion at the Privy Council

OTTAWA & NEW YORK ROAD CAN'T REACH THEIR LAND

The Booth Roads See no Room For any Freight but their Own - An Interesting Discussion.

The Ottawa and New York Railway had another struggle with J.R. Booth today.

A meeting of the Railway Committee of the Privy Council was held to consider an application from the O&NY to get into town over the tracks which Mr. Booth has laid, or over the government land he has captured.

At the last meeting the Committee said that Mr. Booth was "Primary tenant" of the Canal bank and Central station and that CPR and O&NY road must rent rights from him over his tracks.

Today's application of the O&NY referred not merely to running rights on the tracks and in the station but to be allowed to get to the property they bought last year, in front of which Mr. Booth has installed a fine big freight shed.

John Christie, of Christie & Greene, Ottawa, and B.B. Osler, Q.C., appeared for Mr. Booth, alias the Parry Sound and Canada Atlantic Roads. A.Z. Lash, Q.C. and J.K. Kerr, Q.C. of Toronto, appeared for the O. & N.Y. company.

A plan as filed showing that the Ottawa & New York road wanted to reach the property they had as=quired at the canal basin, almost alongside of the Canada Atlantic Railway depot.

Mr. Osler being asked to state the position which his company would take in regard to this application, said that the application was insufficient, and in regard to the merits of the case he opposed any scheme of freight delivery. There was no need for any freight business in the center of the city. To grant it in this case would mean the shutting out of the Parry Sound road from their central depot. It would have the effect of wrecking the scheme for a central passenger depot at the canal basin. It would cut off access to the same. The old station at Sussex street, of the C.P.R., was open to the Ottawa & New York people. They ought to go and purchase there. The reason, he said, why the Canada Atlantic railway transferred part of the freight business to the canal basin was to partly relieve the large shunting which had to be done across Elgin and Bank streets.

Hon. Mr. Mills - when you propose to shut out all other companies from doing a freight business at the canal basin except yourselves?

Mr. Blair - the applicants have exactly the same rights as any other company in respect of freights.

Mr. Osler - there are no such rights under the lease. There is not enough of room for our own business and we are now trying to get more property in the same neighborhood. We therefore ask that the committee do not sanction the closing of two streets, Wilbrod and Court streets, which can only be done by legislation and with compensation to the parry's concerned.

Mr. Lash on behalf of the O. & N. Y. road said that it found no part of their plan to close any street, or to attempt any infraction of the law.

Mr. Blair - having regards to the public safety can you say that it would be safe to lay tracks on the streets referred to?

Mr. Lash- I most certainly say so.

Mr. Osler- the Canadian Pacific Railway found already that there was not sufficient room. It was only this morning that under an excavation we had to get a little more room and had to pay \$400 to a squatter for his right.

Mr. Lash- to contend that eleven or twelve tracks of 2,800 feet in length were now required for the Parry Sound and C.A.R. business alone was utterly absurd.

In regards to the Canada Atlantic and Parry Sound Co. carrying on a freight business at the canal basin, Mr lash maintained that they had been trespassing against the rights of the crown in erecting its shed at the point it did.

Mr. Osler maintained that it was within the Parry Sound rights to do so.

Mr. Blair - I am sorry to hear you say so, because it was flying in the face of a distinct agreement.

Mr. Osler was prepared to argue that his company acted within their rights.

Mr. Lash said that the Parry Sound had acted contrary to its agreement with the government and now asked the government to sanction the wrong that it had done.

Mr. Osler said that if the Parry Sound, his company had done what was wrong in regard to its agreement with the government he did not think that Mr. Lash had any business with it.

Mr. J.R. Booth said that it would destroy the whole depot to permit the Ottawa and New York Railway to do a freight business at the canal basin.

In reply to Mr. Osler, Mr Hibbard of the O. and N.Y. road said that his company might exist for a year by doing its freight business at Sussex st. But he did not think that they should be compelled to do so. His company would have now to sell some of its property at a sacrifice owing to the erection of the freight shed by the Parry Sound people, as they could not reach that point now. The shed was built after his property was purchased, and it was bad enough to have to suffer from this loss and inconvenience without being driven away all together.

In reply to Mr Blair Mr Hibbard said that one track might be sufficient for the company for freight purposes.

Mr. Osler said that while his clients the Parry Sound road protested against the whole scheme, they would consent at the outside limit if the committee insisted to give the use of two tracks alongside of theirs, leaving 164 feet clear for themselves.

Mr Blair - do you want the O. & N.Y. road to build new tracks or come on existing ones?

Mr. Lash- We want to build new ones.

Mr. Hibbard asked the government to endeavor to give an early decision.

Mr. Blair promised to do so and the committee then adjourned.

Osler for Booth said that this would wreck any plan for a Central Depot and would cut off access to the OA&PS. The old station at Sussex Street was open to the O&NY. They ought to go and purchase there.

More.

O&NY said that it might exist for a year by doing its business at Sussex Street but did not think they should be compelled to do so. Would have to sell the property at a sacrifice owing to the freight shed having been built after they purchased the land.

This was also reported on the Ottawa Journal for June 11
Immediately after crossing the Castor River bridge. Siding was a temporary one. Locomotive no. 3.10 cars piled up, 12 remained on the rails. Four men killed.
Gravel train derailed with terrible results.
Accident occurred near St. Onge in Russell county.
Twenty five cars reduced to splinters. (not true)
Russell June 11. At 6 o'clock last night a construction train on the New York and Ottawa Railroad, with 22 cars loaded with gravel, left the track at Embrun station.
The accident is supposed to have been caused by an open switch. The engine turned over on its side and ten cars piled up and were smashed into tinder.
Four bodies were taken out of the wreck. They are Mr. Greenley, conductor, Mr. Crysler, fireman, and J.W. Rombough and Greenley carmen.
At 8 o'clock this morning it was impossible to say if any more are under the wreck.
Ottawa June 11. The accident caused quite a stir around the city and was discussed on all sides, although no authentic particulars can be obtained. The Free Press sent a representative to the scene and at a late hour this morning he telephoned that the accident was most appalling. Only the four bodies had been removed from the wreck and it was not thought any others met death, although an escape after the sudden pitch in occurred would have been impossible to any on the ill-fated train.
From information received, the train was ditched by an open switch near St. Onge, which is about seven miles from Russell village. The train was known as No. 3 and was returning from the pit to Longfield on the last run of the day at the rate of nearly 20 miles an hour. The train consisted of an engine and 25 heavily laden cars. Just where the switch is situated there is a steep embankment and down this the engine plunged at full steam with the unfortunate victims. There was no chance for escape. In a twinkling the cars crashed together and went on top of the locomotive and the poor fellows who were in the cab. The three nearest cars were reduced to splinters and all piled up in a miscellaneous mass on top of the wrecked engine. The scene which followed was frightful. No assistance could be rendered the helpless ones.
Work of rescue started at once by the railway hands, but it was hours before the bodies were recovered.
The bodies of William Rombough, the cable man on the train, and Fireman Crysler were recovered about 8 o'clock but that of Conductor Greenley could not be found until 2 o'clock this morning and by that time two car loads of gravel had been shovelled away. The man's head was badly smashed and his legs broken, Fireman Crysler's body was found near that of Rombough. It was frightfully bruised. A brother of Greenley's who was also on the train was hurled head first into the ditch and one of the cars crushed him. He was killed instantly.
Engineer Murray, as the train approached the switch, notices something was wrong and quickly reversing the brakes, jumped for his life. He escaped with a few bruises and a scalp wound. Jacob Brown, one of the train hands, had one of his hands frightfully crushed and Manson Hollister an ugly scalp wound. Both are in serious condition and fears are entertained for their recovery.
Greenley, a short time ago, moved from the east to Ottawa, and has a wife and two sons here.
Crysler was a resident of Crysler and was a single man.
President Hibbard, when seen in reference to the accident said "I know very little of the details. There is no telegraph office at Embrun and the nearest telephone is three miles away, so that particulars are meagre. It appears that a construction train belonging to the contractors Messrs. Balch and Peppard was going south. It consisted of an engine and some twenty empty flat cars. The switch at the north end of Embrun siding had been tampered with, possibly by someone who knew very little about it. The wheels of the engine caught in the opening, with the result that the engine was derailed and ten flat cars piled upon one another. The cars were entirely demolished and the engine partially disabled. Fireman Crysler of Crysler; Conductor Greenley, of Ottawa and two brakemen, whose names I do not know, were killed. This was the contractors train, the company had nothing to do with the accident and we are in no way responsible for it. As I said before it was purely on account of some one tampering with the switch.
An inquest into the cause of the wreck on the Ottawa and New York road was held at Embrun. Dr. Ferguson, of Cumberland, presided as coroner, and Duncan McDiarmid was foreman of the jury. There was quite an array of legal talent, R.A. Pringle representing the contractors, and C.H. Cline of Cornwall and C.B. Rae of Chesterville, the friends of the victims. After hearing all the evidence the inquest was adjourned to meet again on 16th instant in the village of Russell. An order was issued for the interment of the bodies.
There was also a piece on the death of Frank Crysler, the only son of the reeve of Crysler and a description of the funeral.

17/06/1898 *Ottawa Journal* *New York Central* *Embrun*

SWITCHES SHOULD BE LOCKED

So Say the Coroner's Jury in the Embrun Accident
(Special to The Journal)

Cornwall, June 17. Very little new evidence was adduced at the adjourned inquest on the bodies of the four men killed last week in the O. & N.Y. accident at Embrun. The inquest was. continued yesterday at Russell, Coroner Ferguson, of Cumberland, presiding..The verdict brought in by the jury attached no particular blame to anybody, stating that the accident was caused by an open switch, but the jury recommended that the government pass legislation to compel the locking of all switches both during operation and construction of all railway lines. Mr. Balch one of the contractors, says that all trains were instructed to slow down to six miles an hour passing switches.

17/06/1898 *Almonte Gazette* *New York Central* *Embrun*

Four Men killed.

A terrible accident happened on the Ottawa and New York Railway at Embrun, about four miles from Russell village, on Friday. Some mischievous boys, it is supposed, opened the switch, and the train running into it, was derailed. The conductor, the fireman and two laborers were buried in the wreck and killed. The engineer noticed the open switch, but too late to avoid it. He reversed his engine and shouted to the men to save themselves, but it was too sudden. He stuck to his engine till it left the track, when he leaped and saved himself, escaping with slight bruises.

17/06/1898 *Eastern Ontario Review* *New York Central* *Embrun*

W. Greenless, conductor, F. Chrysler, fireman; and two men named Rombirugh and brown, laborers, were killed on a railway wreck near Russell village on Friday night last. They were on a construction train on the O. & N.Y. and ran into an open switch.

Four Men Killed - The same issue of The Freeholder tells of a catastrophe on the Ottawa & New York Railway at Embrun station on June 10, as a result of which a locomotive and ten cars were wrecked and four men killed when a ballast train ran into an open switch.

The men who lost their lives were W.H. Greenley, of Detroit, conductor; Frank Crysler, Crysler, fireman; George Green, North Valley, cableman; J.W. Rombough, Newington.

The train was returning from the gravel pit and when it struck the open switch, it ran along the ties. The flat cars were piled 25 feet high and the tracks torn up for 50 yards. Greenley and Rombough were caught under the tender and instantly killed. Rombough's chest was crushed in and every bone in Greenley's body was broken. Crysler and Green were wounded and the coal piled on them and smothered them. J. Brown was slightly injured on one arm and Manson Hollister was bruised on the head and hips.

Crysler was an only son of J.R. Crysler, reeve of Finch, and was in his 25th year. Conductor Greenley's family had just taken up residences in Ottawa. For a short time they stopped at the Balmoral Hotel, Cornwall.

The cause of the switch being open was a mystery. Trainmen were of the opinion that boys playing at the switch pulled it open and did not know how to close it.

(Cornwall Freeholder 14 June 1937)

THE CENTRAL STATION

No representative of the city of Ottawa was present at the sitting yesterday of the railway committee of the Privy Council, when the question was up whether the Central Station in this city is to consist largely of freight yards and shunting ground or not. The mayor and city council seem either to know nothing or to care nothing about the matter, or if they do are too frightened of Mr. J.R. Booth to open their mouths.

With the rights or wrongs of the Ottawa and New York Railway, the city is not in one sense concerned. Human nature likes to see fair play. It does not like to see a big man mauling a little one, which is the nature of the row between Mr. Booth's roads and the O. & N.Y. company. Still everybody knows that if the O. & N.Y. men were the big ones and Mr.

Booth a small party, they would maul him. Mr. Booth has planned and fought for one of the fattest railway things in Canada in the shape of right of a magnificent railway avenue free gratis into the heart of the capital, he has got it pretty solid, and he wants it all - or to make anybody else sweat who claims a share. In this course he is doing what every business man does when he gets a chance - taking all he can get at the lowest possible price or no price and making his rivals pay all he can. There is no sense in blaming Mr. Booth for this, and no need to, but there is a need for the city to protect its own interests, which the city council is not doing.

What are the city's interests? We should judge that the civic interest is to insist first that everything at the Central Station is to be shaped with a view to a first class pure and simple passenger station. That nothing shall be allowed to interfere with that. Secondly to insist that railway freight sheds, freight yards and shunting grounds shall not be allowed in the heart of the city. Both of these principles Mr. Booth's plan of campaign strikes in the neck. He is loading on(?) the site of the station with freight sheds and yards although there is not room enough now - without purchases of private property, and closing of streets for a passenger station of the dimensions and class which Ottawa already needs and will need infinitely more in the near future at her present remarkable rate of growth. Ottawa gave a \$75,000 bonus to the Central Station and the government gave the site free and half a mile of the canal bank free, not with the belief that Mr. Booth would turn the whole business into a clanging unsightly and unwholesome shunting ground for freight trains right under the Parliament buildings, but in the belief that the capital was to have a noble railway structure with ample accommodation and approaches for all time for the passenger trains of every railway entering Ottawa. There are a dozen different railways or separate branches of railways already centering here, and Mr. Booth tells us - told the Privy Council yesterday, that if even one other road, the O. & N.Y. is allowed a freight shed, it will ruin the Central Station. Then what latitude are his own big freight sheds allowing for the incoming of the many passenger lines not yet ready to enter the station?

It would be difficult to beat the insolence of the remark of the Parry Sound road's counsel, Mr. Osler, to Mr. Hibbard yesterday as to the right of protest.

"If the Parry Sound Company had done what was wrong in regard to its agreement with the government he (Mr. Osler) did not think that Mr. Lash (that is the O. & N.Y.) had any business with it."

Mr. Blair, the minister of railways, had just remarked, that Mr. Osler's clients, the Parry Sound and C.A.R. roads, had flown in the face of a distinct agreement with the crown in erecting a freight shed at the point which blocked the O. & N.Y. road's access to its land. The O. & N.Y. company bought the land before the freight shed started. There is not a moral doubt that Mr. Blair, is right in saying that the Parry Sound road trespassed against the Crown, nor a doubt either that they did so in order to block the O. & N.Y. people. Thus the Parry Sound Company not only knifed the O. & N.Y. Company directly as a rival company, but also trespassed against it as a part of the public and having a share in the public's right to claim proper observance by the Parry Sound Company of public agreements. On either count, Mr. Osler's notification that it is not the O. & N.Y. business whether the Parry Sound road is defrauding the public or not is as brazen a sample of cheek as could easily be quoted. It simply means that nobody has any right to question any misuse whatever, any monopoly, no matter how iniquitous, which the Parry Sound Company may choose to make of the great public privileges loaned to it in trust by the public for general railway purposes.

Ottawa must look to Mr. Blair to maintain for the sake both of the city and of the country the full value of the Central station for passenger purposes. In ten years the capital will be a centre of one hundred thousand people, with hundreds of passenger trains arriving or departing daily. And yet the Central station and approaches will be shaped on a poor scale if planned even for ten years hence. Twenty years, fifty years, is not too far for the government of the country to look ahead as regards the beauty of the capital and the convenience of a great population. If, as Mr. Booth says, a single freight shed now built on land privately purchased by a rival company - not part of the government land which Mr. Booth monopolises - will ruin the Central depot even when the demand for passenger accommodation is limited, what sort of accommodation will be left when the demand for passenger accommodation swells as Ottawa doubles and trebles in size? There is no call to discriminate against Mr. Booth in this matter. No championship of any other railway's interests to mean by a championing of the public interest. No O. & N.Y. freight shed should be allowed at the Central station. Neither should C.P.R. sheds. Neither should Mr. Booth's sheds. The whole of the railways should be invited to run their freight elsewhere. And they all have facilities elsewhere..

The Railway Committee of the Privy Council at their meeting yesterday heard another of the grievances between the C.A.R. and the Ottawa and New York Railway.

The latter company made application at yesterday's meeting to be allowed to get to the property on Besserer street which they acquired last year and in front of which Mr. J.R. Booth has erected a spacious freight shed. The property is east of the Central depot and the O. & N.Y. proposed to reach it over the C.P.R. tracks or by laying new tracks.

New Tracks.

John Christie and B.B. Osler, Q.C. appeared for Mr. Booth and A. Z.Lash Q.C. and J.K. Kerr, Q.C. of Toronto for the O. & N.Y. railway.

Application Opposed.

Mr. Osler opposed the application on the ground that there was no need for any freight business in the centre of the city. If in this case it were granted the Parry Hound road would be shut out from their depot and the scheme for the proposed big depot at the canal basin would be wrecked.

Mr. Osler thought that the O.& N.Y. railway should purchase the C.P.R. depot on Sussex street and not interfere with the C.A.R. who wanted more room for their increasing freight business.

Mr. J.R. Booth said that if the O. & N.Y. railway were permitted to carry on a freight business at the canal basin, the whole depot project would be destroyed.

O. & N.Y. Base.

Replying to Mr. Osler, Mr. G.H. Hibbard, of the O.& N.Y. railway, said that on account of the erection of a freight shed by which they are unable to gain access to their property, the O. & N.Y. railway would have to sell some of it at a considerable sacrifice. The shed was built after the property was purchased and it was bad enough to have to suffer the loss without being driven out altogether. The O. & N.Y. proposed to get to their property by laying new tracks.

After listening attentively to both sides of the question, Hon. Blair announced that the committee would carefully consider the case and give an early decision.

A RATHER ODD VERDICT

The Jury in the Russell Accident Finds That the Deaths Were Accidental.

The adjourned inquest into the cause of the accident on the Ottawa and New York road was held yesterday at Russell. Coroner Ferguson presided, but no new evidence was adduced. He made a lengthy and able charge to the jury, who were not long out. They returned a verdict of accidental death, the switch being left open through negligence. They have addressed a memorial to the government asking that all switches on roads under construction be locked in future.

The contractor was represented by Mr. Pringle, of Cornwall, Mr. Cline, of Cornwall, acted for the Chrysler family, Mr. C. Ray, of Chesterville, for the Rambough family, and Mr. Gagnon, of Cornwall, represented the Green family. County Crown Attorney Maxville of L'Orignal was present for the crown.

Messrs. Borthwick and G.W. Parker have succeeded in securing right of way for the Ottawa and New York Railway from Borthwick's Springs crossing to where the line will connect with the Montreal and Ottawa at a point 800 feet east of the old St. Lawrence and Ottawa a distance in all of 3 1-2 miles. This completes the right of way to the head of the deep cut. The number of property owners approached was close upon 50 and while they, of course, feel slightly aggrieved at their farms being cut up by another railway the sting in a great degree removed by the generous manner in which the company has treated them. No railway, it is said on good authority, have ever passed through the province leaving less friction in its trail.

There came very nearly being a mix up between the employees of the Canada Atlantic railway and the New York and Ottawa railway on Saturday at the proposed Diamond crossing near Hawthorne. The New York people got orders to make the crossing but the C.A. officials hearing of this, sent orders to stop the work. This order was not heeded, and another message was sent stating that if work did not cease a gang of men would be sent and compel them to do so. The work is now therefore at a standstill.

Russell June 16. The inquest of the bodies of the four men who were killed in the railway accident at Embrun on the Ottawa and New York Railway last Friday was concluded today at this place. Coroner Ferguson of Cumberland presided. Mr. Pringle of Cornwall was present for the railway company and contractors and Messrs. C.H. Cline and G.I. Cogo of Cornwall and C.B. Rae of Chesterville represented the families of the deceased. Only a couple of witnesses were called and nothing new was learned as to the cause of the accident. Upon the accident adduced on Monday last at Chrysler, the jury brought in a verdict that the four men, Greenlee, Chrysler, Green and Rombough had come to their death by the derailment of a gravel train at Embrun, the accident being due to an open switch; that the said switch was not locked, and that, in not having the said switch locked, the persons engaged in constructing the railway had been guilty of negligence. The jury failed to find how the switch was opened, but there is little doubt that some meddling children are responsible.

Also reported in the Ottawa Free Press of 17 June.

Mr. C.B. Hibbard of the O&NY arrived in the city yesterday on business in connection with the new line. Mr. Hibbard stated that the ballasting of the new line is being pushed ahead and will probably be completed within three weeks. About that time trains will begin to run between Ottawa and Cornwall.

Mr. C.B. Hibbard of the O. & N.Y. Railway and his secretary, Mr. Nieghorn, are at the Russell. Mr. Hibbard states that the work of construction is nearly complete, and it is fully expected that trains will be running into Ottawa week after next.

Russell July 6. The frequent sounds of the whistle of passing locomotives are welcomed by our citizens. The prospect of railroad connection with the large centres of population has increased the value of real estate. There is greater demand for it than formerly. Three properties have been sold recently to parties who may make this their home and place of business in the near future.

The village boasts of a new store, two new millinery establishments, an ice cream parlour and a law office since the advent of the railroad.

A Bridgeman's Fall.

Henry Bernstein, an employee of the Phoenix Bridge Company, met with a very serious accident Tuesday morning while at work on the O&NY International railway bridge at Cornwall. He fell from the top of one of the spans across the south channel, and striking several times on the lower part of the bridge and false work underneath, landed in the water, where he was picked up by an Indian, who is kept with a boat for doing such emergencies. His shoulder was dislocated and he was badly bruised about the body. He was taken to Hotel Dieu for treatment.

The O&NY have filed complete plans of its railway at the county registrar's office.

By these plans it is shown that the O'Donnell property at the head of Deep Cut has been reserved for the company's shops and lots 297, 298 and 299 of the Stewart property at the "Y" on Hurdman's Road will be reserved for yard and storage.

Meeting of the Board of Works yesterday.

President C.B. Hibbard of the Ottawa and New York railway, addressed the board. He said the company had selected for their freight yards the property lying east of the canal basin, on Theodore street. For their shop grounds they had selected the property lying north of Ann street and east of Nicholas. To carry this out it was necessary that Ann, St. James, Court and Albert streets be crossed by the railway on the level and Nicholas street below the level. He asked that the matter be dealt with at once, as they proposed to commence operations two weeks from Monday.

On motion of Ald. Stroud and Payment the application was granted subject to an agreement to be drawn up by the city solicitor and engineer and approved of by the council.

Final arrangements for right of way are now being negotiated by the Ottawa and New York Railway. Through its president, Mr. C.B. Hibbard, the matter was brought to the attention of the Board of Works at a special meeting held yesterday afternoon. What is wanted is permission to cross Ann Street on the level and to tunnel beneath Nicholas street at the head of the Deep Cut. Wilbrod, Court and St. James streets will also be crossed but as these latter and at the canal reserve, no difficulty was experienced in according the desired permission. City Engineer Surtees urged caution in dealing with Ann and Nicholas streets, and permission to cross these will be granted subject to the details being worked out to the satisfaction of the city engineer and the board. Mr. Hibbard said that trains would be running on his line in little more than two weeks.

It is officially announced that the first trains on the Ottawa and New York Railway will commence running between Cornwall and Ottawa on July 25th. The work of ballasting the line is expected to be fully completed by that date.

The O. & N.Y. railway have purchased 5 lots near the central depot, Ottawa. The company intend to erect freight sheds on their [roperty.

It is officially announced that regular trains will be running on the O. & N.Y. by July 25th,

The Ottawa and Cornwall railway have met another snag in the attempt to cross the Canada Atlantic tracks east of Hurdman's bridge, to effect a junction with the Montreal and Ottawa line. It is said that the Canada Atlantic people object to the Cornwall road putting down what is known as an interlocking switch. The trouble will delay the opening of the new road, and unless a compromise arrangement is reached the matter will have to be threshed out before the Railway Committee of the Privy Council.

A Citizen reporter called at the office of the Ottawa and New York Railway Company, which is temporarily located in the Carleton Chambers on Sparks Street and in a brief interview with the manager, Mr. Hibbard, obtained from him an authoritative denial of the item which appeared in the Free Press stating that the Ottawa and New York Railway Company would inaugurate their service next Saturday. Mr. Hibbard stated he was not in a position to extend further information as to the intentions of the company at present.

The Ottawa and New York new city office is to be located further down Sparks street, near the general post office, and as the furnishings are complete, the company staff will enter into possession immediately.

Mr. Hibbard was entirely reticent as to the intention of the company with respect to the old C.P.R. depot on Sussex street, which rumor stated would be the future depot of the O. & N.Y. Railway Company.

It is probably in the neighbourhood of a dozen years since the C.P.R. ceased to use it as a depot. Situated on the east side of the lower bend of Sussex street, about ten minutes walk from the Basilica, and surrounded with every mark of decay and neglect, it stands a moderately sized dingy frame building with low drooping eaves, and surrounded with lumber and weeds. In one end is located a C.P.R. telegraph office and the rest of the building is occupied by Mr. Fairburn as a dwelling house. Such is the place which Dame Rumor says will be the future home of the Ottawa and New York Railway Company, although Mr. Hibbard professed entire ignorance of any such intention on the part of the company.

The Ottawa and New York Railway between Ottawa and Cornwall will be opened for traffic in a short time. Large gangs of men are busily engaged in getting the road into shape. The last ties will be laid near Ottawa to-day, the switches put into place and the necessary ballasting put down. Through the kindness of Mr. C. B. Hibbard, President of the O&NY and Mr. L.F. Motley of the construction company, a Journal reporter was able to go over the line yesterday afternoon and had a good view of the country through which it runs, as well as the towns and villages on the line. The trip was made in the cab of engine no. 7 manned by engineer J.S. Bucklin of Santa Clara, NY and Fireman C.S. Pullen of Tupper Lake, NY. Conductor Ed. Smith of Newington had charge of the train.

The start.

The start was made from the Canada Atlantic tracks, five miles from the city about four o'clock. An earlier start had been intended but the rain and wind storm made it unsafe for the train to start. The rear end of the train was invisible from the engine owing to the dense rain. Before the rail fell, sand and dust darkened the air but the rain soon settled it. The rain did great damage to the grain throughout the district.

The new road branches off from the CAR tracks a few miles out of Ottawa and runs south to Ramsay's Corners, seven miles from Ottawa.

Ramsay's is a small settlement built on a hill. From Ramsay's the road passes through Piperville and Edwards in a level stretch of country. In this stretch there is a straight stretch of track thirteen miles in length. A siding has been put in at Edwards but no station has so far been built. It will probably be a flag station.

Piperville and Edwards district is not very thickly settled, but it is a comparatively new country to the farming community and it is being greatly improved. It has several cheese factories and large numbers of dairy cattle are kept in the section. Edwards is thirteen miles from the city.

From Edwards the country steadily improved. The farms look better, are better cultivated and more modern and larger homes have been built. Fruit trees are noticed in abundance. The soil is sandy. The grain throughout this district was in splendid condition until the rain and wind came and knocked it down. Approaching Russell the track curves and runs through some of the finest farming country in eastern Ontario. Russell is on the south of the track - which passes right beside the Exhibition Grounds. At Russell the first station was reached and a stop of a few minutes was made. Two switches have been built at the station for the accommodation of the trains.

The first station.

Russell with the advent of the railroad will be a more important village than formerly. It is situated on the banks of the Castor River and already has a number of industries. A large cheese factory in the village does a splendid business; a woolen mill, a saw mill, grist mill, planing mill, a sash and door factory are all at work, and thriving. It also contains three hotels. The village is the centre of a fine farming country. Hay grows abundantly, large herds of cattle are kept and dairying on a large scale is carried on. The village has a population of about six hundred. Many cheese factories are tributary to Russell.

The best scenery on the line begins at Russell. From Ottawa to Russell the land is level or low lying. At Russell its character changes - hills are more noticeable - the land looks richer and better tilled, and fine trees grow in abundance.

St. Onge comes after Russell. This village is about two miles from Russell and is also a fine farming district. Hay is always an abundant crop and dairying is conducted on a large scale. A brickyard does business at the village and Mr. C. St. Onge - after whom the village is named - intends executing a large brick hotel.

Remains of wreck

Embrum was next reached. Lying beside the track were bent and twisted pieces of iron, axles and broken wheels, marking the spot where four men were killed in the recent ballast train wreck. At Finch, the fated engine - No. 3 - that jumped the track and brought death to so many was standing on the rails. It looked battered and broken, but will be repaired and placed in commission again.

Embrum is built on the banks of the Castor River. The village looks down from a hill upon the surrounding country. High above everything rises a magnificent stone church erected by the Roman Catholics. The church cost \$75,000, and it is certainly the finest edifice on the line between Ottawa and Cornwall. Embrum's population is considerably above one thousand, around the village and including probably eighteen hundred people finds homes. The station is about a quarter of a mile from the village. Beside the station a hotel and general store have been built and an air of progressiveness is apparent about the place. The village boasts two steam saw mills and six cheese factories are tributary to it. Farming is carried on successfully. This section of the country is really beautiful. Far below the O&NY tracks the Castor River winds among the hills. During the summer it is a quiet stream - not navigable, but pretty. In the spring it rises many feet and is a rushing torrent for several months. Fine trees flank the river on both sides. A steel bridge has been built across the river and is one of the best on the line.

Tobacco is grown

Tobacco growing is extensively carried on in the district around Russell, St. Onge and Embrum, and, as an investment, is one of the best paying of the farm. Skirting the tracks for a considerable distance are tobacco fields with the tobacco growing finely.

The track passes through a rolling country after crossing the Castor River. Blanchard's - a thriving settlement a few miles from Embrum - possesses a fine cheese factory, orchards are abundant through this section. Apples are extensively cultivated.

After Blanchard's comes Cryslar with a population of six hundred. It has a grist mill, saw mill and cheese factory and several neat churches. The Nation river passes the village and the railroad crosses it on a high steel bridge. The river is a pretty one and from the bridge a splendid view is obtained. The banks rise high and the village on them overlooks a wide expanse of country.

One thing is particularly noticeable between Ottawa and Cryslar. The fields are beautiful and green and the wild mustard - the farmer's pest - is absent. But after leaving Cryslar the mustard is noticed and in some places whole fields are given up to it.

Berwick, thirty miles from Ottawa, a village with a population of four hundred was passed without a stop. It has a cheese factory, a saw mill and several neat churches. Then on through pleasant country the road curves into Finch - the busiest point on the line. The O&NY crosses the CPR here and both lines use one station.

It has a cheese board

Finch is a progressive town and it is sure to grow.

Finch is thirty-seven miles from Ottawa, and it is built within a clearing. Bush surrounds it. A large saw-mill, a creamery, three cheese factories in and around the village are already doing business. Every Friday night the Cheese Board meets, and large numbers of cheeses are boarded. A large sash and door factory is to be erected in a short time and the town bids fair to grow extensively. The population of the district is about four thousand and with the opening of the new line it is expected business will greatly advance and many new residents come in. One fine feature about the district is the fact that all roads are kept in first class condition and are splendid for driving or wheeling. This feature is noticeable right into Cornwall. The Payne River passes the town and is being dredged to make it more navigable. Near the town are a number of pretty valleys in the woods, and many pleasant picnic grounds are available.

Three churches - Presbyterian, Methodist and Roman Catholic - are in the town. The buildings are well constructed, and the whole town has the appearance of a place that is growing. New houses are being located throughout the section.

A Growing Village

The railway passes through swampy land after leaving Finch, and touches Newington, thirty-eight miles from Ottawa. Newington has a grist mill, two saw mills, a cheese factory, three or four churches and a population in the village of about four hundred. It is a growing village, and is in the centre of a good farming country. From Newington to Lunenburg, where the next stop was made, the swampy character of the land changes. The land rises and becomes more hilly. Fine farms and orchards flank the track. The line runs on without any high grades or sharp curves and when Lunenburg is reached it passes through a stretch of country that looks like a large and well tilled garden.

At Lunenburg the company has a gravel pit, six acres in extent. A steam shovel is kept working steadily and loads three or four trains a day.

Cornwall reached.

The line curves at Lunenburg and from there into Cornwall runs almost directly south. As the St. Lawrence is approached the land improves and

orchards become much more numerous. Black River is crossed ten miles from Cornwall and the line also crossed the GTR tracks not far from Lunenburg. The railway enters Cornwall on the north side and there a station 34x54 has been erected. It contains two waiting rooms, ticket office and baggage rooms.

Cornwall, the factory town, is thus directly connected with the capital. It has a population of over eight thousand and is steadily growing. Its manufactures are extensive and its location on the Cornwall Canal and St. Lawrence is splendid. The railway company is building a bridge across the St. Lawrence at this point and when completed it will be a most important and valuable bridge.

THE CONSTRUCTION WORK

How and by whom the road has been built.

The construction work has been carried on by the O&NY Railway Company represented by Messrs Balch and Peppard, with headquarters at Finch. The Company has offices at Cornwall, where are stationed the tug, road and bridge engineers.

The stations along the line are neatly constructed and contain ticket offices, waiting and baggage rooms. They are painted a light yellow colour. Sixty-five pound rails have been used in the construction of the line. Ordinary switches have been put in and the right of way is fenced with barbed wire. Whenever a crossing through a farm has been necessary the company has constructed neat gates using patent rollers instead of hinges.

The crossings have not been made any wider than the roads leading to the track. Along the line wooden trustles [sic] have been built where necessary. The rivers are, of course, crossed by steel bridges. There are no sharp curves nor high grades on the line. Over the 65 pound rails the trains will be able to go at great speed. The road, when completely graded, will be a splendid one.

The commercial benefits of the new line cannot easily be over-estimated. Passing as it does through a splendid farming and dairying country, it cannot help being a benefit to Ottawa. Over a hundred cheese factories are tributary to the line and of the output of these Ottawa should be able to get a large share. Ottawa has now a cheese board and as it becomes throughout the district the cheese-makers can probably be induced to board their cheeses on the Ottawa board.

Another advantage.

Another commercial advantage that the new line offers is this, that Ottawa could easily get its milk supply from the country through which the line passes. The milk could be carried into the city every morning by train and delivered from the depots to the consumers. Coming from the country in trains the milk would not be much shaken and would therefore be in good condition. With good train connection into Ottawa this method of supplying the milk could be successfully carried on. The cost of the milk in the country and the cost of carrying it into the city would not be too high to permit the sale of the milk at the present prices and allow a good profit.

When the line is completed on the American side from Tupper Lake to North Creek it will undoubtedly carry many tourists from New York through to Ottawa. The line will be entirely completed at an early date as the construction work is being pushed.

The stations between Ottawa and Cornwall and their distances are: -

Ottawa

Edwards - flag station - 13 miles

Russell - 20 miles

Embrum - 24 miles

Crysler - 31 miles

Berwick - flag station - 35 miles

Finch - 37 miles

Newington - 41 miles

Black River - 47 miles

Cornwall - 57 miles

27/07/1898 Ottawa Journal

New York Central

Letter.

It is reported that the NY&O may lose the bonus (\$10,000) voted them by the township of Russell if they are unable to have their road in operation by the 31st July inst.

This unfortunate condition is understood to be owing to the delay caused this company before the terms upon which they might enter the city were fixed and to the determined opposition of another company.

If the NY&O Rly. would operate their trains to and from a point as near to the city as possible, and from this point convey their passengers by stages to connect with the Electric Street Railway, I am sure they will be supported by the public, who will put up with this inconvenience, as the public along the line of railway and in this city would like to see British fair play.

The line then being in regular operation would save the Russell bonus to the company, as the terms of the by-law would be complied with, and the opposition would get it in the solar plexus.

Otherwise the legislature may have to be applied to, that the period in the by-law be extended; or the by law voted again by the rate payers of Russell.

The first plan is the easiest and the surest.

Yours etc. Fair Play.

28/07/1898 The Record, Chesterville

New York Central

To run on Saturday.

New York and Ottawa line will soon start trains.

The first train on the Ottawa, New York and Cornwall railway will be run next Saturday. The train will leave the CPR depot on Sussex Street, Ottawa, the company not being able to arrange terms with Mr. Booth for entering the Central Station. The difference of opinion in reference to crossing the CAR tracks near Hurdman's bridge was amicably settled, but no agreement could be reached in reference to terminal facilities. The CPR short line is not yet completed and it is likely that the New York road will have to use the Sussex Street station until it can come into the Central station over the Montreal and Ottawa railway line tracks.

29/07/1898 Ottawa Free Press

New York Central

The first train on the New York and Ottawa railway left Ottawa at 6.30 this morning from the old St. Lawrence and Ottawa depot for Cornwall.

On Monday last the Free Press made the exclusive announcement that the first train would run this week, probably Saturday. Owing to the arrangements for opening being facilitated much quicker than was expected the train service was inaugurated a day sooner.

The Citizen did not get the news last Saturday, and came out subsequently with a silly screech under the heading "Another Fake Nailed," and described the Free Press statement as a fake, accompanied with the announcement that the trains would not run for some time yet. The running of the trains today fully substantiates the reliability of the Free Press announcement, and the public can easily draw their own conclusions as to which paper gets the news.

The train which left this morning was "light", being run to fulfill the conditions of certain contracts into which the company entered.

The regular service will be started at once and will consist of two trains a day both ways for the present. When the roadbed gets into shape the company promises to put on a first class service. The using of the St. Lawrence and Ottawa depot is merely a temporary arrangement.

[ed. - This column was missing from the microfilm. Thanks to Chris Granger, Cornwall, for making us aware of its existence at the Keith M. Boyd Museum, Russell, ON. Also, thanks to Dorothy Kincaid, of the Museum, for providing us with a copy.]

The Standard-Freeholder, Cornwall, ON - July 31, 1939

DOWN THE LANE

People of Cornwall and district, as well as residents of villages served by the present New York Central Railway between Cornwall and Ottawa, may not be thinking about railway service, today. However Down The Lane would like to remind them that 41 years ago Saturday last, July 29, people were thinking seriously about rail transportation and were glorying in the fact that the run to Ottawa had at last been shortened, instead of going to and from the Capital by the more circuitous route by Coteau, Que.

On the morning of Friday, July 29, 1898, the Ottawa [and] New York Railway as it was then called was opened to traffic and first trains over the new road, north and south, were set in motion. The Cornwall Freeholder of that date gave an elaborate account of the event and Down The Lane believes, in view of the recent talk of closing up on the service, the original opening, and the events leading up to it, will prove of interest especially to those public bodies which opposed any lessening of the company's service. The Freeholder, July 29, 1898, said:

The opening of the Ottawa and New York Railway between Cornwall and Ottawa, this morning, marks the realization in a slightly altered form of a scheme originated in 1882, when the old Ontario Pacific Railway Company, of which the late Dr. Bergin, M.P., was then the moving spirit, sought, with the aid of Jay Cooke and Co., of Philadelphia, to build a road from Cornwall to Sault St. Marie, and thence westward to the Pacific Coast, about on the line now traversed by the Northern Pacific Railway. This scheme was rendered impossible through the influence of the C.P.R., but, was never dropped, and, after many years of fruitless effort, a contract was signed on August 14, 1896, with the New York and Ottawa Company, who assumed the franchise of the Ontario Pacific and set engineers to work to lay out a line from Ottawa to Cornwall and thence across the St. Lawrence to connect with the Delaware and Hudson Railway at North Creek.

The engineers completed this work early in the summer of 1897, and the contracts for building of the road and bridge were awarded. The SooySmith Company of New York, secured the building of the piers and masonry; the Phoenix Bridge Company, of Phoenixville, Pa., the iron superstructure; and the grading and ballasting were contracted for by Balch and Peppard, of Minneapolis, Minn., who afterwards sublet most of the work.

The First Sod - The first sod was turned on Monday, August 23, 1897, by John Bergin, Q.C., on the site of the Cornwall station, north of the West Front Road.

It was expected that the road would have been completed between Cornwall and Ottawa last fall, but numerous obstacles, not the least of which was the bitter opposition of the C.A.R. (Canada Atlantic railway), caused some delay. The grading, however, was completed with the exceptions of a few small sections and steel laid from the Canada Atlantic junction to the G.T.R., at Cornwall.

The engineers, in their calculations as to the time of bridging the St. Lawrence, underestimated the force and volume of "The Father of Waters," which, some of them say, is positively the worst bit of liquid for bridge building they have ever tackled, but all obstacles have now been overcome and a couple of months should see trains running from Cornwall to the American shore.

The guiding hand of the whole machinery so far has been George W. Parker, of St. Louis, Mo., president of the New York and Ottawa Company, which undertook the construction of the line. The money end of the business is looked after by H.T. Nash, also of St. Louis, who is treasurer of the construction company.

Chief Engineer Anthony has brought a lifelong experience in railroading to bear on the problems encountered in the construction of the road and has solved them successfully.

The new road will start with an excellent equipment. It will have six powerful engines, three of which have been used on construction, and three new ten-wheelers, built by the Baldwin Company of Philadelphia, very powerful machines suitable for passenger or freight service. Two full trains have been built by the Pullman Car Company, of Chicago. Each train will consist of two first-class passenger coaches, a mail and express car. Besides these, the company has purchased several coaches and combination cars for mixed trains and excursions, which arrived in Cornwall and were turned over to the company.

The passenger station at Cornwall will be a neat building, uniform in design but considerably larger than at any other point on the line. It will be 18 feet wide by 52 feet long, with a platform 200 feet long. There will be a general waiting room 24 by 24 feet, with a ladies' waiting room, baggage rooms and operators' room. The Street Railway Company's tracks will run immediately in rear of the station which is situated about 200 feet North of the West Front Road, and to the freight house, which is 24 by 42 feet and connected with the station by the platform. Mr. Warwick, of Brockville, is contractor for the station buildings.

C.W. Wilson, late agent of the line at Tupper Lake, will be agent at Cornwall and has arrived to take charge. Leslie Hart, of Cornwall, is the operator. Other agents already appointed are A.G. Hope, at Newington, and R. Crandall, at Russell. At Finch junction a joint agent is employed by the O. & N.Y. and the C.P.R.

The general offices of the company are in Ottawa, the northern terminus, where C.B. Hibbard, president and general manager was located, as well as W. Chance, secretary; G.H. Watson, treasurer and general passenger agent; S.W. Derrick, trainmaster, F.D. Anthony, chief engineer, and C.E. Cartwright, assistant engineer, made their headquarters at Cornwall.

For the present, two trains will be run each way daily. A passenger train will leave Cornwall at 7.45 a.m., reaching Ottawa at 10.30 a.m.; returning, this train will leave Ottawa at 5 p.m. and reach Cornwall at 7.30 p.m. A mixed train will leave Ottawa at 6.30 a.m., reaching Cornwall to connect with the expresses west, and will leave Cornwall at 4.00 p.m., reaching Ottawa at 8.30 p.m.

The First Train - The first train to Ottawa left Cornwall at 7.45 o'clock this morning, July 29, with conductor Silas Brown in charge and engineer Ed. Leboeuf at the throttle. A train also left Ottawa at 6.30 o'clock, with Joseph Bombard as conductor and Albert Murray as engineer.

The trip over the O. & N.Y. proved a pleasant experience. The street cars take people to the station and, after crossing the G.T.R. at Cornwall Junction, the train hits a lively clip. The view of the country was somewhat confusing, cutting through farms and seeing mostly the backs of farm

houses, where the entire family gathered to see the unusual and unfamiliar sight of trains passing. The Cornwall Centre cheese factory was passed a few minutes after leaving the G.T.R., after which the train passes through the big cut at the Post Road and stops at Black River and then on to Newington and Finch. The long promised connection with the [?] country is at last an accomplishment, and there are to be no more nightmares of drives of long hours' duration through snowdrifts and muddy roads to Newington and Finch. We instinctively uncover our heads to the gentlemen whose enterprise has made the quick trip possible and to the memory of the late Dr. Bergin, whose dreams were realized only after he himself had passed away.

At Finch, the O. & N.Y. crosses the Canadian Pacific Railway, a joint agent, Mr. Cease, looking after the interests of both companies. Here is installed a fine interlocking switch plant; a large tank holding 50,000 gallons and drawing its supply from the Payne River by means of an automatic gasoline engine of three horsepower. This tank and a similar one at Russell are under the charge of J.R. Simpson.

In a few minutes the train reached Berwick and a little later it arrived at Crysler, where the Nation river is spanned by a handsome iron bridge. At Embrum, the spire of a beautiful church is seen through the trees. A little to the west is the village of St. Onge. The Castor river, a black looking, sluggish stream, is crossed by a deck bridge. On the Mackie place, a little west of the track near Embrum, is seen a veritable curiosity in the shape of a huge boulder, weighing many tons, resting on another boulder, and so nicely balanced that a child can rock it.

Russell, three miles north, is a prettily-situated village with good buildings and an excellent fair ground and race track alongside the railway.

At Edwards, seven miles nearer Ottawa, there will be a flag station only. The people of Piperville, so it is said, opposed the railway and were anxious that no station should be located near them; now they would give a great deal for the accommodation.

At Hawthorne Junction, five miles from Ottawa, the O. & N.Y. crosses the Canada Atlantic Railway and runs for some distance alongside the newly-built track of the C.P.R. and a couple of miles out switches on to the old track of the Prescott road and into the Sussex street station. This is only a temporary arrangement. As soon as the O. & N.Y. and the C.P.R. can bring J.R. Booth, of the Canada Atlantic, to terms, they will run into the Central Station, just east of the Russell, where a handsome union terminus is to be built.

As one journeys over the 56 miles between Cornwall and Ottawa, the view from the car window is that of as fine farming country as there is in Canada. From Finch north, west and south, stretches the great prairie, no hill lifting itself above the dead level as far as the eye can reach. We knew Finch farmers and farms, but were unprepared for the appearance of the country further to the north, which is well cleared and cultivated and furnished with livestock galore. Compared with the section traversed by the Canada Atlantic, only a few miles to the eastward, the difference is surprising.

The road is well fenced and at every crossing whether the highway is opened or not, is a sign in the shape of St. Andrew's cross, with the words "Railway Crossing" in large black letters.

The trains are running strictly on time and are carrying a good number of passengers for a newly-opened road, as well as considerable freight.

The general offices of the company are pleasantly situated at the Carleton Chambers, Ottawa, on Sparks Street, a short distance above the Russell.

All in all, the new railway trip from Cornwall to Ottawa and return was a delight and the road is sure to fill a long felt want and be popular with the people of the district.

29/07/1898 *Ottawa Journal* *New York Central*

The first train on the Ottawa and New York Railway left the St. Lawrence and Ottawa depot this morning at 9.30 o'clock. It had been intended to leave at 6.30 a.m. but owing to delay with the switch at the CAR crossing the train was delayed. Mr. C.R. Hibbard, president and general manager of the road went out on the train. Conductor J.C. Bonlard and Engineer A. Murray had charge of the train.

The time table as arranged for the present is as follows:-

Trains will leave Ottawa at 6.30 a.m. and 5.00 p.m. arriving at Cornwall at 10.30 a.m. and 7.45 p.m. The trains from Cornwall will leave at 7.45 a.m. and 4 p.m. arriving in Ottawa at 10.30 a.m. and 7.50 p.m. The company will only temporarily use the St. Lawrence and Ottawa depot.

These times were subsequently shown in advertisements.

29/07/1898 *Ottawa Citizen* *New York Central*

The Ottawa and New York Railway this morning inaugurated a regular service over its line between this city and Cornwall.

The first train steamed out at 11.37 a.m. but owing to a delay in the order from Mr. Chamberlain to drive the last spike in the diamond, the time of departure was postponed. She was manned by Joe Bombard, conductor, Albert Murray, engineer, and Douglas Cameron, fireman. Some fifteen passengers made the initial trip to Cornwall. The incoming train left Cornwall this morning at 7.45 and was waiting at the diamond for the departure of the train from Ottawa. Henceforth, the regular service will be put on. The incoming train is scheduled to arrive at 10.30 a.m. and 7.45 p.m. The first train left for Ottawa sharp this morning.

The timetable has been arranged so that close connection is made at Cornwall with the G.T.R. for Montreal and Toronto and at South Finch for Montreal by the C.P.R.

The new road will be an inestimable boon to the people of the districts through which it runs and will be the means of greatly developing a section of the country which heretofore has been deprived of railway communication.

29/07/1898 *Eastern Ontario Review* *New York Central*

It was reported that trains would be running on the O. & N.Y. railway tomorrow. There is no confirmation of the rumor.

30/07/1898 *Ottawa Free Press* *New York Central*

The present two trains will be run each way daily over the New York and Ottawa line on comparatively slow schedules, which will be quickened when the construction trains are hauled off. A passenger train will leave Cornwall at 7.45 a.m. arriving at Ottawa at 10.30 a.m. Returning the train will leave Ottawa at 5 p.m. and reach Cornwall at 7.30 p.m. A mixed train will leave Ottawa at 6.30 a.m. reaching Cornwall to connect with the expresses west and will leave Cornwall at 4 p.m., reaching Ottawa at 8.30 p.m.

These figures are approximate only and may be changed at any time. The work on the station at Cornwall is progressing satisfactorily.

30/07/1898 *Montreal Gazette* *New York Central* *Osgoode*

The first train on the New York and Ottawa Railway left Ottawa at 6.30 this morning from the old St. Lawrence and Ottawa depot for Cornwall

At precisely 11.30 Friday morning the first train over the Ottawa and New York Railway pulled out of the Sussex street station.

Although the train was not crowded, what was lacking in numbers was made up in kind.

Mr. C.B. Hibbard, president and manager of the road, Mr. Ridout, government inspector, Chief Engineer Anthony and Mrs. Anthony, Fred Erickson of Escanaba, train-master Durick, Charles Hibbard and a Citizen man made up the party.

In the highest of spirits the crowd left the city and everything went well until Hawthorne was reached where a delay of two to three hours occurred during which the patience of the passengers was exercised while the diamond was being properly placed. Then onward the train glided smoothly indeed since the road is so new.

On arrival at Russell, having passed Ramsays Corners and Piperville, the party drove to the Commercial Hotel in a bus and attended to wants of the common man.

After twenty minutes of serious occupation the party rose from the well laid table and returning to the station again, boarded the train again and the journey proceeded with.

Soon Embrum, the scene of the sad fatality of a few weeks ago was passed. Then came Crysler, pleasantly situated on the banks of the Nation River. The next station is Berwick in the midst of a district noted for its stock raising and dairying. The storm through which the party had been running for some time abated as the train steamed into the village of South Finch. At this point the O. & N.Y. crosses the C.P.R.

After leaving Finch a long cedar swamp was passed. The next stop was made at Newington. Then our attention was attracted first by the "clustered spires" that indicate the religious proclivities of the people. Quite a crowd of the villagers hailed the advent of the train. At Newington is situated one of the gravel pits of the line from which immense quantities of ballasting material have been and are still being taken. There we saw the giant engine No. 7 weighing 117,000 pounds.

After Newington is Harrisons Corners and then some three or four miles further is Cornwall, the town of cotton and lacrosse.

The trip was largely enjoyed by all the strangers. Messrs. Hibbard and Derrick having extended every courtesy.

The opening of the Ottawa and New York Railway marks a distinct advance in the trade development of Ottawa. To the trade of the city is added that of one of the best agricultural districts of this part of Ontario. The country between Ottawa and Cornwall is dotted with beautiful villages and filled with rich farmers. The farmers in the neighbourhood of Russell and St. Onge are the best in Russell county and Ottawa will deserve a large trade from that district.

The greater benefit will come to Ottawa when the connections through to New York are completed, which will be before the end of the summer.

The new route will pass through the heart of the Adirondacks. The road will be a great competitor for tourists travel and its policy will be to bring all to Ottawa, at the edge of the Canadian Adirondacks, the Laurentians.

A meeting of the Railway Committee of the Privy Council is to be held on Friday morning at 11 o'clock to dispose finally, if possible, of the application of the Ottawa and New York Railway Company to be allowed to reach central station over the tracks of the Booth system.

At the last meeting of the committee certain technical questions in connection with the application were referred to the chief engineer of the department, whose report has been ready for some time. Since then the O. & N.Y. people have been pressuring for a decision and as Hon. W.S. Fielding, the acting Minister of Railways is anxious to leave within a few days for Nova Scotia, it was decided to deal with the question as soon as possible. There was some doubt as to whether the notice would be sufficient, but Mr. Booth's solicitor having agreed to waive all objections on that score, the Railway Committee has been called for Friday to deal with the case. The Hon. Fielding will preside.

Advertisement. Regular trains leave Ottawa Sussex Street Depot, daily except Sunday, for Cornwall and intermediate stations at 6.30 a.m. arriving Cornwall at 10.30 a.m.; and at 5.00 p.m. arriving Cornwall at 7.45 p.m. connecting at Cornwall with Grand Trunk Ry. for points west.

For tickets and information apply at City Ticket Office 39 Sparks St. or at Sussex St. Depot.

A detailed timetable showing times at intermediate stations is also shown.

First train ran Saturday.

The Ottawa and New York Railway was opened for traffic Saturday morning. The first train to Ottawa left Cornwall at 6.30 a.m. For the present, two trains will be run daily.

OTTAWA'S NEW RAILWAY

A meeting of the railway committee of the Privy Council will be held tomorrow to further consider the application of the Ottawa and New York railway to reach the Central depot over the tracks of the Ottawa and Parry Sound road.

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THE CENTRAL STATION

It is stated that the Ottawa and New York Ry. Co. propose making another application to the Railway Committee to-morrow regarding tracks into the city. On enquiry at the Parry Sound offices it was learned that since June last the C P. R. and the O. & N. Y. Co. have had an agreement with the Parry Sound road allowing them access to and the use of the Central Station, and in that respect no delay or opposition has been made by the Parry Sound road, who have acquiesced and made necessary arrangements ; but any delay which has occurred appears to have been owing to the fact that neither road is yet in a position to take advantage of the facilities offered to them.

FIGHTING OVER IT AGAIN

N.Y. & O. RY. ENTRANCE QUESTION BEFORE RY. COMMITTEE

Council [sic] for the O.A. & P.S. Ry. Claim Exclusive Rights to the Property Over Which Their Line Enters the City

The application of the Ottawa and New York Railway company for access to the Central depot over the tracks of the Ottawa, Arnprior and Parry Sound Ry. came up again to-day before the railway committee of the Privy Council.

Mr. Fielding as acting minister of railways, presided and there were also present Mr. Mills and Sir Henri Joli. For the Ottawa and New York railway there appeared Mr. Hibbard, President of the company, and Mr. Curle, counsel. For the Parry Sound road there were present J. R. Booth, Mr. G. Mountain, engineer, and Mr. Christie, counsel.

The first witness was Mr. Hibbard. There was nothing new in the evidence. He repeated his statements at the former meeting that there was sufficient room for tracks to let his road into the Central depot alongside the tracks of the Ottawa and Parry Sound and Canada Atlantic railways. Being cross-examined by Mr. Christie, the witness gave some information as to his long experience in running railways, and explained the obstacles that were in the way of entering the city by any other route than the unoccupied land alongside the tracks of the Ottawa and Parry Sound. There were ordinance [sic] lands and city property in the way. The witness said that a draft agreement was prepared between the Montreal and Ottawa railway, otherwise the C.P.R., for the use of part of their tracks. It was not signed yet. It was agreed to.

Mr. Christie's Objections.

Mr. Christie opposed the application. In doing so he said that he thought he was justified in taking all the technical objections against the application that it was possible to do. When the question came up before the last meeting of the committee there were only two members of the committee present, Messrs. Blair and Mills, while the statute provided that there should be three to form a quorum. He admitted that his clients agreed that the case should be heard by the two members, but when it came to the signing of an order which was the result of the hearing, it was at such variance with the evidence that he took the technical objections to it as already stated. He objected to the present hearing going on because his clients had not had sufficient time to get counsel. He then went on with an elaborate argument that the crown had no right to grant the application for railway purposes.

Mr. Mills - do you want to argue yourself out of court?

Mr. Christie said that their least protected them. He admitted that the land could be used to approach the Central depot, but that their tracks could not be expropriated or used for that purpose except on reasonable terms named by his company. There was no hurry for the application being considered. The New York company was not ready to come into the station. In fact they never wanted to come into their station, but to build a station on part of the land which they expropriated.

Mr. Fielding explained that when he prepared the order he understood everything had been regular, and it was only when the order was refused to be signed that he was made aware of the fact that the application was not heard before a quorum of the committee.

Mr. Christie - my acceptance of the order was not to make it legal.

Mr. Mills agreed that this was correct.

Did Not Want to Buy.

Mr. Christie went on to show that his company wanted all the land entering the depot for their own purposes, and that there was no room for other tracks. Mr. Mountain gave some evidence in this direction, after which Mr. Christie maintained that it was monstrous to grant them the application over lands of which his company was the absolute owner. The Ottawa and New York Railway Company made the application because they wanted to escape the cost of buying their way into the city.

Mr. Curle made some remarks after which the committee adjourned reserving its decision.

Mayor Bingham and Mr. Pratt, the assessment commissioner, were present for the city, part of the time.

05/08/1898

*Ottawa Citizen**New York Central**Russell*

Russell Aug. 4. The principal event of last week was the opening of the New York and Ottawa Railway for passenger traffic. There was a large crowd waiting at the station when the first passenger train steamed in. The Union Jack floated from the station flagstaff. A number of our prominent residents took in the first trip to the Capital. Among those on the train were Messrs. A. Heimer, P.R. MacDonald, A. Corecadden, John MacDonald, S. York, D.S. McDugall, M.D.L. Loux and W.H. Lowrie. The road will be a great convenience to the town and the surrounding villages. The first shipment of cheese was made over the road by W.R. Petrie and Co. The product of twenty or twenty-five factories will be shipped from here weekly. In fact Russellites expect the cheese from the county of Russell and a good part of Carleton will be purchased by our enterprising cheeseman, Mr. Birdsall and shipped from here and other stations on this line. A number of carloads of lumber have already arrived at the station for Messrs. Carkner and McMaster.

05/08/1898

*Ottawa Citizen**New York Central*

The application of the New York and Ottawa Railway Company for power to enter the city and reach the Central depot over the tracks of the Ottawa, Arnprior and Parry Sound Railway and the C.A.R. and by constructing a track down the canal bank, was argued before the Railway Committee of the Privy Council this morning. Hon. W.S. Fielding, as acting Minister of Transport presided, and Hon. David Mills and Sir Henry Joly were also present. The N.Y. & O. was represented by the president, Mr. C.B. Hibbard, and Mr. Curle, solicitor; the O.A. & P.S. and C.A.R. by Mr. Christie QC., solicitor for Mr. J.R. Booth. His Worship the Mayor Bingham also attended.

The application had been argued at a meeting in June and an order prepared dealing with it; but upon the advice of the Department of Justice, it was not enforced, as the committee making it was not a quorum.

Mr. Hibbard gave evidence in respects of the availability of the tracks in question and their sufficiency for all three railways, and, under cross examination by Mr. Christie, maintained that there were insuperable difficulties in the way of entering by any other route, such as the crossing of city property and ordinance lands. He said there was a draft agreement tentatively in force, by which the O. & N.Y. were using the tracks of the Montreal and Ottawa, otherwise the C.P.R.

Mr. Christie argued at length against the granting of the application, holding that the previous meeting was illegal owing to the fact that only two Ministers were present, whereas three constitute a quorum. He objected also to the shortness of notice in the present case. He held that the applicants already had the power under an interim order to enter the Central station over the tracks of the Booth system but they were not in a position to avail themselves of it. In fact, he contended, the O. & N.Y. didn't want to get into Central station over the tracks of the Booth system, but to reach a station of their own, and he contended that in such case they should expropriate land on their own account on which to lay a track. Mr. G.A. Mountain, chief engineer of the O.A. & P.S. was called and gave evidence to the effect that at the head of the Deep Cut there was at present room but for three tracks and even when the O'Donnell property at the end of Nicholas street was expropriated, it would only give room for four tracks, all of which would be required by the O.A. & P.S. and C.A.R., in his opinion, for only the other day he had seen the Elgin street station and the Central station tracks all filled up with freight cars. The ground asked for by the O. & N.Y. could not, therefore, be reasonably granted.

Mr. Hibbard cross examined the witness to show that there was more room at the point in question than existed at St. Louis, Mo. station., the largest central depot in the world. Mr. Mountain admitted that with some straightening out there would be room for another track along the canal bank and that much of the present congestion was caused by overflow of freight cars from the Elgin street station.

The hearing lasted from 11 a.m. to 1.16 p.m. at which hour the committee adjourned.

05/08/1898 Eastern Ontario Review New York Central

The O. & N.Y. has been opened. The service is not very regular yet.

06/08/1898 Ottawa Journal New York Central Crysler

The construction train on the Ottawa and New York Railway ran into the station at Crysler last evening, knocking the corner of the building and demolishing the cab of the engine.

The construction train was running into the siding which is built around the back of the station, in order to allow the passenger train to go by on the main track. The siding track has been placed too close to the station and as a result the accident occurred. Fortunately no one was injured and no damage was done other than shattering the glass in the windows, tearing the corner off the building and smashing the woodwork of the engine cab.

10/08/1898 Ottawa Free Press New York Central

Over three hundred farmers, with their wives and daughters, arrived at the old St. Lawrence and Ottawa station this morning on their way to the Experimental farm.

The excursion was under the auspices of the Cornwall Agricultural society, and was the first over the Ottawa and New York line.

Passengers were taken from all of the way stations between Cornwall and Ottawa, the train arriving in the city only twenty minutes late.

It has been years since the old station presented such an animated appearance and the residents turned out to witness the arrival of the train.

13/08/1898 Ottawa Citizen New York Central Russell

Russell Aug. 12. A large quantity of cheese was shipped from here to Montreal this week via the New York and Ottawa railway. The cheese left here in the morning and reached Montreal at 5 o'clock the same day. This is a great improvement as it formerly took two or three days to reach Montreal. In hot weather rapid transit is very important.

A number of our citizens availed themselves of the excursion of the Stormont farmers to the Capital Wednesday. All were very pleased with their day's outing. One farmer who visited the Experimental farm claims that he can give the farm new pointers.

16/08/1898 Ottawa Free Press New York Central

Mr. H.F. Balch, contractor for the N.Y. and O. railway was at the Russell today. He states the ballasting of the road between Hawthorne and the C.P.R. connection will be completed by Wednesday or Thursday. The road will then be complete.

23/08/1898 Ottawa Journal New York Central

Work on shops will soon begin.

Plans now before O&NY officials.

The Ottawa and New York Railway will soon be ready to commence the erection of their new shops in Ottawa.

The plans and specifications have now been prepared and are now before the officials and directors of the company for their approval. as soon as these are approved of the work will be commenced.

This information was obtained by a Journal representative last evening when in conversation with Mr. J.O. Hibbard who is an official of the road.

Mr. Hibbard also said that the company would run their trains into the Central Depot at an early date. The negotiation for terminal accommodation for the road will be completed in a few days.

Speaking of the progress of the work of the St. Lawrence bridge, Mr. Hibbard said that the bridge was entirely completed over the American channel and that the iron work over the Canadian channel was at present under way.

"If nothing unforeseen transpires," he said, we will have the bridge in use by October first. The ballasting on this end of the line is entirely completed and we are now making first class time between Ottawa and Cornwall. There are eighteen miles of road on the American side of the St. Lawrence which are being completed, and, if nothing happens, we will make connections with the New York Central at Tupper Lake by October 10th. we also find trade on the portion of the line we have in operation most satisfactory.

25/08/1898 Ottawa Citizen New York Central Embrun

TO BLESS THE NEW ROAD

His Grace Archbishop Duhamel to Perform the Ceremony on Monday September 5th.

The Ottawa and New York railway will be publicly blessed by His Grace Archbishop Duhamel on Monday, Sept. 5th, at Embrun. A large number of spectators from the surrounding district will doubtless be present. A train will leave the Sussex street depot at eight o'clock in the morning. After the ceremony of the benediction, a picnic will be held at Lussier's Grove, and during the afternoon speeches will be delivered by Messrs. Guibord and Edwards, the federal member for Russell county, by Mr. H. N. Belcourt, M.P., Ottawa, and by the Hon. Mr. Evanturel.

26/08/1898 Almonte Gazette New York Central Ottawa

The Ottawa, New York and Montreal railway will enter the Central Depot, Ottawa, next Sunday.

05/09/1898 Cornwall Freeholder New York Central

Ottawa-Montreal Societies Picnic Here On Labor Day, 1898

Attracted by the beauty and convenience of St. Lawrence Park, Cornwall, excursionists from both Montreal and Ottawa came to Cornwall on Monday, September 5, 1898, Labor Day, to hold their annual outing at the popular summer resort just East of the town, on the banks of the St. Lawrence River.

<snip>

The Independent Order of Good Templars, of Ottawa, also held an excursion to Cornwall the same day over the Ottawa & New York Railway and several hundred took advantage of the cheap rate. A large number of Cornwall people joined the excursionists and the park was thronged with people.

<snip>

Railway Blessed - An impressive ceremony took place at Embrun on Labor Day, when His Grace Archbishop Duhamel blessed the Ottawa and New York Railroad. A special train conveyed the Archbishop, clergy and invited guests from Ottawa to Embrun and fully 2,000 persons were present. His Grace spoke a few words in English and French, explaining the prayers of the blessing he was to perform. The act of blessing was marked by the singing of special chants, and the sprinkling of Holy Water. The ceremonial was deeply impressing and striking and the scene was most picturesque. After the conclusion of the various acts of devotion, His Grace called for three cheers for President Hibbard of the railroad company, and three cheers were given for Archbishop Duhamel and Father Forget, pastor at Embrun.

A procession was formed, headed by His Grace, Mr. Hibbard and the clergy and all proceeded to the village church, where a solemn High Mass was chanted by Rev. Father Lombard, O.M.I., of Ottawa University, one of the assistants being rev. Father Bourget, of St. Regis Church. Rev. Dean DeSaunhac, of Cornwall, occupied a seat in the Sanctuary.

After the Mass, all adjourned to Lussier's Grive, where tables were spread for 1,800 people. The Union Band of Ottawa furnished the music. The funds of the church were increased by \$800 as the result of a popularity contest between three married and three single ladies.

Cornwall Freeholder 7 September 1937.

06/09/1898 Ottawa Citizen New York Central Cornwall

At noon today pier No. two, south channel, of the New York and Ottawa bridge fell, carrying two spans and a large number of workmen. Although figures could not be obtained it is known that the loss of life is very heavy. The accident has caused the most intense excitement in the town. Owing to the inaccessibility of the scene of the accident, only the most meagre account could be obtained.

The unique, yet impressive, ceremony of the blessing of a railway was observed yesterday for the first time in Ontario, when His Grace Archbishop Duhamel aided by several members of the local clergy, publicly blessed the Ottawa and New York Railway at Embrun [sic] in the presence of an immense gathering of people, the little village being en fete for the occasion. A special train carrying about 300 excursionists left the Sussex Street depot shortly before nine o'clock, an extra car being provided for the Archbishop and clergy accompanying him. The run was made in about an hour and at the station in Embrun an immense crowd of parishioners of the surrounding country had collected to welcome the distinguished visitors. Immediately after the arrival of the train His grace took the cope and mitre and delivered in English and French an explanation of the significance of the ceremony. The railway was then solemnly blessed and the rails sprinkled with holy water. The ceremony closed with cheers for Mr. C.B. Hibbard, president of the O. & N.Y., his Grace the Archbishop and Rev. Father Fouget, the parish priest.

A procession was afterwards formed and marched to the Catholic church where a solemn high mass was celebrated by the Rev. Father Lambert, of the University of Ottawa, assisted by the Rev. Father Larose of The Brook and Rev. Father Bourget ?? Regis.

At the throne, His Grace was assisted by Mgr. Routier, while occupying seats within the sanctuary were Rev. Fathers Alexis and Moise, of the Capuchin Order; Mr. C.B. Hibbard, Mr. Herbert of the C.P.R.; O. Guibord, M.P.P., Ald. Durocher, N. Tetreau and Dr. Duhamel.

The mass was sung by a full choir under the direction of Rev. Father Bourget.

The sermon in French was delivered by the Rev. Father Alexis of the Capuchin Order.

Full account also in the Ottawa Free Press, same date.

The railway was blessed.

Archbishop Duhamel assisted by a large number of clergy conducted it. Embrun en fete.

The unique ceremony of blessing a railway took place yesterday at Embrun for the first time in Ontario. The railway blessed was the Ottawa and New York line. The affair was carried out with great eclat by the people of Embrun.

About 200 people went to Embrun from Ottawa in the morning. Archbishop Duhamel, the members of the clergy and the invited guests occupied a special car. On the arrival of the train at Embrun at 10.00 a.m. the Ottawa people were met by a large crowd. Not only were the majority of the residents of Embrun present, but many people from neighbouring parishes. As soon as the stop was made, Archbishop Duhamel, arrayed in cope and mitre, spoke a few words in English and in French to explain the blessing he was to perform. He then blessed the railways by singing special prayers and sprinkling holy water. During the course of the ceremony many of the clergy were on hand, and Mr. C.B. Hibbard, president of the railway, attended in his official capacity. At the close of the official function the Archbishop called for three cheers for Mr. Hibbard, and they were given by all with a right good will. Cheers were also given for the archbishop and the Rev. Father Forget, parish priest of Embrun.

At the church

Next the clergy and Mr. Hibbard took carriages and followed by the people in procession went to the Embrun church. There solemn high mass was sung by Rev. Father Lambert, O.M.I. of Ottawa University, assisted by Rev. Father Larose, parish priest of "The Brooks", and Rev. Father Bourget, parish priest of St. Regis. His Grace, who was at the throne with cope and mitre and the other sacred vestments, was attended by Rev. Vicar General Routhier. Seats in the sanctuary were occupied by Rev. Father Dezaulnac of Cornwall, Rev. Fathers Alexis and Moie, Capuchins of Ottawa. In the lower part of the sanctuary were seated Mr. Hibbard, Mr. Hebert of Montreal, representative of the Canadian Pacific Railway, Mr. O. Guibord M.P.P., Ald. O. Durocher, Mr. N. Tetreau of Hull, ex-M.P.P. and Dr. Duhamel of Hull, registrar of Ottawa county. The body of the church and both galleries were crowded with the congregation. A musical mass was given by the members of the choir under the direction of Rev. Father Forget who presided at the organ.

The sermon.

A sermon was delivered in French by Rev. Father Alexis. The preacher answered the charge oftentimes made against the Roman Catholic church that she is opposed to material progress. He cited proofs from the history of the church, enumerated what she had done towards the abolition of slavery and for liberty, equality, fraternity, and civilization in general. He spoke in particular of the Catholic Church in Ontario. He closed his sermon by exhorting his hearers to strive not only for material progress, which may be of great use even in the spiritual order, but above all to work for their own individual, spiritual, moral progress, and for that of humanity, because our last end in this world in perfect happiness with God in heaven.

The sermon in English which was to have been given by Rev. Dr. Fallon was not delivered owing to Dr. Fallon's unavoidable absence.

After mass all directed their steps towards Lussier's Grove, a short distance from the village, where tables were spread for 500 people. No less than 1,800 meals were given on the grounds.

The sports.

Among the sports was a lacrosse match between teams from Duncanville and Cornwall. There was a contest for the most popular of three married ladies, and for the most popular of three young ladies and on this \$800 were realized. The money will go towards paying off the debt on the church. The Union Band of Ottawa rendered music during the day.

Mr. C.B. Hibbard, president of the Ottawa and New York Railway Co., showed the greatest kindness to the archbishop, the members of the clergy and all the excursionists, and was thanked sincerely for this generosity.

The archbishop and his party returned home by special train yesterday afternoon.

The I.O.G.T. excursion to Cornwall and the public blessing of the O.&N.Y. line at Embrun yesterday attracted five hundred Ottawans. About half went right through to Cornwall and spent six hours on the river front. They visited the N.Y. & O. bridge across the St. Lawrence and were able to gain an idea of the size and importance of the structure. They spent a pleasant day and returned to the city about 8 o'clock last evening. About half of the excursionists stopped off at Embrun and attended the blessing of the railway by His Grace Archbishop Duhamel.

An Appalling Catastrophe

Railway Bridge at Cornwall Collapses with Deplorable Results.

Fourteen men killed, eighteen hurt - accident happened just before noon. Agonizing scenes.

Cornwall Sept 6 - A terrible catastrophe took place here today, when, without a moment's warning, two spans of the new International railway bridge across the south channel of the St. Lawrence river were thrown into the water by the giving away of the pier which supported them in the centre. Fortunately the gang of men at work at the time was not as large as usual, the bridges being practically completed, or the loss of life would have been much greater. As it is the number of killed and drowned is 14, and the seriously wounded 17. A number of others have hands crushed, and are bruised and cut, but did not go to the hospital.

The St. Lawrence River runs past this town in two branches, Cornwall Island, a body of land of considerable extent intervening. Consequently it was necessary to build two bridges, and it was the magnificent structure from Cornwall Island to the American shore, a distance of about fifteen hundred feet, which went down in today's accident.

Most of the men were caught in the iron and are probably pinned in the bottom of the river, which at this point, is over 30 feet deep.. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage. Many of the wounded were hurt by jumping down on to the bank. The news was at once sent to Cornwall, and with all possible speed and care the wounded were conveyed across Cornwall Island and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their suffering.

The dead - full details

The Wounded - full details

An eye witness to the terrible affair said he was sitting on the bank of the river watching the busy workmen above him, when suddenly without warning, there was a fearful crash and two spans of the bridge collapsed, and the immense mass of timber and iron dropped down, and the agonizing shrieks of the men who were being crushed in the wreck were drowned by the rushing water. Then he saw floating bodies coming to the surface, and the work of rescue began.. This was helplessly inadequate, there being only a few boats in the vicinity and very few men who would undertake to swim out into the turbulent waters. Many who might have been saved were drowned before help could reach them. Piteous appealing faces sank beneath the waters before the eyes of helpless onlookers, Bodies came to the surface for a moment and then passed out of sight, perhaps for ever. It was a terrible and heart rending scene. Words cannot depict its horrors. Even those who got to land alive were in such condition that many died on the way to hospitals. Some had their backs broken, others both legs, while others were crushed by the heavy iron. Among those who are missing so far are Cyril Campbell, William Jackson, Craig and W. Cubby. About 40 of the men employed on the bridge were Americans. The remainder were mostly Indians who acted as assistants. Every man of the division went down with the wreck. Many of those who escaped climbed up the iron work which still rested on piers at either end.

The latest news makes it probable that the death rate will reach fully 30 from today's disaster. As far as can be learned 87 were on the pay roll, of whom 82 reported for work this morning. Of this long list only 38 have actually been accounted for. Allowing that some of those unaccounted for will turn up after the excitement, the probable list of dead and injured will, in all likelihood reach over 25 and may reach 30. Among those thrown into the river was the foreman Thomas F. Brady, whose home is in Pottsville, Pa. He has not been accounted for up to a late hour tonight, and is supposed to be at the bottom of the river. All efforts to get a list of the names of the workmen and those of the missing have proved futile as yet. Everything was in a state of intense excitement all the afternoon, and the efforts of all were to care for the injured ones and get them to Cornwall Hospital as fast as possible.

Just before dark, the dead body of an Indian laborer was picked up on the Cornwall side. There was only a slight bruise on his forehead. He probably was stunned by the fall and drowned before help came.

Fourteen Dead: International Bridge at Cornwall Collapses

A terrible catastrophe took place in Cornwall today, when, without a moment's warning, two spans of the new International Railway bridge across the south channel of the St. Lawrence River were thrown into the water by the giving way of the pier which supported them in the centre.

Fortunately, the gang of men at work was not as large as usual, the bridge being practically completed, or the loss of life would have been much greater. As it is, the number of killed and drowned is 14, and the seriously wounded 17. A number of others have hands crushed, and are bruised and cut, but did not go to the hospital.

The accident happened a few minutes before noon hour, and several men who had been on the bridge had just walked ashore. Among them was Mr. Simmons, the Phoenix Bridge Company's chief engineer.

To your correspondent tonight he said "I can hardly realize that the bridge is gone. I told Mr.

F. D. Anthony, the chief engineer of the New York & O Company, this morning that the bridge was practically ready for trains to cross. All that remained in their way was the hoisting engines on the shore span. A gang of men were at work taking down the big traveller, and a few riveters were finishing the riveting. I had just gone ashore, and was looking towards the bridge when all at once the pier in the centre of the two south spans seemed to crumble away, and the two completed and finished spans, with the 30 odd men working on 'them,' tumbled into the water."

Most of the men were caught in the iron, and are 'probably pinned to the bottom of the river which, at this point is over 30 feet deep. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage.

Many of the wounded were hurt by jumping down to the bank.

The news was at once sent to Cornwall, and with all possible speed and care, the wounded were conveyed across Cornwall Island, and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu Hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their sufferings. The following is a list of the wounded:

JOHN WILSON, Malden, Mass., leg crushed; not serious.

GEORGE BLAYOM, Perkinsville, Vt., compound fracture of leg, and body badly bruised.

BERT BRANT (Indian), Deseronto, Ont., arm injured; not serious.

PETER OAK (Indian) Cornwall Island, chest crushed and leg injured.

PETER DAY (Indian), Cornwall Island, scalp wounded; hurt internally. -

M. REAVES (Indian), Cornwall Island, chest crushed; seriously hurt.

ANDY SMITH, Rochester, NY, back injured seriously.

WILLIAM THOMPSON, Montreal, right leg broken, and body badly bruised.

JOHN FRASER, Quebec province, very badly injured; one leg amputated and internally injured.

JOHN BERO (Indian), Hogansburg, NY, hurt internally.

P. DELAHANT Y, Elkhart, Wis, both legs severely cut and one hand smashed.

D. BARTON, Buffalo, NY, both legs cut and badly bruised.

MICHAEL BURKE, Johnsville, Vt, wrist dislocated.

H. LEAF (Indian), Cornwall Island, both hands smashed.

PETER WHITE (Indian), lacrosse player, leg slightly injured.

LOUIS WHITE, the famous Indian lacrosse player, who played for three or four seasons with the Cornwalls, ankles are fractured and spine badly hurt, besides internal injuries.

The doctors have strong hopes that all of the injured men will recover, although several of them are in a very critical condition.

The following is a list of the unfortunate men who were killed or drowned.

W.J. CUBBY, Paterson, NJ.

W.F. JACKSON, Columbus, Ohio

LOUIS BAUMER, Johnstown, Pa

R.L. DYSART, Tyrone, Pa

J. D. CRAIG, 221 Franklin Street, Detroit, Mich.

PAT MURPHY, 139 Bathurst Street, Toronto, Ont.

TOM BIRMINGHAM, address unknown

DAN HUGHES, Cleveland, Ohio

F. LAVIGNE, Ogdensburg, NY

WILLIAM SHERMAN, address unknown

WILLIAM SAUNDERS, 1410 Fort Avenue, Baltimore Md.

JOHN CLAUSE, Caughnawaga, Que.

HARRY DAVIS, Pittsburg, Pa.

CYRIL CAMPBELL, Cornwall, Ont.

Naturally, there were a number of hair-breadth escapes, as the first intimation the men had of danger was when the pier disappeared like magic, and they were carried with the spans into the water. A few who were very close to the shore span made a dash towards the shore, and some of them escaped.

William Deacon, of Toronto, who was on the top, says that when he felt the bridge going,

he gave himself up for lost. The height of his fall probably saved his life, for when he came up from the bottom of the river he was below the wreck.

He managed to crawl up on a small portion of iron which appeared above the water, and was rescued by an Indian who put out from the shore in a boat. Many others had similar escapes. One man who was working directly above the ill-fated pier, says that it seemed to slip towards the south shore. He shouted to his mate: "My God, Jim, look at the pier," and seizing a swinging line jumped into the water. He escaped with a few bruises.

The exact cause of the accident is very difficult to arrive at. The piers of the bridge were

built last fall by the Sooysmith Company, of New York. The crib work was put together some distance up the river and floated down to the proper location, where it was anchored and sunk to the bottom. The cribs were 62 by 16 feet. They were filled with stone and concrete to within a few feet of the top, after which the water was pumped out and the layers of stone began. The locating of the cribs was accomplished with considerable difficulty, owing to the depth of the water and a ten mile per hour current. The three spans of the bridge were each 370 feet long and about 37 feet above the

water. Each of the spans weight in the neighborhood of 350,000 lbs. The span nearest the American shore settled on the false work, but the centre span toppled over on its side.

The loss, including the necessary delay, is said to be in the neighborhood of \$100,000.

The case of the two foremen, Cubby and Jackson, was very sad. Cubby was married to a

Cornwall young lady a couple of months ago, and Jackson was also only recently married. They were fine young men.

Louis White got his injuries while making a desperate leap for life. He was high up on the

bridges near the American shore, and with his natural presence of mind took in the situation at a glance, and, running shoreward, he sprang off the

bridge on to the rocks on the river bank, nearly fifty feet distant. He is one of the most intelligent and best educated Indians in Canada. Another pathetic feature is the fact that when the first man to lose his life on the job, William MacAuley, was buried last week, his fellow workmen subscribing \$175, to erect a monument over his grave, little thinking that in a few days many of them would share a similar fate.

Cyrill Campbell, a young man, with his wife, recently returned to Cornwall from Marinette,

Wis., is a native of South Indian, Ont. He was only employed a few days as a painter. Davis was also a painter.

It seems there is a general impression in Cornwall that the piers were not built strong enough in the first place. Concrete was used instead of solid masonry. The piers appeared narrow for the heavy strain that was put upon them. It all seems illustrative that the old way was the best when, by means of a coffer dam an excavation was made in the bottom of a river till rock bottom was reached and then the pier was built up from the inside, which, of course, was dry. The method used in the present instance was to sink a crib to the bottom and fill it up with concrete while it was full of water, at least until within a few feet of the surface, when the masonry was built on top. It is claimed this has been tried and found to be equally as durable and strong as the other plans, but it remains to be seen whether, in the present instance, the strong current of the St. Lawrence has not undermined the crib work and swept it away. Some also think the pier simply collapsed under the great weight, but, of course, there is no means of determining that point. The only evidence is that

something underneath gave way, precipitating the upper structure into the river. Through the south channel, where the accident took place, the current is more rapid, and the volume of water going through it is larger than through the north channel. It is by way of this latter that the river steamboats pass, so that navigation will not be interfered with. Only rafts pass down the other. A large outlay will be necessary to remove the debris.

07/09/1898 Ottawa Journal

New York Central

Advertisement shows trains leaving from Sussex Street.

Timetable effective September 19

This was the same through to 7 January 1899.

07/09/1898 Ottawa Journal

New York Central

Cornwall

Swept Down to Death.

Many Lives Lost in the Cornwall Catastrophe

14 DEAD

17 INJURED

VICTIMS PINNED BENEATH BRIDGE IRON IN THE RIVER'S BOTTOM

Not a Moment's Warning of danger - How the Accident Happened - Piers Were Built of Concrete

Cornwall, Sept. 7. Fourteen persons are dead and seventeen seriously injured as the result of the terrible catastrophe here yesterday in the collapse of a portion of the new bridge of the N. Y. & O. Ry. across the St. Lawrence.

Fortunately the gang of men at work was not as large as usual, the bridge being practically completed, or the loss of life would have been much greater.

A number of others have hands crushed, and are bruised and cut; but did not go to the hospital.

the accident happened a few minutes before the noon hour, and several men who had been on the bridge had just walked ashore. Among them was Mr. Simmons, the Phoenix Bridge Company's chief engineer.

To a correspondent last night he said! "I can hardly realise that the bridge is gone. I told Mr. F. P. Anthony, the chief engineer of the New York & O. Company, this morning that the bridge was practically ready for trains to cross. All that remained in their way was the hoisting engines on the shore span. A gang of men were at work taking down the big traveller, and a few rivetters were finishing the rivetting. I had just gone ashore, and was looking towards the bridge when all at once the pier in the centre of the two south spans seemed to crumble away, and the two completed and finished spans, with the 30 odd men working on them, tumbled into the water."

Pinned Beneath the Water.

Most of the men were caught in the iron, and are probably pinned to the bottom of the river, which, at this point is over 30 feet deep. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage.

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The news was at once sent to Cornwall, and with all possible speed and care, the wounded were conveyed across Cornwall Island, and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their sufferings

The Dead and Injured.

Several of the victims of the accident were Indians.

The following is a list of the unfortunate men who were killed or drowned:

(list of killed and injured omitted)

LOUIS WHITE, the famous Indian lacrosse player, who played for three or four seasons with the Cornwalls, ankles are fractured and spine badly hurt, besides internal injuries.

The doctors have strong hopes that all of the injured men will recover, although several of them are in a very critical condition.

Naturally there were a number of hair-breadth escapes as the first intimation the men had of danger was when the pier disappeared like magic, and they were carried with the spans into the water. A few who were very close to the shore span, made a dash towards the shore, and some of these escaped.

Cause of the Accident.

The exact cause of the accident is very difficult to arrive at. The piers of the bridge were built last fall by the Sooyesmith Company, of New York. The crib work was put together some distance up the river and floated down, to the proper location, where it was anchored and sunk to the bottom. The cribs were 62 by 16 feet. They were filled with stone and concrete to within a few feet of the top after which the water was pumped out and the layers of stone began. The locating of the cribs was accomplished with considerable difficulty, owing to the depth of the water and a ten mile per hour current. The three spans of the bridge were each 370 feet long and about 37 feet above the water. Each of the spans weighed in the neighborhood of 350,000 lbs. The span nearest the American shore settled on the false work, but the centre span toppled over on its side.

The loss including the necessary delay is said to be in the neighborhood of \$100,000

Widowed Brides.

The case of the two foremen Cubby and Jackson, was very sad. Cubby was married to a Cornwall young lady a couple of months ago, and Jackson was also only recently married. They were fine young men.

Louis White got his injuries while making a desperate leap for life. He was high up on the bridge near the American shore, and with his natural presence of mind took in the situation at a glance, and, running shoreward, he sprang off the bridge on to the rocks on the river bank, nearly fifty feet distant. He is one of the most intelligent and best educated Indians in Canada.

Another pathetic feature is the fact that when the first man to lose his life on the job, Wm. Macauley, was buried last week, his fellow workmen subscribed \$175 to erect a monument over his grave, little thinking that in a few days many of them would share a similar fate.

Cyrill Campbell, a young man with his wife, recently returned to Cornwall from Marinette, Wis., is a native of South Indian, Ont. He was only employed a few days as painter. Davis was also a painter.

FOURTEEN KILLED, SEVENTEEN INJURED

A Terrible Accident on the New St. Lawrence River Bridge of the Ottawa and New York Railway.

Two Spans with the Men Working Thereon Were Precipitated Into the River by the Crumbling Away of a Pier

Cornwall, Ont., Sept 6. - The worst accident in the history of this town took place, about noon to-day on the south channel bridge of the Ottawa and New York Railway Company. Owing to Cornwall Island dividing the St. Lawrence at this point the company found it necessary to build the bridge in two sections, and it was the magnificent structure from Cornwall Island to the American shore, a distance of about fifteen hundred feet, collapsed and was almost totally demolished in to-day's terrible catastrophe. The bridge consisted of three spans, each of 570 feet in length, and 37 feet above the foaming water of the St. Lawrence, which at this spot is extremely rapid. The three spans are supported on four stone piers, one on the American mainland, two in the river and one on Cornwall Island. The two spans, close to Cornwall Island were finished, and the whole force of the Phoenix Bridge Company, of Phoenixville, Pa., which has the contract for the steel work on the bridges, were employed on the span next to the mainland renewing the traveller.

At noon to-day or a few minutes after pier No. 2, counting from the American shore, suddenly crumbled and fell away into the swirling torrent, and it was followed with a mighty crash by the centre span and the span next to the American shore with the traveller and the swarming men on it, some of them at a height of 90 feet.

A Terrible Scene.

The center span dropped straight into the river and then fell over towards the east, and now lies on the bottom of the river uninjured and plainly visible to anyone in a boat above it. But two men were working on it. They were fortunate enough to escape with a few bruises, but on the other span the scene was terrible and surpasses description. The men were working on the flooring of the bridge, and it was amongst these workmen that the greatest fatalities occurred. They were literally crushed beneath the heavy iron work of the bridge and traveller, and their corpses now lie at the bottom of the river, probably horribly mutilated and defaced. Not a single body has been recovered, and there is absolutely no hope whatever of finding any until the tremendous mass of wreckage has been removed. This in itself is a large contract, but nothing daunted by the terrible disaster, John W. Simons, the manager of the Phoenix Bridge Company at Cornwall, quickly had his entire force on the site, and after the first and most necessary duty of rescuing the wounded had been performed, the work of removing the debris was immediately started and good headway made. Immediately after the crash workmen, Indians and, in fact, everyone within the place were on the scene, and soon the river fairly swarmed with boats and tugs on their errand of mercy. Many a horribly mutilated man was quickly rescued, and so soon as it was reasonably certain that every living creature on the wreck had been taken off, the tug Beaver started for Cornwall with its mangled load of sufferers. She was met at the wharfe by a special car of the Cornwall street railway, and soon all the injured were tenderly placed in the Hotel Dieu and every physician within reach was quickly on the scene, and for several hours the operating room was kept supplied with patients. At latest accounts the seventeen injured are doing well, but several are feared to be mortally wounded.

The latest estimate of the killed given by the Phoenix Bridge Company is fourteen, and it is unlikely that this number will be reduced, but there is a possibility that the fatalities will exceed this estimate.

Following is a complete list of killed and wounded as nearly as can be given.

This list omitted

Supposed Cause of Pier Crumbling.

The cause of his sudden crumbling away of the pier is generally thought to have been the action of the water on the concrete foundation. All of the piers have been put in upon a concrete foundation and pier number two which went today had stood the test of the ice last winter without perceptible damage. The only admissible theory, therefore, seems to be, as already stated, the action of the swift current upon the concrete. An investigation, which in all probability will soon be held, will determine the cause of the accident satisfactorily. In the meantime the grim fact remains that fourteen men have been called to their last account and seventeen others seriously injured, some fatally. There is absolutely no sign of the pier. It has disappeared as completely as if it were a card house.

Noted Lacrosse Player Injured.

Some of the survivors tell thrilling stories of the sensations they experienced during the rush through the air. Some men on top of the traveller miraculously escaped without wetting a foot. Lewis White, a noted lacrosse player, jumped from the traveller to the solid ground and was seriously injured internally, fractured both ankles and strained his spine, but is still alive. The piers were built by Messrs Sooy, Smith and Co., of the Mills Building, New York. The manager of the company, Mr. Geo. E. Thomas, of Chicago, arrived here tonight from Chambly, Canton, Que., where he is managing another contract for his company.

The responsibility for the accident cannot, of course be placed until after a thorough investigation.

08/09/1898

*The Record, Chesterville**New York Central**Embrun*

Ottawa Sept. 6. A novel ceremony was performed at the little village of Embrun, down the line of the Ottawa and New York Railway, when Archbishop Duhamel, surrounded by a number of clergy of the diocese, called upon the benediction of heaven upon the head of the President of the Ottawa and New York Railway, the road itself, the employees and the rolling stock. There were several thousand people present and a large picnic was held in the afternoon.

Cause Unknown: No Reason yet Assigned for Cornwall Disaster

Nothing new has developed since the accident. Everything is at a standstill, as no attempts have yet been made to rescue bodies. All the injured are doing well, and unless unforeseen complications set in they will recover. Those seriously injured are at the Hotel Dieu, where they are receiving the best of care, and one and all are loud in their praise of the good nuns who are doing their best to relieve the sufferers. Of the twelve men there, but one has had an operation performed, and no other operations are thought necessary. Several others who had minor injuries were fixed up and sent home. On the day of the accident, all the doctors of the town volunteered their services, which acts of kindness has been much appreciated, but now that everything is in hand, Doctors Gravely and Harrison are able to answer all calls.

When the sick were visited yesterday they were found to be cheerful, despite the fact that the doctors were dressing their wounds. Several of the men expressed themselves in strong terms upon the way the piers were constructed, which according to all accounts is the cause of this dreadful occurrence.

MR. WILSON'S STORY

Mr. J. F. Wilson, assistant foreman, was standing on one of the fatal spans. He is at the Hotel Dieu but is not seriously injured and will be around again in a few days. The sensation, he says is difficult to describe, when he felt the bridge swaying. He at first thought that some of the false work had given away then it dawned upon him that the pier was going; He had five men near him at the time and, strange to say all escaped, with their lives, while another gang, not far distant were lost. Mr. Wilson fell on the up stream side, and it seems remarkable that he worked his way through the iron obstructions underneath the water and rose fifty feet down the stream. He says he went to the bottom, and felt something pressing him down, then it lifted, and being released, he gradually got free. This same man fell from the Victoria Bridge; at Montreal, some three months ago, and got some slight bruises, he came to Cornwall, and increased his experiences in the perils of a bridgeman's life. Mr. Wilson says the pier gave way and a brother of his, standing on shore at the time, says it tumbled down like a heap of dominoes. He also brings out a circumstance, that one span had rested on this pier for a month, while the other one was placed there but a few days. Whether this increased weight was too much for it remains to be determined Mr. Wilson evidently had a struggle for his life, for when rescued his shirt and overalls were in ribbons.

A NARROW ESCAPE

Mr. G.A. Bloxson occupied a cot beside Mr. Wilson, and by a strange coincidence they appear to have been together during the whole time, and deservedly are so now in the Hotel Dieu. He was close to his friend when a loud report warned him what had happened. Someone yelled, "Jump!" but that was almost impossible when his footing was melting away, and "moving faster than thought. The sensation he experienced could not be described. There was first a violent shock, and in a few seconds the span went down with a loud report. Mr. Bloxson feels sure he struck bottom, for he reached out his hand and got some gravel. Then, thirty feet under water, he felt his leg pinned by something, and although he received a compound fracture near the ankle, unaided he succeeded in freeing himself, and picking his way through a mass of iron, little by little came nearer to the surface, and great was his joy when he got close enough to the top to notice a gleam of daylight. Mr. Bloxson also fell on the up side, like his friend. When he was grovelling around the bottom of the St. Lawrence he thought it was all over, but he kept his head, although previously he had taken in a mouthful of water, he pluckily threw it out, and held his breath. When he got his leg free there was still a floor beam on top of him, but that was got rid of. Then, as if fate envied his lot, a big railway tie bounded up from the bottom and struck him in the back, just as he neared the surface. -Of course, this nearly settled matters, but as it turned out, the old bridge had shot its last bolt, and he was soon out of danger.

Like his friend, 'Mr. Bloxson came from the Victoria'-bridge, and was rather severely injured in the side. He, too, came to Cornwall but got worse, and was in the hospital for a month, and only left it a few days ago, when this last mishap overtook him. His shirt was torn, and in fact he was in rags when pulled out. He says his days as a bridgeman are over, and he will try some other means of earning a livelihood. Although his leg is badly crushed the doctors hope to save it.

EXPERIENCES OF OTHER MEN

Peter Delahanty was another man who went down. His foot was injured, but he managed to get ashore. He describes the occurrence much as the others. The spar he was on began to sway and then doubled up. He was carried underneath the surface, but disentangled himself and came up. There was something wrong anyway, he says, but he does not pretend to know the cause of the break.

Alfred Fraser, a young man from Woonsocket, RI, is the only one so far who has suffered amputation His left foot was taken off above the ankle by the doctors. He says the span he was on first began to rattle then doubled up, and when half way down to the water, it broke in two, and turned over. As it was going he jumped down stream into a mass of timbers, and going down some 20 feet, was held there. Though his foot was crushed he in some way got it free, and seizing a beam and came to the surface with it. Then he was picked up in a boat. He will naturally discard his present occupation, and expects in time to follow his trade as a horseshoer.

Mr. A. Smith was heating rivets when his attention was called from the work, by the loud noise of the falling bridge. He looked around, and tried to get a hold of something, but could not and fell with the mass of iron and wood. He remembers a sensation of trying to call for help when he was pinned down by a rail. It was across his chest, but the strong current helped him to get it off and he came up, and getting hold of some railway ties, remained there till picked up by a boat.

Louis White, the well-known Indian lacrosse player, was on one of the piers that collapsed, but was near enough the shore, so that by one of his oldtime sprints, he jumped in time, and reached dry land. The distance was some seventy feet, and of course, he got badly shaken up, and received some sprains. He does not remember anything after that till he found himself in the hospital. He is doing well.

There are several others walking around town, who were more or less injured, and in fact, one might almost think the city had just passed through a siege of some sort. Louis David, an Indian went through the whole catastrophe, but is walking about as usual except he has one hand done up in a mere rage of a bandage, because of a few cuts. Fresh cases like this are cropping up all the time.

Mr. Parker talks

Mr. G.W. Parker, president of the New York & Ottawa, for which road the bridge was built when seen, expressed his disapproval of an interview, as matters had not reached a point where the public might be informed of the course to be pursued. He said, however, that undoubtedly the bridge would be finished as the company would not let one pier stand in the way of success. He could not say when work would be resumed, it all depended upon the decision of the directors of the road. With regard to the accident, the company had taken all precautions to have the best of materials used and have the best men use it. More than that they could not do.

An eminent engineer had designed the bridge, and the SooySmith Company, which laid the foundations of the piers had a reputation in the United States second to none in that class of work, as the long list of their structures amply showed. Mr. Parker says the pier that gave out was built last fall, and stood the ice strain last winter to perfection, and that was thought to be the only danger.

When asked if he did not think the superstructure of the bridge being upon it, had caused it to give out, he said he was not a practical bridge builder, but the gentlemen of the SooySmith Company had informed him that the effect would be just the contrary.

Being further asked whether he thought that special conditions existed here rarely found together, such as the current, had made it inexpedient to employ a concrete foundation, he said that point could only be found out by a thorough examination. However, he had been informed by the SooySmith Company that their faith was such that they would warrant the whole pier to stand if built of concrete.

DISCLAIM RESPONSIBILITY

Mr. J. Simmons, superintendent of the Phoenix Bridge Company, emphasized his desire of an interview by a profound silence that was almost of the grave. Mr. Deans, however, as civil engineer of the company, who appeared eminently qualified to speak, volunteered to remark, that, of course, their work was not at fault. The underpinning had failed and the bridge came down. That was all that could be said. He could not say when the men would be again put to work, they were waiting for the railway people to speak, and until then there would be a standstill. He could not say what was the cause of the accident, in fact, that did not concern them.

The SooySmith people have not yet arrived as they finished their work some time ago. Their one representative here could not be seen, but

indirectly it was understood, a cursory examination had been made, and it is claimed that part of the pier under water is still intact. Others say that if the pier is there it is no more than a heap of stones. It should be pointed out that a different contractor built the portion above the water. All this goes to show the great difficulty in arriving at any correct explanation of the matter.

Seen from the remaining span of the south channel the wreck is but one mass of twisted iron girders. The two spans went into the water as if they were cut clean. The pier that gave out supported them in the middle, and naturally they were torn off. It seems a wonder that the other span was not brought down at the same time.

In order to clear the wreckage it is the general opinion that dynamite will be used. Any other way seems out of the question, at least until the mass has been separated into parts, when it might be raised out.

The physician of the Phoenix Bridge Company, seen tonight regarding the alleged death of Robert Martin, of Montreal, which was reported in a Montreal evening paper, says the story is not true. No man named Martin was hurt, and every man taken from the wreck is alive and progressing towards recovery. -A man named Robert Martin had been employed on the bridge, but the timekeeper says he had not turned up to work for several days prior to the accident, and he does not think he could have been in the wreck.

08/09/1898 *Ottawa Citizen* *New York Central* *Cornwall*

Drawing of before and after of the bridge. Page 1

08/09/1898 *Ottawa Citizen* *New York Central* *Cornwall*

THE BRIDGE DISASTER

All of the Injured Expected to Recover - The Wreck Inspected

Cornwall, Ont., Sept 7. - There is nothing of statling [sic] importance to chronicle today in connection with the O. & N.Y. bridge disaster. It has been raining here all day and consequently it was impossible to do anything at the work of removing the wreck. All the men had a holiday and spent it in town talking over the accident and telegraphing to their friends of their safety, and to the friends of the dead men and in arranging for the disposal of the remains when recovered.

The story to the effect that Robt. Martin of Montreal, was also missing has been proven to be a canard and the figure of the dead remains the same as yesterday, namely, fourteen.

Inquiries at the Hotel Dieu tonight elicit the information that all the injured are doing well and it is now anticipated that any other cases will prove fatal. Five of the slightly wounded men were released from the hospital today.

The wreck was inspected today by Mr George E. Thomas, manager for Soohsmith and Co., and Messrs. John Sterling Deans, chief engineer, and A. B. Milliken, superintendent of erection of the Phoenix Bridge Co., and F. D. Anthony chief engineer of the New York and Ottawa Construction Co. None of these gentlemen have anything to say as to the cause of the accident or upon whose shoulders the responsibility and liability rest.

It is said that dynamite will have to be used to remove the wreck in which case most of the bodies would suffer horrible mutilation. This statement cannot be traced to an authoritative source.

No statement could be obtained from the officials of the railway in regard to the rebuilding of the bridge.

08/09/1898 *The Record, Chesterville* *New York Central* *Cornwall*

Fourteen dead.

International bridge at Cornwall collapses.

A defective pier the apparent cause of a terrible accident - seventeen others injured.

A terrible catastrophe took place at Cornwall on Tuesday when, without a moment's warning, two spans of the new international railway bridge across the south channel of the St. Lawrence River were thrown into the water by the giving way of the pier which supported them in the centre. There is a long piece - not reproduced here.

09/09/1898 *Almonte Gazette* *New York Central* *Cornwall*

A Terrible Accident.

Fourteen men were killed and seventeen injured at Cornwall on Tuesday by the collapse of a pier and two spans of a partially constructed bridge on the New York and Ottawa R.R. across the St. Lawrence. Forty workman were on the bridge at the time, and all were precipitated into the water, with the above dreadful results. The bodies of the victims are pinned in the wreck. The accident is supposed to be due to the crumbling way of a pier.

List of killed omitted

Many of the wounded were Canadians, chiefly Indians of Cornwall Island. Some of those injured are likely to succumb to their injuries or be maimed for life the loss is put at \$100,000.

09/09/1898 *Ottawa Journal* *New York Central* *Cornwall*

INDIANS FOUND TWO BODIES

WERE THOSE OF VICTIMS OF THE CORNWALL DISASTER

Inquests to be Held - The Building of the Railway Bridge Will be Resumed on Monday

Cornwall, Ont, Sept 9. A couple of Indians this morning found two dead bodies in the river near St. Regis Island and at once came to Cornwall to notify the authorities. Coroner Hamilton ordered them to take the bodies to Cornwall as they were found in Canadian water. They are doubtless a couple of the poor fellows who met their fate in the bridge disaster on Tuesday, but their identity cannot be established until they are brought here when an inquest will be held.

The .nquest on the remains of Daniel Hughes, of Cleveland. Ohio, found in the wreck yesterday, has been adjourned to meet at Helena, N. Y on Monday. The body was taken to Cornwall and shipped thence to Cleveland.

The Phoenix Bridge Company's local manager stated this morning that the work of completing the big bridge over the north or steamboat chanel would be resumed on Monday at the latest. The intention of the company is to complete the north bridge according to contract and as early as possible.

The two bodies found to-day are those of R.L. Dysart of Tyrone, Pa, and Wm. Saunders, of 140 Fort ave., Baltimore, M.D. No inquest will be held,

Cornwall Disaster: Body of One of the Victims Recovered Yesterday

So far only one body of the fifteen men who were killed or drowned in the O&NY bridge disaster has been recovered. It was found this morning about fifteen feet from the American shore, and was pinned down by a steel rail. It was brought to shore without much difficulty and there recognized as all that was mortal of Daniel Hughes, of Cleveland, Ohio. The body was left in the water till coroner W.C. Smith was sent from Winthrop, NY. A jury was empanelled, and after viewing the body and the wreck, the inquest adjourned. The body of Hughes will be taken to Cornwall, and sent from here to Cleveland.

Some of the men who were looking for the bodies think they have located another one, but cannot raise it.

As regards what will be done to the wreck and the rest of the bridge much depends on the result of the inquest. A thorough inspection will take place before the wreck is removed or work resumed on the other bridge. One thing is certain the two spans are a total loss. The iron is in such a shape that none of it will be available for reconstruction, and the removal of it from the bottom of the river will be a very difficult undertaking. As for the pier it is worse than useless, being in the way of a new structure. There seems to be little doubt but that the number of dead and missing is fifteen instead of fourteen. Robert Martin, of Montreal, had been employed on the bridge, but was away from town for several days. Some of the men are positive that he returned to town and went to work on Tuesday morning, but the time-keeper missed him, and so he was not reported in the official death list.

TO MAKE AN EXAMINATION

The disastrous failure of the bridge of the NY&O Railway over the American or south channel of the St. Lawrence River near St. Regis, in the state of New York, the falling of two spans of which resulted in the sacrifice of 14 lives, has given the Minister of Railways and Canals much concern, as this bridge has immediate connection with the railway system of Canada through the O&NY Railway at Cornwall. The minister, even though he has no legal control over the construction of this bridge, it being in a foreign country, feels it very important, that if possible, he should learn the cause of the failure of this structure, and therefore, he has given the chief engineer of his department instructions to send a member of his staff to investigate the matter, Mr. R.C. Douglas, C.E. bridge and hydraulic engineer of the department, has accordingly been detailed for this duty, and leaves tomorrow for the scene of the accident, taking with him the diving staff, and apparatus used for submarine work on the Lachine Canal.

The Phoenix Bridge & Iron Works, 29 McGill Street, Montreal, are in no way connected with the Phoenix Bridge Company of Phoenixville, PA, the contractors for the bridge at Cornwall. The similarity of the names has in some instances led to confusion.

ACTION TAKEN

To investigate the Bridge Disaster

BY THE RAILWAY DEPT.

Number of Victims Now Definitely Ascertained to be Fifteen

The disastrous failure of the bridge on the N.Y. & O. railway over the American south channel of the St. Lawrence river near St. Regis, in the state of New York, the falling of two spans of which resulted in the sacrifice of 14 lives has given the minister of railways and canals much concern. As this bridge has immediate connection with the railway system of Canada through the O. & N.Y. Ry at Cornwall. The minister, even though he has no legal control over the construction of this bridge, it being in a foreign country, feels it very important that if possible, he should learn the cause of the failure of this structure, and therefore he has given the chief engineer of his department instructions to send a member of his staff to investigate the matter.

Mr. R.C. Douglas, C.E. bridge and hydraulic engineer of the department, has accordingly been detailed for this duty and leaves today for the scene of the accident taking with him the diving staff and apparatus used for submarine work on the Lachine canal.

Cornwall, Sept. 8. - (special) The body of one unfortunate victim of the bridge disaster was recovered from the waters of the St. Lawrence today.

The Phoenix bridge men had set to work early this morning and all day long the work of clearing away the wreck progressed steadily. The corpse which was recovered was espied early in the morning by one of the workmen and the efforts of the whole force were directed to recovering it.

Fortunately it lay in comparatively shallow water and after a tremendous amount of labor the maze of iron beneath which the body lay was pulled off and hacked through and the remains of Daniel Hughes of Cleveland, Ohio, were tenderly taken out of his watery grave and placed on the river bank where they are now lying exactly in the same condition as they came out of the water. Coroner W.C. Smith, of Winthrop, N.Y., within whose jurisdiction the accident happened, was notified by wire and is now holding an inquest on the spot.

The Fifteenth Victim.

It is now quite certain that the report of the death of Robert Martin is quite true. The denial of the story arose from the fact that the timekeeper stated that he had not been working for four or five days previously, and it was thought he had left the bridge but from the statements of the men who were working with him it appears that he had returned to work there that day and went down in the smash and has never since been seen. His family who live at 16 Guy street, Montreal, have been notified. This makes the number of dead fifteen. All the injured in the Hotel Dieu are progressing nicely.

Work on the north channel bridge has been stopped since the accident to the south channel spans and the Phoenix Bridge Co., declined to say when or whether they will recommence work. The mass of wreckage around the fallen pier in the south channel makes it impossible to get within a hundred feet of it and it will be some days before an examination can be made of the foundation by divers.

Cause of the Collapse.

In the meantime no light can be thrown on the cause of the disaster. Three theories have been advanced to account for it and it would seem that one of them must be correct. The general opinion is that the action of the water undermined the concrete foundation of the pier and thus caused the overthrow of the bridge. The second theory is evolved from the statement of Captain Bonnar of the tug Beaver that the shore span broke first dragging down with it the pier and the center span.

This would mean a glaring structural defect in the steel work and is the least probable of the three. The third theory advanced is that the pier was too light for the purpose and that the weight of the spans, some 740,000 pounds, proved too much for it. In support of this view it is pointed out that no sooner had the last piece of false work been removed than the whole structure collapsed.

It is probable that several bodies will be recovered tomorrow as some of them can now be seen. Hughes' remains will be shipped to his family in Cleveland tomorrow.

So far the bodies of six of the unfortunate men who met their death in the collapse of the O&NY bridge have been recovered, but the remaining nine are still at the bottom of the St. Lawrence. The remains of Daniel Hughes, of Cleveland, which were recovered yesterday, were taken to Cornwall after the Coroner's jury had viewed them, and sent to Cornwall for interment. This morning a couple of St. Regis Indians found the bodies of two men who turned out to be Raymond L. Dysart, of Tyrone, Pa., and William Saunders, of 1410 Fort Avenue, Baltimore, MD. The bodies having been found in Canadian waters, Coroner Hamilton, of Cornwall, was notified and ordered the remains to be taken to Cornwall. He decided not to hold an inquest unless requested to do so, and the bodies, both of which are badly decomposed, will be buried tomorrow in Woodlawn Cemetery. This afternoon the body of another man was found near the foot of Cornwall Island, and, like Saunders and Dysart, taken to MA McDonald & Co.'s Morgue. It was identified as the remains of Robert Martin, of Montreal, the man whose presence on the bridge at the time of the accident was in doubt. His remains will be sent to Montreal for interment. Two other bodies found in the river this afternoon about 200 yards below the wreck are detained at the American side till Coroner Smith, of Winthrop, holds an inquest. These bodies have been identified as Patrick Murphy, of Toronto, and John Clause, an Indian from Caughnawaga. They also are badly decomposed.

The Phoenix Bridge Company expect to resume work on the big cantilever bridge over the north channel on Monday. This will be a much heavier bridge than the one destroyed, and contains a cantilever span of 420 feet long.

Mr. R.C. Douglas, C.E. of the Department of Railways and Canals, has arrived in town to make an unofficial enquiry into the accident on behalf of the Dominion Government. He has a staff of expert divers and river men, who will examine the wreck.

The inquest on the body of Hughes has been adjourned to meet in Helena, NY, on Monday.

10/09/1898 *Ottawa Citizen**New York Central**Cornwall*

THE INQUIRY HAS BEGUN

An Inquest Opened on One of the Victims of the Bridge Disaster.

Cornwall, Ont., Sept. 9. - Special. The inquest on the body of Daniel Hughes whose body was the first to be recovered from the bridge wreck which was held last night went no further than the empanelling of a jury by the coroner W.C. Smith of Winthrop, N.Y., and the viewing of the body after which an adjournment was made to Helena, N.Y. till Monday next. It appears that Hugh's arm was pinned down by a heavy iron rail and death was caused by drowning. He had sustained no injuries whatever.

The bodies of five victims of the bridge disaster here were recovered today. This morning word was brought from St. Regis that an Indian had found the bodies of two men floating in the water near St. Regis Island. Rough boxes were immediately sent over by M.A. McDonald & Co., the bodies were brought here where they were identified as those of R.L. Dysart, of Tyrone, Pa., and W. Saunders, of Baltimore, Maryland. This afternoon the body of Robert Martin of Guy street, Montreal was found floating in the water along the Cornwall Island shore. Two other bodies, those of Pat Murphy of 129 Bathurst Street Toronto and John Clause of Caughnawaga, Que., came to the surface about three hundred feet below the scene of the accident. The relatives of the men were immediately notified. This makes six bodies in all recovered. Nine are still missing.

A small force of men are still working at the wreck. Your correspondent saw Captain Bonnar, of the tug Beaver tonight and was informed by that gentleman that there was no truth whatsoever in the statement he had seen the bridge fall and that the shore span had broken first dragging the pier and the other span with it. He was in the engine room at the time and the crash was the first intimation he had of the disaster.

Mr. Robert C. Rouglas, [sic], the engineer detailed by the minister of railways and canals to investigate the cause of the accident arrived here today and registered at the Rossmore..

10/09/1898 *Ottawa Journal**New York Central**Cornwall*

SIX BODIES RECOVERED

Cornwall Sept. 10. - Six bodies of victims of the bridge disaster had been recovered up to last evening. The three latest victims found are Robert Martin, Montreal; Pat Murphy, Toronto, and John Clauss, of Caughnawaga. Nine are still missing.

12/09/1898 *Ottawa Citizen**New York Central**Cornwall*

THE BRIDGE DISASTER

All But Two of the Bodies Recovered. Conference to be Held.

Cornwall. Sept. 11. - special - all the bodies of the victims of the bridge disaster have been recovered except those of Zanmer Craig and Davis. All the bodies recovered yesterday were in a horrible state of decomposition and hardly recognizable.

The funeral of W.J. Cubby, who was well known in Cornwall was held yesterday and was very largely attended.

The injured in the Hotel Dieu are doing well. Work will likely be recommenced on the cantilever span of the north channel tomorrow morning.

Mr. R. C. Douglas, the Canadian government engineer, visited the scene of the wreck yesterday in the steamer Ivy, but made only a cursory examination. A conference between representatives of the Ottawa and New York Railway Company, the Phoenix Bridge Company and Soosmith and Company, will be held in New York tomorrow morning, to determine what steps shall be taken with a view to rebuilding the south channel bridge.

The coroner's inquest on the body of Dan Hughes, of Cleveland, the first victim found, will be continued tomorrow at Helena.

The Cornwall Disaster: So Far the Bodies of Twelve Victims Have Been Recovered

Yesterday the St. Lawrence gave up several more victims of the O&NY bridge catastrophe. Twelve in all have so far been recovered. Those still missing are Harry Davis, painter, of Pittsburg; Louis Baumer, of Johnstown, Pa, and J.D. Craig, of 221 Franklin Street, Detroit, Mich. In all six bodies were found yesterday. All were picked up in Canadian waters from the foot of Cornwall Island to St Regis. The body of W.J. Cubby was brought to Cornwall on Saturday morning on the same boat that brought the remains of Clause and Murphy, who had been found the previous day near the American shore, and held there pending action by Coroner Smith of Winthrop, NY. Cubby, whose home was in Patterson, NJ, although only 27 years of age, was one of the Phoenix Company's trusted foremen. His remains were in bad shape, and were recognized principally by his clothes, watch and ring His young wife, nee Miss Berth McDonald, of Cornwall, was terribly grief stricken. The remains were interred yesterday afternoon in Woodlawn Cemetery. The body of W.J. Jackson, of Columbus, Ohio, another foreman, was also found, and was taken by Mrs. Jackson, and other relatives to Windsor, Vt, today. Daniel Hughes' remains were shipped to his home in Cleveland, Ohio, Patrick Murphys to Toronto, John Clause's to Caughnawaga, Robert Martin's to Montreal, and Frank Lavigne's to Ogdensburg, NY.

The remains of Cyril Campbell and Thomas Binningham were interred this morning in St.

Columban's Cemetery, and those of William Shennan, William Saunders and R.L. Dysait in Woodlawn Cemetery. MA McDonald & Co.'s morgue, where the bodies were laid out, presented a gruesome scene, which will never be forgotten by those who saw it. In almost every case the bodies were so badly decomposed that identification was rendered possible only by the clothes. Cyril Campbell was in his twentieth year. He was a native of Newington, Stormont county, and was married in January at Marinette, Wis. He had been employed as a painter on the bridge. His young wife arrived here only eight days previous to his death. His parents have had a lot of hard luck. Two years ago an elder son was killed in a saw mill at South Indian, and last fall they were burned out and left homeless by the big bush fire. He was a brother of J.L. Campbell, of Cornwall.

Birmingham was a native of Dublin, Ireland, and was not known to have any relatives on this side of the Atlantic. Shennan was a native of London, England, and has no relatives here. He was employed for several years by William Davis & Sons, contractors, on the Cornwall Canal.

George H. Parker, president of the New York & Ottawa Company; Sterling Deans, of the Phoenix Bridge Company, and Edwin S. Jarret, of the Soosmith Company, left today for New York, where a conference will be held tomorrow to determine whether the work of completing the south bridge will be at once proceeded with or action delayed until the responsibility for the accident is decided. The foremen of the Phoenix Bridge Company say that the work on the cantilever span over the north channel will be resumed tomorrow morning. R.C. Douglass, the Dominion Government engineer, visited the wreck yesterday, and will continue his investigation tomorrow.

12/09/1898 *Ottawa Journal**New York Central**Cornwall*

RIVER GIVES UP ITS DEAD

BODIES OF SIX VICTIMS OF CORNWALL DISASTER FOUND

Only Three are Still Missing - The Sad Case of a South Indian Victim - Names of the Dead Recovered

(Special to the Journal)

Cornwall, Sept. 12.- of the 15 men who lost their lives in the O. & N.Y. bridge disaster here last week the bodies of 12 have so far been recovered. The men who are still held down by the iron or are in the embrace of the St. Lawrence are J.D. Craig, of Detroit, Mich.; Harry Davis of Pittsburgh, Pa., and H. Baumer, of Johnstown, Pa. The number of bodies recovered yesterday was six (names omitted)

A very sad case is that of young Campbell. He was born in Newington, Stormont county, 20 years ago, but his father, John Campbell, has for several years past been living at South Indian. The family has been singularly unfortunate for besides losing all their worldly possessions in the big bush fires at South Indian last fall, this is the second son to meet a violent death while in the prime of young manhood. A brother of the deceased was instantly killed in a sawmill accident at South Indian two years ago. Cyril, who was married about 8 months ago in Marionette, Wis., came to Cornwall a couple of months ago and secured employment as a painter on the bridge which was to be the scene of his death. His young wife arrived here the other day. All the bodies for a very badly decomposed.

13/09/1898 *Quebec Daily Mercury**New York Central**Cornwall*

Ottawa Sept. 13 - The Chief Engineer of Railway and Canals has determined that the Ottawa & New York railway bridge will be thoroughly tested before spans are put up and the bridge used for traffic. To that end, he has ordered that a diamond drill be dispatched to the spot and both piers and abutments be examined. By means of a diamond drill a core can be taken out clear through the masonry from the surface of the pier into the very concrete foundation which rests on the river bed. This will demonstrate the exact quality of the mason work and foundation upon which the piers rest. The drill will be put to work at once.

13/09/1898 *Ottawa Citizen**New York Central**Cornwall*

To Test the Piers.

Until the investigation now being conducted by Mr. R.C. Douglas, of the Department of Railways and Canals has been completed it will be impossible to determine the exact cause of the failure of the pier of the New York and Ottawa bridge, the collapse of which caused the terrible disaster of last Tuesday. The wreck occurred in the south channel of the St. Lawrence, which is in United States territory so that the submarine inspection of the fallen pier is in a measure being carried on in an unofficial way.

The piers in the north channel, however, are on the Canadian side, and the chief engineer of Railways and Canals, Mr Collingwood Schreiber, has determined that they shall be thoroughly tested before the spans are put up and the bridge used for traffic. To that end he has ordered that a diamond drill be dispatched to the spot and both piers and abutments examined. By means of a diamond drill a core can be taken out clear through the masonry, from the surface of the pier into the very concrete foundation, which rests upon the river bed. This will demonstrate the exact quality of the mason work and foundation upon which the piers rest. The drill will be put to work at once.

13/09/1898 *Montreal Star**New York Central**Cornwall*

THE CORNWALL BRIDGE

Government Officials to Put a Diamond Drill to Work to Ascertain Facts

(Special to the Star)

OTTAWA September 13 - The Department of Railways and Canals have arranged to put a diamond drill st work on the piers on the Canadian end of the new bridge across the St. Lawrence at Cornwall. This will enable the engineer Mr Douglass [sic] who is in charge of the departmental inquiry to ascertain the character of the material used in the construction of the work and if it is not found to be satisfactory the contractors for the superstructure will not be allowed to proceed. Divers will also be employed to examine portions of the piers below the surface.

13/09/1898 *Ottawa Journal**New York Central**Cornwall*

TO TEST THE PIERS

The department of railways and canals is sending a diamond drill to the Ottawa and New York Railway bridge at Cornwall so that all the masonry in the piers on the Canadian side may be thoroughly tested before the spans are all put up and the bridge open to traffic

Cornwall Bridge Disaster.

Mr. R.C. Douglas, of the department of railways and canals has returned from the scene of the New York and Ottawa railway bridge wreck, whither he was dispatched to examine the collapsed pier and report upon the probable cause of the disaster. So far as can be learned, however, the conditions were not favorable to such a thorough investigation as Mr. Douglas was desirous of making. The site of the pier is covered with a mass of wreckage, and, besides the ironwork and wooden false work of the collapsed spans lies like a mighty dump athwart the stream. With an ordinary current of 5 to 5 1-2 miles per hour the conditions resulting from this obstruction render diving operations around the pier impossible. No doubt the investigation will be proceeded with as soon as the wreckage has been removed.

Up to the present neither the State of New York nor the Federal government has dispatched an engineer to investigate the disaster. The reason for this delay is probably that the State authorities are loth to interfere with the functions of the Federal government, whose jurisdiction properly extends to international waters.

14/09/1898 *Montreal Gazette**New York Central**Cornwall*

The Cornwall Disaster: No More Bodies of Those Who Perished Recovered

There have been no developments of any account in regard to the bridge disaster in Cornwall since Saturday. Three bodies still remain in the embrace of the mighty St. Lawrence. The inquest on the remains of the first body found, that of Daniel Hughes, was resumed at Helena, NY, today, Coroner Smith, of Winthrop, presiding. There was an array of legal talent, and all the interested companies were represented. The inquest was adjourned without hearing any evidence until October 5, when it is believed some definite knowledge will be forthcoming. The Phoenix Bridge Company had a small gang of men at work today removing engines from the shore span to the bank.

Until the investigation now being conducted by Mr. R.C. Douglas, of the Department of Railways and Canals, has been completed, it will be impossible to determine the exact cause of the failure of the pier of the New York & Ottawa bridge, the collapse of which caused the terrible disaster of last Tuesday. The wreck occurred in the south channel of the St. Lawrence, which is in the United States territory, so that the submarine inspection of the fallen pier is in a measure being carried on in an unofficial way. The piers in the north channel, however, are on the Canadian side, and the chief engineer of the railways and Canals, Mr. Collingwood Schreiber, has determined that they shall be thoroughly tested before the bridge is used for traffic. To that end he has ordered that a diamond drill be despatched to the spot, and both piers and abutments examined. By means of the diamond drill a core can be taken out clear through the masonry from the surface of the pier into the very concrete foundation which rests upon the river bed. This will demonstrate the exact quality of the mason work, and the foundation upon which the piers rest. The drill will be put to work at once.

15/09/1898 *The Record, Chesterville**New York Central*

The Cornwall disaster. No more bodies found.

Piece not reproduced.

17/09/1898 *Ottawa Citizen**New York Central**Cornwall*

THE CORNWALL BRIDGE

Completion Delayed for Some Time - The Contractor's Dilemma

Cornwall, Sept. 16. - (special) the Freeholder tonight says " President Parker of the New York & Ottawa Co. returned yesterday from New York where he went on Sunday afternoon to consult with the directors of the company as to the rebuilding of the wrecked bridge. Mr. Parker informed the Freeholder that it was decided to go ahead as rapidly as possible, but there were a number of difficulties in the way, chief among which was the removal of the debris. Until this was done it would be impossible to say whether the new pier could be placed in the same spot as the old one.

If not new plans must be prepared and accepted by the government. There was no machinery in Canada as far as known which could be used to remove the debris and to bring such appliances from New York would it take some time as they must come by sea. If they could go to work at once Mr. Parker said there would be no question of completing the bridge this year but in view of the uncertainty it was doubtful.

The fixing of the responsibility for the disaster was still unsettled and likely to remain so for some time. J.L. Weller of the canal engineering staff Cornwall who has been co-operating with Mr. Douglas, the Canadian government engineer has procured some heavy anchors which will be used to hold a skow as nearly as possible over the site of the wrecked pier and endeavor to ascertain what condition it is in.

Up to the present neither the state of New York nor the Washington government has dispatched an engineer to investigate the disaster. The reason for this delay is probably that the state authorities are loth to interfere with the functions of the Federal government whose jurisdiction properly extends to International waters.

Three bodies still remain in the river and probably will not be recovered until the debris is removed. That is a force of about fifty men working now on the north channel bridge.

THE BRIDGE DISASTER.

An Engineering Authority on Its Probable Cause.

The Engineering News, of New York, in discussing the Cornwall disaster, says:

Principal Interest, of course, centres in the construction of the pier which went down with the two spans. The river at the site of the pier is about 35 feet deep, and has a swift current, said to be about 5 to 8 miles per hour. The river bottom is a clay hard-pan in which are imbedded boulders, many of them of large size. The pier was founded by sinking a timber crib 18 feet wide, 62 feet long and 38 feet in height, and filling it with concrete deposited under water by bucket arranged to empty automatically on striking the bottom. The anchoring and sinking of this large crib in the deep water and swift current was a task of great difficulty. To accomplish it a small crib filled with stone was sunk upstream to serve as an anchorage and a 3 inch steel cable was led from this to the pier crib, which was also supported by a barge on each side. Cables led to the river bank were used to swing the crib in the stream till it was in the correct position.

The swift current made it impossible to examine the bottom by divers before sinking the crib. Soundings were taken over the site of the crib, however, and the crib bottom was scored to correspond to the depth thus obtained.

After the crib was down divers went down inside and obtained samples of the bottom, which was deemed satisfactory by the engineer, and the work of concreting began. The first concrete laid, to the amount of about 50 cubic yards was deposited in bags, all of which were placed by divers around the sides of the crib. The remainder of the concrete was then deposited from a bucket holding about 1 cubic yard, arranged to dump automatically on contact with the bottom. The concrete was deposited in successive layers of about 18 inches over the whole area of the crib, and divers reported its as setting satisfactorily.

The concrete was mixed by hand in the proportions of 1, 2 and 5, using Glen's Falls Portland cement. It may be said here that the crib itself was built of 12-inch timbers, drift-bolted together, crossties of the same size were inserted at 10 feet intervals, the vertical spacing being about 4 feet. The concrete was carried up to a point 4 feet below water level, and was then pumped dry, the top of the crib projecting above the water forming a coffer-dam. The top of the concrete appeared in good condition, and upon it the masonry was started. Two courses were laid and then work was shut down for the winter, all the above-described work having been carried out last fall. During the winter the pier was subjected to heavy ice pressure, which, as most engineers know, is a severe test of any pier built in the swift current of the St. Lawrence; but it was not moved. Early in the spring, we are informed; it was struck by a heavy timber raft, which was broken up by the collision, and the pier showed no injury.

Work on the piers was resumed in the spring and they were built up to their full height of about 35 feet above the water, making the total height about 70 feet from the river bed to the pier coping. The masonry of the piers was rock-faced ashlar, with a backing of Portland cement concrete. The specifications and working drawings for the bridge were made under direction of Mr. F.D. Anthony, chief engineer of the New York & Ottawa, Railway Company, and were approved by Mr. A.A. Stuart, M. Am., Soc. C.E. now engineer of the Degnon-McLean Construction Company, of New York city, who was consulting engineer to the railway company. They were also approved by the Canadian Government engineers.

The report has been widely published that a tugboat captain who witnessed the accident declared that he saw one of the spans break in two first, and pull the pier over. Later accounts are to the effect that this man now says he was in the engine-room when the accident occurred, and was not in a position to see whether span or pier fell first.

We may note that the north end of each span is in each case the fixed end. Thus on Pier 2, which fell, the channel span rested on expansion rollers, while the shore span, which still had the falsework under it, was anchored to the coping. The channel span turned partly on its side in falling, and its end-shoe is now about 25 feet south of Pier 3, on which it formerly rested. The shore span carried the false work down with it, and falling into the shallow water, made a tangled mass of wreckage, as shown in the illustrations.

The masonry of Pier 2, is located considerably to one side of the concrete base. We understand that this was made necessary to bring the pier in correct position, the crib being sunk a little to one side of its correct location.

The above comprises practically all the facts we have been able to obtain bearing upon the causes of the accident up to the time of going to press.

The mass of debris in the river and the swift current have thus far prevented any examination by divers of the base of the fallen pier.

We believe engineers will generally agree that the facts thus far presented all point to the pier and not the span as the point of original failure. It is difficult to conceive how it would be possible for the failure of a member in either of the spans, and its consequent fall, to pull the pier over. There are many accidents on record of bridge spans falling or being blown down, but we cannot recall one case where a falling span took the whole pier with it. Besides this, of the two spans that fell the falsework had been removed from under the river span; but this fell practically intact, showing that it did not break in two and drag the other down. The falsework was still under the other span, and in case any member of that span had failed, the false work would have supported it, in all probability. Still again, the testimony of eyewitnesses is that the pier "crumbled" away.

Assuming, then, the pier to be the cause of the accident, let us see where the failure was most likely to occur. In this connection, it seems to us, that a most noteworthy feature of the accident is that it came absolutely without warning. There was no peremptory cracking or settling. Now this is exactly contrary to the way in which masonry structures set. Overloaded masonry cracks and gives warning of its condition long before final failure occurs; overloaded footings give evidence by settlement that something is wrong. To account satisfactorily for the failure of the Cornwall pier, therefore, we must find some cause which would drop the pier into the river without previous settlement or cracking of the masonry; and the only cause which seems sufficiently probable to deserve acceptance is the gradual undermining of the pier by the current.

The bed of the river is a clay hard-pan, according to our best information, overlaid with the usual layer of pebbles and boulders common to swift running streams in this region of glacial action. If the current is increased in swiftness enough to remove this protecting layer of boulders the clay beneath might be gradually washed away.

It is possible that the driving of the falseworks for erecting the spans so increased the current next the piers to wash away the boulders and clay, until finally the structure became so unstable as to topple over.

The narrow base of the pier (18 ft.) in proportion to its height (70 ft.) has been criticised. It will be readily seen that two or three feet erosion under the side of so narrow a pier leaves an uncomfortably small margin of stability.

This is especially the case if the pier masonry was placed on the same side of the concrete mass as that under which erosion occurred. The reason for using such narrow cribs was, doubtless, the swiftness of the current; the difficulties of sinking cribs in such a channel, of course, increase greatly with every foot of width.

Besides erosion under the pier, the only other hypothesis which could account for the sudden failure of the pier is the bursting of the crib. If the concrete deposited under water did not set, but remained a semi-fluid mass, then it might eventually exert a pressure upon the sides of the crib which would pull out the cross braces and the whole pier would settle down. It seems quite impossible, however, that the concrete can have so absolutely failed to set as would be necessary to make this hypothesis true. It seems much more reasonable to ascribe the accident to erosion, at least until such a time as the condition of the fallen pier and crib is more fully known.

The body of yet another victim of the bridge disaster at Cornwall was recovered yesterday. It was that of Henry Davis of Pittsburg, Pa.

THE CORNWALL DISASTER

Another Body Recovered - Site of Pier to be Thoroughly Examined.

Cornwall, Ont., Sept. 21. (Special.) The St. Lawrence gave up one more victim of the bridge disaster to day. Early this afternoon a dead body was found floating a short distance below the wreck. It was placed on the tug Beaver and brought to Cornwall where it now lies in the undertaking rooms of M. A. McDonald & Co. The body is badly decomposed, but has been identified as that of Harry Davis, of Pittsburg, Pa. His friends have been communicated with, and the body will be disposed of according to their wishes. As far as known, there are now only two bodies under the wreck, those of Baumer and Craig. Arrangements are being made for the removal of the wreckage and for a thorough examination of the site of the pier. Mr. Robert C. Douglass, [sic] the Canadian government engineer, is still here. Work on the north channel bridge is progressing steadily.

22/09/1898 *Montreal Star**New York Central**Cornwall*

ONE MORE BODY

That of Harry Davis One of Cornwall Bridge Victims Found

(Special to the Star) CORNWALL Ont September 22 - The St. Lawrence gave up one more victim of the recent Ottawa and New York Railway bridge disaster yesterday. Early in the afternoon a dead body was found floating in Canadian waters about a mile below the scene of the wreck. It was placed on the tug Beaver and brought to Cornwall. The body though badly decomposed has been identified as that of Harry Davis of Pittsburg Pa. Davis was a painter by occupation and was killed along with his mate. His relatives in Pittsburg have been communicated with and the body will be disposed of according to their wishes. As far as known there are now only two bodies under the wreck Those of Beaumer and Craig. Arrangements are being made for the removal of the wreckage and for a thorough examination of the site of the pier. Mr. Robert C. Douglas, the Canadian Government engineer assisted by Mr. T.L. Weller of the Cornwall Canal staff of Engineers is still busily engaged at the scene of the disaster. Work on the cantilever span of the north channel bridge is progressing steadily..

22/09/1898 *Montreal Gazette**New York Central**Cornwall*

Another Body Recovered.

Cornwall, Ont., September 21. (Special) Another of the victims of the recent O. & N. Y. bridge disaster was found today in Canadian waters about a mile below the wreck and was taken to Cornwall where it now lies at M.A. McDonald & Co.'s morgue. The body was identified as that of Harry Davis, one of the painters who were at work on the bridge at the time of its collapse. He was a young man and hailed from Pittsburg where his mother now resides. She was telegraphed to in regard to the disposition of the body. Two bodies are still unrecovered..

23/09/1898 *Almonte Gazette**New York Central**Cornwall*

Capt. Wm. Leslie of Kingston, is negotiating with the company constructing the bridge across the St. Lawrence River at Cornwall to secure the work by raising the sunken iron span. He has looked over the wreck, and is confident that with the aid of steel pontoons, the arch can be raised and towed to shallow water, where it will be beached and ultimately recovered. The undertaking will be a hazardous one, but the bridge company evidently considers it feasible, as Capt. Leslie has been summoned to New York to consult with the directors.

24/09/1898 *Montreal Star**New York Central**Cornwall*

No attempt has yet been made to remove the debris of the fallen bridge in the south channel at Cornwall

27/09/1898 *Ottawa Free Press**New York Central*

The official inspection of the Ottawa and New York railway was made today. A special train left at 8.40 this morning having on board Mr. E.B. Johnson, government inspector; Mr. Geo. Parker, president of the New York and Ottawa Construction company; Mr. C.B. Hibbard, president and general manager of the New York and Ottawa railway, and Mr. F.D. Anthony, chief engineer.

The road was inspected from Ottawa to Cornwall in compliance with government regulations. The roadbed was found to be in excellent shape. The ballasting has been completed and the road is in fine condition for speed. When the bed becomes thoroughly settled the company intend putting on a fast train which will cut down the time between Cornwall and Ottawa considerably below any previous year. The great advantage, however, will be apparent when the bridge over the St. Lawrence is completed, and the fast service put on to New York. Already the road has worked up a big traffic with local points between Ottawa and Cornwall, and the cheap Saturday rates are proving a boon to merchants.

28/09/1898 *Ottawa Journal**New York Central*

O. & N.Y. INSPECTION. - The Ottawa and New York Railway was officially inspected yesterday by Government Inspector E.V. Johnston. Mr. Johnston expressed himself as highly satisfied with the road. On the return trip first class time was made from the G.T.R. crossing to the city. The distance, 52 miles was covered in 55 minutes.

28/09/1898 *Montreal Star**New York Central*

An official inspection of the Ottawa and New York Railway between Ottawa and Cornwall was made on Tuesday.

29/09/1898 *The Record, Chesterville**New York Central**South Finch*

A large number from this village and vicinity took advantage of the cheap rates offered by the O&NY and took in the Central Canada exhibition held in Ottawa Sept 16 to 24th. They returned in high spirits and speak well of the entertainment at the Capital and seem to have got "their money's worth."

30/09/1898 *Cornwall Freeholder**New York Central**Cornwall*

Bridge Disaster

George Bloxom, one of the men who was badly injured in the recent O&NY bridge disaster, had his leg amputated at the Hotel Dieu Tuesday morning. The leg was broken at the ankle and badly lacerated and a consultation of the medical men resulted in a verdict that it would have to go. The bones were terribly crushed and would not knit. The leg was cut off a short distance below the knee. All the injured men are doing well.

Mr. Douglas of the Department of Railways and Canals, who has in charge the investigation of the piers and foundations of the Cornwall bridges, on behalf of the Government, will have the necessary machinery on the ground next week. The operations will be looked after by Mr. Weller of the Canal Engineering staff here. _

A medical gentleman, who bothers himself a little over psychological problems, was talking to one of the bridge victims who still remains in the Hotel Dieu, the other day, and asked him to say what he thought about when he was falling. "Well Doctor," said the victim, "it would take, me an hour to tell what passed through my mind in a second." "When you got to the bottom of the river," again queried the doctor, "did you make any resolve?" "Oh yes!" "Well, what was it?" "Well, doctor, I made up my mind I would hold my breath till I bust."

The removal of the wrecked spans of the south channel bridge is a pretty heavy job, a huge gamble in fact, and though a number of interested parties have visited the spot hardly any two of them agree as to the means to be pursued to take the enormous mass of steel out of the river. It is likely the contract will be let within a day or two and the operation will be viewed with much interest as the conditions are very peculiar. Mr. Thomas, manager of the Soosmith work, has been in town this week getting ready to clear off the debris from the old pier and to rebuild it. He will probably begin work very shortly, it being the intention to lose no time in completing the bridge.

30/09/1898 Ottawa Citizen

New York Central

Hawthorne

Mr. Robert Nicholson, having completed work on the lock switch plant at the diamond, (Hawthorne) returned last week to Montreal where he goes to Quebec to superintend business for the Canadian Switch Co. of Montreal.

01/10/1898 Montreal Gazette

New York Central

Cornwall

Raising of the Sunken Bridge a Work of Great Difficulty

Cornwall, Ont. September 30. - Mr. Douglas, of the Department of Railways and Canals, who has in charge the investigation of the piers and foundations of the Cornwall bridge, on behalf of the government, will have the necessary machinery on the ground next week. The operations will be looked after by Mr J.L. Weller, of the canal engineering staff here. The removal of the wrecked spans of the south channel bridge is a pretty heavy job, [sic] a huge gamble in fact, and though a number of interested parties have visited the spot, hardly any two of them agree as to the means to be pursued to take the enormous mass of steel out of the river. It is likely the contract will be let within a day or two, and the operation will be viewed with much interest as the conditions are very peculiar. Mr. Geo. E. Thomas, manager of the Sooymith [sic] work, has been in town this week getting ready to clear off the debris from the old pier, and to rebuild it. He will probably begin work very shortly, it being the intention to lose no time in completing the bridge.

04/10/1898 Montreal Gazette

New York Central

Cornwall

Although the Government officials who examined the wreck of the railway bridge at Cornwall have been very reticent about the matter, it is the general impression here that the cause of the disaster was established to be the defective foundation of the piers. It would appear that the river bottom having been reported by the divers who examined it to be firm and enduring, the foundation was built upon it without further test. Subsequently scouring took place at some unsuspected soft spots, and the concrete foundation became unprotected by rip-rapping. The pier was undermined by the swift current, and finally toppled over. Warned by the disaster at the United States end of the Cornwall bridge, the chief engineer of railways and canals, before his departure for the coast, decided to have the foundations of the piers at the Canadian end of the bridge tested by boring. This will determine whether the concrete has properly set under water, and whether the river bottom on which it rests is sufficiently solid to make the foundation of the piers secure. The appliances for these borings are now being brought into position, so that work will be commenced very shortly.

04/10/1898 Montreal Star

New York Central

Cornwall

It is generally believed that the Dominion officials who examined the wreck of the Cornwall bridge are of the opinion that the cause of the disaster was the defective foundation of the piers. The piers on the Canadian side of the river are to be thoroughly tested by boring.

05/10/1898 Montreal Gazette

New York Central

Cornwall

CORNWALL BRIDGE.

Collins Bay Company Secures the Contract to Remove the Wrecked Portion.

Cornwall, October 4 (Special) Last night the New York & Ottawa Company awarded to the Collin's Bay Towing and Wrecking Company, the contract for the removal of the two spans and pier of the N. Y. & O. R. bridge, which lie in the south channel of the St. Lawrence river. The terms of the contract call for the removal of the wreck this fall. Captain Leslie left at once for Kingston, with the intention of organizing work this week. It is understood that an effort will be made to raise the centre span bodily with steel pontoons. Steel shields will have to be put down in every case to protect the divers from being swept away. In the matter of the south span, which was badly broken up and twisted, dynamite may have to be used. The masonry and crib of the pier have also to be removed. The undertaking is a huge one.

12/10/1898 Ottawa Free Press

New York Central

The engineering staff of the Ottawa and New York railway commenced work this morning surveying the route of the proposed independent freight terminal which the company intend establishing in Ottawa.

The company has had permission for some time to enter the Central depot by giving the Canada Atlantic company a week's notice but decided to delay entrance until the freight terminal was obtained as it would prove inconvenient to have the freight and passenger terminals too far apart. An official of the company stated this morning that the freight terminal would have been obtained long ago, and the shops and round houses erected had it not been for vexatious obstruction which the company has had to fight from the beginning. It is understood that most of the property required for the freight terminal has been secured, including the property of the Granite company, Mr. John Heney and T.G. Brigham. Any property which is being held at too high a figure will be expropriated at once. The company have permission from the government to lay a track beside the Canada Atlantic tracks and the work of survey started today.

The car shops will be started in a few weeks as soon as the property is secured. It is probable that the freight line will be completed by the first of November.

13/10/1898 Kemptville Advance

New York Central

Cornwall

To Raise the Pier

Capt. Leslie, on behalf of the Collins Bay Towing and Wrecking Co., has taken the contract of removing the wrecked spans of the new railway bridge at Cornwall. and the work is to be completed this fall. The captain feels quite confident that the centre span can be raised bodily and entirely recovered with steel pontoons. But in the case of the other one dynamite will in all probability be used as it is badly broken and twisted. The remaining crib and masonry of the collapsed pier are to be removed also.

13/10/1898 Ottawa Citizen

New York Central

The New York and Ottawa Railway Company has men at work laying out the ground for the location of their freight sheds at the canal basin.

14/10/1898 Montreal Gazette

New York Central

Cornwall

CORNWALL BRIDGE.

Government's Examination of the Foundations Begun.

Cornwall, Ont., October 13 R.C. Douglas, of the Department of Railways and Canals, and J. L. Weller, resilient engineer of the Cornwall canal, with a staff of men, have commenced the boring of pier No. 7, under the; north spans of the O. & N. Y. cantilever bridge, with a view of testing the masonry, concrete and bottom on behalf of the Dominion Government. Work on the cantilever spans over the north channel is proceeding steadily and it is expected that the bridge will be finished in about six weeks.

The Ottawa, Arnprior and Parry Sound railway company have made a new bid in their effort to prevent the Ottawa and New York company from building an independent freight terminal to the canal basin. The Free Press published last week about the Ottawa and New York agents buying and serving notice of expropriation of properties belonging to John Heney, the Granite Company, T.G. Brigham and others in order to secure a right of way into the proposed site for the freight sheds. This morning Christie, Greene and Greene issued a writ in the High Court of Justice in behalf of the Ottawa, Arnprior and Parry Sound Co., asking for an injunction to restrain the Ottawa and New York company from building a freight line, and also for a declaration that the lands involved are not subject to expropriation under the terms of the Railway Act or otherwise. The writ also asks for damages.

The Ottawa and New York company have an order from the Dominion government giving them the privilege of expropriating property and building the line, and it will be interesting to see whether the courts will interfere with an order of the government or not. Part of the lands for which expropriation papers have been served were to be used for the purpose of earning the bonus granted by the city of Ottawa, and as the work has to be completed by July of next year, the delay occasioned by legal proceedings may prove annoying. It is understood that the Ottawa, Arnprior and Parry Sound company appealed the order of the Railway committee giving the rival line the privileges objected to, but that the government sustained the committee.

Mr. F.D. Anthony, chief engineer of the Ottawa and New York railway is in the city. He says the Collins Bay Wrecking Co. will today make a start at raising the sunken superstructure of the collapsed Cornwall bridge. A fleet of twelve steel pontoons will be used, of which six are already on the scene of the wreck, besides a powerful derrick, scow and barge.

The application of the Canada Atlantic railway for an injunction to prohibit the Ottawa and New York railway from proceeding with their terminal arrangements was refused in the high court of Justice, Toronto, this morning. The matter will now go to arbitration.

The Ottawa, Arnprior and Parry Sound Railway, through their solicitors, Messrs. Christie, Greene & Greene have issued a writ in the High Court of Justice against the Ottawa and New York Railway asking for a declaration of the lands over which the O. & N.Y. propose to enter the Central depot are not subject to expropriation under the Railway Act or otherwise. The property involved in the case was recently purchased for the purpose of entering the Central depot and erecting freight sheds. Plaintiffs also ask for damages for the work already done and for an injunction to restrain further operations.

THE APPROACH TO CENTRAL DEPOT

MR. HIBBARD SAYS MR. BOOTH'S STATEMENTS ARE NOT CORRECT.

Ottawa & New York Co's Version of the Standing of the Dispute With the Ottawa & Parry Sound.

In answer to an inquiry from a Journal reporter, Mr. Hibbard, president of the Ottawa & New York Railway said:

"Yes, I have read Mr. Booth's letter in Saturday's Free Press, and was considerably surprised, and almost amused, at his statements. He either has willfully mis-stated facts or has failed to keep himself informed as to the actual conditions existing with reference to the Ordnance lands. "

Central Passenger Station.

"At a hearing on June 11th last, an order was issued by the railway committee authorizing the use of the central passenger station by the M. & O.Ry. (the Canadian Pacific's new short line to Montreal) and our company for three months, or until the first meeting of the railway committee after September 1st upon the deposit in advance of \$1,500 per month by each company, with the further proviso that, if, during that period, we failed to agree upon terms for the permanent occupancy of the Central Union Passenger Station, the question would be again heard and acted upon by the committee.

"We have endeavored to agree on a basis for the permanent use of the station, but have failed, and the matter will, undoubtedly have to be dealt with by the railway committee.

Yet Mr. Booth says 'at the present time there is no matter in dispute between the O.A. & P.S. Ry. Co., and any other company respecting the approach and the use of the Central Passenger Station.' I assume that the Canadian Pacific Railway company is in the same position as ourselves upon this matter.

High rental.

"A glance at the figures will show any business man of Ottawa that \$3,000 per month to be paid by the C. P. Ry. And the O. & N.Y. Ry. for the use of the station, or \$36,000 per annum is simply outrageous, being equal to 4 per cent. on \$900,000 for a property on which he pays a rental of \$1,100 a year, and which did not cost to prepare for use an amount exceeding \$100,000 of which \$50,000 was contributed by the city of Ottawa, and the larger portion of the lands are occupied by freight terminals and not for the purposes of the so-called Central Passenger Station.

Explanation of Injunction Proceedings.

On Sept. 27th, after two hearings before the railway committee, one on June 16th and the other on August 5th, the committee issued an order authorizing the O. & N.Y. Ry. To lay a track from the head of the Deep Cut to the north side of Maria street, then diverging easterly to its freight terminal property, said track to be laid 100 feet east of the westerly running track of the O.,A. & P.S. Ry., reasonable compensation to be made the O.,A. & P.S. Ry. Subsequently we wrote asking what compensation would be acceptable to the O.,A. & P.S. Ry.Co. and received reply that they were not prepared to name any terms, as an appeal would be taken from the order. We, therefore, gave notice of arbitration proceedings in accordance with the provisions of the Railway Act, and it was to restrain these arbitration proceedings that the motion for the injunction was made by Mr. Booth's road last week, and which was refused.

"I wish to point out that this order of September 27th, refers exclusively to freight terminals, and was issued for the purpose of enabling our company to reach lands purchased between Maria and Besserer streets for freight houses and yards.

O. & N.Y. Claims.

"We had purchased property fronting on Little Sussex and Besserer streets over a year ago for Freight houses but were prevented from reaching them by the erection of large freight sheds by the O.,A. & P.S. Ry., although in distinct violation of the terms of the Crown Leases, and having now purchased other lands east of Mosgrove street, we merely seek an entrance to them upon reasonable terms, and that our requirements are reasonable is evidenced by the action of such a judicial body as the Railway Committee.

As to O.,A. & P.S. Tactics.

"Let me call attention to the fact that the O.,A. & P.S. Ry. are pursuing the same tactics with regard to this order of the Railway Committee, as followed under their leases, viz: ignoring it entirely and constructing a coal shed on the Ordnance lands, in a manner calculated to block the carrying out of the order of the committee, same as was done in the construction of their freight sheds.

"In my letter to the O.,A. & P.S. Ry. I stated 'as soon as we can arrange for the laying of this track, we will commence the running of our trains to the Central Passenger Station, the exact date of which I will advise you later.'

Second Station Not Desired.

"We have never had any intention of attempting to construct another passenger station, as this clearly shows, as we decide to conform our arrangements to the known wishes of the citizens of Ottawa, but business men will see quickly and clearly, another station could be built with all its approaches, for one time the capital represented by the exorbitant demands of Mr. Booth.

"We always deprecate discussions of this character in the press, but as Mr. Booth has endeavored to create false impressions in the minds of the citizens of Ottawa, we cannot refrain from stating facts which indicate he is not desirous of, and is not acting in a manner to ensure the results desired, or purposes intended, by the Crown, and the people of this city, in the Liberal terms named him for the use of the Ordnance lands for railway purposes.

25/10/1898 *Ottawa Citizen**New York Central*

The O. & N.Y. railway have applied for an injunction to restrain the O.A. & P.S. from erecting buildings or carrying on any work on the their proposed route. The motion will be argued at Toronto on November 4th.

27/10/1898 *Ottawa Free Press**New York Central*

The Ottawa and New York company issued a writ asking that the Ottawa, Arnprior and Parry Sound railway be restrained from further interference from the land required for the right of way of the proposed independent freight terminal. It is alleged that the Parry Sound company have commenced the construction of a coal chute on the Ordnance land at the head of the "deep cut", designed by the Ottawa and New York for their car shops and the writ asks for an injunction to restrain further interference and also that the Parry Sound company be ordered to remove the obstruction. The company also asks the authority of the court to take immediate possession of the property surveyed for the freight line. The New York company propose reaching their freight shed independent of the Booth system, and will get in the freight line over the C.P.R. short line from Hurdman's bridge, to the head of the "deep cut", where the independent line begins. The line will run to a point north of the Maria street bridge.

28/10/1898 *Eastern Ontario Review**New York Central**Ottawa*

The C.A.R. has been refused an injunction to prohibit the O. & N.Y. from proceeding with their terminal arrangements at Ottawa.

The OA&PS appears determined that the O&NY shall not reach Central Depot unless they accede to OA&PS terms.

Some weeks ago the O&NY purchased a property near the Central Depot for the purpose of erecting freight sheds and gaining a connection with the Central Depot. The OA&PS however are of the opinion that they can prevent this, and with this end in view a writ was issued in the High Court of Justice this morning by Christie, Greene and Greene acting for the OA&PS against the O&NY claiming unstated damages and asking for an injunction restraining the O&NY from:

1. Commencing, carrying on proceeding with or continuing any expropriation proceedings under the Railway Act.
2. From trespassing upon occupying or interfering with in the whole or in part the lands and premises now in the lawful occupation of the plaintiffs under their grants etc.
3. From locating, building or constructing a railway line upon or over the said lands and premises or upon or over any parts of the property.

And for a declaration that:

1. Defendants have no right to expropriate.
2. The said lands are not liable or subject to the expropriation provisions of the Railway Act.
3. Defendants have no right to build or construct or locate a line over the said lands.

Mr. C.B. Hibbard could not be reached for comment.

01/11/1898

*The Record, Chesterville**New York Central**Ottawa*

O&NY Buildings.

The construction of the Ottawa and New York Railway machine shops will be begun as soon as the Central station question is settled. The shops will start near the Deep Cut and will be of considerable size. A big freight shed will be built on the company's land near the granite company's works on Nicholas Street.

02/11/1898

*Ottawa Journal**New York Central*

Albany NY. Nov 2. Supreme Court Justice Chester rendered a decision today, which, if it is sustained by the higher courts will prevent the connection of the New York and Ottawa Railroad at Long Lake with the Adirondack Railway at North Creek and thereby frustrate a plan for shortening the riding distance from New York City to Canada by 59 miles.

04/11/1898

*Montreal Gazette**New York Central**Cornwall*

CORNWALL BRIDGE.

Disaster Was Caused by Poor Foundation for the Piers.

Ogdensburg, N.Y., November 3. Expert engineers investigating the cause of the recent collapse of the pier which allowed two sections of the New York and Ottawa railroad bridge to fall in to the St. Lawrence river, while in course of erection report that the pier was built on hard pan of insufficient strength to stand the huge weight. A diamond drill operated in the bottom of the river at the base of the fallen pier bored through two feet of hard pan, then struck into muddy deposit of clay formation. Through this the drill sunk without striking hard bottom. Further investigation is being made.

04/11/1898

*Ottawa Citizen**New York Central*

Before the Deputy Clerk this morning Mr. C.B. Hibbard, president of the Ottawa and New York Railway was examined for discovery in the case of the O.A. & P.S. railway v. the O. & N.Y. railway.

05/11/1898

*Ottawa Citizen**New York Central*

An important meeting of the railway committee of the privy council will be held on Tuesday to consider an application by the O. and N.Y. railway and the C.P.R. for an adjustment of the terms for the use of the Central depot.

By an order of the railway committee on the 11th of June last the C.P.R. and the O. and N.Y. were allowed to enter the Central depot on a deposit of \$1,500 per month as security for compensation. It was thought by the railway committee that the roads would reach some agreement in the meantime, but all efforts in this direction having failed, the matter will now be settled definitely by the committee.

The O.A. and P.S. railway will also move to rescind an order of the committee made on Sept. 27 of last year empowering the O. and N.Y. to lay a track over the O.A. and P.S. property in order to reach the freight terminal purchased by the O. and N.Y.

08/11/1898

*Ottawa Citizen**New York Central**Cornwall*

THE CORNWALL BRIDGE

The Collapsed Structure Being Raised from the Bottom of the St. Lawrence River

Cornwall, Nov. 8 - Capt. Leslie, of the Collins Bay Wrecking Company, has a large staff of men at work removing the ruins of the collapsed O. & N.Y. bridge from the south channel of the river, and is making steady progress. The center span has already been examined, and, as at first supposed, is but little damaged being only slightly injured by its fall to the bed of the river. It will be raised by means of pontoons, and then towed to shallow water, where it can be taken apart and entirely recovered. As the entire span weighs only a little over 500 tons, and as the buoyancy of the water will amount to considerable the wrecking company consider that they will not experience any great difficulty in raising it. They will use twelve pontoons, each having a lifting capacity of 60 tons or all together an aggregate power of 720 tons. On account of the swiftness of the current at the place of the accident a steel shield will have to be put down in order to protect the divers and enable them to make a thorough examination and fix the pontoons in their places. Considerable work has already been done towards clearing away the shore span, which was utterly demolished, but the company is having considerable difficulty in separating the massive iron work. Dynamite is being used extensively, but as it is impossible to place it so that it will be very effective it seems its use is not of as much benefit as at first expected.

09/11/1898

*Ottawa Citizen**New York Central*

The Ottawa and New York Railway carried 1,200 people last week on their line between this city and Cornwall. For the past month the passenger traffic has averaged 130 per day. The freight traffic is also increasing rapidly. The company has recently ordered two new Pullman trains and two heavy engines.

The case in which the Booth lines and the Ottawa and New York railway are interested came up before the railway committee this morning. Mr. Osler Q.C. and Mr. Christie Q.C. appeared for the Booth system Mr. Lash Q.C. and Mr. D'Arcy Scott for the Ottawa and New York road. Mr. Booth was present as also Messrs. Parker and Hibbard of the O. & N.Y.

At the outset Mr. Osler suggested that the question of the use of the terminals at the Central station might, for convenience, be taken up first. Mr. Booth conceded the right to the C.P.R. and the O. & N.Y. to use the terminals, and the only question at issue was the amount to be paid and the accommodation wanted. He suggested that the question of terms should be referred to Mr. Schreiber or other union engineers for his report before the committee took action on the application.

Mr. Blair said it might be well to take up the cases in the order they stood on the paper.

Accordingly the application of the Parry Sound railway for a revocation of the order permitting the O. & N.Y. to build a separate track along the canal bank to get access to their freight terminals on Besserer street was taken up first.

Mr. Osler, at considerable length, argued that the railway committee, in granting permission last August to the O. & N.Y. to build an independent track, had violated the leases held by Mr. Booth, and infringed on the jurisdiction of the governor-in-council. The governor-in-council had dedicated this strip along the canal bank for a certain positive purpose. Mr. Booth had covenanted with the crown to excavate the whole strip hence the railway committee had no right to interfere with a crown covenant. Mr. Booth was under an obligation to build a retaining wall along the east side of the strip leased but the action of the committee in August had rendered that impossible. He admitted that the freight sheds of the Booth lines were on the reserve on sufferance only, and until the crowd [sic] demanded their removal. Mr. Booth was subject to call by any railway company for accommodation for passenger purposes and the leased strip could be used for passenger traffic only.

Mr. Blair thought it reasonable that the O. & N.Y. should have access to their own lands over the strip.

Mr. Osler, continuing, said that there was no urgency on the matter. He therefore urged that if the committee had any doubts as to its legal position the opinion of the supreme court might be secured. He claims that the action of the railway committee was void, as no order in council had been passed authorizing the O. & N.Y. company to lay the tracks in question.

O. & N.Y. contentions

Mr. Lash Q.C., for the O. & N.Y. said Mr. Osler had emphasized the point that the committee had violated a lease from the crown. His reply to that was, no lease from the crown could repeal the railway act. Under the railway act, he claimed that the O. & N.Y. company had proceeded properly, and that the committee had ample jurisdiction. Continuing, Mr. Lash said it would evidently suit the purposes of Mr. Osler to have this question postponed indefinitely. He had urged that this point be referred to the supreme court. Mr. Osler's clients had placed every obstruction in the way of the O. & N.Y. company, and seemingly desired to continue that obstruction. He held that there was no reasonable doubt about the validity of the order and thought the company should dismiss the application. What Mr. Osler said in relation to freight rights of the Booth system was diametrically opposite to their previous contention.

Mr. Blair - Sometimes counsel are driven into admissions. (Laughter).

Mr. Lash, in conclusion, pointed out that after the O. & N.Y. railway had acquired land for freight terminals the Parry Sound railway, contrary to its lease, constructed a building across the strip which the committee had allowed the O. & N.Y. company to take.

Mr. Blair - What kind of building?

Mr. D'Arcy Scott - a coal chute and trestle.

Mr. Blair - Well, that is not treating the order of the committee with respect.

Mr. Christie - The statement about the building is absolutely true.

Mr. Lash - I am surprised to hear that remark.

Mr. Mulock - There is a misunderstanding somewhere.

Mr. Blair - I shall certainly cause an enquiry to be made.

Judge Clark for the C.P.R. said the chief objective of the lease of the reserve was for the purpose of a central union passenger station. He thought permission to the O. & N.Y. to run a freight track should be limited until such time as it might be required for passenger purposes.

Mr. Lash said he had no objections to this change.

Mr. Osler contended that the coal chutes were being erected at the spot chosen long before the O. & N.Y. came in, but the building had been delayed owing to a squatter being on the lands. He claimed that the Parry Sound railway was not within thirty feet of the O. & N.Y. strip.

Mr. Lash asked for a speedy decision, Mr. Blair said the committee would take the case up immediately but he could hardly promise a decision this week.

Mr. Mulock said considering Ottawa's growing importance as a railway centre, the point should be made perfectly clear now as to the ultimate use of the property.

The committee then adjourned.

10/11/1898 *Ottawa Journal*

New York Central

Berwick

The O&NY are grading the yard at the station and improving the way to the freight shed.

10/11/1898 *Ottawa Free Press*

New York Central

Mr. C.B. Hibbard, president of the New York and Ottawa railway, informed the Free Press this morning that he will not run trains into the Central station until after the decision of the railway committee on the application for freight terminals.

He wishes to inaugurate the passenger and freight business at the same time. The application by the company for an order to obtain immediate possession of the property required, will be heard in Toronto tomorrow.

The Railway Committee of the Privy Council at its session yesterday afternoon practically disposed of the long standing difficulty between the Parry Sound, Canadian Pacific and Ottawa and New York railways relative to the use of Central Depot. The outcome of the arguments in the case is the establishment of the principal that each of the outside companies will come into the depot on the payment of their proportionate share of the maintenance. The details of the arrangements of the companies yet remain to be settled and pending this an interim order has been issued with the above effect. The C.P.R. will use the station and pay monthly their share of the running expenses which are to be estimated on a wheelage basis. The fact that this road has paid \$1,500 per month for the use of the station is regarded by the committee as sufficient security for their share of the rental until the matter is finally determined.

The Ottawa and New York Railway will use the station on paying their proportion of the running expenses with the other companies on a wheelage basis, and pending the final adjustment of affairs will pay \$250 per month security for rental.

The O.A. & P.S. Co. will submit to the C.P.R. and the O. & N.Y. Co.s a scheme relative to the amount to be paid by them for the expenditure already made by Mr. Booth in securing the entrance to the Central Depot. As far as the principle is concerned the difficulty is practically settled and in a few weeks it is hoped the complete details will be effected,

Suggestions to the committee

At the meeting of the Railway Committee yesterday afternoon Judge Clarke appeared for the C.P.R., Z.A. Lash, Q.C. and D'Arcy Scott for the O. & N.Y. and B.B. Osler, Q.C., and John Christie for the O.A. & P.S.

Judge Clarke explained that the application before the committee was for a further hearing relative to the terms and conditions upon which the Ottawa and New York Railway Company and the C.P.R. should have access to the Central Depot. In opening Judge Clarke devoted some attention to the question which had been raised earlier as to whether the C.P.R. and other companies shall or shall not be direct lessees from the crown in precisely the same way as the Parry Sound Co.

As a suggestion to fully cover the ground Judge Clarke suggested that an order be issued by the terms of which the C.P.R. and Ottawa and New York companies shall be entitled to use the line in question. If that were done the C.P.R. would attend to their subsequent rights.

Under such an agreement the rights of all parties concerned would be fully guaranteed. As to the terms upon which the C.P.R. and the O. & N.Y. shall have the use of the station approaches Judge Clarke thought that there were two main points to be considered, the interest on the capital expended in building the line and the proportionate cost of maintenance. The amount of \$1,500 per month was far too much but had been agreed to as a temporary arrangement. As to the capital account and the proportionate shares thereof it was important to ascertain the exact figures of the investment. From this too the cost of the freight terminal must be eliminated. The O.A. & P.S. Co. having declined to supply any information as to the cost of building the line in question, the C.P.R. had prepared an estimate of the cost of building the road and terminal in question.

Mr. Z.A. Lash, Q.C., who appeared for the O. & N.Y. stated that his company had endeavored to secure information as to the amount expended by Mr. Booth in the construction of the Central Depot and the approaches thereto. They had been met by an absolute refusal to supply these figures. So far as the case of the O. & N.Y. was concerned the first and most important point to be ruled upon were questions of principle.

At the suggestion of the Hon. Mr. Blair, Mr. Osler, on behalf of the O.A. & P.S. was next heard. His clients were not present in a hostile and unreasonable spirit. They were, however, impressed with the infinite nature of the propositions put forward by the applicants. Mr. Osler suggested that an not unreasonable scheme would be to hand the matter over to competent engineers to value the privileges now sought. The applicants could then say how many sidings and just what accommodation was sought for.

On a wheelage basis.

Judge Clarke explained that the accommodation sought for would fluctuate with the requirements of the service. The C.P.R. would pay its proportion of the expense. There should be no difficulty in arranging the whole thing on a wheelage basis.

Hon. Mr. Blair - It seems to me that the companies could well exhibit a greater disposition to get together in this matter.

Mr. Osler - Let them prepare a scheme and we will meet them fairly.

Mr. Lash stated that all the O. & N.Y. asked was that the committee settle the principle and the details could be arranged afterwards.

Judge Clarke suggested that the interim order be continued until a definite proposition could be arrived at. The rival companies would endeavor to settle the difficulty among themselves, and each submit a scheme to this end.

Mr. Blair enquired how long it would be before the companies could do this.

Mr. Osler stated that the C.A.R. would make the station proposal in a fortnight or three weeks. He thought that in the meantime the O. & N.Y. should put up \$4,000 security as a search of the registry office failed to show that they had any property in sight.

Mr. Lash resented the insinuation that the O. & N.Y. was not a strong financial institution. On the contrary, they had gone ahead with their work and expended thousands of dollars in carrying it forward. The O.A. & P.S. had refused to furnish any information relative to the question at issue and he had computed the total operating expenses to be \$23,000 per year. Of this amount, he thought the C.P.R. should be \$6,000, the O. & N.Y. \$2,500 and the O.A. & P.S. and C.A.R. \$13,083. The O. & N.Y. proposed that their road should pay its proportion of the running expenses and their proposition was a fair one which should be accepted by the committee. The company should not be asked to make a deposit because of Mr. Osler's sneers as to its financial standing.

Mr. J.R. Booth asked the committee to consider the terms of his lease of the property and of the enormous expense incidental to the construction of the approaches thereto. What had been done was in the best interests of the city. The O.A. & P.S. Company asked for the peaceable enjoyment of what it was entitled to. He had no objection to other companies entering the Central Depot providing he was repaid for the expenditure he had made on the property.

After a few incidental remarks by counsel the above interim order was issued and the committee rose.

CAUSE OF THE BRIDGE DISASTER

Statement Made by a Local Engineer to a Journal Reporter

An engineer who has had considerable experience in bridge work and who is in a position to know something about the Cornwall bridge disaster says it was caused by the breaking of the rock foundation. This foundation, he says, was only eighteen inches thick and was over a strata of clay. The enormous weight of the pier and super structure caused the foundation to give way and bring down the bridge. The theory that the concrete was the cause of the accident he does not credit claiming that it could not break after setting.

The work of constructing the new machine shops for the Ottawa and New York railway will be commenced at as early a date as possible after the present matters at issue are settled. The shops will be located on the grounds purchased by the company in the vicinity of the Deep Cut and will take up a large space. The works will afford employment for a large staff of men. A large freight shed will be constructed on the property of the company adjoining the Canadian Granite Company on Nicholas street, and work on this will be commenced as soon as the question of approaches thereto is determined.

The construction of the Ottawa and New York railway machine shops will be begun as soon as the Central station question is settled. The shops will stand near the deep cut and will be of considerable size. The big freight shed will be built on the company's land near the Granite company's works on Nicholas street.

Toronto Nov. 11. In the private chambers Chief Justice Meredith heard four motions by the principals in the case of the Ottawa, Arnprior and Parry Sound railway v. Ottawa and New York railway. The trouble arises over a strip of land along the canal leased by the O.A. & P.S. railway but now claimed by the O. & N.Y. railway under an order from the Railway Committee of the Privy Council. B.B. Osler, Q.C. appeared for the plaintiff and B. Blake Q.C. for the defendants.

The plaintiffs moved for a judgment and for an injunction refraining defendants from prosecuting their expropriation and taking possession of the land. This was followed by a motion by the defendants for possession of the strip in question prior to the prosecution of the expropriation proceedings under the provisions of the Railway Act. A motion was also filed by the defendants for an injunction restraining the plaintiffs from interfering with them in attaining such possession and from building trestle tracks etc. across the right of way.

After hearing argument the Chief Justice enlarged all motions until Thursday next in any event and thereafter until the decision of the Railway Committee of the Privy Council upon the re-hearing before them last Wednesday is given.

23/11/1898 *Ottawa Journal**New York Central*

Mr. George Parker, President of the NY&O is in the city giving evidence in a lawsuit now going on in Ottawa. Speaking to a Journal reporter Mr. Parker says that the work on the railway bridge at Cornwall is going ahead satisfactorily since the terrible accident in the south channel. One span of the north channel bridge has been placed and another is being put in place this week. Mr. Parker is hopeful of a favourable decision on the O&NY case now before the railway committee.

26/11/1898 *Montreal Gazette**New York Central**Cornwall*

CORNWALL BRIDGE.

Work of Removing the Wreck Progressing Satisfactorily.

Cornwall. Ont., November 25. Mr. Hendershot, of Thorold, who had a subcontract from the SooySmith Company in connection with the building of the bridge piers, has secured a contract from the N. Y. & O.Co. to rip-rap the piers, as an additional security against the ice in winter. He has a large force at work on the north channel and has sub-let the work in the south channel to Campbell & Brennan. About 2,000 yards of field stone will be required for the work. The steamer Stranger has been purchased from Capt. Oliver Gillespie by Hugh Campbell and Thos. Brennan and will be used in carrying stone to pier No. 3 of the railway bridge in the south channel.

Capt. Leslie has succeeded in attaching six pontoons to the wrecked span in the south channel and will likely have the rest of the floaters in position in a day or two. If they do their work as expected they should take the immense mass of iron to shallow water in short order.

02/12/1898 *Ottawa Citizen**New York Central**Embrun*

THE EMBRUN ACCIDENT

Friends of the Two Young Men Killed Given Damages

Cornwall Dec 1. The cases brought against the Ottawa and New York Construction Company and Balch and Peppard by the friends of J.W. Rombough and George W. Greene, two of the men who were killed in the Embrun accident in June last, were completed here this evening. The cases have occupied the court all week and it was not until a very late hour tonight that the jury were ready with their verdict. The verdict was for \$4,000 damages, allowing \$2,500 for the plaintiffs in the Rombough case and \$1,500 for the plaintiffs in the Green [sic] case. Although the actions were brought against the two companies, Balch & Peppard and the New York and Ottawa Co., the jury exonerated the N.Y. & O. Co. from any blame and placed all the damages on the shoulders of Balch & Peppard. The friends of the young man Crysler, who was killed in the same accident, brought an action also but it was thrown out yesterday morning, the judge holding that they had no cause of action, whatever. There are several legal complications between the two companies and the case will, in all probability, be appealed. MacClennan, Q.C. and Cline for Rombough. Mogo and Beatty for Greene. Caeselle, Q.C. and Anglin for Balch & Peppard. Leith, Q.C. and Pringle for N.Y. & O. Co.

08/12/1898 *The Record, Chesterville**New York Central**Cornwall*

The Cornwall Bridge

Some of the pontoons of the wrecked span removed.

Cornwall 2 December. The anchor span of the north bridge of the O&NY on the north side of the channel has been completed and cleaned up, and the false work removed. Nothing now remains to finish the bridge but to throw the cantilever span across the gap of a couple of hundred of feet or so as to connect with the work already finished on the south side. Mr. Hendershot who has the contract for rip rapping the piers of the Cornwall railway bridges has nearly completed his work on pier No. 8 in the north channel.

Air was pumped into some of the pontoons attached to the wrecked span in the south channel and it moved down 300 or 400 feet and stuck there. Capt. Leslie has been working at it since to get the rest of the pontoons filled and expects to have the huge structure in a safe place in a day or two. It is said the south end of the span is badly smashed.

15/12/1898 *Ottawa Journal**New York Central**Cornwall*

HEAVY LOSS

Cornwall Bridge Disaster has Been an Expensive One for the O. & N.Y. Ry.

"The loss to the Ottawa and New York Railway Company, sustained by the Cornwall bridge catastrophe, can hardly be estimated," said an official of the road to a Journal reporter last evening. "Had it not been for that accident the road would now be in good running order for the full length of the line. One contract for shipping 10,000 tons of coal was lost owing to the bridge disaster. This is only one item, and a comparatively small one. The road in operation between here and Cornwall is doing a good business both in passengers and freight.

The work of cleaning the debris of the wreck at Cornwall is still going on with all despatch. It is thought that the centre span may be raised without damage.

15/12/1898 *Ottawa Journal**New York Central*

The case of Taylor vs. Bruder was taken up this morning. This is an action for damages taken by John Taylor, a Gloucester farmer, against Mr. Bruder for a fire alleged to have been set by Bruder in clearing the right of way for the Ottawa and New York Railway [sic] Company. The claim is that the fire spread into Taylor's property, damaging his crop. The plaintiff claims damages to the extent of \$200. The case was in progress when the court adjourned at 1 o'clock.

THE CORNWALL BRIDGE.

Wreck of the Collapsed Spans Moved Some Distance.

Cornwall. Dec. 21. The severe cold of the past few days has caused the cessation of the work of testing the foundation of the piers of the O. & N Y. Railway bridge. The scows and drilling plants are now being taken from the river and put away for the winter. Capt. Leslie, of the Collins Bay Rafting Company, who has the contract of removing the wreck of the collapsed bridge from the south channel. has also been compelled to suspend work for the winter, and is removing his plant to Kingston. Although he has not made the progress he at first anticipated, he has succeeded fairly well and now has the wreck in such a condition that it will not cause an ice jam in the spring, as was expected. The span next to the American shore has been almost completely removed and the centre span, by the use of pontoons, has been carried some 800 feet down below the scene of the accident and now lies with the current. Considerable ice goes down this channel in the spring, and it was first thought that it would make a jam and cause considerable damage, but Mr. Leslie feels confident that he has the span in such a position that no damage will result.

23/12/1898 *Ottawa Journal**New York Central*

MADE GOOD TIME - The Ottawa & New York Railway in connection with the Grand Trunk Ry. have made another record run on a large consignment of oranges. Leaving Portland at 6.50 p.m. on the 21st and arriving in Ottawa at 7.40 p.m. on the 22nd making the run of 420 miles in 25 hours. It was alldelivered to the consignees, the Ottawa Fruit Exchange, in excellent condition by 9 p.m. the same evening. It is stated this is better time than made by the mail.

31/12/1898 *Ottawa Citizen**New York Central**Cornwall*

RAILWAY DISPUTE SETTLED

Suit of Sub-Contractors on the O. & N.Y. Railway Dismissed by Judge McMahon

Judgment was handed out by Justice McMahon at Osgoode Hall today dismissing the suit of Brevidiere and McNaughton, sub-contractors of the Ottawa and New York railway construction, against Messrs. Balch and Peppard, a dispute as to the excavation work on the railway.

05/01/1899 *Ottawa Citizen**New York Central*

While passenger train No. 50 on the Ottawa and New York railway leaving here at 5.15 p.m. was nearing the Dufferin road crossing it ran down an elderly woman named Mrs. Pankaw. She was thrown about fifteen feet and landed in a ditch. The train, which fortunately was running at a reduced speed, was brought to a stop about a hundred feet further on.--The old St. Lawrence and Ottawa line on which the accident happened has been the scene of similar accidents in the past.--

05/01/1899 *Ottawa Journal**New York Central*

Mrs. Pankaw, of New Edinburgh, an elderly woman, was struck by an O. & N.Y. train yesterday afternoon and seriously injured. She was thrown about fifteen feet and landed in a ditch. When picked up it was found that her collar bone was broken and that she had been injured internally.

11/01/1899 *Ottawa Citizen**New York Central*

Carried 25,000 people

Ottawa & New York Ry. Doing a Large Passenger and Freight Business

The Ottawa and New York railway since the opening of its line from this city to Cornwall on the 29th of July last has carried 25,391 passengers, a remarkably good showing considering that the road is a new one and that the line is incomplete. Traffic has been almost wholly of a local nature and is showing a gratifying increase.

The amount of freight carried since July is understood to have exceeded 25,000 tons.

The opening of the new road has had the effect of brightening up the business of the towns and villages on the line and has also brought a big trade to Ottawa. When the bridge across the St. Lawrence at Cornwall is completed a direct line will then be opened between this city and New York and the competition will undoubtedly be keen.

The officials of the line state that the outlook for the year's business is excellent and the traffic so far has exceeded their expectations. A number of new stations will be put up as the traffic increases.

12/01/1899 *Ottawa Citizen**New York Central*

Mrs. Pankaw, of New Edinburgh, who was struck by a train on the O. & N.Y. line a week ago, and seriously injured, is now out of danger and progressing favorably towards recovery.

12/01/1899 *Ottawa Citizen**New York Central**Ottawa*

The Ottawa and New York Railway Co. have decided to expropriate a large tract of land situated in Stewarton in the vicinity of the property on which they propose to erect their workshops. The property consists of about seven acres of land and is situated on the Hurdman's Bridge road and belongs to the estate of Archibald Stewart. Negotiations for its purchase have been in progress for several months, but the parties have been unable to reach an agreement and the company will now expropriate it under the railway act. The company will use the property for a part of their car shops and for general purposes.

The necessary proceedings will be instituted at once.

13/01/1899 *Ottawa Citizen**New York Central*

Mr. George B. Moffatt of New York, chairman of the Board of Directors of the Ottawa and New York Railway Co., is in the city. Mr. Moffatt stated that nothing definite about the company's plans could be stated till the decision of the railway committee on the projects of the company was rendered.

Mr. Moffatt expressed himself as being well satisfied with the year's showing in both freight and passenger departments. As soon as they are sure of their ground the company will push ahead with their building operations.

13/01/1899 *Ottawa Citizen**New York Central**Edwards*

Edwards

The people living near the O. & N. Y. railroad here are bothered with pack pedlars.

19/01/1899 *Ottawa Journal**New York Central**Finch*

A small party from here took in the O&NY excursion to Ottawa on Wednesday 11th inst. to witness the performance of the Circus Girls at the Russell Theatre. They report very highly of the performance and had the pleasure of seeing the vice-regal party. The train was billed to arrive here at 1.30 a.m. but instead of that it was 6 a.m. before Engineer Murray blew his whistle for Finch.

THE CORNWALL BRIDGE

The Piers of the Collapsed Section Have to be Completely Rebuilt

(Special to the Star)

CORNWALL Ont February 4. - As a result of the investigations made by the New York and Ottawa Company in the south channel pier No. 3 which remained standing after the deplorable accident of September 6th whereby twelve men lost their lives has to be taken down and rebuilt, the construction company being determined that the bridge will not be turned over to the Railway Company until everything is perfectly substantial and satisfactory. This will somewhat delay the completion of the bridge and necessitate considerable additional expense. The contract for the stone and iron superstructure have not yet been let but will be immediately. The company are about to begin getting out the material which they will turn over to the contractor when the contract has been let. It is thought the work will be completed in time to allow the completion of the iron work before next autumn.

09/02/1899 *The Record, Chesterville* *New York Central*

Cornwall Feb. 3. The result of the investigations made by the O&NY in the south channel of the St. Lawrence River before the river froze up that pier no. 3 which remained standing after the wreck of the bridge last fall, has to be taken down and rebuilt, the construction company being determined that the bridge shall not be turned over to the railway company until everything about it is safe and sufficiently beyond the shadow of a doubt. This will, of course delay somewhat the completion of the bridge.

The Ottawa and New York Company have a couple of gangs of men at work getting out logs to corduroy a portion of their track near Newington, and between the Post Road and Back River. These sections run through a wet swamp and have been sinking somewhat since they were constructed. The logs will be cut 25 feet long and will be put across the embankment, and should make it perfectly solid. The distance to be gone over is about 3,000 yards.

09/02/1899 *Ottawa Free Press* *New York Central* *Cornwall*

A refreshment room has been opened on the Ottawa and New York railway at Cornwall Junction, for the accommodation of passengers to and from Grand Trunk points.

15/02/1899 *Ottawa Journal* *New York Central*

Extension of Time.

The O. N. Y. Ry. wrote requesting the council to ask the Legislature to extend by one year the time of the civic by-law bonusing the railway. The bonus was given conditional on the running of through trains and the erection of workshops in the city by July 1. but everything has been put behind by the Cornwall bridge accident. It was decided to accede to the railway's request, the railway to pay all expenses.

17/02/1899 *Cornwall Freeholder* *New York Central* *Hawthorne*

The Ottawa & New York has opened a station at Hawthorne, the junction point of the Canada Atlantic, five miles out of Ottawa.

06/03/1899 *Ottawa Journal* *New York Central*

Bridge is Dangerous.

Hence Ottawa and New York trains will change their terminus.

The Ottawa and New York Railway trains will for the next few weeks leave St. Patrick street bridge instead of the old Sussex Street depot. This has been necessitated owing to the bridge across the Rideau at New Edinburgh being in need of repairs.

This bridge has for the past year been considerably out of order and has been patched up in order to keep it in a condition suitable for traffic. It has now become dangerous and the Ottawa and New York Company in order to avoid any danger of accidents have decided to have their terminus at St. Patrick Street bridge until the necessary repairs are completed.

O&NY advertisement. Timetable on and after Feb 13, 1899. Shows trains leaving and arriving Ottawa, St. Patrick Street crossing, then Hawthorne.

06/03/1899 *Ottawa Free Press* *New York Central*

Commencing Monday March 6th and until further notice, the trains of the O. & N.Y. Ry will arrive at and leave from St. Patrick street crossing instead of Sussex street depot as heretofore. St. Patrick street cars pass the crossing.

The Ottawa and New York railway company is using the freight building at the St. Patrick street bridge for a temporary station, while repairs are being made to the New Edinburgh bridge.

10/03/1899 *Ottawa Journal* *New York Central* *Hawthorne*

An accident which caused much inconvenience to about fifty passengers occurred on the Ottawa and New York railway line about four miles out of the city, near Hawthorne at 8.05 this morning. The train left Ottawa sharp on time at 7.50 o'clock, and while running at a fair rate of speed, one of the tires on a rear driving wheel of the engine broke in two. The result was a great jarring and grinding before the engineer could stop the train, which went some distance before finally being brought to a halt.

Some of the passengers were considerably frightened, but no one was injured. The conductor sent for a wrecking crew. The conductor of the wrecked train had the coaches brought back to within two miles of the city and then placed on a siding and it is stated that he refused to bring the passengers back within the city limits.

Fifteen to twenty passengers walked back to the city, but there are still about thirty stalled on the siding. To those who wished for it the conductor refunded tickets.

The incoming Ottawa and New York was also delayed. Owing to the broken wheel the engine could only be moved a few feet at a time. Up to the time of going to press the track had not been cleared. Conductor J.S. Bucklin had charge of the train.

18/03/1899 *Ottawa Free Press* *New York Central* *Central Depot*

The Ottawa and New York Railway Company will commence to run passenger trains to and from the Central depot on Monday. No arrangements have yet been made with the C.A.R. in regard to freight trains.

20/03/1899 *Ottawa Citizen* *New York Central* *Central Depot*

The Ottawa and New York Railway commenced running its trains to and from the Central depot this morning according to the privilege granted them several months ago by the railway committee of the Privy Council. Trains will leave Ottawa for Cornwall and intermediate points at 7.40 a.m. and 5.10 p.m. and arrive at 10 in the morning and 7.30 p.m.

20/03/1899 *Ottawa Free Press* *New York Central* *Newington*

An American company has received an option of a large track of bog land on the O. & N.Y. near Newington and intends to turn the product of these bogs into peat. There is an almost inexhaustible supply.

22/03/1899 *Ottawa Journal* *New York Central*

Timetable in effect March 20 1899. Trains leave Ottawa Central Depot.

The Ottawa and New York Railway Company will commence the erection of its car shops in Ottawa East as soon as the litigation over the expropriation of the Stewart estate is terminated. This will probably be done in a short time, as the case will be heard at the ensuing high court. The final plans for the shops have been completed and approved, and while they will not be extensive at first preparations so as to permit of an enlargement at any time when the growing business of the road makes it a necessity. These shops will consist of a roundhouse, car shed and general repair shops. For the present, no manufacturing will be done in Ottawa as the company now has about all the rolling stock that is needed. The cars and engines, however, are on the American side and will not be pressed into use until the bridge at Cornwall is completed and a through service established.

It is expected that the bridge over the St. Lawrence at Cornwall will be completed early in the autumn, as the work on the piers and foundations will be rushed with the opening of spring.

03/04/1899 *Ottawa Citizen**New York Central**Cornwall*

THE CORNWALL BRIDGE

Pier Building Will Begin Within a Few Weeks.

It is expected that the bridge over the St. Lawrence at Cornwall will be completed early in autumn, as the work on the piers and foundations will be rushed with the opening of spring..

03/04/1899 *Ottawa Citizen**New York Central**Ottawa*

PLANS READY

O. & N.Y. Workshops Will Soon Be Erected.

The Ottawa and New York Railway company will commence, the erection of its car shops in Ottawa East as soon as the litigation over the expropriation of the Stewart estate is determined. This will probably be done in a short time, as the case will be heard at the ensuing high court. The final plans for the shops have been completed and approved, and while they will not be extensive at first preparations will be made so as to permit of an enlargement at any time when the growing business of the road makes it a necessity. The shops will consist of a round house, car sheds and general repair shops. For the present no manufacturing will be done in Ottawa as the company now has about all the rolling stock that is needed. The cars and engines, however, are on the American side and will not be pressed into use until the bridge at Cornwall is completed and a through service established.

19/04/1899 *Ottawa Citizen**New York Central**Cornwall*

THE CORNWALL BRIDGE.

O. & N. Y. Ry. Will Resume its Construction Shortly.

The Ottawa and New York railway will resume work on the construction of its bridge at Cornwall in about two weeks. Very little work will be required to complete the structure on the Canadian side of the river and this part of the work, it is expected, will be completed in about a month. The main portion of the work is on the south side of the river, where the piers which were built last summer and collapsed will again have to be erected. It is hoped to have the bridge completed and ready for traffic early in November. The company expects to increase its rolling stock and institute a much better service as soon as the through service is established.

22/04/1899 *Montreal Star**New York Central**Cornwall*

THE CORNWALL BRIDGE

Contracts Let for Reconstruction of the Wrecked Spans

THIS TIME THE PIERS WILL HAVE TO BE BUILT ON BED ROCK

(Special to the Star)

CORNWALL April 22 - The Union Bridge Company of Philadelphia has secured the contract for rebuilding the Ottawa and New York International bridge on the South Channel, St. Lawrence, which collapsed on September 6 last killing twelve men and wounding twenty to thirty. The rebuilding of the foundations has been given to the Degnon MacLean Construction Company of New York who have just completed the foundations of the Brooklyn side of the new East River bridge. Mr. A. A. Stewart chief engineer and J.E. Taber superintendent of construction have arrived and gone over the work. It is now generally believed that the cause of the fatal collapse was caused by too many chances being taken with the nature of the bottom. The investigations in the north channel so far as is known go to show that the action of the current for unnumbered years has scoured the clay thoroughly and the piers are standing on solid rock but on the south channel, where the fatal accident took place, the same thing did not occur, the current there being much slower. When the cribs for holding the concrete were anchored on the site of pier No. 2 and 3. a diver was sent down and tried the bottom to an extent that was considered satisfactory, and the substructure was begun. Then the iron men went to work and had just finished erecting three spans on September 6 when pier No 2 collapsed, carrying with it the two south spans completely wrecking the first and and landing the other almost intact on the bottom.

The depth of blue at the site of the piers is between thirty to 40 feet, and the contractors will have to go down by a pneumatic process. There is thirty feet water in the channel and a current of at least eight miles an hour. The reconstruction of pier No. 2 will be undertaken first, and it is expected will be completed in July. The pulling down and rebuilding of No. 3 will take until October; at least that is the limit set under the contract. The Union Bridge Company will erect the shore span, as pier No. 2 is ready for them, and will only be the work of a few weeks. The work of removing the debris of the wreck was let to the Collins Bay Company, and was prosecuted by Captain Leslie last autumn until the river froze up. The centre span was hauled down the river some distance, being buoyed with pontoons, and a good deal of the wrecked span was landed on shore, dynamite being used to break it into pieces. Captain Leslie expects to be down next week with his tugs and fleet of barges, and pontoons, and will get to work at once under more favourable circumstances than when he quit last November. The loss in the collapse of the bridge [sic] will run on the million mark.

01/05/1899 *Ottawa Citizen**New York Central**Hawthorne*

Hawthorne. A good local passenger trade is being carried on daily at the diamond by the Ottawa and New York railway and it is hoped that a station will soon be erected.

O. & N.Y., SAFE BLOWN OPEN

BURGLARS GOT \$300 AT CORNWALL

A Clever Piece of Safe Cracking Which Might Have Been Done by Pare and Holden

Cornwall May 4. Burglars broke into the Ottawa and New York station here last night and blew open the safe and carried off \$300.

Entrance was effected by prying open the door with a steel bar taken from the Bridge Company's shops. A hole was neatly drilled in the top of the safe and the door was blown off. Judging by appearance of the office this morning the explosion was a great one, and the job was executed by clever safe crackers.

Every part of the building, including Engineer Fisher's office, was ransacked.

The agent and his assistant were working at the station till one a.m. It is suspected here that the job may have been done by Pare and Holden, who escaped Monday night from Napanee goal [sic].

04/05/1899 *Ottawa Citizen**New York Central**Cornwall*

Safe crackers secured \$300 from the safe at the Ottawa and New York railroad station here this morning. The job is thought to have been executed by Pare and Holden, the Napanee crooks who broke jail there on Monday, as men answering their description were seen along the railway line yesterday. It is also laid to their charge as it was the work of experienced crack men. No clue has been obtained. A steel bar was used to pry the station door and the safe door was blown off with gun powder. Valuable papers were strewn about but only the money was taken.

08/05/1899 *Ottawa Citizen**New York Central**Ottawa*

The Ottawa and New York railway, through a city real estate agent, is negotiating the sale of the property acquired by it for freight terminals and situated in the vicinity of Besserer, Little Sussex and Mosgrove streets, and will seek a new location. This action has been necessitated largely by the urgent need of proper freight terminal facilities which the company does not now possess. The land above mentioned was well suited for the purpose but the right of access has not yet been granted. Last fall the whole matter was argued at length before the railway committee of the Privy Council and it was hoped that an immediate decision would be rendered. But the railway committee takes its time to deal with such matters and the question is still hanging fire, a situation not altogether advantageous to any of the roads whose interests are involved in the issue.

The Ottawa and New York railway holds an option on land near the Canadian Granite company and litigation to compel the specific performance of an alleged agreement to purchase it is now in progress, but the road does not wish to acquire additional property which may eventually prove an incubus through failure to secure rights of access so far denied to the property already in its possession.

The upshot of the whole affair, it is understood, will be that the present terminals will be abandoned and sold out and new property acquired.

Negotiations looking to this end are now commencing. The vicinity of the upper end of Nicholas street will probably be the new location of the terminals.

11/05/1899 *Kemptville Advance**New York Central**Cornwall*

Burglars blew open the safe at the O. and N.Y. railway depot at Cornwall and succeeded in getting \$3000. It is thought that Pare and Holden, who broke jail at Napanee, were the perpetrators.

13/05/1899 *Montreal Gazette**New York Central**Cornwall*

Work on the Cornwall Bridge.

Cornwall, May 12. (Special) A. A. Stewart, chief engineer of the Degnon-McLean Construction Company, has taken charge of the work of rebuilding the piers for the south bridge of the N.Y. & O. Nearly all the machinery for the work has arrived, and a good deal of the lumber and other supplies. The Canadian Construction Company has the contract for the stone. The machinery is very heavy, especially that for supplying air to the pneumatic caissons, which is the same as was used for the foundations of the new Brooklyn bridge, just completed by the Degnon-McLean Company. It will take some days to get the machinery in position, when a large force of men will be set to work.

15/05/1899 *Ottawa Free Press**New York Central**St. Lawrence bridge*

Mr. A.A. Stuart, chief engineer of the Degnon-McLean Construction Co. of New York, has arrived in town and taken charge of the work of the construction of the piers in the south channel of the New York and Ottawa railway bridge. The Canadian Construction Co. (Daly and Reid) have secured the contract for supplying stone for the piers. Capt. Leslie of the Collins Bay Co. has also arrived with his tugs and is now at work blowing up with dynamite the old bridge which collapsed and is now lying at the bottom of the St. Lawrence.

18/05/1899 *Ottawa Citizen**New York Central**Cornwall*

Cornwall, May 12. A.A. Stewart, chief engineer of the Degnon-McLean Construction Company has taken charge of the work of rebuilding the piers for the south bridge of the NY&O. Nearly all the machinery for the work has arrived and a good deal of the lumber and other supplies. The Canadian Construction Company has the contract for the stone. The machinery is very heavy, especially that for supplying air to the pneumatic caissons, which is the same as was used for the foundations of the new Brooklyn Bridge, just completed by the Degnon-McLean Company. It will take some days to get the machinery in position, when a large force of men will be set to work.

01/06/1899 *Kemptville Advance**New York Central**Cornwall*

The blasting at the Cornwall bridge is killing a great many fish and the Indians are reaping a harvest. A sturgeon weighing 85 pounds was killed last week.

02/06/1899 *Cornwall Freeholder**New York Central**Cornwall*

Four weeks ago, a body was found in the St. Lawrence river at Cazaville, Quebec and may have been one of the missing bridge victims. The locals buried the man by the river without positive clarification.

03/06/1899 *Montreal Gazette**New York Central**Cornwall*

Body of a Victim of the Bridge Accident Secured

Cornwall, Ont., June 2. - A report comes from Fort Covington, N. Y., that a body of a man supposed to be one of the victims of the Cornwall bridge disaster, was found at Cazaville. The body was buried on the river bank without an inquest being held or the coroner notified.

09/06/1899 *Almonte Gazette**New York Central**Cornwall*

A dead body supposed to be one of the victims of the Cornwall bridge disaster, was found last week in McLeod's Bay, on the Quebec side, opposite Cornwall.

16/06/1899 *Ottawa Journal**New York Central*

Advertisement - three trains daily into Central Station in each direction.

23/06/1899 Ottawa Citizen

New York Central

An interesting case in reference to the scale of rates chargeable by railway companies and involving other points has been entered in the county court by Mr. W.A.D. Lees, against the Ottawa and New York railway. Mr. Lees, in his professional capacity as a barrister, travels each way between Ottawa and Russell once a week. He alleges that the accommodation provided by the railway is not equal to the passenger charges and on applying for a reduction was refused. Mr. Lee now claims \$198 for tolls and charges "unlawfully, extortionately and unjustly levied on and taken from him for passenger travel between Ottawa and Russell and for damages for such extortionate charges." In addition to \$44.95, the amount of passenger fares paid by him, Mr. Lees also claims \$148.65, three times the above under section 290 of the railway act. The case will largely rest on the claim that the fare by-law of the company has not been approved by the governor in council and, consequently, it is alleged, that it has no legal right to charge fares at all.

Mr. Lees states that it is not the company's money that he wants, but the establishment of an equitable rate of fares.

30/06/1899 Almonte Gazette

New York Central

Mr. W.A.D. Lees of Ottawa has entered action against the Ottawa & New York Railway Company to make the company offer its second class rates between Ottawa and Russell village.

10/07/1899 Ottawa Citizen

New York Central

Cornwall

The north section of the bridge of the Ottawa and New York railway is completed and the iron placed in position. The section over the south channel will not be finished before November.

12/10/1899 The Record, Chesterville

New York Central

Berwick

We ought to have a cattle-yard for shipping cattle, hogs, lambs etc. at the O&NY station. Such would be in the interests of farmers. Other places are doing a good cash business, and there is no reason why the experiment should not succeed at Berwick.

04/11/1899 Ottawa Citizen

New York Central

The freight terminal question is a problem that the Ottawa and New York railway is experiencing considerable difficulty in solving. At the present time, or until the bridge over the St. Lawrence at Cornwall is completed and through communications with New York is established there is perhaps no urgent necessity for freight terminals, but in the meantime, if the company had the property, it would proceed with the erection of its car shops, which would give employment to Ottawa labor and, incidentally, add to the prestige of the capital as a railway center. When the O. & N.Y. people proposed to enter the Central Depot it acquired suitable property for its freight terminals near the property of the Canadian Granite company. The road, however, has been unable to gain access to the property and has since turned attention to another site in Ottawa East and instituted proceedings of expropriation. In this, however, it has been defeated and matters are now at a standstill although the company is naturally anxious to secure a site and has a large amount of money to spend in its proper equipment. Work on the bridge at Cornwall is proceeding very satisfactorily but the job is a big one and the thorough manner in which the work is being done, considerable time must necessarily be occupied.

18/11/1899 Ottawa Citizen

New York Central

Russell

Russell. The directors of the O. & N.Y. railway have promised to deliver over 30 car loads of gravel to Russell station for the improvement of the road from the station to the town and are now making good their promise. A number of car loads have been delivered already and more are to come on Thursday. The townspeople are drawing it from the station on to the road gratis.

04/12/1899 Ottawa Free Press

New York Central

Sussex Street

A loaded coal car owned by the O. & N.Y. railway ran off the track near the old St. Lawrence and Ottawa railway station and tore up several yards of tracks.

06/12/1899 Montreal Star

New York Central

Cornwall

THE CORNWALL BRIDGE

OTTAWA, December 6 - Mr. R. Douglas, engineer of the Department of Railways and Canals, has given official sanction to the plans submitted for protection to the piers of the Ottawa and New York Railway bridge under construction at Cornwall over the St. Lawrence River. The investigation following the accident to the piers revealed the fact that the bottom was solid enough to hold the weight, but owing to the depth of the water and the rapid current it was deemed advisable to reinforce the substructure.

13/12/1899 Ottawa Citizen

New York Central

The case of Lees v. the Ottawa and New York railway company was the most important one on the docket. It was taken up before a jury and finished yesterday afternoon. In the case, Mr. W.A.D. Lees, a barrister of this city, sued the railway for \$49 the amount of fares paid by him for passage between Ottawa and Russell. He claimed that on account of its tolls not being approved by the governor-in-council the railway had no right to charge him fare, but should carry him for nothing until such time as the rules were regularly sanctioned. This was not done, however, until recently, owing to the inactivity of the railway committee of the privy council, the road having made application for such approval a year or so ago. The defending company claimed that, while according to the technical construction of the law, it did not have the right to collect fares, it was entitled to retain them when the passengers voluntarily paid for their tickets, and this Mr. Lees had done. The rates charged were the same as on the C.A.R. system and lower than on some sections of the O.A. & P.S.R. division.

Judge Mosgrove decided that the matter was purely a question of law, and took the case from the jury, entering judgment for the plaintiff, for the amount claimed, with costs. He declined to entertain the contention of the defending company that when the passenger voluntarily paid his fare, before the tolls were approved, the railway was entitled to retain it.

The railway company will immediately appeal from the judgment.

Also covered in the Ottawa Free Press, same date.

14/12/1899 The Record, Chesterville

New York Central

There is probability within the next year that the Ottawa and New York Railway will be taken over by the CPR. The enterprise of the latter road and the desire to extend its powers is well known. Speaking of the matter a leading official of the O&NY Railway stated that at present no negotiations were in progress, but the acquisition of the road by the CPR would not be an unreasonable proposition, nor was there any reason why the line should not be disposed of.

06/01/1900 Ottawa Free Press

New York Central

A correspondent writes the Free Press asking when the Ottawa and New York shops are to be commenced. In order to earn the city's bonus the works must be completed by July 1st, 1900. The correspondent is of the opinion that an announcement should be forthcoming. The general manager of the road was out of town today, but so far as the Free Press can learn, the work is hindered by the delay in reaching an agreement in the railway committee of the Privy Council as to the right of way to the Central Depot. By plans filed at the Registry Office the works are to be built near the head of the Deep Cut, but at present the company is unable to get possession.

The bridge at Cornwall will be finished early in the summer, and the company will need the shops as soon as the entire line is connected and in operation.

13/01/1900 Ottawa Citizen

New York Central

St. Lawrence Bridge

The Ottawa and New York railway has suspended operations on the bridge over the St. Lawrence at Cornwall until spring.

18/01/1900 Ottawa Citizen

New York Central

Ironsides Milling Co.

Ironsides Milling Co. -- Mr. C.B. Hibbard, who is the head of the enterprise, is the late manager of the Ottawa and New York railway

27/01/1900 Ottawa Citizen New York Central

The Ottawa and New York Railway will this year build new stations at Cambridge and Cumberland.

03/02/1900 Ottawa Citizen New York Central

The Ottawa and New York now operates 53 miles of road and when completed will have 79 miles on the American side. The company now has 9 coaches, 2 mail and express cars and 8 locomotives.

15/03/1900 The Record, Chesterville New York Central Cornwall

Work on the New York and Ottawa Railway bridge will begin shortly.

The heads of the different companies interested are beginning to arrive and considerable quantities of timber arriving for the cribs etc. necessary for strengthening the pier No. 5, of the bridge across the north channel and the reconstruction of pier No. 8.

The steel work has been shipped from Cleveland, Ohio and will arrive shortly.

The whole of the steel work for the shore span, in the south channel is piled upon the bank and that for the second span is ready for immediate shipment.

It is intended to make a big push to have all the work completed by the 1st July.

W.A. Porter, who will have charge of the erection of the false work says piles will be driven to support the false work the firm being determined to take no chances.

07/04/1900 Ottawa Citizen New York Central

The question of freight terminals is still before the Ottawa and New York railway. The railway has not yet given its decision as to the right of the company for approaches to its property near the Central depot and it would appear that no ruling is to be made considering the fact that the case was argued nearly two years ago. The expropriation of land near the Deep Cut was not successful and the whole matter of terminals remains where it has been for months. When the line is completed some more definite and satisfactory arrangements will necessarily have to be effected.

14/04/1900 Ottawa Free Press New York Central

Some months ago the Ottawa and New York railway purchased from the Canadian Granite company eight lots of their property at the canal basin, the consideration being \$30,000. Subsequently litigation arose over the purchase, and as a result the Ottawa and New York assumed possession of the entire property, fourteen lots in all, on condition of the granite company withdrawing their suit.

It is understood that negotiations have just been concluded whereby the O. & N.Y. have disposed of the entire property to Mr. J.R. Booth who becomes owner of all the fourteen lots.

The figure at which the change was made is said to be \$35,000.

Mr. Booth was seen by the Free Press today but he had no information to offer about the purchase for a few days yet.

The Canadian Granite company, the sale of whose plant and stock was held Wednesday, have until May 1st to remove all effects belonging to them. It is understood Mr. Booth will erect new freight sheds on the property. The present accommodation has long been cramped and inadequate and the securing of the Granite company property, which faces on Nicholas street, Court House avenue and James street (a continuation of Wilbrod street) will afford Mr. Booth's road ample room.

20/04/1900 Ottawa Citizen New York Central

The Ottawa and New York railway is making arrangements to move its car and mechanical shops from Santa Clara, New York to Ottawa in the latter part of July or early August. Negotiations are now going on for a site for a location and it is expected that one will be purchased very shortly. A large building will then be erected according to the plans which have been prepared and the plant installed. About 125 hands, it is announced, will be employed in this department of the road.

The first locomotive that the company has brought from the American side arrived in the city this morning. It is of a somewhat unique pattern and it is said to be the first double stack engine used in Canada. The two small smoke stacks which take the place of a large one increase the draft, thus causing a great degree of heat and producing more steam. The locomotive is not a heavy one but is calculated to run at a rapid speed. It will be pressed into service on the Ottawa and Cornwall division of the line.

21/04/1900 Ottawa Citizen New York Central

The entrance of the Ottawa and New York railway to its freight terminals and the conditions upon which the property can be reached is likely to be determined within a short time. The announcement is made that Mr. J.R. Booth has acquired a large portion of the O. & N.Y. freight terminal property back of the Central depot and to which the line has so far been unable to obtain right of approach. The C.A.R., by acquiring the property will, it is understood, consent to the O. & N.Y. coming in as tenants subject to whatever conditions may be imposed. It is also rumored that the C.A.R. will make provision for the Ottawa and Gatineau freight terminals by acquiring the additional property.

27/04/1900 Cornwall Freeholder New York Central

The first American locomotive was brought over to this side last week and it is the first double stack engine to operate in Canada.

28/04/1900 New York Times New York Central

Henry W. Gays, President and General Manager of the New York and Ottawa Railroad, was appointed receiver of that line yesterday by Judge Lacombe of the United States Circuit Court, on the application of Alanson T. Enos of Englewood, N.J., a judgment creditor of the company. Mr. Gays filed a bond of \$50,000. (more)

17/05/1900 The Record, Chesterville New York Central Cornwall

Proceedings have been taken by the New York and Ottawa Railway Company against the Collins Bay Rafting Company respecting the removal of the wrecked bridge at Cornwall, on the claim that the work is not completed in time. The suit is to recover the deposits made by plaintiffs in the bank at Cornwall.

02/06/1900 Ottawa Citizen New York Central

The Ottawa and New York railway has two fine passenger trains turned out from the shops on the American side some months ago that will be pressed into service as soon as the bridge at Cornwall is completed. No time, it is stated, will be lost in establishing through traffic. It is hoped to complete the bridge by the middle of July.

15/06/1900 Ottawa Citizen New York Central

The Ottawa and New York railway today closed a deal which has been under consideration for many months. It has acquired from Mr. Archibald Stewart the tract of land west of the Hurdman road between the Rideau river and Ann street, embracing eight or ten acres. The site will be used as the location of the freight terminals. It will be remembered that the terminals acquired adjacent to the Central depot could not be reached owing to the fact that the approaches were controlled by other railway corporations. It was necessary therefore to seek a new location for the purpose. Negotiations are also in progress for the purchase of property within the city limits for the erection of the company's car shops. It was stated today that the arrangements would be concluded shortly and the shops erected between now and the autumn.

28/06/1900 The Record, Chesterville New York Central Cornwall

An iron worker named Thomas employed on the rebuilding of the O&NY international bridge across the channel, Cornwall, fell off the big traveller Saturday and was killed. His body was carried away by the current.

Barring accidents, work on the O. & N.Y. bridges across the north and south channels of the St. Lawrence at Cornwall will be completed and the structures ready for traffic by 15th of September.

The shore span in the south channel, which was swung about two weeks ago, is now all riveted up, the false work and piles are removed and the water underneath it is clear.

The strength of the current rendered it advisable to use wooden piles to support the false work of the centre span and 24 steel piles were ordered from New York which arrived last week. They are 50 to 60 feet long of 15 inch channel steel connected by lattice work and most of them have now been driven. The erection of the falsework is close behind the pile driving and early next week will be ready for the erection of the middle span.

In the north channel, the foundation of pier No. 8 at the top of the canal bank is finished, and eight courses of masonry are laid. The steel caisson around pier No. 7 is now resting on the rip rap at the bottom of the river. This material, which was dumped in after the accident a couple of years ago, has been mostly removed and the caisson rests about on the original bed of the river. The entire steel work is under water only a timber extension which will afterwards be removed, showing. The caisson will be filled with concrete and ties to the original foundation with wire ropes embedded in concrete.

17/08/1900 *Renfrew Mercury**New York Central*

It is possible that a new system of milk delivery will shortly be introduced in Ottawa. Messrs. James Havey, M. Havey and T. Havey are considering the advisability of a scheme to bring milk to the city by train every morning, and after putting it through a cold storage process, to deliver it to customers. It is proposed to have the farmers along the Canada Atlantic and New York and Ottawa Railway send their milk on the cars to Ottawa. A new cold storage building would be erected here for receiving the product. A number of vans would be utilized in bringing the milk around to customers. *Ottawa Journal*.

05/09/1900 *Ottawa Citizen**New York Central**Ottawa*

The Ottawa and New York railway has acquired the O'Donnell property at the south end of the city near the Hurdman's Bridge and proposes to commence shortly the erection of its car shops. The main building will be 7x120 feet in size and in addition to this there will be a few smaller structures. According to the agreement with the city the shops will have to be completed this fall and consequently operations, which have been delayed owing to the difficulty of securing property, will soon be commenced.

The Cornwall bridge is expected to be finished by the first of October.

08/09/1900 *Ottawa Journal**New York Central*

Description of a ride over the line between Ottawa and Cornwall. Similar to earlier description at the opening of the line.

Big cheese trade - it is estimated that 10,000 boxes of cheese pass over the O&NY monthly during the four months of summer - from Russell, Embrum, Bennick [sic] (should be Berwick), Finch, Cambridge and Black River.

Also butter but little lumber, just small lumber, also livestock

Bridge across the St. Lawrence will be completed within three or four weeks.

26/09/1900 *Lanark Era**New York Central**Cornwall bridge*

The first train to cross the new bridges of the Ottawa & New York Railway, spanning the north and south channels of the St. Lawrence River at Cornwall, passed over on Saturday.

27/09/1900 *Ottawa Citizen**New York Central*

Through trains to New York will commence as early as possible next week.

28/09/1900 *Cornwall Freeholder**New York Central**Cornwall*

The O&NY Bridge is now so near completion that trains have been run over it and on Monday next a regular service will be opened between Ottawa and Tupper Lake, N.Y. the present Southern terminus of the line. A freight train was run over to the United States side of the river on Saturday, it being the first train to cross the bridge. Several passenger cars were taken over on Monday in order to carry an excursion to Malone for the Fair. The bridge being too narrow to admit of a walk being laid inside the structure for the accommodation of employees in the event of a train being stopped while crossing and the train hands being required to leave the cars or engine, the officials of the Dept. of Railways and Canals requested the company to build a walk along one side of the bridge outside of the iron work. This is being done and the walk is to be completed in a couple of days. The final inspection of the bridge was made this week by Mr. R.C. Douglas, C.E., of the Department of Railways and Canals, and all will be in readiness for the formal opening on Monday next. There will be two express trains a day from Ottawa connecting with the NY Central at Tupper Lake for New York and two trains passing here every day for Ottawa. Going South the morning train will leave Cornwall at 9:25 a.m., connecting with the NTYC at Tupper Lake at 12:10, reaching New York at 9 p.m. The evening train will leave Cornwall at 6:29 p.m., reaching Tupper Lake at 11 p.m. and New York at 7:30 the following morning. Coming North passengers will leave New York at 6:40 p.m., arriving in Cornwall at 8:01 the following morning; or leaving New York in the morning and arriving in Cornwall at 4:10 p.m. This will cause a change in the local time table, the express trains for Ottawa leaving at 8:01 a.m. and 4:10 p.m. A mixed train will leave Cornwall for Ottawa at 4:20 p.m.

28/09/1900 *Cornwall Freeholder**New York Central*

First Train Passed Over On Saturday Last - The New Route To New York To Be Opened On Monday

The O&NY Bridge is now so near completion that trains have been run over it and on Monday next a regular service will be opened between Ottawa and Tupper Lake, NY, the present southern terminus of the line. A freight train was run over to the United States side of the river on Saturday, it being the first train to cross the bridge. Several passenger cars were taken over on Monday in order to carry an excursion to Malone for the Fair. The bridge being too narrow to admit of a walk being laid inside the structure for the accommodation of employees in the event of a train being stopped while crossing and the train hands being required to leave the cars or engine, the officials of the Dept. of Railways and Canals requested the company to build a walk along one side of the bridge outside of the iron work. This is being done and the walk is to be completed in a couple of days. The final inspection of the bridge was made this week by Mr. R.C. Douglas, C.E., of the Department of Railways and Canals, and all will be in readiness for the formal opening on Monday next. There will be two express trains a day from Ottawa connecting with the NY Central at Tupper Lake for New York and two trains passing here every day for Ottawa. Going south the morning train will leave Cornwall at 9:25 a.m., connecting with the NYC at Tupper Lake at 12:10, reaching New York at 9 p.m. The evening train will leave Cornwall at 6:29 p.m., reaching Tupper Lake at 11 p.m. and New York at 7:30 the following morning. Coming north passengers will leave New York at 6:40 p.m., arriving in Cornwall at 8:01 the following morning; or leaving New York in the morning and arriving in Cornwall at 4:10 p.m. This will cause a change in the local time table, the express trains for Ottawa leaving at 8:01 a.m. and 4:10 p.m. A mixed train will leave Cornwall for Ottawa at 4:20 p.m.

28/09/1900 *Ottawa Citizen**New York Central**Cornwall*

The Ottawa and New York railway has completed its big bridge over the St. Lawrence at Cornwall. The last of the iron work was erected this week and all that remains to be done is to place down a foot walk and lay a piece of track on the island between the north and south channels.

The manager of the road stated this morning that a through service between Ottawa and New York will be established within a fortnight if the present intentions are carried out. It is likely that a new departure will be made by putting on a day service between the Capital and New York, a train leaving here in the morning and reaching the metropolis at 9 p.m.

05/10/1900 Ottawa Journal

New York Central

First advertisement of New Route Now Open. Two trains daily to Tupper Lake.
Mixed train leaves Sussex Street at 8.00 a.m. and arrive 7.20 p.m.
Ottawa Citizen, same date - Timetable advertisement - New route now open to New York.

15/10/1900 Ottawa Free Press

New York Central

Cornwall

Percy Fawthorpe, a young lad aged 11 years, residing in the west end of the town had his eight fingers cut off at the O. & N.Y. railway Saturday. The boy, in company with several lads of his own age, were taking a ride on a shunting train when the open car on which they were seated jarred against a coupler and the boy was thrown off. His hands fell across the rail with the above results.

03/11/1900 Ottawa Citizen

New York Central

The New York and Ottawa Railway car shops are to be constructed immediately, as Messrs. J. & C. Low, who have been awarded the contract commenced work on them this morning. The buildings have to be rushed through to completion and the contractors will, at once, put on a large staff of men.

The shops will be situated on the O'Donnell property at the southern intersection of King and Nicholas streets. There will be three buildings. The main building will be a frame structure 150 feet by 60 feet. The blacksmith shop will be 40 feet by 50 feet and the boiler house is 16 feet by 36 feet.

20/11/1900 Ottawa Citizen

New York Central

Ottawa

INSPECTED THE LINE

Directors of Ottawa & New Yourk Railway Are Here Today.

A distinguished party of American railroad magnates and financiers arrived in the Capital this morning from New York over the Ottawa & New York line. An official inspection of the road was made and the roadbed and fixtures were pronounced in first class shape. Stops were made at each of the stations which, together with the yards, inspected. The recently completed bridge at Cornwall was also subjected to a close and satisfactory scrutiny.

As a result of the inspection Ottawa is assured a new and fast service to New York, which will be inaugurated in April next. First -lass trains with through sleepers attached will leave Ottawa about 7 o'clock each evening, connecting with the New York Central at Tupper Lake, and arriving in New York City about 7.45 the following morning.

The members of the party of inspection are Mr. George Barclay Moffat, vice-president of the Ottawa & New York company; Mr. George Foster Peabody, chairman of the board and vice-president of the Rio Grande & Western Railway; Gen. Palmer, director of the Ottawa and New York Railway and president of the Rio Grande & Western Railway; Mr. H. S. White, director of the Ottawa & New York railway; Wm. Bulkley, jr. Member of the firm of Spencer, Trask & Co., bankers of New York city.

The party made the trip in a handsome private car, the Nomad, belonging to the Rio Grande & Western railway.

While in Ottawa they were shown around by Mr. H. S. Gays, general manager of the Ottawa & New York railway. The parliament buildings were visited and a trip was take nto [sic] the Chaudiere and Rockcliffe.

The visitors expressed themselves as being very favorably impressed with the prospects of Ottawa as a railroad and manufacturing center.

Mr. H. S. White is a well-known philanthropist of New York City, his model tenements for the poorer classes being referred to as a practical form of modern philanthropic work.

26/11/1900 Ottawa Citizen

New York Central

N.Y CENTRAL

May Extend its Line to the Dominion Capital

DEAL BEING DISCUSSED

Proposal is That the Ottawa & New York Line br Purchased

The growing importance of Ottawa as a railway center may be very materially enhanced in the not far distant future by the entrance to the city of one of the biggest railway corporations in America, the New York Central. It is reported that negotiations for the acquisition by the New York Central of the Ottawa & New York Railway have been in progress and are not unlikely to fructuate when the latter road is finally completed.

The Ottawa and New York extends to Tupper Lake - a distance of 129 miles - where it connects with the New York Central. It's differs from the Canada Atlantic in that it is wholly dependent upon the New York Central for entrance into the American metropolis. The New York Central, which represents in part the Vanderbilt millions, has recently been pursuing a policy of expansion and besides its original lines has acquired the control of the Lake Shore Railway, the Boston & Albany, the Chicago & Northwest and the Big Four. It is consequently not all unlikely that for the purpose of developing its Canadian business it will extend its line to the capital by securing the Ottawa & New York.

The comparatively short mileage of the Ottawa & New York and its inability to further extend its main line, will, it is asserted, necessitate its ultimate amalgamation with the larger corporation on account of the inability of the road to compete with other more important lines.

When questioned in reference to the matter today General Manager Gays, of the Ottawa & New York, said that an informal proposition for the sale of the line to the New York Central has been talked of, but as yet it had not assumed any definite shape, nor would it until the road was finally completed. Mr. Gays said that should the New York Central enter Ottawa it would be impossible to estimate the benefits the city would derive from such a strong and wealthy corporation, which would doubtless become a big and potent factor in the city's development.

28/11/1900 New York Times

New York Central

NEW YORK CENTRAL IN CANADA.; Reported that It Will Acquire an Entrance Into Ottawa.

OTTAWA, Ontario, Nov. 27. -- It is stated here that there is a possibility that the New York Central will acquire the Ottawa and New York Railway, and in that way gain an entrance to the Dominion capital.

When questioned in reference to the matter today the General Manager gays said that an informal proposition for the the sale of the line to the New York Central has been talked of, but as yet it had not assumed definite shape, nor would it until the road was finally completed.

29/11/1900 The Record, Chesterville

New York Central

Ottawa Nov. 27. It is reported that negotiations for the acquisition by the New York Central of the Ottawa and New York Railway have been in progress and are likely to develop when the latter road is finally completed. The Ottawa and New York extends to Tupper Lake, a distance of 129 miles, where it connects with the New York Central, on which it is wholly dependent for entrance into the American metropolis. The comparatively short mileage of the O&NY and its inability to further extend its main line will, it is asserted, its ultimate amalgamation with the other corporation on account of the inability of the road to compete with other more important lines. When questioned in reference about the matter today General Manager Gays of the O&NY said that an informal proposition for the sale of the line to the NYC had been talked of but as yet had not assumed any definite shape, nor would it until the line was finally completed.

17/01/1901 The Record, Chesterville

New York Central

The O&NY, having completed their line to Ottawa and established car shops there, ask for payment of the promised bonus of \$75,000.

01/04/1901 Ottawa Journal

New York Central

The engineers on the New York and Ottawa short line have received instructions to run slowly over portions of the road which have been more or less affected by the frost. The locomotives on this line have been undergoing repairs in preparation for the summer traffic.

O&NY may change hands.

The rumor of the entrance to Ottawa of the Vanderbilt system of railways by the acquisition of the Ottawa and New York line has been strengthened within the last few days.

Mr. Calloway, President of the New York Central railway, Dr. W. Stewart Webb, Chairman of the directorate and Mr. Clements, president of the Rutland Railway were in Ottawa last week having come over the Ottawa and New York line on a tour of inspection

They traveled in a special train. The railway magnates expressed themselves as favourably impressed with the line and their minute inspection is construed as an indication of the probable acquisition of the road.

The Ottawa and New York connects with the New York Central at Tupper Lake and the Rutland Road at Moira. The Vanderbilt interests are acquiring control of all line in northern New York along with their principal connections, and it is said to be their intention of coming into the Capital over the Ottawa and New York, which provides the shortest distance between this city and the metropolis. The fact of the line being only 130 miles in length leads to the conclusion that it can never be operated on a very successful financial basis unless absorbed by some regulate railway system or else further extended in New York state. The Vanderbilt's are said not to be particularly favourable to construction of any additional lines in the northern part of the state and their purchase of the road at any time will not occasion any surprise. Messrs. Calloway, Webb and Clements carefully examined the bridge at Cornwall and their thorough inspection of the line may be taken as portending some important move in the not far distant future.

18/05/1901 *Ottawa Journal* *New York Central*

Passenger trains to and from Central station. Mixed trains to and from Sussex Street.

06/09/1901 *Ottawa Citizen* *New York Central*

The Ottawa and New York train due at the Central Depot at 7 o'clock Wednesday evening did not arrive until 4 o'clock yesterday morning. The cause of the nine hour delay was the breaking of an axle under the engine. The trouble was located when the train was running at a high rate of speed this side of Russell station which it left seven minutes behind time. Brakes were applied and the train quickly brought to a standstill. An examination of the tender showed that the axle had broken in the middle. The two wheels to which it was attached had left the track and run between the rails for a distance of half a mile. The tops of the spikes holding the rails had been cut off allowing the rails to become loosened. The train's escape from wreck was a close one, as the engine was in great danger of being thrown from the track. A wrecking train was sent from Cornwall and the track fixed up. The escape from serious accident is attributed by the passengers to the excellent road bed and heavy rails and the good rolling stock.

01/10/1901 *Ottawa Journal* *New York Central*

Advertisement. Passenger trains to and from Central Depot, mixed trains to and from Ann and Nicholas Street.

27/02/1902 *Ottawa Citizen* *New York Central* *Tupper Lake*

Two engines and several freight cars left the track of the Ottawa & New York railway near Tupper Lake last night. One engine and three cars, according to the report, were damaged. No one was hurt. The train was a double header.

25/04/1902 *Renfrew Mercury* *New York Central* *Finch*

Because an Ottawa and New York railway train did not stop at Finch station, near Ottawa, long enough for Principal John Keith, of the Ottawa Business College, to alight, he received a fracture of the leg and a shock to the nervous system for which a jury gave him \$1,000 in his suit for \$10,000. The railway company have now filed an appeal to the court of appeal, contending that the injuries were due to his own negligence. Cornwall Freeholder.

01/05/1902 *Merrickville Star* *New York Central*

BROOKVILLE TO OTTAWA

G.T.R. May Assume Control of Proposed New Railroad.

Ottawa, April 27. The Grand Trunk Railway is again said to be looking for an entrance into Ottawa. It is alleged that the company is now considering the advisability of buying or leasing the New York and Ottawa line. The Grand Trunk do not desire to purchase the entire line, but only that portion in Canada from Cornwall to Ottawa. The New York and Ottawa, however, are desirous of the whole system, and do not consider favorably any proposition to sell a portion of the road. The Cornwall and Ottawa section of the line is the best paying part of this road, it is claimed, and were only the section in Canada sold, the section in the States would suffer. However, now that the negotiations with a company in the States have ceased, it is claimed that the New York and Ottawa would consider favorably a proposition to purchase or lease the Canadian end of the road. These are the two lines which it is said the Grand Trunk are trying to purchase. Failing to obtain one of these lines the Grand Trunk will assume control of the proposed new line from Brockville to Ottawa, and either build the road itself or lease it as soon as built.

01/05/1902 *The Record, Chesterville* *New York Central*

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02/05/1902 *Eastern Ontario Review* *New York Central*

It is reported that the G.T.R. will enter Ottawa from Cornwall by purchasing the O. & N.Y. Railway

16/05/1902 *The Record, Chesterville* *New York Central* *Finch*

A large number from Finch took advantage of the O&NY excursion to Cornwall on Thursday evening and heard Hon. G.W. Ross speak in the interests of the Reform candidate, W.J. McCart.

Fifty People in Peril

Passenger cars on O&NY left the track

Ran 150 yards and stuck on the edge of an embankment. Had it gone over many injuries might have resulted.

Two coaches on the Ottawa and New York Railway jumped the track yesterday morning and resulted in blocking traffic for the day. The passenger train left here at 7.40 a.m. and when within a mile and a half of Chrysler station, the two coaches immediately following the engine and baggage car, left the rails and went about 150 yards before being stopped. The track for the whole distance was torn up and practically every tie made into kindling. When the car stopped the wheels were hidden in the mud and the cars were at such an angle that it seemed but little force would be required to send them tumbling over the embankment.

There were about fifty passengers in the cars and though they had an unpleasant experience for a few seconds they fortunately escaped uninjured.

They, however, got a bad fright and shaking up. Had the car rolled down the embankment there would probably be a different story.

The wrecking crew from Santa Clara were soon on the scene but it was not until 5 o'clock that the cars were removed and the track relaid ready for traffic. The train due at Ottawa 10.50 a.m. reached the city at 6 p.m.

The damage to the cars was slight.

26/06/1902

*The Record, Chesterville**New York Central**Bay Pond*

A rather unusual incident is described by employees of the New York and Ottawa train which arrived in the city on Friday night. Three miles south of Bay Pond, J.D. Rockafellers game preserve, the engine struck and killed a deer. The death of the buck was noticed by the engineer, Mr. Ed Le Boeuf. Near this point the employees on the O&N train see deer almost every day. It is supposed that the deer was attracted by the headlight of the train in the same manner as it is attracted by the jacklight of the pot hunter. The carcass of the deer was examined the next day and was found to be that of a full grown buck in good condition weighing about 200 pounds.

03/07/1902

*The Record, Chesterville**New York Central*

Advertisement.

Excursion to Ottawa.

Morrisburg Branch C.M.B.A.

Have arranged for a grand excursion by the GTR and O&NY Railroads

To Ottawa on Thursday July 10th'02

At the lowest rates ever offered

This will be the opportunity of a lifetime to visit the capital and Experimental farms and to view the Parliament Buildings. Everyone should make the 10th a holiday.

Tickets good to return on any regular train on 10th or 11th.

Train Leaves ---Fare

Cardinal 6.18 1.35

Iroquois 6.28 1.25

Morrisburg 6.41 1.20

Aultsville 6.53 1.15

Wales 7.07 1.15

Mille Roches 7.16 1.10

11/07/1902

*Cornwall Freeholder**New York Central**Cornwall*

The Circus

An Immense Crowd and a Good Show

The town of Cornwall has seldom contained more visitors on one occasion that it did Friday

last, when the celebrated Forepaugh and Sells Bros. Circus was here. From early morning the people arrived in conveyances of all sorts and conditions. The regular trains on the Grand Trunk and O&NY were crowded with passengers from all the stations between Coteau and Prescott and Chrysler and Malone, NY. Specials were also run on the O&NY. The Electric Street Railway had on their entire car services and their cars were crowded throughout the day, a great number going to the St. Lawrence Park before and after the circus. The management was excellent and the unusually heavy traffic was handled in a very satisfactory manner. Cabs and other vehicles were also called into requisition to assist in carrying the immense crowd going and coming from the show and Pitt Street presented a very lively scene for a couple of hours.

The circus arrived from Ottawa over the O&NY, the train being over a half a mile in length,

drawn by three engines. The work of detrainning, erecting the huge canvases, arranging the menagerie and all the paraphernalia of the circus was rushed through with remarkable speed, the army of men employed being handled without the slightest confusion, the management displaying the most perfect control and discipline.

The grand parade through the town was not quite on time, which was accounted for by the unsatisfactory state of the ground owing to the recent heavy rains. However, the delay was very brief and the excellence of the display more than repaid the spectators for their patience. It was without doubt the finest circus parade ever seen here.

The menagerie contained a very fine collection of animals including a herd of trained

elephants such as have seldom been seen together. The circus performance was all that was advertised. Every feature mentioned on the bills were presented. There were many beautiful horses and daring and graceful riders. The acrobats and trapeze performers were very clever and the clowns furnished much merriment. Some wonderful feats were performed by the Potter family of bicyclists. The riding of a single wheel or unicycle up and down a narrow spiral platform was one of the most difficult feats accomplished, coming a very close second to, and in the opinion of many even surpassing in danger, the famous loop-the-loop act afterwards performed by Diavolo. The latter has already been described in this paper. Diavolo took his position at the top of the steep incline leading to the loop and for a few seconds the immense audience looked on with bated breath while he steadied himself for his hazardous ride. The tension was but momentary, as once the start

was made the trip was completed in a flash. An involuntary sigh of relief was heard in many places throughout the vast throng as the daring cyclist was brought to a stop by the ropes that had been placed to check his speed after he had made the turn of the loop. It was a thrilling performance, and such an one as could only be given by a man of iron nerve.

Over twelve thousand people attended the afternoon performance. The seating capacity of the tent is twelve thousand five hundred and every seat was occupied, while many sat on the grass in front. There was a very small attendance at the night performance, which was, no doubt, largely due to the threatening weather. During the morning and afternoon the weather was very fine, but rather too warm for comfort in a crowded tent.

31/07/1902

*The Record, Chesterville**New York Central**Berwick*

A large number from Berwick boarded the excursion train last Thursday for Rockcliffe Park.

12/09/1902

*New York Times**New York Central*

TO SELL A RAILROAD.; Mortgage Foreclosure on the New York and Ottawa for Indebtedness of \$2,085,327.

ALBANY, Sept. 11. -- The New York and Ottawa Railroad will be sold in November by order of Judge Coxe of the United States Circuit Court under mortgage foreclosure proceedings begun by the Morton Trust Company of New York. The road operated is sixty-nine miles in length, from Tupper Lake, through Moira, Franklin County, to Cornwall bridge on the St. Lawrence River. The road operated is sixty-nine miles in length, from Tupper Lake, through Moira, Franklin County, to Cornwall Bridge on the St. Lawrence River (more)

Peat Fuel Ready by First of November

The works at Newington will soon be prepared to turn out a substitute for the coal which is not to be had.

"You can say that we expect to have fuel on the Ottawa market by the first of November."

This statement was made at Newington by Mr. C.F. Gray, Superintendent of the Newington Peat Product Company to the Evening Journal.

During the past two weeks the work on the plant in the Newington bog has been progressing rapidly, The Ottawa and New York Railway company have laid a siding into the works and a gang of men are busily engaged erecting four carbonizing chambers and four coolers. When completed each chamber will be seventy feet in length.

They are being built entirely of concrete and brick. Mr. Gray stated that the work of concreting will be completed tonight and tomorrow morning the masons will commence to lay the wall which will take 150 barrels of cement and 200,000 bricks. This material has been placed on the ground. If the weather continues favourable the buildings will be completed about the fifteenth of October, and then the machinery, which is due to arrive from Germany in the course of a few days will be placed in position. The work will be in charge of a German expert, who is bringing over the machinery.

The plant will be worked day and night and 100 tons of fuel will be turned out every 24 hours. It will be loaded on cars at the works and sent to the various commercial centres.

More.

02/10/1902 *The Record, Chesterville* *New York Central*

S. Hutt has been shipping wood via the O&NY railway to Ottawa, Cornwall etc. the last car going to P. Donilee, Cornwall. Price of wood is gradually rising. However, when the peat from Newington is put on the market we may expect cheaper fuel.

23/10/1902 *The Record, Chesterville* *New York Central* *Newington*

The Newington Peat Company, which is developing the peat bogs at Newington, is making excellent progress. The ovens are practically finished and the first car load of machinery is now being installed. A supply of the new fuel is expected to be ready for shipment by the 1st of November. The fuel will be delivered in the form of bricks, almost similar in size to building bricks, and though the company cannot yet say the exact price, they claim the finished article will be laid down at a much lower figure than the ordinary price of coal.

Of all the railways running into Ottawa not by any means the least important and progressive is the Ottawa and New York line between Ottawa and Tupper Lake, a distance of 130 miles.

This road it will be remembered was first promoted in the season of 1896 when Messrs. J.O. and St.C. Hibbard along with Mr. C.W. Parker came to Ottawa and solicited a bonus of fifty thousand dollars which they campaigned the city for during the election of 1896 and 1897. The by-law carried and the next spring construction work was begun. This was a \$3,000,000 proposition but was carried through with ease.

There were several difficulties to contend with however, the greatest of which was the accident which occurred to the big bridge at Cornwall where it fell into the St. Lawrence River just before it was completed in the fall of 1898. This accident delayed the completion of a year and necessitated the expenditure of \$750,000. This however did not daunt the promoters as they proceeded at once with the reconstruction and in 1899 the first train was run through from Ottawa to Tupper Lake. connecting the capital with the New York Central and bringing the American metropolis within thirteen hours of Ottawa.

First local trains

Previous to the completion of the road to Tupper Lake there was a train run between Ottawa and Cornwall. This was at once well patronized with the result that a large number of people began to come to Ottawa for the purpose of purchasing their supplies. Between Ottawa and Cornwall the Ottawa and New York Railway connects at Finch with the CPR and at Cornwall with the Grand Trunk. At Helena it connects with the Messina branch of the Grand Trunk and at Moira NY with the Rutland system.

Direct to New York

The present service in and out of Ottawa is six trains per day. Two passenger and one mixed train each day between the Capital and Tupper Lake. One passenger train leaves Ottawa at 7.40 a.m. and reached New York via New York Central at 10 p.m. The other train leaves Ottawa at 5.30 p.m. and reaches New York via the same route at 8 a.m. the following day.

As an instance of the local traffic which this road does - and it depends entirely on local trade for its maintenance - there is forty two stops or sidings where freight and passenger traffic are accommodated.

Heavy Cheese Shipments

The road passes through the best farming country in Central Ontario as is shown by the cheese shipment for one section of twenty-eight miles. A belt this length and ten miles wide, five miles on either side of the line shipped during the past season 65,000 boxes of cheese, bringing an estimated return to the farmers of the district of \$525,000.

The road from Ottawa to Tupper Lake is well laid over a level country and thoroughly ballasted. At present the road pays out in Ottawa in wages amounting to \$65,000, and when the shops are moved here next month this will be increased by \$35,000 per year.

This road, besides connecting the city with New York, also passed through the Adirondack Mountains and through the finest summer resorts in America. It is the intention of the management to promote during the next season a larger tourist traffic than in past years.

Doing a good business

The cost of laying the road from Ottawa to Tupper Lake was \$3,000,000 while the steel bridges over the north and south channels of the St. Lawrence cost \$1,250,000. During the year ending 30 June last the road carried 121,347 tons of freight and 144,295 passengers. Of this business there passed over the bridge at Cornwall in eight months 18,146 passengers and 22,306 tons of freight. This shows by far the largest trade is done between Cornwall and Ottawa in local traffic. The revenue from the year was \$193,323 of which \$99,776 was from passengers and \$93,454 from freight. Since June the traffic returns show that the business of the road has increased over 18% compared with the same period 1st year. Sometimes overlooked.

This little road is seldom heard of when railways are talked of in Ottawa. It brings in a large local traffic which benefits the merchants of the city greatly. When the reception committee to receive the travelling passenger agents was appointed last year it contained the representatives of the Canadian Pacific and the Canada Atlantic but unfortunately the officials of the Ottawa and New York were neglected. They were not represented. The same thing occurred when the tourist traffic committee was appointed, but the officials did not kick; they went their own way and sawed their own little pile of wood, managed to keep the trade of the road on the increase in any case.

General Manager Gays.

The general manager and president of the Ottawa and New York, Mr. Henry W. Gays is one of those men who started way down the ladder as an office and messenger boy in the office of the Superintendent of the Erie Railroad, on January 1st, 1861. He was born in Brant, Erie County, New York in 1849. From office boy he worked up to telegraph operator and train dispatcher and then transferred to the Buffalo and Erie railroad where he held the position of freight clerk and subsequently chief clerk and cashier at Dunkirk, NY. Then a few years later he went south to Louisville and Cincinnati where he was clerk and cashier for a mail line of seven steamers on the Ohio river. From this he went to the general traffic agent of Cincinnati and Ohio railroad and next to the CCC&I railway as general agent. From this he went to Cleveland, Ohio where he was also engaged in the freight business of the Indianapolis and St. Louis Railway. Next he became manager of the CP and St. L Railway and in February 1899 he landed in Ottawa as general manager of the Ottawa and New York Railway. he was subsequently made president and general manager and receiver of the New York and Ottawa road, which position he now holds. He is a man who made his own way in the world and knows the railway business from A to Z. He has worked in every branch both mechanical and freight and passenger and thoroughly understands his business. His residence in the Capital is the Russell House.

29/01/1903

*The Record, Chesterville**New York Central**Cornwall*

For the third time in the past two or three years the O&NY depot at Cornwall was broken into on Sunday night. As there are no night trains on this line the station was deserted after 8 p.m. The burglars apparently first tried to force the rear door, but failing in this, broke a window and in this way they effected an entrance. They broke and rifled a ticket cabinet, and broke open the money drawer, but found no cash. Most of the tickets were found on Second and Pitt Streets.

17/02/1903

*Ottawa Journal**New York Central**Newington*

Peat Plant to Open in May

Plant at Newington ready for work.

Was to have been opened last fall but machinery arrived too late.

Machinery did not arrive until Christmas and ground was frozen hard. Newington site is for demonstration purposes, will be capable of turning out 60 tons per day (or 35 tons peat coke), 220 days per year.

Much detail.

06/03/1903

*Renfrew Mercury**New York Central**Newington*

Newington Peat Plant will begin operations in May. Article. For demonstration purposes only - 60 tons of peat fuel or 35 tons of peat coke per day. - Cornwall Freeholder.

16/04/1903

*The Record, Chesterville**New York Central**Berwick*

The station agent has issued a mandate to the youthful loafers around the station, which meets with the approval of all. It is hoped that those in authority in other public places will do likewise.

12/09/1903 Ottawa Journal

New York Central

Harrison

Mr. John I. Shaver, father of Mrs. George Eaman, 320 Concession Street was killed at Harrison, Ont. yesterday morning by a train on the Ottawa and New York Railroad. Mr. Shaver was 84 years of age and quite hard of hearing. He was crossing the track at the station and did not hear an incoming train. He was struck by the locomotive and killed. Mr. Shaver is survived by a widow and four children. Mrs. Eaman left to attend the funeral of her father.

01/10/1903 Chesterville Record

New York Central

Newington

Newington. On the evening of Wednesday September 10, two couples drove to the residence of Rev. A.B. Johnson, just before the train to the south came in. They were W.J. Duvall and his bride, Miss Mae Otto of Osnabrock Centre, attended by W.G. Stewart and Miss Lottie Jardine. The knot was soon tied and the newly wedded couple took the train for their honeymoon trip. The groom is a partner in Duvall's saw mill and box factory.

23/10/1903 Ottawa Journal

New York Central

Newington

Newington Peat Bog.

Located two miles south of Newington. Government report.

19/11/1903 Ottawa Journal

New York Central

Railway Sale Postponed

The sale of the Ottawa and New York Railway, which was to have taken place today, has been deferred until December 29th.

This was done, it is understood, on the request of the two large railway companies who have been figuring on the purchase for some time. NYC and D&H.

More.

05/02/1904 Ottawa Journal

New York Central

To change O & NY to Electric Railway

Plans and estimates now being prepared for installing electrical plants.

The Ottawa and New York Railway running from this city to Tupper Lake, N.Y. may be converted into an electric railroad during the present year. According to General Manager Gays, plans and estimates are now being prepared for installing electric power plants along the road at Ottawa, Cornwall and Massena Springs, NY. It will not be necessary to change the rolling stock of the road except in regard to locomotives. These will have to be specially constructed electric locomotives of powerful type.

Experience has proved that electrical long distance railways for the transportation of both passengers and freight are feasible in regard to both economy and efficiency. Several lines now are being successfully operated on the continent notably one between Columbus and Dayton, Ohio, and an Indianapolis line.

The hauling power of the locomotives under the electric system on the Ottawa and New York line will, it is expected, be increased, and the speed will also be greater. The line is very favourably situated for the proposed change, there being an abundance of water power at different points, where plenty of electricity can be produced to meet all the needs of the road.

06/02/1904 Ottawa Journal

New York Central

Train stalled by storm

The Ottawa and New York line is in bad shape again today on account of the storm of last night. The train leaving here at 7.40 this morning had not reached Russell, some 20 miles from Ottawa at ten o'clock and officials think that the heavy drifts between here and that point are responsible for the delay. They had received no definite word up to 11 o'clock of the whereabouts of the train.

08/02/1904 Ottawa Journal

New York Central

Stalled in Snow Drift.

O&NY Train unable to make Trip

Bound for Tupper Lake but got blocked and had to come back to the city.

The Ottawa and New York passenger train which left the Central station at 7.40 Saturday morning bound for Tupper Lake got stalled in a heavy drift of snow about two miles north of the village of Russell, and as a result the train was unable to make its regular trip. About fifteen passengers were on board.

The north-bound train, which is due to leave Cornwall at 9 a.m. had an exceedingly hard trip and did not reach Ottawa until 4 p.m., being five hours late. This train experienced little difficulty until it reached Finch, where it stopped half a mile south of the village to get water. When the engineer pulled the lever to start the train again the engine was unable to pull the coaches owing to the fact that the wheels were resting on a solid bed of ice, which literally covered the rails.

General Passenger Agent, Mr. G.H. Phillips, was on board and he immediately started a number of section men to work to clear the track. After this work had been done the train got through to Russell, where the engine from the south-bound train had come for water, having left the coaches in the snow bank north of the village.

The engine was cut off from the north-bound train and despatched to the scene of the trouble. After considerable shovelling had been done the two engines succeeded in pulling the train to Russell, where both trains were coupled together and brought to Ottawa

CANADA ATLANTIC

The Canada Atlantic Railway did not find yesterday's storm a hard one to cope with. The trains were all able to make good time and there was but slight delays with any of them. The sleet did not have the same effect as snow, as it easily rolled out of the way. This morning the trains are all running as usual.

The Canadian Pacific railway did not experience any trouble with yesterday's storm. The trains were all in on time as usual. This morning trains are all running as usual.

15/02/1904 Ottawa Journal

New York Central

All trains cancelled on O&NY on account of snow storm.

02/03/1904 Ottawa Journal

New York Central

The Ottawa Journal received a message from New York this morning this morning saying tht it was certain that the Ottawa and New York Railway would adopt an electrical service. More.

10/03/1904 Chesterville Record

New York Central

On account of the storm weather the southbound and northbound trains of the O&NY were cancelled on Tuesday and Wednesday last week. The numerous canceling of trains on this line during the present winter has caused great inconvenience to business men in the villages along the line. Most of the local mail matter is received from north and south by the O&NY. The mails were more regularly received even in the worst kind of weather when the old stage coach carried them from Wales to Crysler than they have been this winter. However, the present winter has been unusually severe and stormy and perhaps the railway officials are doing their best under the circumstances.

24/03/1904 Chesterville Record

New York Central

Crysler

Crysler - On Saturday evening when Michael Devanny on return from loading a car with pressed hay, was driving his spirited young team under the O&NY bridge on the river, the evening express passed and frightened them. After running a mile or so they plunged into a hole whence farmers had been taking out ice. They were got out after a hard struggle the driver getting into the water up to his neck.

Crysler - Hundreds of carloads of hay are shipped out from here every winter. This part of the country stands second to none as a hay producing section.

More cheese will likely be loaded at Crysler instead of Finch as in the past.

08/04/1904 *Chesterville Record* *New York Central*

Advertisement

New York and Ottawa Line

The preferable way between

Ottawa, Cornwall, Tupper Lake, Adirondack Mountains, Utica, Albany, New York City.

Short line to all points in New York State. Connections at Ottawa with the CPR for all points west. Also at Cornwall Jct. with GTR for Toronto and Points west.

Timetable in effect May 15th 1904

Northbound read down Express SuX Express SuX Mixed SuX

Tupper Lake 6.15 a.m. 2.00 p.m. 6.30 a.m.

Moir 8.20 4.10 10.05

Cornwall 8.56 4.59 10.54

FINCH 9.47 5.35 11.41

Ottawa 11.05 6.45 1.15 p.m.

Southbound read down

Ottawa 7.20 a.m. 4.35 p.m. 6.00 a.m.

FINCH 8.39 5.45 7.31

Cornwall 9.14 6.20 8.20

Moir 9.50 7.00 10.05

Tupper Lake 11.55 9.30 1.10 p.m.

Passenger trains use Central Station in Ottawa. Mixed trains use Nicholas Street station. For tickets or other information apply to depot office.

G.H. Phillips Gen Pass. Agt H.K. Gays Asst. Gen Pss. Agt

NB. This appeared in subsequent issues until September

14/04/1904 *Chesterville Record* *New York Central* *Crysler*

Crysler - walking on the track from Finch to Crysler is not what it is cracked up to be.

21/04/1904 *Chesterville Record* *New York Central* *Newington*

Finch - Robert J. Riddell, Head Blacksmith of the O&NY at Santa Clara, NY, has moved his family from Finch to Savings Street, about a half a mile east of the village of Newington where they will reside in future.

07/07/1904 *Ottawa Journal* *New York Central* *Ottawa*

Capt. Miller's Version of the Train Incident

Why He Tried to Stop Train

A signed statement by Malone officer.

Public sentiment in Malone is with the officers. What Deputy Minister of Militia says

Considerable talk has been created around the city in reference to the stopping of one of the special trains on the Ottawa and New York railway just outside of Ottawa on the night of Dominion Day by the American troops.

It appears that when the first train pulled out from the Central Station at 10.30 o'clock there were five young members of the Malone ladies corps missing. The American soldiers had faithfully promised they would personally see that all the ladies returned home promptly and safely the same night.

Captain A.J. Miller of Company E stopped the train twice by pulling the bell rope but the conductor started it again each time.

The emergency brakes were then pulled by the American officers resulting in the breaking of a coupling and thus the train was effectually stopped.

A second train for Cornwall came along a few minutes later and a bad collision might have resulted. The five missing young ladies were aboard the second train.

The system of signals was however perfect and a serious mishap was averted.

The first train, by the action of the American troops was delayed over an hour. It is alleged they threatened to place the conductor under military arrest if he did not proceed. This was previous to the breaking of the coupling.

Gays - conductor is in charge of the train.

Deputy Minister of Militia - even though military may charter a train the conductor is still in charge.

More..

Statement from Capt. Miller

"When I reached the station I saw Mr. H.W. Gays and had an understanding with him that the train would not start until I was ready. I told him I would not leave under any circumstances until every lady was on the train and I had the roll called and found them all there, would be ready to start. He said that would be satisfactory and asked where I would be. I told him in the ladies' car. Without Mr. Gays seeing me again the train started at 10.23 according to the watches of several of our party which was two minutes before schedule time.

"I immediately pulled the bell cord, as several ladies were not on the train. The train stopped in the station and started again, without investigation by the conductor or before I could see him.

"I stopped it again with the bell cord but the train started again before I could see the conductor. I tried to stop it a third time with the bell cord but they paid no attention to it. I then stopped the train with the emergency brake, and this time saw the conductor and explained my agreement with Mr. Gays and that we refused to go until we had the young ladies with us.

"The conductor gave no answer but started the train again. I stopped it again with the emergency brake and this time it broke the train in two.

"Major Boyer and myself then interviewed the conductor and told him positively that we refused to go on. Some of the military men told the conductor that if he attempted to proceed they would be tempted to throw him into the canal. I sent an officer for the other ladies and we were ready to start in a few minutes. The ladies went to Ottawa under our protection and we were in duty bound to see them safely home."

Public sentiment with Captain Miller.

25/08/1904 *Chesterville Record* *New York Central* *Newington*

The NY&O station at Newington was broken into Wednesday night, access being made through a window, the safe and cash drawer being opened and everything was thoroughly ransacked.

15/09/1904 Chesterville Record New York Central Finch

The O&NW will carry passengers visiting the Canada Central Exhibition from Sept. 19th to 24th at single fare. On Tuesday, Wednesday and Thursday special trains will be run, leaving Finch at 8.08 in the morning and returning leaving Ottawa at 10.45 p.m. The fare from Finch is \$1.00.

15/09/1904 Chesterville Record New York Central Crysler

Crysler Mr. Myers of Williamsburg is helping John R. Cockburn as Assistant Agent on the O&NY.

22/09/1904 Chesterville Record New York Central

A large crowd of people from this section boarded the special train yesterday for the Ottawa Exhibition. When the train arrived here about a dozen coaches were well filled and no doubt by the time the train reached Ottawa standing room would be at a premium. Another special will leave here tomorrow (Friday) morning.

Note - it doesn't say where "here" is.

O&NY advert reappears.

27/10/1904 Chesterville Record New York Central Finch

A very interesting ceremony took place at Maplehurst, Finch on Tuesday Oct. 18 when Miss. A. Isabella MacIntyre became the bride of Wm. D. MacCallum --- Arrangements having been made with the O&NY Railway Company, the northbound evening train was stopped at the railway crossing opposite the home of the bride's parents and a hearty farewell was given the young couple as they left amid a shower of rice for their home in Winnipeg.

07/11/1904 Ottawa Journal New York Central

Proposed sale of Ottawa and N.Y. RY.

Rumoured that it will pass into the hands of the New York Central. Road has been inspected.

Exerpts.

W.C. Brown, third vice-president of the New York Central passed through Utica this morning after completing a trip of two days inspecting the New York & Ottawa Railroad prior to the sale of that road at auction.

more

The Canadian end is perfectly solvent and is doing good business but the American line from Cornwall to Tupper Lake has never been able to make both ends meet.

Mr. Gays had not heard of the sale although the road was on the market. The taking over of the road by the NYC would be a good thing says Mr. Gays.

03/12/1904 Ottawa Journal New York Central Ottawa

Workshops for Ottawa

Ottawa and New York Railway moving

Many men will be employed, most of whom will come from Santa Clara

The workshops of the Ottawa and New York Railway are moving from Santa Clara, New York to Ottawa.

When the Ottawa and New York Railway started to build its line Ottawa gave a bonus of \$75,000 on conditions that the shops be located here. At that time shops were erected at the corner of Gladstone avenue and Nicholas st. but only a few men were employed then to do any necessary repairs to the engines and rolling stock while the main shops were in Santa Clara.

These shops are now being dismantled and the machinery brought to Ottawa and installed here. Between 60 and 75 skilled mechanics will be engaged in the shops, most of whom will come from the old shops at Santa Clara.

A new wing is being built to the present shops out at Gladstone avenue and the machinery will be placed in position as soon as it arrives. Besides the old machinery, \$12,000 worth of new has been purchased at Dundas.

The work of installing the machinery is being done under the supervision of Mr. Max Goodrich, master mechanic and Mr. W. Clarke foreman.

09/12/1904 Chesterville Record New York Central

The control of the O&NY today passed to the NYC, the purchase price being in the neighbourhood of \$2,000,000. Long description but nothing new.

10/12/1904 Ottawa Journal New York Central

Big article on Ottawa and New York Railway - people etc.

22/12/1904 Ottawa Citizen New York Central

Railroad will be sold today.

The sale of the New York and Ottawa and the Ottawa and New York railways is being held today at St. Regis, NY.

It is probable that the road will be purchased by the NYC.

30/12/1904 Cornwall Freeholder New York Central Cornwall

The New York and Ottawa Railway was not sold on Thursday of last week to the New York Central, as rumor had it, but to J. Carstensen of New York, representing a party of capitalists. The price paid was \$1,000,000, but in reality the road was sold for \$2,225,000, as the capitalists are the holders of a million and a quarter of extra bonds. H.W.Gays will still act as manager and receiver of the road, and it will probably be two months before the sale can have been said to be officially made. The United States court have yet to ratify the purchase, and three weeks must elapse to give opportunity to put in any possible objections to the sale that may arise.

14/01/1905 Globe and Mail New York Central

A Manager in Ottawa

Officers of the New York and Ottawa Railway Elected.

New York Jan 13. At meetings of the Boards of Directors of the New York and Ottawa Railroad Co. and the Ottawa and New York Railway Co. , the following officers were elected: W.H. Newman, President; E.V.W. Rossiter, First Vice President; W.C. Brown, Third Vice President; J. Carstensen, Fourth Vice President; W.J. Wilgus, Fifth Vice President and E.L. Rossiter, Treasurer,

The New York & Ottawa was purchased at foreclosure sale in December by the New York Central. Henry W. Gays, who was President and receiver for the company, has been appointed general manager of the companies, with an office at Ottawa, Ont. He will have general charge of the management and operation of the properties and will report to the first, third, fourth and fifth Vice-Presidents on matters pertaining to their respective departments.

20/01/1905 Cornwall Freeholder New York Central Cornwall

A despatch from New York says: At meetings of the Board of Directors of the New York & Ottawa Railway Company, the following officers were elected: W.H. Hewman, president; E.V. W. Rossiter, first vice-president; W.C. Brown, third vice-president; J. Carstensen, fourth vice president; W.J. Wilgus, fifth vice president; E.L. Rossiter, treasurer. The New York & Ottawa was purchased at a foreclosure sale by the New York Central. Henry W. Gays, who was president and receiver for the company, has been appointed general manager of the companies, with headquarters at Ottawa. He will have general charge of the management and operation of the properties.

27/01/1905 Eastern Ontario Review New York Central

The two cents a mile rate has been established on the Ottawa and New York railway running through Russell County.

01/02/1905 Ottawa Journal New York Central

The Ottawa and New York Ry. Changed Hands at Midnight

New York Central will henceforth control the system.

H.W. Gays will continue as General Manager

The Ottawa and New York changed hands at midnight last night, the courts having confirmed the sale of the road. The property at that time formally passed into the hands of and will be operated by the New York and Ottawa company. Passed out of receivership. While the road will be operated under its own name yet it, in reality, becomes part of the NYC. While the NYC will own and control the system there will be no change in the management for some time at least.

More.

02/02/1905 Chesterville Record New York Central

Seventh Annual Ice Race Meet, Ottawa Feb 4th to 11th 1905

The New York and Ottawa line has made very low rates for this meet, the rate from Finch being \$1.50. Tickets on sale February 4th to 11th with return limit Monday February 13th

14/02/1905 Ottawa Journal New York Central Bay Pond

Train stalled in snow drifts

Good samaritan near by

O&NY Passengers detained twelve hours

Cards and story telling while away the wery wait and made much enjoyment

The Ottawa and New York train which left Tupper Lake at a quarter past six yesterday morning arrived here last evening about eleven o'clock, a matter of about twelve hours late, after a trip full of mild adventure for the passengers.

The storm of Sunday had not spent itself and the track presented a prospect of drifts with stretches of rails showing in between. The train laboured through all difficulties for a little over three hours when it was stalled completely at Bay Pond. Every effort to proceed was futile and the passengers and crew were faced by the prospect of indefinite delay.

All the provisions on the train were comprised in a lunch consisting of three sandwiches, which the owner, Mr. J.H. Brown of Tupper Lake, was beginning to think would scarcely satisfy a crowd of hungry passengers.

Fortunately matters did not come to such an extremity although although they certainly would have had the train been stalled a mile or so from where it was.

At Bay Pond are a number of summer cottages, one of which, Mr. Redwood, superintendent of Mr. J.D. Rockefeller's park there, occupies. Mr. Redwood, as soon as he noticed the predicament in which the train was, sent over and had the train hands brought to the cottage where they were fed. He also sent to the train a generous hamper of sandwiches accompanied by a plentiful supply of coffee and put the fear of hunger far from the minds of the snow bound travellers.

Cards and story telling became the order of the day, and the novelty of the experience prevented the time from dragging too heavily.

At half past three in the afternoon the train was released and resumed its slow and laborious journey to Ottawa. All on board were more or less tired when they arrived but very few of them regretted the experience of being storm-bound on the New York and Ottawa.

23/02/1905 Chesterville Record New York Central Russell

February 17th Russell. On account of the storm Monday the morning train going north was cancelled.

18/05/1905 Chesterville Record New York Central

Ottawa Man in Luck

Ottawa May 13 - Conductor W.T. Buckley of the O&NY living at 417 Nelson Street this city, has received word that he has fallen heir to an estate of \$65,000 by the death of an uncle in Buffalo. Mr. Buckley is an enthusiastic fisherman and now has a permit to fish during the season in the Rockefeller [sic] preserves in New York. Only a few permits are issued to these preserves, which are perhaps the finest in the world. Mr. Buckley received this permit directly from Mr. John D. Rockefeller, whom he has met several times on the road.

20/07/1905 Chesterville Record New York Central

New Timetable advertisement effective June 25th 1905 similar to previous one with following times:

Northbound read downExpress SuXExpress SuXMixed SuX

Tupper Lake6.15 a.m.2.10 p.m.6.30 a.m.

Moir8.264.2310.05

Cornwall9.034.5910.54

FINCH9.425.3511.42

Ottawa11.006.451.15 p.m.

Southbound read down

Ottawa7.50 a.m.5.30 p.m.6.00 a.m.

FINCH8.596.417.31

Cornwall9.337.168.20

Moir10.007.5410.05

Tupper Lake12.209.551.10 p.m.

02/11/1905 Chesterville Record New York Central Crysler

The New York Central is going to move the station house to the north side of the river in the near future.

06/11/1905 Ottawa Journal New York Central

NYC advertisement change of time effective Monday November 6 1905. Mo mention of mixed train. Presumably mixed train withdrawn Saturday November 4, 1905.

07/12/1905 Chesterville Record New York Central Finch

W.H. Ault unloaded a car of Pennsylvania coal this week. Nearly every local householder is burning coal now as wood is becoming scarce in this neighbourhood.

26/01/1906 Ottawa Journal New York Central

Cartoon and profile of H.W. Gays.

14/06/1906 *Chesterville Record* *New York Central* *Crysler*

The Sunday schools of Dominion and McLeod Street Methodist churches of Ottawa held their annual picnic in Cryslar on Saturday. A special train left Ottawa at 9 o'clock in the morning and returned leaving Cryslar at 7 o'clock in the evening. There was a large turnout of scholars, parents and friends of both churches, and the day was most pleasantly spent. A feature of the sports was a league baseball game in which McLeod street beat the big church by 17 to 2. The two Sunday Schools had separate programs of sports.

28/06/1906 *Chesterville Record* *New York Central* *Berwick*

Several from here took in the excursion to Ottawa on Wednesday.

19/07/1906 *Chesterville Record* *New York Central* *Berwick*

The annual celebrations of the Orangemen of the county of Stormont, held Thursday in the village of Berwick was the biggest ever held in the county with the exception of that held in Cornwall eight years ago. Its success was largely due to the fact that the brethren of the district of the city of Ottawa had joined in the demonstration, bringing down a contingent of over 1,500 members of the order and their friends on the O&NYR

26/07/1906 *Chesterville Record* *New York Central*

The New York and Ottawa Line will run an excursion to Ottawa on their line on Monday Aug 6th when Barnum and Bailey's Circus will appear in Ottawa. The train will arrive in Finch at 8.04 a.m. return fare \$1.75. Returning train leaves Ottawa at 6 p.m. Tickets good until Tuesday August 7th.

This also appears in the August 2 edition.

01/08/1907 *Chesterville Record* *New York Central* *Newington*

A large number took in the excursion to Cornwall on Saturday.

03/10/1907 *Ottawa Journal* *New York Central* *Ottawa*

Cyrus J. Suffron yesterday sustained a very ugly fracture of the right leg just above the ankle and a fracture of his wrist in falling about 28 feet from a beam in the coal trestle at the Ottawa and New York Railway yards

Suffron is a carpenter and is employed as foreman for George Tomlinson, the Waverly street contractor . He was directing some work at the trestle - more.

22/11/1907 *Eastern Ontario Review* *New York Central* *crysler*

Into the Nation

Ottawa Nov. 17 - C.B. McDonald, of Cornwall, a mail clerk on the Ottawa and New York Railway, had a thrilling experience a few nights ago. It appears that the train was pulling into Cryslar, but stopped just outside to do some shunting. Mr. McDonald, thinking that the station had been reached, stepped off in the darkness to what he supposed was the platform. In place of that he was walking off the bridge over the Nation River, and before he could save himself had fallen thirty feet to the water below. McDonald immediately cried out, at the same time striking out for the shore. Baggage man Peters, a big stout fellow, dived heroically to the rescue, but he could not swim and soon became emperilled himself. Trainman George Bowker by this time had gone to the assistance, and managed with their own assistance to get the others out. The water was chilly, and the three were exhausted when the shore was reached. They were given dry clothes and got warmed up, and are none the worse for their thrilling experience.

14/05/1908 *Chesterville Record* *New York Central* *Ottawa*

Adolphe Trudeau, an employe of the New York and Ottawa Railway and a resident of Santa Clara, NY dropped dead at the Central Station, Ottawa at four o'clock yesterday afternoon. Coroner Craig states that his death was due to heart failure. Trudeau, who is a man about 55 years of age, has been a head blacksmith on the railway for about 15 years and was a trusted and much respected official. Considerable difficulty was experienced in identifying the dead man as few people in Ottawa knew him. At first he was thought to be an Ottawa man but investigation proved that it was a case of mistaken identity. Some papers found on the deceased were afterwards instrumental in ascertaining his name. His friends were at once communicated with and his foreman will come to Ottawa and take the body home. Trudeau was hurrying to catch the New York and Ottawa train when he dropped and died.

14/05/1908 *Chesterville Record* *New York Central* *Berwick*

Austin Galvin left for Cornwall where he has secured a position in the ONY station.

23/06/1908 *Ottawa Journal* *New York Central* *Cornwall Bridge*

Cornwall Canal burst.

150 feet of the bank torn away. Pier of bridge so undermined that it collapsed and 200 feet of bridge fell. Huge mass of tangled iron.

One of the worst breaks that ever took place in the Cornwall Canal, and certainly the most disastrous occurred this morning at the O. & N.Y. Ry. bridge just above lock 18.

About 4.55 this morning the lockman noticed a leak in the bank about 50 feet west of the bridge. At that time the water was pouring out of a hole about three feet in diameter, but in half an hour the whole bank for a distance of 150 feet or more, and 35 feet deep, had been torn through and thorough this channel the water was pouring down out of the canal into the river, which at this point is over 25 feet lower than the canal level.

As the level, which is one and a half miles in length, gradually emptied itself, the water from the lower level forced the gates open and flowed back into the upper level. Just about 6 a.m. the pier of the railway drawbridge, which crosses the canal at this point, was so undermined by the water that it collapsed into the gap in the bank with the bridge, which is about 300 feet long. Luckily, as there are no night trains on the O. & N.Y. Ry. the swing bridge is left open all night and there is no night watchman.

The pier is totally demolished and the bridge is a mass of tangled iron.

As soon as the Lockman discovered the leak, Lockmaster Eamer phoned news of the impending danger up and down the line, and this no doubt prevented the damage to the canal being greater.

More.

The break not only ties up traffic on the Cornwall canal for several weeks, breaks the O. & N.Y. international traffic, but also interferes with the power plant of the St. Lawrence Power as the level from which it is supplied has been lowered.

The Cornwall street railway is also out of business this morning as they were using water power from the canal. Their auxilliary will soon be going however.

More

The O. & N.Y. are unfortunate in their bridges. At the time of its construction nine years ago, two spans fell into the south channel, causing the death of fourteen men.

The most disastrous break in the history of the Cornwall Canal occurred Tuesday morning when a leak in the bank, 50 feet above the Ottawa and New York railway bridge, and 100 yards above lock 18, rapidly grew into a big break, and carried the canal bank for a distance of 150 or 160 feet into the river 25 feet below. The rush of the water through this gap undermined the centre pier of the railway swing bridge and it collapsed into a heap. The bridge dropped onto it, and was reduced to a tangled mess of girders and rails. At 4.45 this morning just as the steamship "Samuel Marshall" had passed up, lockman Gleason noticed the water in the river disturbed, and investigation revealed a two foot stream pouring through the bank at the bridge. The lockman took immediate action to save the bank by having the water shut off above, and run out below, but the leak grew rapidly and in a short time the bank gave way from the top to bottom, the heavy stone rip rapping being swept out into the river. The pier and bridge fell at 6.10 a.m, the fall being witnessed by the lockman, and others who hurried to the scene. At seven a.m. the level was almost dry. It will probably take several weeks to repair the canal bank and restore navigation.

Mr. Weller, superintendent of the Welland Canal, has been ordered to Cornwall to take charge of the work. The rebuilding of the swing bridge, one of the largest on the continent, will take considerable time. It was 200 feet long and stood about 35 feet above the canal the main railway bridge being 65 feet above the river level. As there are no night trains on the Ottawa and New York Railway, the bridge was left open and there was no man in charge at the time of the mishap.

Work of repairing the Cornwall Canal begins.

The work of repairing, or rather overcoming the break in the Cornwall Canal at Cornwall was commenced in earnest this morning when over 200 men began work. A trench is being dug in the bottom of the canal above the break to lock 18 and in this will be raised a coffer dam which will serve the south bank of the canal until the permanent repairs are made.

The New York Central Railway's engineers are taking levels and other measurements with the view of starting the initial steps of rebuilding the wrecked bridge. Active operations will begin tomorrow.

It is understood that the wrecked bridge will be cur up or fused by electricity, an abundance of power for which will be supplied by the St. Lawrence Power Company.

A cow was killed on the O&NY track north of the village by the Friday morning express. This should be a lesson to the farmers along the railway. The company have a lot of trouble in some places with cattle on the track and the farmers should not expect the train to stop for cattle. It is surprising more cattle are not caught.

Break at Lock 18 - 200 Feet of Bank Carried into the River - Collapse of the O. & N.Y. Draw Bridge

The worst break in the history of the Cornwall canal occurred on Tuesday morning of this week, when a large slice of the south bank, just above 18, was washed out into the river, and the swing bridge of the Ottawa & New York Railway, which crosses the canal at this point, was totally wrecked, in consequence of the collapse of the pivot pier on which it rested. The break is disastrous, inasmuch as it ties up navigation between the lakes and Montreal, interrupting the business of the Ottawa & New York Railway, and causing the closing of the Toronto Paper Co's mills, the local cotton mills, Express roller mill, Hodges woollen mill, and making the street railway dependent on its auxiliary steam plant.

The first intimation of trouble came at 4:45 am when Lockmaster Michael Gleeson noticed that the usually, clear water of the river was rather dirty. This suggested the possibility of a bank wreck in the canal, and investigation revealed a big leak a few yards west of the O & NY railway bridge, and about 500 feet west of lock 18. The water was pouring through the rough stonewall on the river bank, below the bottom of the canal. The leak at that time was about as big as barrel, but it soon grew; and it was not long that the whole bank gave way under the pressure of the water. This level is about 200 feet wide, a mile and a quarter long and 14 feet deep. The bank for some distance at the place of the break was supported by a heavy dry wall of stone on the outside, with devetailed piers at intervals. The gap in the bank soon became 150 or 160 feet wide, the force of the water throwing the masonry and earth out into the river like so much chaff.

As soon as the leak was discovered Alexander Eamer, the lockmaster, opened all the valves of lock 18, and telephoned to lock 19 to close all valves, at the same time asking the lockmen at the locks below him to lower their levels. Despite these precautions the rush of water through the break into the river 25 or 30 feet below was terrific, and it was not long after that the water from the level below lock 18 forced back the gates and augmented the flood by flowing westward or up stream. The torrent was around the base of the centre pier of the swing bridge, and about 6 am the pier gave way. It seemed to buckle in the middle and the bottom of the pier turned uppermost. The bridge was open or parallel with the canal, the ends resting on wooden trestles. Of course, these could not stand the strain, and the bridge, falling on the wreck of the pier, was twisted all out of shape and badly broken. By 7 am, the level was dry except for the leakage from the lock above and surface water.

The big steamer Samuel Marshall had a close call. She passed through lock 18 five minutes before the leak was discovered, but managed to get locked through 19 before navigation was suspended at this point.

The disaster was at once reported to Ottawa, and J.L. Weller, superintendent of the Welland canal, and formerly assistant to the late chief engineer, T. Rubidge, of the St. Lawrence canals, was asked to come east and take charge of the repairs, as Mr. Butler, Deputy Minister of Railways and Canals, is ill. Mr. Weller arrived early Wednesday morning, and as he is familiar with the canal, having been fully apprized of the details of the break, and knowing every inch of the canal, Mr. Weller busied himself on his journey from St. Catherines in thinking matters over, and on arriving at Cornwall had a plan all thought out to close the gap. Unfortunately, however, the state of affairs had changed during the night, as the scouring of the water cut out the bottom of the canal more than half way across, rendering the condition of repair much more difficult.

The first thing to be done was to divert the water from running into the river, and send it down the channel to lock 18. To do this a dyke of stone and clay was put in, encircling the break. This was completed on Tuesday night, and on Wednesday morning the flow into the river was entirely stopped, and a considerable volume of water was flowing into the regular channel. A stone was blasted from the breast wall of lock 18 to allow a passage to the lower level.

Hon. George P. Graham came to Cornwall on Tuesday evening, and early Wednesday morning a consultation was held between him, Mr. Weller, and Mr. Carpenter, Chief Engineer of the New York Central system, when it was decided, that it being impossible to close the gap within any reasonable time, a portion of the bridge of the O. & N. Y. railway, north of the channel, should be removed, and a temporary ditch dug deep and wide enough, north of the shore pier, to permit the vessels passing. . . .

To allow the canal to be filled, Mr. Weller decided to put in a crib some 100 or 500 feet long to the full height of the bank, running northwesterly for about half its length, and then southwesterly to the bank above the break. Fortunately there was a considerable supply of timber on hand at the foot of the canal, and this was at once rushed to the spot, further supplies being ordered from Montreal. A trench was dug and the work of framing began yesterday afternoon, and at present writing quite a stretch has been put together and loaded with stone. The stone fences on the property of G.C. Smith, Montreal Road, were commandeered, and an army of teams began drawing them to the bank for immediate use. This supply, however, is only a beginning, an enormous quantity will be required, and the bulk of it will be brought in over the O & N.Y.

The New York Central will bring in a wrecking plant from the other side and will begin taking down the spans and the steel trestles at once. Improbable as this undertaking appears, it is expected it will be accomplished in a couple of days.

At present there are about 500 men working on the repairs in various capacities, but this number will likely be increased as room is made for them to work. The force is divided into three shifts of eight hours each, changing at midnight, 8 am, and 4 pm. Arc lamps have been placed all over the work, so that it is practically daylight all the time.

All the available teams in the neighbourhood have been engaged, but at least 100 more are required at once. This is a busy time with farmers, but the prices paid, \$4.50 for scrappers and \$5.00 for plough teams will be a very attractive proposition for owners of horse flesh.

As soon as the crib is completed and the water raised to the full height, dredges will begin digging the temporary canal. It is too soon as yet to give any definite idea as to the time that will be required to allow navigation to be resumed. A month is roughly spoken of but at the rate at which things are going already, it would be no surprise if Mr. Weller should get his big job done in somewhat less time than that.

Under Mr. Weller, Robert McKay has general charge of the entire work during the day, with Joseph Lafleur in command at night. Frank Cummins of the canal staff is boss of the carpenter work. W. McIntosh, R.J. Gravely and John Tailon are timekeepers, and there are a number of experienced men in subordinate positions of authority. Henry McDonell of the canal staff is what might be called aide-de-camp to Mr. Weller.

There has been a steady stream of visitors to the scene of the disaster, including vessel and railway men from all points of the compass, anxious to see for themselves the extent of the trouble, and form their own conclusions as to how long traffic would be interrupted. Without exception all expressed their satisfaction at the appointment of Mr. Weller to look after the repairs, his resourcefulness and ability to tackle large problems and handle them successfully under adverse conditions, being generally recognized.

It is fortunate that the break occurred at this season, when grain traffic is lightest. Owing to the much cheaper rates by the St. Lawrence, Montreal has been getting the bulk of the export grain from the west, but the supply is decreasing and there is not much of a rush at present. Arrangements have been made by the transportation companies with the Grand Trunk and Canadian Pacific railways to take grain at a reduced rate from the Prescott elevators to Montreal.

The Richelieu and Ontario Navigation Company is a heavy sufferer as a good deal of the most picturesque part of their route is put out. They will bring their passengers to Prescott as usual and send them to Coteau Landing by Grand Trunk special transferring them to the steamer Rapids King for Montreal. West bound passengers will go from Montreal to Prescott on the International Limited.

The rebuilding of the Ottawa & New York swing bridge will go on simultaneously with the canal repairs. It will take some time to remove the wrecked iron work and pier. It is said that the superstructure will be cut into pieces small enough to handle by the electric process, which will be interesting to witness.

Naturally the break in the Cornwall canal brings to the surface the plan of building a lock

above lock 20, opening into the Little River, reducing the length of the canal by several miles, and considerably lessening the risks of breaks like the present. Plans of this lock were made some years ago, and are in the possession of the Department of Railways and Canals. It is to be hoped the government will seriously consider the advisability of building a new lock in the future.

03/07/1908 Cornwall Freeholder New York Central Crysler

A serious accident occurred last Saturday evening at the O.&N.Y. station to Fred Prescod of Russell, formerly of Cornwall. He jumped from a passenger train, which was passing Crysler, and landed on the steps of the platform. He was found unconscious with one leg broken.

04/07/1908 Ottawa Citizen New York Central

Quick work at Cornwall.

Navigation may be resumed in about a week.--

Huge stairways have been built by the New York Central at the end of their track so that passengers can cross the break on foot or in carriages, the regular train service being kept up. The bridgemen of the eastern division arrived from Rochester, NY, yesterday, and will proceed at once with removing the wrecked span. A large force has already made good progress with the removal of the steel spans on the north side of the canal, which have to be taken down to admit of the passage of vessels through the new channel. It is the intention of the company to bring an old bridge from another part of the system and erect it temporarily over the canal, to be used until the completion of the repairs when a new structure will be built. It is expected that the temporary bridge will be ready for traffic in four weeks.

09/07/1908 Chesterville Record New York Central Berwick

The farmers of this community are busy hauling stone to the O&NY station, where they are loading cars. The stone is worth 60 cents a load.

10/07/1908 Ottawa Citizen New York Central

Opens today

Temporary channel at Cornwall completed. Rapids King will probably be the first boat through.

11/07/1908 Ottawa Citizen New York Central

Cornwall 10th. Canal opened. First steamer up was Rapids King, the Dundurn came down at 10 o'clock and general navigation will be resumed at 10 p.m.

13/07/1908 Ottawa Citizen New York Central Embrun

A bridge on the Ottawa and New York Railway, two miles south of Embrun, about twenty-five miles from Ottawa was totally destroyed by fire Saturday night. It is said to have been set on fire by a spark from the engine of the special train returning to the city from Cornwall with the lacrosse excursionists on board. The bridge was about 100 feet long and 30 feet in height.

A gang of men were sent down from the city and started the work of construction early on Sunday. The officials reported last night that they expected that trains could come across by seven o'clock this morning, so that traffic would not be interrupted. The bridge was a wooden structure and will be replaced by an iron one.

16/07/1908 Chesterville Record New York Central Berwick

On Wednesday the O&NY stopped drawing stones to Cornwall, and so the farmers are anxiously awaiting to see if they want any more. They were paying 60 cents a load. This is the best value the people of Berwick ever had.

17/07/1908 Eastern Ontario Review New York Central Embrun

A bridge on the Ottawa and New York railway, two miles south of Embrun, about twenty-five miles from Ottawa, was totally destroyed by fire Saturday night. It is reported to have been set on fire by a spark from the engine of the special train returning to the city from Cornwall with the lacrosse excursionists. The bridge was about 180 feet long and 30 feet in height.

A gang of men was sent down from the city and started the work of reconstruction early on Sunday. The officials reported last night that they expected trains would cross by seven o'clock this morning. The bridge was a wooden structure, and will be replaced by an iron one.

25/07/1908 Ottawa Citizen New York Central

-- The New York Central is making good progress with the erection of the trestle work for for the temporary bridge across the canal.

21/08/1908 Cornwall Freeholder New York Central Cornwall

New Bridge Across the Cornwall Canal Completed - The temporary swing bridge of the Ottawa & New York Railway across the Cornwall Canal was placed in position on Friday afternoon, and on Monday evening the wrecking outfit passed over, followed by the regular train. Notices have been issued by the various railways interested that through train service was resumed on Monday, so that in future tickets may be sold at all points in Canada via this route. In their notices the railways express their gratification at the prompt manner in which the break to the canal was dealt with, so that traffic could be resumed with the minimum of delay.

02/09/1908 Ottawa Citizen New York Central Crysler

The Ottawa and New York railway station at Crysler on the line between Ottawa and Cornwall was completely destroyed by fire yesterday morning. The station, baggage room and warehouse containing the operator's equipment, tickets and a large quantity of goods in transit were wiped out by the blaze which started from some unknown cause about six o'clock in the morning. The loss amounts to about \$2,000.

03/09/1908 Chesterville Record New York Central Crysler

The railway station at Crysler was destroyed by fire on Tuesday morning. A spark from the engine is supposed to be the cause.

04/09/1908 Cornwall Freeholder New York Central Crysler

O.&N.Y. DEPOT BURNED - About 6 o'clock on Tuesday morning the people of Crysler awakened to find the O.&N.Y. station was a mass of flames. While Arthur Curry was passing the station he noticed that the platform was on fire. He went to the rescue but as the fire was already in front of the door admittance to the building was impossible. He notified the station agent, John Cockburn, but in five minutes the building was in flames and nothing was saved. The people had just time to save two box cars, which were behind the station, on the tracks. There was a lot of freight in the building. The loss is estimated to be between \$5,000 and \$6,000. The origin of the fire is unknown, but it is supposed to have been from a red coal dropped by the freight engine which passed here about 1 o'clock Tuesday morning. The citizens of Crysler hope that the new station will be built on the north side of the river, as it is more convenient for them.

18/09/1908 Cornwall Freeholder New York Central Helena

The wooden trestle over a culvert at Helena, NY was damaged by a fire Tuesday, but was quickly repaired and the O.&N.Y. trains were not delayed.

05/11/1908 Chesterville Record New York Central Crysler

A serious accident happened here on Monday afternoon when one of the O&NY trains ran into Mr. Racine's outfit which he has for carrying passengers. As the northbound train was starting from the station it struck the bus which was caught in the switch, breaking it to pieces and also breaking the horse's legs. The horse had to be killed.

06/11/1908 Cornwall Freeholder New York Central Crysler

WANT STATION NEAR TOWN - H. Bingham and Joseph Quenneville of Crysler, Robert Stevens of Finch and Louis A. Landry of Cambridge are asking the Railway Commissioners for an order directing the Ottawa & New York Railway to rebuild their station at Crysler. It was destroyed by fire a few weeks ago. The company is willing to rebuild it on the same site, but different residents want it erected 1,500 feet further north, which would be nearer to the village.

19/11/1908 Merrickville Star-Chronicle New York Central Crysler

The Ottawa and New York railway station at Crysler was destroyed by fire some time ago and apparently has not been rebuilt. The matter has been taken to the Railway Commission. The Railway Company is willing to rebuild on the old site but the residents of Crysler are asking that it be rebuilt nearer the village.

04/12/1908 Cornwall Freeholder New York Central Crysler

A number of citizens of Crysler went to Ottawa last Wednesday to wait on the Railway Commission in regard to which side of the river the new O.&N.Y. station will be built. The right place for the station is on the north side.

Reported on a different page - Mr. Gays of the O.&N.Y. was in town (Crysler) with his surveyor last Saturday.

10/12/1908 Chesterville Record New York Central Crysler

A short time ago we mentioned that a deputation waited upon the Railway Commission at Ottawa re. the building of the O&NY station at Crysler, on the north side of the river. The case came up again before the commission on 3rd. inst. The only witnesses at any of the hearings outside of professional evidence were Messrs. H. Bingham and J. Quenville for the north side and W.E. Crain and J. Clouthier for the south side of the river. After hearing the evidence advanced by both parties, Judge Maybee said that from their own engineer's report the commissioners found that if the change in site was made a fill, at a cost of \$1,200 would be necessary, and that while he favoured the location of the station on the north side of the river, yet he did not find the evidences of such a proposterous nature to warrant the commission making an order to compel the company to be at such an outlay, to further accommodate the 170 petitioners and others asking for the change. The commission was willing to lay the matter over until the January session, which was agreed to, but later the petitioners withdrew the case, and thus the matter stands. The company may build where they choose.

10/12/1908 Chesterville Record New York Central Russell

Last Monday evening a large number of the prominent Masons of the city of Ottawa, accompanied by Dr. S.S. Davidson D.D.G.M. upon his official visit to Russell Masonic Lodge. Although the roads in the vicinity of Russell were in a poor condition for travelling, the members of the lodge turned out in force to greet their visitors. One of the most pleasant features of the evening, which added materially to the solemnity of the ceremonies was the work of the choir under the direction of Very Wor. Bro Arthur Dorey. Upon the conclusion of the business of the hall, the brethren repaired to the dining room of Gormley's hotel, where a banquet awaited them. Through the kindness of the officials of the Ottawa and New York Railway, a special train was placed at the disposal of the Ottawa brethren to convey them home immediately after the close of the festivities.

10/12/1908 Chesterville Record New York Central Crysler

Mr. Gays of the O&NY was in town with his surveyor last Saturday.

A number of citizens of Crysler went to Ottawa last Wednesday to wait on the Railway Commission in regard to which side of the river the new O&NY station will be built. The right place for the station is on the north side.

11/12/1908 Cornwall Freeholder New York Central Crysler

The O.&N.Y. plans to rebuild the Crysler station north of the South Nation River.

06/03/1909 Chesterville Record New York Central Embrun

Joseph Brisson, aged 72, an aged resident of Embrun, a small village on the Ottawa and New York Railway, about thirty miles from Ottawa, was struck and instantly killed by the outgoing train which left Ottawa Saturday morning at 7.30. According to the story of the engineer on the train, the man was walking along beside the track about a quarter of a mile north of Embrun when he first saw him. When the train was quite close the aged man stepped right onto the track in front of the engine and was struck in the head, being instantly killed. The body was not mangled.

Mr. Brisson had been sick for some time and that morning was probably on his way up the track to see his married daughter, Mrs Emily Guerin, who lives a short distance from the village.

10/06/1909 Chesterville Record New York Central Berwick

The O&NY work train has been working in this section for some time collecting old ties and filling in the holes between the main track and the switch.

11/06/1909 Eastern Ontario Review New York Central Embrun

Killed at Embrun

On Friday last when the 8.15 express was drawing into the yard at Embrun, Mr. Jos. Brisson, an aged man who resided at St. Onge, was walking on the track, and in some unaccountable manner fell beneath the wheels of the engine and was crushed to death.

Although several persons saw the accident, no one can state positively how it occurred.

The coroner was notified, but decided that an inquest was unnecessary. Blame cannot be attached to anyone in the unfortunate affair.

12/06/1909 Ottawa Journal New York Central Ramsayville

What might have been a very bad accident occurred at Ramsayville near Mr. R.A. Bickerton's cheese factory yesterday morning, through a team of spirited horses belonging to a Mr. Courtney Ridgeway taking fright at a passing O. & N.Y. train and bolting. --

17/06/1909 Chesterville Record New York Central Berwick

The O&NY railway company spent a few days recently fixing up the track around the local station. This place needed repairs for a long time, as it had been in bad shape.

01/07/1909 Chesterville Record New York Central Berwick

June 28.

Messrs. George Thomas and Gord Murphy took in the excursion to Tupper Lake on Thursday.

Mr. Frank McCadden left last week for Cornwall where he has secured a position in the ONY station.

Several from this vicinity went to Cornwall on Saturday last on the ONY excursion.

08/07/1909 Chesterville Record New York Central Berwick

July 5

About thirty from here took in the picnic to Cornwall. W. Grady and O. Pollock took part in the sports and distinguished themselves in throwing the shot.

A number from here took in the O&NY picnic in Cornwall on Saturday missed the train returning and had to stay in town over Sunday.

24/11/1909 Ottawa Journal New York Central Crysler

The new station of the Ottawa and New York Railway at Crysler will be opened next week. The building, which replaces the one burned several months ago, is of concrete. It is two storeys high and one of the most attractive station buildings along the line.

02/12/1909 *Chesterville Record* *New York Central* *Crysler*

The new station of the Ottawa and New York Railway at Cryslar will be opened next week. The building, which replaces the one burned several months ago is of concrete. It is two storeys high and one of the most attractive station buildings along the line.

21/05/1910 *Ottawa Journal* *New York Central* *Cornwall*

Wm. McGregor meets Death. Well Known O&NY Conductor.

William McGregor, 406 Nelson street, conductor on the O.N.Y. Railway was killed suddenly in Cornwall at 12:30 o'clock yesterday, while switching cars. The exact cause of the accident is unknown. He was seen going between two cars to couple them. When the cars moved off he was seen lying a short distance from the track, dead.

More - inquest, death instantaneous, cause unknown, internal injuries. Picture.

21/05/1910 *Ottawa Journal* *New York Central* *Cornwall*

Special to The Journal.

Cornwall. May 11. William McGregor, conductor on the O. and N. Y. Railway's mibed, [sic mixed?] express, was instantly killed this afternoon while coupling cars above Cornwall Station. Deceased tipped and fell. His leg was broken, hip crushed and face and arm considerably lacerated. McGregor has been years in the employ of the company and is survived by his wife and four children. He was about 40 years of age. He was a native of Vermont state, but spent most of his life in this section.

26/05/1910 *Chesterville Record* *New York Central* *Cornwall*

William McGregor of Ottawa, a conductor on the Ontario [sic] and New York Railway, was killed instantly at Cornwall on Friday. He was uncoupling a car when he lost his footing and fell between the axle boxes and the ties. His leg was broken and thigh crushed, and his head and arms lacerated. Death was instantaneous. Dr. Hamilton the local coroner, decided that an inquest was unnecessary. McGregor was a native of Vermont but had resided in Ottawa for several years. He was about 48 years old and leaves a wife and four children in Ottawa.

12/07/1910 *Ottawa Journal* *New York Central*

About 4 p.m. yesterday, a freight on the O. and N.Y. jumped the track, about 11 miles south of Cornwall, tearing up rails and ties for 500 or 600 feet and blocking traffic.

The engine and tender along with seven cars, loaded with wood and coal were derailed. The crew jumped and escaped with a shaking up. Gangs of men were rushed to the spot and built a siding round the wreck, having the line ready for business this morning.

21/07/1910 *Chesterville Record* *New York Central* *Crysler*

Mr. Sandy McMillan, an operator at the depot of the O&NY at Cryslar was drowned on Saturday evening last. It seems that he ran down from the station to the river and immediately went into the water and must have taken cramps. Sandy was 18 years of age and made his home with Alex Hector McLean. Last year he attended school at Morewood where he is well known.

08/08/1910 *Ottawa Journal* *New York Central* *Russell Shale Brick*

With head office and principal plant in Ottawa, a number of people of this city have been incorporated into a company to be known as the "Russell Shale Brick, Limited," to manufacture natural and pressed brick, tiles, terra cotta, cement and a general line of builder's supplies.

The capital stock is \$300,000 divided into \$100 shares. The directors are Angus Wm. Fraser and James Goodwin, barristers; John G. Turriff, Percy D. Wilson, student-at-law and Miss Catherine Matthews, a stenographer.

27/04/1911 *Morrisburg Leader* *New York Central* *Harrison*

Walter Smyth, son of Cornwall's chief of police, had his arm broken Tuesday afternoon and sustained other injuries. He was driving near Harrison's Corners on his way to Bonville, with Donald Smith, the well-known lacrosse and hockey player, when the harness broke and the horse started to kick. Donald jumped out, Walter fell out and the horse ran away, bucking into a freight train slowly moving out of Harrison station on the O. & N.Y. The horse was only slightly injured

31/08/1911 *Chesterville Record* *New York Central* *Crysler*

Mr. and Mrs. Vanance Landry celebrated the 50th anniversary of their marriage last week. The ceremony took place in St. James Church in Embrum.

A special train was chartered for the occasion and about 500 went from Cryslar. After the ceremony the special train ran back to Cryslar.

21/05/1912 *Ottawa Journal* *New York Central*

Thirty-five men, machinists and carpenters in the employ of the Ottawa, New York Railway Company at the car and locomotive shops of that company, at the corner of Nicholas and Ann streets, went out on strike this morning at eleven o'clock.

It is understood that some time ago the men asked the company for an increase in wages amounting to 10 per cent. which was calculated to bring the rate up to the schedule in effect at the C.P.R. shops.

According to Mr. H.W. Gays, general manager of the system, the company was in the middle of an investigation into the justice of the men's claim when they went on strike.

"We do not anticipate any serious trouble, however," said Mr. Gays, "as up to the present time there has been no conference and I am confident that a meeting of the representatives of the men and the company will result in a settlement."

23/05/1912 *Ottawa Journal* *New York Central*

O. and N.Y. men back to work.

35 machinists and carpenters employed in the shops of the Ottawa and New York Railroad, who went on strike two days ago demanding a ten per cent increase in wages, returned to work this afternoon. After a conference with Superintendent W.H. Gays today, they agreed to resume work while he negotiated with the head officials of the company.

The men at first refused to return until the increase was granted, but some of the more reasonable men held out that it was only fair to return to work and give the company a chance to settle the trouble without any inconvenience. The men's committee say that the strike has been settled satisfactorily.

It is said the agreement was reached this morning and the increase of 10 per cent was granted to the efficient workers, the inexperienced ones to receive 7 per cent. The determination of the efficiency was left in the hands of Mr. Gooderich.

Mr. Gays does not confirm this. He says the men returned to work while negotiations are pending. The committee refused to comment on the situation one way or the other.

18/07/1912 *Ottawa Journal* *New York Central* *Finch*

While walking along the track of the Ottawa and New York Railway, and picking berries growing by the track side, Mrs. Hiram McMonagie was yesterday instantly killed, the accident occurring on the line near Finch.

02/08/1912 *Ottawa Journal* *New York Central* *Cornwall*

Mr. S.E. Leger, of Montreal, travelling freight agent, Canadian Northern Railway, was in town this week interviewing manufacturers and business men with regard to a fast freight service on the Ottawa - Montreal section of the C.N.R. which will be operated in connection with the Ottawa and New York Railway. The special freight will leave Montreal at 10 p.m. due to arrive in Ottawa at 7.30 the following morning; leaving Ottawa at 9 a.m. due to arrive Montreal at 7 p.m. Direct connection will be made with the O. & N.Y. for shipments to and from all points on this line.

10/10/1912 Chesterville Record New York Central Finch

A number of men and boys of this place took advantage of the special train to Cornwall on Monday night to hear Sir Wilfred Laurier speak at that place. A couple of men were robbed of some money and all report a rough time coming home.

26/03/1913 Ottawa Journal New York Central Ramsayville

The flood, which raised so suddenly on Good Friday, is now over, --

This side of Hawthorne, the railroad was almost submerged, but the little frost we have had has held the waters in bond, and one is no longer reminded of a large lake, with a train trying to wade through it, as it seemed a few evenings ago.

17/04/1913 Chesterville Record New York Central

For many years, says the Ottawa Journal, the patrons of the Ottawa and New York Railway, using the line between Ottawa and Cornwall have been complaining bitterly of the equipment and accommodation provided by this company in operating its passenger trains. Two or three years ago the matter was drawn to the attention of the Board of Railway Commissioners for Canada and the road ordered to clean up its cars. To a certain extent the company obeyed, but in so doing it evidently did not go far enough to satisfy the travelling public and the matter was brought up before the Board again on Tuesday April 1.

The complainants were represented by George May, ex-president and Cecil Bethuge, secretary of the Ottawa Board of Trade and R.B. Faith. Evidence was given by these gentlemen, backing up these complaints and letters were read from the Ottawa Commercial Travellers association and the Board of Trustees, Russell Village, setting forth the conditions as everyone who has had occasion to use the road knows them - and calling attention to the apparently deliberate failure to make connections at Finch Junction, which is a great inconvenience to many travellers.

Mr. Gays, General Manager of the road, said the company would provide spittoons for its smoking cars and that it would not be necessary for the Board to pass an order to this effect.

After considerable cross-firing the Board of Railway Commissioners decided to withhold their decision until A.J. Nixon, chief operating officer, had investigated the matter and made a report to the Board.

22/04/1913 Ottawa Journal New York Central

Arrangements are now being made to put an end to the Ottawa and New York Railway Company.

Superintendent Gays, of the Ottawa and New York, this morning, explained the situation.

It seems that the Canadian end of the line is chartered as the Ottawa and New York Railway Company and the New York end as the New York and Ottawa Railway Company. Both of these companies are really owned by the New York Central Railway Company, which holds indirectly all the stock and bonds of both.

The change which is now in course of negotiation, will do away with the Ottawa and New York Railway Company, and will bring the American section of the line directly under the control of the New York Central.

Mr. Gays states that there will be no change either in the management or ownership of the Ottawa and New York Company.

The reason for elimination of the subsidiary American company is that it involves complications in book keeping and reports. So long as the New York Central has no running rights in Canada in its own name, however, the Canadian company will be necessary.

22/05/1913 Chesterville Record New York Central Newington

What about that new station we heard so much about a little while ago? It still continues cool.

17/07/1913 Chesterville Record New York Central

Grand Trunk is seeking running rights over the O&NY between Cornwall and Ottawa.

18/07/1913 Eastern Ontario Review New York Central

It is learned to-day that the Grand Trunk Railway has made proposals to the New York and Ottawa Railway Company which operates a line between Ottawa and Tupper Lake via Cornwall which will possibly result in a more direct Grand Trunk train service between the Capital and Toronto.

The Grand Trunk proposes to secure running rights over the New York and Ottawa to Cornwall where connections would be made with the main line; this would save the long run around via Coteau Junction. Before such an arrangement is formally entered into the roadbed of the N.Y. & O. will have to be improved as the Grand Trunk will not run passenger trains over the line in its present condition,.

31/07/1913 Ottawa Journal New York Central

Over fifteen hundred people yesterday attended the excursion of the Ottawa and New York Railway employees held at St. Lawrence Park, Cornwall. A special train of twelve cars bearing five hundred and fifty people pulled out from Ottawa at 8.45 a.m. Two other cars were added on the line and altogether the Ottawa train carried about seven hundred and fifty people. Some six coaches were required on the Tupper Lake line to bring excursionists from southern points to Cornwall.--

07/08/1913 Chesterville Record New York Central Finch

A number from here took in the NY&O employees picnic to Cornwall on Wednesday.

08/08/1913 Ottawa Journal New York Central

The Ottawa and New York Railway has failed to comply with the arrangement come to by the Board of Railway Commissioners regarding accommodation on the company's road between Ottawa and Cornwall.

Complaints about the condition of the coaches and lack of smoking accommodation. - no new cars have been put on, some have been repaired and painted.

21/08/1913 Chesterville Record New York Central

The Ottawa and New York Railway has failed to comply with the arrangement come to by the Board of Railway Commissioners regarding accommodation on the company's road between Ottawa and Cornwall.

Early in the year complaint was made to the Railway Board with respect to the condition of passenger coaches and to the lack of smoking accommodation. The Board's Chief Operating Officer thereupon took up the matter with the General Manager of the Ottawa and New York, who arranged to provide two new first class coaches and also to make such improvements in the smoking accommodation as would very materially improve the conditions. This arrangement was come to prior to April 24th, and the improvement was promised to be affected within sixty days.

Up to the present no new cars have been put on. Some of the old cars have been repaired and painted. It is stated also that the only improvement in the smoking coach is the provision of cuspidors.

The Board of Railway Commissioners is looking into the matter again.

09/04/1914 Chesterville Record New York Central Russell

Accident at Russell Shale Brick plant. Last fall the company had stored up their large shed full of shale for a reserve against the months when they could not bring material from the pit.

Much more about the accident. Man was buried under a fall of shale.

14/05/1914 *Chesterville Record*

New York Central

Cornwall

A sensation was caused at Cornwall a few days ago in railway circles by the arrest of James Lyon a conductor on the Ottawa and New York Railroad for violating the United States Immigration laws. Mr. Lyon is one of the oldest conductors on the road, A warrant for his arrest was issued by Commissioner Lawrence of Malone, and Lyons was arrested by Marshall Robey, the prisoner being taken to Malone to await the grand jury which will sit in Binghampton about the middle of June.

28/05/1914 *Chesterville Record*

New York Central

Cornwall

A fatal accident occurred at the Ottawa and New York Railway station, Cornwall, at 4 o'clock, Tuesday afternoon, when Wm. Britton, a member of the motor car crew of the Cornwall Street Railway, was instantly killed and Archie Martell, were coupling a freight car to the motor car, the latter being at rest at the time. Just then an O&NY engine with a number of cars attached came down the tracks and struck the car which Britton was coupling jamming him between the two cars causing instant death. Martell got out with a few injuries.

The unfortunate man who is survived by a wife and several children, was about fifty years of age and had been employed by the Street Railway Company only since May 4. Previous to this he had been employed by the Grand Trunk Railway at St. Henri, Montreal. An inquest has been ordered by the Coroner, Dr. C.J. Hamilton.

01/06/1914 *Ottawa Journal*

New York Central

One of Ottawa's most prominent railwaymen died early on Sunday morning, at the Russell House, in the person of Mr. Henry W. Gays, general manager of the Ottawa and New York railway, after an illness which covered a period of four months.

The late Mr. Gays came to Ottawa seventeen years ago as general receiver of the Ottawa and New York Railway, and just previous to taking that position he had been general manager of the St. Louis Terminal Railway. His experience in the railway world was a wide one as he began as a messenger boy in the offices of one of the railways of the western states and worked himself up until he became chief operator. When, in the year 1907, when the New York Central took over the portion of the Ottawa and New York Railway which runs south of Cornwall, Mr. Gays was given the exposition of manager of the Ottawa division of the New York Central and Hudson River Railroad as well as that portion of the line running from Ottawa to Cornwall.

The late Mr. Gays was sixty-five years old. He was born in Dunkirk, New York, and received his early education at the Dunkirk public schools. In the year 1862 he entered the service of a railroad operation in the western states and in 1876 he married Miss. Nannie Borden Keigwin, of Jeffersonville, Indiana. He was a member of the Ottawa Board of Trade and attended All Saints Anglican Church.

The late Mr. Gays is survived by his widow and two sons, Henry of Winnipeg and Wann of Buffalo. The remains will be taken to Louisville, Kentucky, for interment.

18/06/1914 *Chesterville Record*

New York Central

Mr. S.R. Payne, who for some time past, has held the position of assistant general manager of the New York Central lines in Rochester, NY, has been appointed to succeed the late Mr. Henry Gays as general manager of the Ottawa Division of the Ottawa Division of the New York Central and Hudson River Railway Company. Mr. Payne, who is only 49 years of age, had had a wide and varied railroad experience. He was born December 21, 1865, and when 17 years of age entered the employ of the Lake Shore and Michigan Southern Railway as an operator.

02/07/1914 *Ottawa Journal*

New York Central

Two special trains carried over two thousand people to the annual picnic of the Ottawa and New York Railway employees at Cornwall yesterday. --

09/07/1914 *Chesterville Record*

New York Central

Cornwall

One of the best outings of the season was the Ottawa and New York Railway employees excursion which carried about 1200 people from Ottawa to Cornwall Friday. This crowd was augmented by Cornwall citizens and several other excursions by boat to St. Lawrence Park.

Two huge trains left the capital, one at eight and the other at nine o'clock. On their arrival at Cornwall an extra supply of streetcars were on hand and the crowd was taken to the park. Here dinner was served by the ladies of Trinity Church.

During the afternoon a programme of sports was run off. The merry-go-round and dancing pavilion were also very popular, dancing being indulged in until the very last minute. A large number spent the afternoon in motor boats on the river. A lacrosse match between the Rosedales of Toronto and the Cornwall team also attracted a large crowd.

Only one accident marred the day's pleasure. Mrs. Kelly of Ottawa fell from the merry-go-round disjointing her arm. She was carried to a nearby cottage and first aid rendered and later on she was taken to the Cornwall Hospital.

30/07/1914 *Chesterville Record*

New York Central

Cornwall

Edward Surprise, a young brakeman on the Ottawa and New York Railway, died in the General hospital at Cornwall on Saturday evening as a result of an accident in the railway yards in the afternoon. While the crew were shunting cars Surprise was caught between two cars and was so badly injured about the shoulder that Dr. A. Ross found it necessary to amputate the arm at the shoulder. The arm was broken in several places, the muscles of the shoulder badly torn and the shoulder and chest were terribly lacerated. Between the shock, loss of blood and the amputation of the arm the young man passed away a few hours after the accident.

Inquest held.

His home is in Santa Clara, NY.

19/11/1914 *Chesterville Record*

New York Central

Embrun

Some party or parties placed a railway tie across the track of the O&NY railway track on Monday night midway between Russell and Embrun and a freight train running into Ottawa struck the obstruction which became jammed between the cow catcher and the engine, causing a delay of over one hour before it could be removed. So far no clue as to the identity of the guilty parties has been discovered. Should the railway authorities find them out they will get a term of which they richly deserve.

15/04/1915 *Chesterville Record*

New York Central

Cornwall

It is reported that the Ottawa and New York railway are favorable to making some changes on their railway bridge at Cornwall by which automobiles could cross over the bridge. This would greatly increase the tourist traffic between the United States and Canada.

10/06/1915 *Chesterville Record*

New York Central

Russell

Business section of Russell nearly wiped out by fire.

Description.

By this time the hurry up call had been sent to Chief Graham of Ottawa for assistance, it being apparent that the whole town would go if there were no better means of fighting it. Owing to the fact that it was Sunday the New York and Ottawa was delayed in getting a train crew together and steaming up the engine. This was finally accomplished and the train started in charge of engineer Alex Jamieson and conductor George Broker.

A record trip was made to Russell. The town is 22 miles from Ottawa and 22 minutes after leaving the ONY yards the train pulled up into Russell.

It was a thrilling ride and the train crew did splendid work to get the firefighters to the scene.

More details.

\$75,000 Fire at Russell

As soon as an appeal was made to Ottawa, Chief Graham secured permission from the mayor to send an engine and some men. Unfortunately being Sunday, the Ottawa and New York railway did not have an engine fired up and it was sometime before the special engine, flat car and caboose were ready to start. But when it did start it certainly travelled and hit a pace of a mile a minute. The engine was quickly unloaded and placed at the side of the river near the bridge. It worked beautifully and soon had two effective streams at work. By this time the fire was fairly under control, but it certainly was a great relief to the tired and apprehensive residents of Russell to see two fine streams at work.

23/09/1915 *Chesterville Record* *New York Central* *Russell water*

The water tank at Russell station went all to pieces without warning when it was nearly full causing a miniature flood.

01/10/1915 *Eastern Ontario Review* *New York Central* *Russell*

The railway water tank at Russell station suddenly burst, flooding the station yard and freight shed, and doing considerable damage to goods therein.

05/11/1915 *Eastern Ontario Review* *New York Central* *Cornwall*

Car loads of gold

Cornwall Standard. - not that it makes much difference to us but it will interest some people to know that the enormous amount of 28 million dollars in gold was in Cornwall on Monday night, but it didn't stay long enough for anyone to get his hands on it, and it would not have been a healthy job to try. The money was in the shape of a gold coin and bars, was in heavy wooden keys, and was locked up and sealed in seven cars on the special train on the Ottawa and New York Railway. A force of 40 armed guards accompanied the treasure which was on its way from Ottawa to Washington, where by this time it is safely deposited in the US Treasury, as part of the big scheme of finance which everybody reads of but few people understand much about.

11/11/1915 *Chesterville Record* *New York Central* *Crysler*

Mr. James Clement, a well known farmer residing near here was instantly killed by a New York and Ottawa train last Wednesday about two miles from Chrysler. Mr. Clement was returning home from the village with a load of lumber when the train struck the wagon, killing Mr. Clement instantly and also killing the two horses attached to the wagon.

From the point where the accident occurred an approaching train can be seen for about two miles and it is a mystery how Mr. Clement who was a most careful and strictly temperate man, came to be struck.

Mr. Clement, who was widely known and highly respected, leaves a wife and eight children.

The unfortunate man was a cousin of Mr. James Clement of Dunbar.

02/12/1915 *Chesterville Record* *New York Central* *Newington*

The O&NY which runs direct from the Capital to the largest city in the United States, is carrying considerable more freight and passengers than before the war broke out.

The men who were employed on the O&NY across the international boundary this summer laying a new track and ballasting the road were laid off 20th Nov. for this season, but the work will be started up again as soon as spring opens up.

09/12/1915 *Chesterville Record* *New York Central* *Crysler*

Mr. J.R. Cocksure who has been in the employ of the O&NY Railroad here as stationmaster for the past eighteen years has resigned his position for more lucrative business in Chrysler. During the long years of his service for the company he has been a most competent and able station master, and his absence is sincerely regretted by many.

30/12/1915 *Chesterville Record* *New York Central* *Newington*

A considerable number along the O&NY line were compelled to do their shopping on Christmas Eve in Cornwall as the hair tonic they sell in drug stores in local option towns is not satisfactory.

10/02/1916 *Chesterville Record* *New York Central* *Newington*

One of the news boys on the ONY Railway, which runs through this village was arrested and taken off the train on Friday last. He is a German about 22 years old. He was arrested on the morning train going south by Chief Smith of Cornwall and taken to Ottawa again on the evening train.

10/03/1916 *Eastern Ontario Review* *New York Central* *Cornwall*

Cornwall, March nd[sic] - The inquest into the case of the death of Abraham Roundpoint, the Indian, who was killed at the O. & N.Y. bridge on Feb. 18, was held by Dr. a Ross Alguire, coroner, at the court house on Friday (3/3) evening. After hearing the evidence, the jury brought a verdict of accidental death and recommended that the frnce on the sides of the bridge be built of stronger material, so as to bettwe protect pedestrians,

13/04/1916 *Chesterville Record* *New York Central* *Berwick*

Mr. Chas. Thompson, our station agent, resigned his position on account of ill health. he went to his home in Newington last week. He made many friends while in Berwick and all hope for a speedy recovery

04/05/1916 *Chesterville Record* *New York Central* *Newington*

The O&NY are employing a number of men again this season to work on the road and the company also intends to enlarge all the stations along the line and put the road bed in first class condition.

26/05/1916 *Chesterville Record* *New York Central* *Berwick*

Chas Thompson of Newington is once again acting as station agent, much improved in health.

01/06/1916 *Chesterville Record* *New York Central* *Newington*

A number from here attended the celebration in Cornwall on May 24, the O&NY having reduced rates for two days.

22/06/1916 *Chesterville Record* *New York Central* *Crysler*

Owing to the threatening weather on Saturday last few from the town joined the merry makers in their picnic to Cornwall which was held under the auspices of the employees of the O&NY railroad.

13/07/1916 *Chesterville Record* *New York Central* *Newington*

Since the O&NY begin Sunday passenger train service on June 23th they are carrying a large number of passengers.

H.T. Bowman had a pet dog run over by the O&NY express last week.

FARMER KILLED BY NEW YORK CENTRAL RY TRAIN

Samuel Elliot of Edwards Meets His Death at Russell Road Crossing.

Samuel Elliott, 60 years of age, a well known farmer of Metcalfe, died in a city hospital last evening as a result of injuries received by being run into by the New York Central passenger train which leaves Central station, Ottawa, at 2:45, while he was driving a rig on his way home from the city. Two valuable horses which were attached to the rig; were also killed. The accident occurred at the level crossing over the C P. R. line at Shepherd and Mores's [sic] yard, on the Russell road, about a mile beyond Hurdman's bridge.

Deceased was terribly injured although not killed instantly. Rogers and Burney's ambulance was called and he was rushed to St Luke's hospital, where he was attended by Dr. Booth. He never regained consciousness, expiring at 6 o'clock, an hour after he was admitted. He received a fractured skull, fractured right arm and fractured ribs on the right side, and severe internal injuries. The body was afterwards taken to Mackenzies undertaking rooms. Dr. W. Saulter, coroner, was notified, and he has decided to hold an inquiry into the death this morning at Mackenzie's morgue. How the accident happened is not clear. It is said that deceased who was driving a load of lumber on his rig; drawn by two horses, heard the train approaching him and whipped up his horses to get across the rails ahead of the train. The train approached too quickly, however, and struck the vehicle squarely, smashing it up, killing the horses and severely injuring the driver. The horses were valued at \$500.

16/11/1916 *Chesterville Record* *New York Central* *Newington*

There were three young and valuable horses killed on the O&NY railway just north of the village recently, and one badly injured. Two belonged to Korah Foster and also the one that was badly injured. The other was a valuable two year old colt belonging to Geo. Wyke which had been sold to W. Moak.

In next issue - the three colts which Korah Foster had killed on the O&NY last week were satisfactorily settled for by the company last week.

T. McAvoy son of John McAvoy of this village, who has been working in the station in this village for the last few years has accepted a position as agent at Black River.

18/01/1917 *Chesterville Record* *New York Central* *Berwick*

Owing to the heavy snow storm on Saturday and Sunday the passenger trains on the O&NY were three hours late on Monday.

08/02/1917 *Chesterville Record* *New York Central* *Newington*

The O&NY express bound to Ottawa on Saturday Feb 3rd passed this station five hours late.

04/05/1917 *Morrisburg Leader* *New York Central* *Cornwall*

Privy Council judgment was given this week in the Municipal Corporation of Cornwall v the Ottawa and New York Railway, the Attorney-General of Ontario intervening. The question left open for appellants to raise was whether a railway bridge described as an international bridge between Canada and the United States is assessable by the municipality so far as it is situated within the Canadian boundary. Dismissing the appeal their lordships agreed with the view of Justice Anglin and Davies that the bridge is a structure on railway lands, and held that it does not make any difference for rating purposes by what title the lands are held so long as in actual use by the company assessed.

18/07/1918 *Winchester Press* *New York Central* *Edwards*

Mr. Harvey Latimer met with a painful accident at Edwards on Saturday morning last. He was unloading feed from a car at Edwards station when a train passed frightening his horses. He tried to hold them by their heads and was crushed between the waggon and car. One bone in his sholder was broken and he received a severe shaking up and some bruises. His many feirnds gere hope for a speedy recovery.

18/04/1919 *Eastern Ontario Review* *New York Central* *Russell*

The Ottawa Dairy Co. has bought two acres of land adjoining the railway station at Russell and will build a factory there for making powdered milk, butter and ice cream. The plant will cost about \$60,000. An ice house has already been erected and filled with ice.

15/05/1919 *Chesterville Record* *New York Central* *Berwick*

On Friday morning last the Berwick O&NY section men were going to their work towards Crysler in their hand car at seven o'clock, opposite the outskirts of the village they found the dead body of a female infant lying across the rail. Owing to the early hour of the last train it is unlikely to have been thrown from a train and as there were no marks on the body it is believed to have been carefully placed on the rail in the hope that a train would pass over it before being found. It is hoped that the authorities will prove successful in locating the guilty party.

22/10/1919 *Ottawa Journal* *New York Central* *Ottawa Union*

Deraiment of Engine

The cause of the derailment of the rear truck of the engine tender and the leading truck of the baggage car of New York Central train no 21 in the Central Station yards a few minutes after its departure for Cornwall and Moira, N.Y., at 8.24 yesterday morning, still remains a mystery.

A statement as to the cause of the accident which occurred almost beneath the Laurier avenue bridge and delayed the departure of a number of trains for a few minutes, will in all likelihood be made upon the return to the city of Mr. Lamplough the local superintendent of the Grand trunk Railway on whose tracks the derailment took place.

22/01/1920 *Chesterville Record* *New York Central* *Berwick*

The trains on the O&NY have been five hours late this week, some days getting in at 4 o'clock in he afternoon instead of 10 o'clock in the morning. It reminds us of winter.

21/09/1920 *Ottawa Citizen* *New York Central* *Russell*

Russell Fair

A special train will leave Central station on Wednesday, Sept. 22nd, at 1 p.m., stnsdard time, for Russell, returning leaving Russell at 6.30 p.m.

09/12/1920 *Chesterville Record* *New York Central* *Crysler*

As a result of the death of Mr. J.A.M. McQuaig, superintendent of the NYC Railroad for many years which occurred in Ottawa on November 20th, all employees of the road were called to attend a solemn funeral service at his late residence on Monday evening November 22nd at 7.30 o'clock. A special train left Ottawa the same evening conveying the men to their respective posts along the line to Tupper Lake. A man of sterling worth has passed away.

12/01/1922 *Winchester Press* *New York Central* *Embrun*

The New York Central Railway are erecting a new bridge over the Castor River at Embrun [sic], to replace the present structure which is considered unsafe. The report is current that the Railway Company intend placing a through train between Ottawa and New York during the coming summer.

03/02/1922 *Eastern Ontario Review* *New York Central* *Embrun*

The New York Central Railway is erecting a new bridge over the Castor river at Embrun, to replace the present one which is considered unsafe. The report is current that the railway company intend placing a through train between Ottawa and New York during the coming summer.

Following her father along the railroad tracks where he left for the pasture to bring the cows in, two-year-old Dorothy Boland was instantly killed when she was struck by an eastbound passenger train near Russell, on Thursday of last week. The child was walking close to the tracks, and as one of the coaches passed her, the step struck her about the neck. Her head was completely severed.

A Terrible Accident

The account of the accident at Russell in the afternoon of May 30th, in which little Dorothy Boland lost her life, published in several newspapers, was incorrect and somewhat exaggerated. Dorothy had not followed her father for the cows as was reported. Had she done so all would have been well, as he went in the opposite direction from the railroad. She had not been allowed to accompany him when he worked over the railroad track and had not been near the track since last summer. She had been riding with him on the machinery all spring and had been on the cultivator with him for the day of the accident. When he left for the cows she was playing in a shed near the house. Her mother who was caring for a baby brother 17 days old, supposed she was with her father, and did not hear the train whistle as usual in the cut North of the house. But so great had been her fear of what might happen, that when the train stopped and backed up both father and mother felt instinctively what was wrong and ran to the spot as quickly as possible. She was on the opposite side of the track and a neighbour boy seeing her walk up the ditch towards the train ran as fast as he could but was too late. When the step of the coach struck her it did not sever the head completely (as was reported) but tore off the race [sic] from the forehead down. Her father carried her home and then fainted away. Kind friends and neighbours soon came to their site [sic] to help them and to do what they could for them. Little Dorothy would have been 3 years old in July. She was a beautiful and active child, who by her cunning ways and baby speeches had enthroned herself in the hearts of all who knew her. Her heart-broken parents need every sympathy, for while words of sympathy cannot bring her back, they may help to soften the keen edge of their suffering. Mrs. Boland must still be remembered by many in Cornwall, where as Miss Laura Adams of Finch, she graduated from the Cornwall High School afterwards teaching there in the Public School and also at Cornwall Center. - Sstandard

Fire completely destroyed the New York Central station at Cornwall Junction Sunday morning, the flames breaking out through an unknown cause shortly before 11 o'clock. The building was of frame construction. Eastbound traffic over the Canadian national Railway was held up for two hours,

The station at Cornwall Junction where the O. & N.Y. Railway crosses the C.N.R. was completely destroyed by fire on Sunday last.

Following is from the Russel [sic] Leader of 16th Oct. Dr. Macdougall will never be nearer death and escape than he was yesterday morning when his Ford coupe was struck by the engine on the way freight. He was driving north from Menard's Corner and was thinking deeply as he neared the track and didn't see the train approaching. Just as the front wheels were at the first rail he saw to his horror the train coming about 40 ft. away. He had no time to jump, but he turned the car sideways and was hit on the left side of the hood, breaking the fender, radiator and bending the axle nearly double. The car was not upset nor was any of the glass in the body of the coupe broken.

Same wording in the Chesterville Leader 23 October but Russell is spelt correctly.

Every Precaution Is Being Taken Protect Big Gold Shipments

Heavily Armed Guard of New York Central, Mounties and City Police on Hand When Seven Millions Worth of Bullion Despatched to J. P. Morgan and Co.

FIFTY MILLIONS TO BE SENT OVER LINE

Utmost Secrecy Taken at This End to Prevent News Going Ahead to Gotham.

While bandits are daily making bigger and bigger hauls in the most barefaced fashion in New York and other large American centers, \$7,000,000 in gold bars was taken through the streets of Ottawa on Monday, loaded aboard a New York Central train and shipped to New York.

The money was from the Finance Department, consigned to J. P. Morgan and Company, New York.

That guardians of the golden hoard were not without apprehension of an attack was evident from the close way in which the bullion was guarded.

Eight operatives of the New York Central Railway police, literally armed to the teeth with riot guns, sawed off shotguns and automatic revolvers, were on hand to guard the gold on its journey and a convoy of officer of the Royal Canadian Mounted Police, together with Ottawa city detectives, were in the offing at all time during the transporting of the gold from the Finance Department.

The gold, which is understood to be the first of a series of shipments to total \$50,000,000 being shipped to New York in connection with refunding operation incidental to the taking up of maturing government loans, was taken from the vault in the East Block yesterday morning, packed in heavy boxes, triply padlocked.

Boxes Too Heavy To Lift

Too heavy for men to lift, the boxes were skidded onto trucks and taken to the station, the heavily armed convoy of officers accompanying it all the way.

At the East Block and at the station the bars were taken out of the boxes and checked.

Two special coaches were on hand to receive the shipment and it was loaded into four specially constructed bullion vaults in the coaches, which are so made to provide living quarters for the guardians in the same car.

At 4.25 p.m. the train left for New York via Tupper Lake and. Utica.

Local police, while etating that precautions in such cases are undoubtedly necessary, say it would be impossible for anything short of a fully equipped regiment of men to have made a getaway with any of the gold if they did get it.

The bars weigh about 15 to 20 pounds each, according to rough estimates, and the boxes in which they are packed. are estimated to weigh around 600 or 700 pounds.

What the guardians of the treasure were particularly anxious about was that no news of the shipment should reach New York ahead of the train, as that would be the most likely place for a serious attack if any was to be attempted.

In New York, with heavy and speedy trucks and an unlimited number of bandits on hand, robbers might conceivably make. a raid on a large scale, seize the gold, load it into trucks and by scattering in different directions get away with it, although their eventual capture would be absolutely certain, according to on of the New York Central operatives.

The railway coaches in which the gold was loaded are of steel, bullet proof construction and are provided with loopholes through which the gold guardlans could ward off any attack made during the journey.

At the New York end, the trsm wa met by armored cars, each provided with a big staff of trained riflemen, and carried to the depository of the Morgan company.

SAFETY FIRST DISPLAY OF NEW YORK CENTRAL

Movies Aid Campaign for Safer Level Crossings.

In connection with the special drive to reduce - the frequency of accidents at railroad crossings which begins tomorrow under the auspices of the safety section of the American Railway Association and is to continue until October 1st. two special cars of the New York Central Railway arrived in Ottawa today and are giving four displays. Two of these were given this morning at 10.30 and 12 noon, and the others are scheduled for 4.30 and 8.30. The cars are in charge of Mr. Roy Newcomb, general safety agent, and a number of motion pictures are being shown. One of the pictures is called "Gambling With Death." Employees of the road are taking advantage of the opportunity and there is a steady stream of visitors to the cars.

08/07/1926 *Winchester Press**New York Central**Cornwall Junction*

Mr. W.B. Lawson, of Chesterville, is laid up with a broken collar bone sustained when hurrying to catch the train at the O.N.Y. Station at Cornwall when he fell off the running board of a taxi, breaking his collar bone and receiving many cuts and bruises and a severe shaking up a week ago Friday

17/07/1926 *Ottawa Journal**New York Central**radio*

Picture

Employees of the New York Central railroad are shown installing the antennae on the top of the caboose of a freight train in New York yards, preparatory to testing a new method of signalling by radio. The experiment was very successful, the conductor and engineer carrying on an uninterrupted conversation while a mile apart.

08/09/1926 *Ottawa Journal**New York Central**Cornwall*

Cornwall Sept 7. Mrs. Daniel Walmsley, of Massena, NY, who, with her husband, had been visiting for a few days with their daughter, Mrs. E.S. Carpenter, Cornwall, expired suddenly in the waiting room of the New York and Ottawa Railway station here today while waiting for the train from Ottawa to convey her home. More.

20/11/1926 *Ottawa Journal**New York Central**Hurdman*

Pranks of boys caused engine to leave rails On Sunday last boys placed obstructions on tracks of CNR & NYC at Hurdman. Early Monday a NYC engine the first to pass over one of the yard lines, struck a switch "at half cock", in the parlance of the railroad men, and was derailed, resulting in serious interference with traffic, considerably damaging the locomotive, as well as giving the engineer and fireman a narrow escape.

20/08/1927 *Ottawa Citizen**New York Central**Ottawa*

THIEVES WRECK COMBINATIONS ON THE TWO SAFES

Unsuccessful Effort to Break into Strong Boxes at Freight Office of New York Central Railway.

ATTEMPT ON MANAGER'S OFFICE ALSO FAILURE

Amateur Yeggmen Apparently Made Nerve Effort at Robbery.

Nerve but apparently amateur yeggmen some time last night tried unsuccessfully to break into two safes in the freight offices of the New York Central Railway Company at the Junction of Nicholas street and Henderson avenue.

All they succeeded in accomplishing was the wreck of the combinations on both safes, the dials being broken, so that it was impossible to open the safes this morning until mechanics from the firm of Thornton and Truman got to work.

An attempt was made to get into the private office of Mr. D. J. Bourgeau, the general manager of the company, but this was also unsuccessful.

Add thieves

The safebreakers, at least one of them, hurt himself, as a first aid kit, always kept by the company in the office, was opened, and its contents strewn all along the counter, while there were bloodstains on it and on the washboard in the lavatory.

Imprints of these finger prints have been taken, and will be used to compare with any suspects who may be gathered in from time to time by Inspector Joliat's men.

The attempt to rifle the safes, which are situated one on each floor of the freight offices, was discovered this morning when one of the trainmen, Mr. Crandall, entered the office and saw the knob of the combination dial lying on the floor near the safe downstairs. The alarm was given and another clerk, Mr. Stuart Shore, on running upstairs found the safe on that floor in a similar condition.

The police were notified and Detectives Downey and Fox, who responded, after examining the damaged safes, which were still locked, expressed the opinion that the same individuals suspected of having entered the Like of the Woods Milling Company's office were responsible for the present attempt on the New York Central offices.

Skeleton Key Used.

Mr. Bourgeau stated the offices were locked at six o'clock last evening as usual, and all doors and windows were in the same condition this morning. so it is surmised entrance to the building was via a skeleton key on the lock of the main door.

If the yeggmen had succeeded in getting into the safe their efforts would have been rewarded by a few dollars, as Mr. Bourgeau states his cashier is instructed to make bank remittances as regularly as possible, and very little cash is kept in the office.

08/09/1927 *Cornwall Freeholder**New York Central**Cornwall*

Board of Trade Meeting

Level Crossing at New York Central Railway Tracks:

Mr. John A. Chisholm said that he had heard that the road leading up the West Front to the New York Central Railway station would be paved. He thought that the O&NY railway crossing on the West Front Road was not only out of date but dangerous and that sooner or later a subway would have to be built and that it would be better, if this were so, to build a subway before costly permanent road was laid down.

After discussion, it was moved by Mr. Chisholm, seconded by H.W. Snetsinger that the President appoint a committee to look into the matter and urge that a suitable subway be constructed underneath the New York Central Railway tracks where they cross the Provincial Highway west of Cornwall.

The President (Arthur Chevrier) appointed the following committee to look into the matter: John A. Chisholm, H.W. Snetsinger, H. Phillips and G.E. Brennan.

20/10/1927 *Cornwall Freeholder**New York Central**Cornwall*

The New York Central will have their newly made safety cars visiting the station here to promote the safe passage of driving automobiles at railway crossings next Monday of October 24. These cars are to travel up the railway to Ottawa and return to the United States next week. It would be of interest to Cornwall citizens to visit this demonstration with the progress of talks for the bridge crossing giving access to automobiles going so well.

30/12/1927 *Ottawa Citizen**New York Central**Embrun*

Embrun RESIDENT IS INNOCENT TRICK VICTIM

The frolicsome lads of Embrun played an innocent trick on one of their good burghers the other day. Having got too full of Christmas cheer to be responsible, he became noisy. The boys put a cap on his head, hid his hat, placed an Ottawa ticket in his hands, and put him on the N.Y.C. train.

He arrived in the city on time, and being partially recovered from his bibulous state, started searching for his hat. Station officials looked after him, and sent him back home on the 4.25 p.m., where it is reported he has since regained his faculties and his hat.

Another gentleman of no fixed ideas, intentions, or destination, meandered into the station today. He was given a chair to moon in, and he sat there, gazing into space. The station attendants wound his watch and he will at least know the time when he comes to, which it is expected will be about sundown tonight.

Fatally injured when car struck by freight train.

Arthur Boucher of Cambridge, Ont., meets death near Finch and wife suffers serious wounds

Finch. When the auto in which they were driving over a New York - Ottawa railway crossing at St. Albert station, ten miles north of Finch, was struck by a northbound freight train, Arthur Boucher of Cambridge, Ont., was fatally injured and his wife, seriously. Mr. Boucher passed away a few hours following the accident. Mrs. Boucher's injuries are not considered critical.

It was about 1.30 o'clock this afternoon that the accident happened. Mr. and Mrs. Boucher had made purchases at a general store close to the crossing and starting away from the shop drove onto the crossing without apparently noticing the approach of the train bound for Ottawa. The locomotive caught the car broadside and hurled it some 40 feet. Both occupants were thrown from the car. The two victims were given first aid by the train crew and medical attention was given by Dr. J. Gomerley of Crysler. Following Mr. Boucher's death, Coroner Martin Powers, M.D., of Rockland, was notified and travelled to St. Albert, where an inquest was opened. An adjournment was made until next week.

05/12/1929 *Winchester Press**New York Central**St. Albert*

Another Fatality At Level Crossing

When the automobile in which they were driving was struck by a freight train at a level crossing at St. Albert Station, 10 miles north of Finch, on Thursday, last week, Arthur Foucher of Cambridge, Ont., was fatally injured and died at 9.30 that night and his wife was badly cut about the head and suffered from shock. They were directly on the track before Mr. Foucher appeared to see the train approaching and too late to avoid the crash.

10/12/1929 *Ottawa Citizen**New York Central**St. Albert*

Accident may follow against railway

N.Y.C. held responsible for man's death by coroner's jury.

Hawkesbury: That the N.Y.C. Railway was held involuntarily responsible due to the negligence of employees, was the substance of the verdict rendered on Saturday by a jury investigating the death of Arthur Foucher [sic]. It is understood that a civil action will be taken by the family of the deceased against the railway.

The accident in which Mr. Foucher lost his life happened at St. Albert station near Finch, on Thursday, Nov. 28th last. The automobile in which he and his wife were riding was struck by the engine of a N.Y.C. freight and Mr. Foucher was thrown some 81 feet. He died about four hours later.

The evidence given at the inquest which was conducted by Dr. Martin Powers of Rockland was very conflicting, especially the point as to whether the bell or whistle of the engine was sounded.

The family of Mr. Foucher has gone so far in the civil action as to retain Mr. Marion of Rockland to represent them, while it is understood that Mr. Scott will act for the railway.

22/10/1930 *Ottawa Journal**New York Central**Embrun*

To hold inquest into man's death

Dr. D. S. Macdougall coroner for Russell County is holding an inquest at Embrun this afternoon to investigate the death of Alan Seely farmer living between Cannamore and Embrun who was instantly killed when the car he was driving yesterday morning was struck by the New York Central train at a grade crossing just below Embrun.

The Coroner stated that Seely apparently was at fault as he was driving in the path of the oncoming train and that if he had been looking he would have noticed the train.

Louis Beaudoin, a farmer living in the Embrun district and the train crew will give evidence at the inquest.

Note Embrun spelled incorrectly all through

23/10/1930 *Ottawa Journal**New York Central**Embrun*

FARMER'S DEATH WAS ACCIDENTAL

After deliberating for about 15 minutes yesterday afternoon, a coroner's jury at Embrun, presided over by Dr D. S. Macdougall, returned a verdict of accidental death in connection with Allan Seely, a farmer living between Cannamore and Embrun, who was instantly killed when the car he was driving Tuesday morning was struck by the New York Central train at a grade crossing just below Embrun.

"That the death was caused by a collision on the right of way without any blame attaching to the railway company." was the finding.

Evidence in connection with the fatality was given by an eye-witness. Louis Beaudoin, a farmer living in the district and the engineer, who claimed that he blew the whistle 150 feet from the crossing.

12/02/1931 *Winchester Press**New York Central**Cornwall*

Cornwall Man Disappeared It is now thought that Percy R. Fawthrop, manager of the Fawthrop brothers' store at Cornwall, who left his home Monday morning at 8 o'clock and has not been seen since, fell into the St. Lawrence river from the center span of the N.Y.C. railway bridge. Footprints leading to the bridge were investigated.

12/03/1931 *Winchester Press**New York Central*

Bessins were closed all day Monday because of the heavy storm. Hy, was spending the week-end in the city and was unable to return to Winchester, when the New York Central train leaving Ottawa at 7.55 a.m. was forced to return at 12.30 after it was unable to penetrate a drift only six miles from Ottawa.

19/11/1931 *Winchester Press**New York Central**Cornwall*

Negotiations are under way with the Federal Toll Bridge Company and it is quite probable that the New York central Railway bridge will be planked for vehicular traffic and ready for next year, was the announcement made at the meeting of the Cornwall Board of Trade, held in the Council Chambers, Town Hall, on Thursday says the Cornwall Standard.

10/12/1931 *Winchester Press**New York Central**Cornwall*

Providing the citizens of Cornwall will subscribe 25 per cent of the required capital, the Cornwall-Massena International Bridge Company will proceed next spring to convert the New York Central Railway bridge there into a vehicular traffic bridge linking main highways of the United States and Canada. Little difficulty is anticipated in raising \$35,000, the amount required in Cornwall, and it is probable that the bridge will be opened for traffic by July 1, 1932.

Sent as lumber on notepaper fictitious firm.

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False billing of a car to obtain shipment of beer to the United States.

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told of beer being shipped by boat or train to Cornwall and being ferried across the river, the charge for the ferry being one dollar per case.

--

all was loaded in a railway car in broad daylight, and was covered with lumber. the car was billed as lumber from a fictitious firm for which stationery was printed and to a fictitious firm in New York

--

Tell How Letter Diverted Beer Car To Montreal Yard
Instruction to Railroad Given on Fake Letter Head - Low Case Ends Today

How officials of the New York Central Railroad, acting on instructions in a letter on stationery printed in the name of a firm which a witness swore did not exist, diverted a freight car, supposed to contain lumber, but which customs officials said was laden with beer, from its route to the United States was told in a Police Court yesterday afternoon at the hearing of a charge of false billing laid against Harry Low, of Windsor.

"Harry Low told me he sent a letter to G.C. Hamilton, freight and passenger traffic agent for the New York Central at Ottawa, on the letterhead of the Fraser and Smith Lumber Company, telling him to divert the freight car at Finch and head it for Mile End Station, Montreal," swore George M. Downey, of Cornwall, who gave important evidence the first day of the hearing.

Mr. Downey, detailing his story, asserted that Mr. Low told him, after he had warned the Windsor man to have the car stopped as it was dangerous to "run" it across the border at that time, that since the railroad would not divert the car without written instructions, he had sent a letter to Mr. Hamilton on the Fraser and Smith letterhead by special messenger.

Evidence of other witnesses showed that freight car No. 199390 was diverted at Finch and subsequently reached Montreal West sorting yards, where it was examined by customs and railway investigators, who said they found 570 dozen bottles of beer hidden under a quantity of lumber. The car was placed under seizure and the beer held in bond at Mile End, they testified.

The name of David Mirsky, of Ottawa, charged with aiding and assisting Mr. Low, and whose hearing will follow this one, was heard twice in court yesterday.

Evidence of Augustus Dunne, freight biller at the Canadian Pacific Railway Broad street station, that he recognized the voice of David Mirsky as that of a man he was talking with over the telephone in regard to way bills, was ruled out by Magistrate Glenn E. Strike upon the protest of Royden A. Hughes, counsel for the defence.

Morris Zagerman, Wellington street lumber dealer, testified that in September about \$100 worth of lumber was taken from his Bayview road yard in trucks and was charged to the Pure Spring Company. Asked who guaranteed payment, Mr. Zagerman said he telephoned Mr. Mirsky, who satisfied him the lumber would be paid for.

Detailed evidence of how car No. 199390 was loaded with two loads of beer, one from Cornwall and the other from Hull, totalling 570 dozen bottles, and how the car eventually was seized in Montreal and the contents were discovered, was given at the morning session.

Twenty-six witnesses have now been heard and about half a dozen have still to be called. The case will probably conclude today. Crown Attorney J.A. Ritchie, K.C., is prosecuting the case, which was instituted through charges laid by James E. Knox, special customs excise officer, and Royden A. Hughes is defending.

Miss Stella Kates, clerk in the Broad street freight office, testifying in the afternoon, said she made out a transfer order, or switching ticket, for a man she did not know but who had shipping bills. He had no customs papers, she said, because they would be sent to the New York Central Railroad.

Charles W. Allen, car service clerk, said that after a biller told him he did not know who the shipper, the Fraser and Smith Lumber Company, was, he broke the seal, but afterwards had the car re-sealed by Mr. Weary.

"What was in the car, so far as you could see?" asked Mr. Ritchie.

"Lumber."

Evidence was then given by G.C. Hamilton, freight and passenger traffic agent for the New York Central Railroad, Ottawa. He remembered a man calling his office regarding the shipment of a car load of lumber to New York.

"What did you do?"

"I wired the New York head office to see if they could make delivery down there."

"And what did they reply?"

Could Not Find Address.

"That they could not, because they could not find the address given."

"Did you know the man who called?"

"No."

"Would you know him again if you saw him?"

"I hardly think so. He was only in the office a few minutes."

Mr. Hamilton produced a document he said was delivered to him by a messenger. As a result of the receipt of this document, he ordered car No. 199390 diverted at Finch. The document was a letter from Fraser and Smith, Limited, requesting the railroad to divert C.P. car No. 199390, destined for Mark and Son, Company, New York, and head it for Mile End Station, Montreal.

Mr. Hughes protested strongly against the submission of the letter as an exhibit, saying that it was sufficient for the witness to testify that as a result of certain information he had received, he had ordered the car diverted. Magistrate Strike overruled the objection and the letter was filed. Mr. Hughes then objected to the filing of a copy of a telegram to the N.Y.C.R.R. agent at Finch instructing him to divert car No. 199390. The Magistrate allowed entry of the copy.

Charles Jack, joint agent for the C.P.R. and N.Y.C.R.R. at Finch, said that on September 12 he received a telegram directing him to divert car No. 199390 and head it for Mile End station. The car was diverted according to instructions, he said.

George M. Downey, who testified the first day of the hearing, asked if he had written the letter to Mr. Hamilton, said he had never seen it before, "Harry Low told me he had sent a letter by messenger to the New York Central Railroad agent at Ottawa, telling him to divert the car at Finch," he said.

When was that?"

"The day he came down from Ottawa."

"After you advised him to have the car stopped?"

"Yes."

Mr. Hughes asked that the magistrate note his objection to the evidence, pointing out that Mr. Downey had been in court all day and had heard the evidence of Mr. Hamilton.

Wanted Written Directions.

Cross-examined by Mr. Hughes, Mr. Downey said he had some communications with the New York Central at Ottawa and they would not divert the car without written direction from the Fraser and Smith Lumber Company.

Harry Low told me he wrote the letter to Mr. Hamilton himself, signed it, and had a messenger agency deliver it," he concluded.

Daniel Joseph Bergeron, 661 Cumberland street, freight agent for the N.Y.C.R.R. here, called next, described the receipt of car No. 199390 from the C.P.R. for routing over N.Y.C. lines.

James E. Knox, who laid the charge against Mr. Low; J.C. McCann, customs excise agent, and R.W. Haff, chemist for the Department of National Defence, gave evidence of the analysis of two bottles of beer taken from a case found in car No. 199390.

Mr. Ritchie called Morris Zagerman, lumber and supply merchant, 534 Wellington street, to the stand.

Do you know the Pure Spring Company?

"Yes."

"Have you ever had any lumber dealings with that firm?"

"Not exactly."

"What do you mean by that?"

"Last September, a clerk called me from my Bayview road yard that a man was trying to buy some lumber of a certain length. As a result of the conversation I had with this clerk, I billed the Pure Spring Company for a certain amount of lumber."

"About how much?"

"About \$100 worth."

"What became of the lumber?"

"Some trucks came to the yard and took the lumber away."

"By whom was it taken?"

"I don't know. I wasn't there."

"Do you know it was paid for?"

"Yes. Our records show it was."

"Who did you see in regard to the guarantee of payment?"

"I called Mr. Mirsky and he satisfied me the lumber would be paid for."

Mr. Zagerman was asked to have his bookkeeper attend the morning session with the firm's books to show the records of the transaction.

29/03/1932 Ottawa Citizen New York Central

Big Snow Drifts

Members of the crew of the N Y. Central train from Moira, N.Y., to Ottawa reported snow drifts up to fifteen feet high in the district around Tupper Lake, N.Y.. this morning. The train arrived in the Capital on time, although covered with ice and snow.

David Mirsky Refuses Plea Case Goes On
Charged With Aiding Harry Low in Illegal Shipment
Witnesses Didn't Know The Accused

Mentions of a mysterious "Mr. Bell," so far unidentified, who took a prominent part in the shipping of a truckload of beer from Cornwall to Ottawa and the subsequent loading of 570 dozen bottles of beer and some lumber into a freight car here, was made several times by witnesses this morning at the hearing of David Mirsky, manager of the Pure Spring Company, Limited, on a charge of aiding Harry Low, of Windsor, falsely to bill the freight car, which was intended for the United States.

The defence refused to enter a plea when the charge was read, on the technical objection that no charge existed, contending that the case was not properly adjourned from week to week and therefore was nullified. Magistrate Glenn E. Strike entered a plea of not guilty, and the hearing proceeded.

Low is at liberty on \$3,000 bail, awaiting hearing of his appeal from a sentence of six months' imprisonment at hard labor imposed by Magistrate Strike on the charge of falsely billing the car.

Didn't Know Mirsky.

George M. Downey, of Cornwall, who said he attended to the Cornwall end of a bootlegging business, swore the false records attached to the car were made out in the office of the Pure Spring Company, to which he, Low, Charles F. Gannon, the truck driver, and the mysterious Bell, were admitted by a person he was told was Mirsky's son. He declared he did not know the accused.

Most of the session was spent hearing witnesses repeat the story of the shipment of the beer from Montreal to Ottawa via Cornwall and Hull and the loading of it into a freight car for smuggling into New York state. Twelve witnesses were called by Crown Attorney J.A. Ritchie, K.C., and cross-examined by Royden Hughes, for the defence, assisted by

Concluded on Page 12, Col. 7.

David Mirsky

Continued from Page One.

Dr. Gordon Henderson. The case continued this afternoon.

Telephone Calls.

F.D. Laurie, manager of the Ottawa office of the Bell Telephone Company, was called first to the stand. He produced a slip showing a record of telephone calls from Sherwood 2881 to Cornwall between September 1 and 15. On September 11, the record showed, there was a call from Sherwood 2881 to Cornwall 590.

George M. Downey, of Cornwall, who called himself Harry Low's "right bower" at the latter's hearing last week, was next called to the stand and examined by the Crown Attorney.

"Do you know the accused, David Mirsky?" asked Mr. Ritchie.

"No, I do not."

Downey described meeting Harry Low in Ottawa on September 5 and loading beer into a freight car in the Broad street yard. Lumber, which he helped take from Zagerman's lumber yard, was piled into the car around the beer.

"Who took part in these transactions besides yourself?"

"Low, Gannon and a fellow named Bell."

Downey said that after the car was loaded, the bills were made out in the office of the Pure Spring Company. He was taken there by Harry Low, he said. The persons present were Low, Bell and himself.

"Who admitted you to the office?"

"Mirsky's son."

Downey identified a bill of lading which he said was made out that night, signed by George Harrison for the Fraser & Smith Lumber Company, a fictitious firm, according to his evidence. Bell signed the name Harrison, he asserted.

The piece of envelope on which was written the number of the freight car, and which he later gave to Thorold Gillard, of Cornwall, together with \$300 to bribe a United States customs officer, was part of one belonging to the Pure Spring Company he obtained in the company's office that night, Downey testified.

What is your telephone number in Cornwall?

"590."

Downey said Low telephoned him at that number from Ottawa on September 11, after he had called his chief at Low's father's home in the Capital. As a result of that telephone call on September 11, freight car No. 199390 was diverted, the witness said.

Cross-examined by Royden Hughes, Downey said he saw no one in the Pure Spring office except the person he was told was Mirsky's son.

Truck Driver Called.

Charles F. Gannon, of Cornwall, the truck driver who transported the 110 cases of beer from Cornwall to Ottawa, brought two truck loads of beer from Hull to Ottawa and helped load the beer and lumber into the freight car, was was the next witness.

The 150 cases of beer shipped from Montreal to Cornwall were driven by him to a farm 12 miles west of Cornwall on No. 2 highway, he testified.

"How did you know where to go?" asked Mr. Ritchie.

"They were at the gate."

"Who was at the gate?"

"Mr. Bell."

The driver said that while he was driving the beer to Ottawa, Downey and Bell passed him in an automobile. He met them and Harry Low at the Exhibition Grounds, Bank street. Downey and Bell were with him when the freight car was loaded with the Cornwall beer. When he drove to Hull to get the beer there, Bell accompanied him on the truck, while Low and Downey drove in an automobile.

The four of them also went to a lumber yard, where they got three loads of lumber, which they loaded into the freight car with the beer.

Thomas Brule, of Lemieux-Brule, Limited, Hull, agent for the Frontenac Breweries Limited, Montreal, followed Gannon to the stand. He delivered 175 cases of ale to Harry Low on September 5, Mr. Brule said.

Evidence About Car.

A.M. Acheson, C.P.R. freight agent at the Broad street yard, described the switching of car No. 199390 from the Canadian Pacific to the New York Central tracks. Miss Stella Cates, clerk in the freight office, said she made out the switching way-bill.

A car-sealer, H.G. Weary, said he placed seals numbered 75-978 and 76-043 on car No. 199390.

His superior, Charles W. Allen, car service clerk, said that because the railway did not know the shippers, he examined the car, which apparently contained lumber.

Vane Silmsen, freight agent for the Canada Steamship Lines at Cornwall, said he delivered to Charles F. Gannon 150 cases purporting to be milk products, which had been shipped to Cornwall from Montreal.

G.C. Hamilton, freight and passenger agent for the New York Central Railroad in Ottawa, identified a letter sent to him on stationery of the Fraser and Smith Lumber Company, asking him to divert C.P.R. car No. 199390, en route to New York, to Mile End station, Montreal. On his instructions, the car was diverted at Finch.

Daniel J. Bergeron, N.Y.C. freight agent here, identified the bill of lading and other forms connected with the switching of the car from the C.P.R.

to the N.Y.C.

Charles Jack, joint agent for the two railways at Finch, said he diverted the car according to instructions from Mr. Hamilton in Ottawa.

10/11/1932 *Winchester Press*

New York Central

Cornwall

Will Plank Bridge at Cornwall

Official announcement was made at Cornwall by Mayor Aaron Horowitz that the planking of the international bridges between Cornwall and Messena, N. Y., for vehicular traffic would be commenced on or about first of this year and be completed by June 1st of next year at the very latest. The announcement will be met with the approval of citizens not only of Cornwall and district, but of Massena, N. Y., and district for it is there that the influx of tourists will be most greatly felt. Just what the bridge will mean in actual returns is hard to say, but benefits from the increased number of tourists passing through this section will be great.

The international bridge is just west of Cornwall and there are three spans over which the Ottawa and New York railway trains at present cross the St. Lawrence. The three bridges will be planked in addition to approaches to the bridges and roads across the islands having to be built. This will give work to hundreds of men throughout the winter and will help to relieve unemployment in this city.

19/11/1932 *Ottawa Citizen*

New York Central

Cornwall

Vehicular Span Links Cornwall To Nyando, N.Y.

New Traffic Lane Between Northern New York and Ontario Expected to Be Opened Next Summer.

(Canadian Press) NEW YORK, Nov. 18. A new link between northern New York and Ontario will be opened next summer with the conversion of the New York Central Railroad bridge across the St. Lawrence river between Nyando, NY., and Cornwall, Ont. into a private vehicular and pedestrian toll bridge. It was authoritatively said here today.

Negotiations for the conversion of the bridge have been proceeding quietly for almost two years. They seemed assured of success today when a spokesman for the railroad said the deal would be completed soon with formal leasing of the bridge to a new corporation known as the Cornwall-Northern New York International Bridge Corporation.

If the lease is signed and it was reported the document would be executed by Monday the corporation intends to build automobile and pedestrian walks at once and begin construction of approaches at both ends of the bridge. The tentative date for the opening of the structure to vehicular use is next June.

The railroad will continue to run trains over the bridge. Under the terms of the lease which is for a period of 25 years and six months beginning last July, it would receive a minimum revenue guarantee from the corporation and a percentage of the income from toll receipts.

Midway between the international bridge at Montreal and the vehicular span at Buffalo, the Nyando Cornwall bridge is expected to attract much automobile traffic. Including the approaches, it will be nearly three and one-half miles long.

The pending lease already has been approved by officials of New York state and the province of Ontario, said Charles Paulding, vice-president of the New York Central Railroad.

12/12/1932 *Ottawa Citizen*

New York Central

Cornwall

Cornwall Bridge Tariffs approved.

Said to be one of the highest schedules ever to have been filed in Canada, bridge tolls have been approved by the Board of Railway Commissioners for the international bridge over the St. Lawrence river from Cornwall, Ont. to Nyando, N.Y. The tariffs range from ten cents to \$15.

Originally constructed about 1900 as a railway bridge, alterations have lately been under way to make it a crossing for vehicles and pedestrians as well. In representations before Parliament, it was stated that the alterations would cost in the vicinity of \$150,000. It is expected that the bridge will be opened for traffic in the very near future.

26/04/1933 *Ottawa Citizen*

New York Central

Northfield man is killed in trying to board freight.

Believed to have lost his hold on a New York Central freight train which he attempted to board two miles south of Ottawa at 8.30 this morning, McDonald Fraser, aged about 30 years, son of Mr. and Mrs. A.D. Fraser, Northfield, Ont., received a fractured skull and a fractured leg and died later from his injuries.

He was taken to the Ottawa General Hospital, Water street, where the end came shortly before 2 o'clock.

Dr. R.M. Cairne, coroner, will open an inquest into the accident at the hospital at 6 o'clock today.

A gang of section men witnessed the accident and after picking up the injured man and placing him on a flat car, called the city and county police. Constable Fred Syms of the city force and Constable John Brown, Carleton county force, investigated. The injured man was brought into hospital by a city police car and attended by Dr. R.P. McLaughlin.

Fraser was believed to have been on his way home as the train goes through Northfield. Last Friday he expressed \$50 worth of baggage to Rouyn, and it is thought he intended going to that place to work after he had visited his parents. An envelope containing blank sheets of writing paper and addressed to Mr. and Mrs. A.D. Fraser, Northfield was found in the injured man's pocket.

The section men who saw the accident were Joseph Berube, 151, Augusta street, Ottawa; Robert Wainwright, 121 Main street, Ottawa East; Elborne Campbell, Hawthorne, Ont.; John Whitehorne, 85 Concord street, Ottawa East; Edward Berube, Ramsayville, Ont. and Russell Monohan, Edwards, Ont.

24/11/1933 *Ottawa Citizen*

New York Central

New Cornwall-NY Bridge is inspected

Defer official opening ceremonies until April.

Special to The Citizen.) CORNWALL, Ont., Nov. 23. Following an inspection tour of the project this afternoon, R. D. Starbuck, executive vice-president of the New York Central Railway, and eight other officials of the company, said that they were confident that the new Cornwall and Northern New York international bridge across the St. Lawrence would be a success. The party went over the bridge and were well satisfied with work done so far. Construction is about 75 per cent complete and the bridge should be ready for traffic- early in the new year. Official opening ceremonies will be deferred until April, when it is expected that Franklin Delano Roosevelt, President of the United States, and Hon. R.B. Bennett, Premier of Canada, will be present.

Archbishop Duhamel Blessed The Ottawa And New York Ry.

Blessing Was Given at the Request of Father Forget, P.P. of Embrum, Who Was a Great Supporter of Road. Big Ceremony Was Held At Embrum Station - Excursion Was Run From Ottawa And Intermediate Points

The Ottawa and New York Railway is the only railway in Ontario (perhaps in Canada) which was "blessed" when it was opened.

The blessing came about in this way: From the time that C. B. Hibbard talked of building the line, he had a warm supporter in Rev. Father J. U. Forget of Embrum. Embrum was 15 miles from the C.P.R. Smiths Falls short line at Finch and 10 miles from the Canada Atlantic Railway at Casselman. Embrum was 23 miles from Ottawa and isolated.

Father Forget saw the advantage of a road direct from Embrum to Ottawa and boosted the road strongly in his district.

In due time the road was completed. In July the whistles were heard at Embrum station. A couple of months passed. It then occurred to Father Forget that a road so beneficial to his district should be "blessed" as to its future. He travelled to Ottawa early in September and saw the late Archbishop Duhamel about the matter. The archbishop agreed to go to Embrum and give the archiepiscopal blessing. The date of the blessing was fixed for September 6th at 10 a.m. (1898).

Excursion From Ottawa

On the morning of Sept. 6 an excursion was run from Ottawa and intermediate points and about 500 people went to Embrum to take part in the ceremony. Mr. Charles Hibbard, the president of the road, was among those present.

The archbishop and a number of the clergy from the Basilica here were present in their full robes. A service was held and afterwards the archbishop, in the presence of a very large number of people, sprinkled holy water on the rails at the station and formally blessed the operations of the road.

Father Forget, who is still alive and still parish priest at Embrum, was a very proud man that day. Even after the road was well established. Father Forget kept up his interest in it. Every time he came to Ottawa he called on General Manager Gays,

The Ottawa and New York Railway Added a Spoke to Wheel 1898

How C.B. Hibbard Opened a new Route South of Ottawa

Story of Enterprise of a Vermont Promoter - Country Opened Up Between Ottawa and Cornwall - Names of First officials and Train Crews - Only a Few Left - Promoter Still Alive

The coming of the Ottawa and New York Railway in 1898 was one of the highlights, as it were, of Ottawa history. The Ottawa and New York road added a spoke to the cartwheel of railways which were radiating in all directions from Ottawa, and opened up a wonderfully fertile agricultural country between Ottawa and Cornwall.

The Ottawa and New York was due to the enterprise of C. B. Hibbard a Vermonter by birth, but who came to Ottawa from Minnesota. It will be interesting to know that Mr. Hibbard is still alive and living in Montreal, where he deals in stocks and bonds. Though up in years, he is as vigorous as a man of 50 or 60.

Mr. Hibbard and his proposed railway to Cornwall were first heard of about 1895. For a year or more the project was "in the air" so to speak. The road would have been opened about 1897 but for the fact that while the south section of the bridge over the St. Lawrence at Cornwall was being erected there was a mishap and two spans collapsed. This mishap caused a delay of over a year. So it was not till July, 1898, that traffic began.

Station At The Border Was International One

At this point it should be told that Mr. Hibbard's road was in two sections. The first was from Ottawa to Cornwall Island, to the boundary line. The other was from the boundary line to Tupper Lake, N.Y., where it made connection with the New York Central Railway into New York. The Canadian portion of the road was called the Ottawa and New York Railway and the American section was called the New York and Ottawa Railway. There were Canadian and American charters.

The Hibbard roads were built with purely United States capital. In fact the capital came practically all from New York City.

Bought One Road

Mr. Hibbard's company built the road from Ottawa to Moira, N.Y., a distance of 75 miles. Moira was (and is) just 20 miles south of the International border. To obtain connection with the New York Central, the New York and Ottawa Railway, the Hibbard company, purchased the northern New York road which had run from Moira to Tupper Lake, a distance of 54 miles. The northern New York road had been built in 1885 and was in the hands of the receivers.

Had Big Ambition

At this point it should be told when Mr. Hibbard started his enterprise his ambition had been to purchase the Gatineau Valley and P. P. & J. Railways from H. J. Beemer, with whom he was very friendly. But unfortunately for Mr. Hibbard's plans the C.P.R. got hold of the two roads first. Mr. Hibbard had wanted the two roads as "feeders." In fact, Mr. Hibbard really hoped to extend the P. & P. J. Railway northward from Waltham along the line that Mr. Beemer himself had planned.

Called Usan

The last station between Ottawa and the U.S. border was named by Mr. Hibbard Usan. This station was on Cornwall Island. The station was intended primarily for the convenience of the Cornwall Island Indians. But secondarily Mr. Hibbard wanted the name as an International touch of amity.

The original stations on the Ottawa and New York were Edwards, Russell, Embrum, Crysler, Berwick, Finch, Black River, Cornwall and Usan.

* * *

THE FIRST STAFF The head office of the road was opened in Ottawa in the Carleton Chambers early in 1898, and it has been located there ever since.

The first general manager of the road was H. W. Gays. Mr. Gays was an American and a very capable railroader. He will be recalled as a short stout man of great energy, and genial personality. Mr. Gays died in Ottawa.

George H. Phillips, a Canadian, was the first general passenger and freight agent. He also died here.

H. K. Gays, a relative of the general manager, was assistant to Mr. Phillips. He is alive, in Winnipeg.

G. P. Colpas, an American, was treasurer. He also is dead.

S. F. Beamish, a Canadian, was general superintendent of the road. He is dead.

Only Original Member

Mr. George C. Hamilton was the chief clerk of the passenger department. He came here from Fort Covington, N.Y. Mr. Hamilton is still at the head office here, and is the only member of the original staff left. Mr. Hamilton has had a residence of 35 years here and is well known and liked.

F. J. Balch was another officer, of the passenger department. He came here from Massachusetts. His present location (if alive) is not known.

R. T. Porter from Utica, N.Y., was secretary to the general manager.

Charles Higgerty (our own Charles) was the local freight agent.

Max Goodrich (dead) was the first master mechanic. The shops were here.

On The Trains

The first passenger conductors were James Lyons, W. T. Buckley and Joseph Bombard. The first two are dead. Mr. Bombard is alive and in Ottawa.

The original passenger engineers were E. Sweeney, W. T. Murray and E. J. Leboeuf. The first two are dead. Mr. Leboeuf is alive and running.

The firemen were J. Bucklin Chas. M. Pulling, and A. N. Other, Mr. Bucklin is an engineer now. Mr. Pulling is also alive and running.

Ottawa Ticket Agent

The first ticket agent was Alex Munroe, now well known in connection with the civil social service department. Mr. Munroe was also ticket agent for the Canada Atlantic Railway.

Came in St. L. & O.

When the road first opened it came in for about six months at the old St. Lawrence and Ottawa Railway on Sussex street. It joined the St. L. & O. near Hurdman's Bridge. Finally it came in at the old Canada Atlantic station in the old stone building near Sappers' Bridge.

Mr. Hibbard had thought to get an entrance of his own parallel with Nicholas street, but failed in the project for various reasons.

Ran Many Excursions

When the Ottawa and New York was in its early years it created a great impression. It ran hundreds of excursions for the benefit of the farmers and townspeople. On one occasion in the nineteen hundreds it carried over 3500 people to a Twelfth of July celebration at Cornwall.

A Straight Road.

The road was (and is) a very straight road. Between Hawthorne and Russell there is a run of 18 miles without a curve. The country it traversed was level. Only one bridge had to be built a hundred foot span over the Castor river.

Mr. Hibbard, the promoter of the road, was a polished gentleman, who spoke English and French with equal fluency. He was (and is) of the polished type of the late Sir Wilfrid Laurier.

Now Owned by N.Y.C.

Both the Ottawa and New York, and the New York and Ottawa are now owned by the great New York Central Railway. The N.Y.C. made the

purchases about 25 years ago.

01/12/1933 *Ottawa Citizen*

New York Central

Cornwall

Derailment hurls Cornwall man to death from bridge

Worker drowns in St. Lawrence, One saves self

Joseph Meilleur, Cornwall, able to swim to shore but Adelard Tessier, stunned, is drowned

Another badly injured falling upon the ties

Section car was covering span between Cornwall and New York

Cornwall: One man is dead and another lies in a critical condition at Cornwall General Hospital as a result of derailment of a railway section motor car on the International bridge here this morning.

A triple investigation is being conducted by Ontario provincial police, the New York Central Railway and the Cornwall Northern New York International Bridge Corporation but the cause of the accident has not been determined yet.

The dead man is Adelard Tessier, 59, of Cornwall, who was drowned in the icy waters of the St. Lawrence river. Henry Scott, 54, of Newington, is in hospital with both legs and a wrist fractured and suffering from other injuries. Joseph Meilleur Sr, of 102 William street, Cornwall, is also in hospital, suffering from exposure and shock.

Leaped from rails

Tessier, Scott and Meilleur were members of a gang of 11 New York Central section workers from Cornwall travelling on the motor car from Cornwall to Rooseveltown, N.Y., where they were working today.

They were crossing the south channel span, between Cornwall Island and the New York State mainland, when the car leaped from the rails.

Despite the fact that the machine was travelling slowly, the shock of derailment tossed Tessier and Meilleur from their seats over the side of the bridge. They plunged 40 feet to the water below and disappeared beneath the surface, Meilleur, a powerful swimmer, struck out for shore and battled the strong current for more than 10 minutes before he reached Cornwall Island, 200 feet away. Tessier, stunned by the fall and weighed down by heavy clothing, struggled but briefly before disappearing beneath the surface.

Search for body

A search for the body has not yet been successful. Scott did not go over the side of the bridge but fell between the ties in such a way that he suffered extensive injury. He was taken to Cornwall General hospital at once, where his condition is reported to be most critical. Meilleur is not believed to be in danger unless complications set in. The railway bridge is being converted into an international vehicular bridge and the span on which the accident happened is under construction.

11/01/1934 *Winchester Press*

New York Central

Russell

Serious Fire at Russell Village

The fire spread rapidly from building to building and for a time the station of the New York Central Railway appeared to be doomed. Volunteers working feverishly with snow shovels, spread snow over the roof of the building when embers set it on fire from time to time. Thick black smoke spread over the scene, astwo carloads of coal on a railway siding were ignited and continued to burn furiously throughout the night.

In Morrisburg Leader 12 January 1934

New York Central Railway, damage to roof of station, etc., loss \$500.

New York and Ottawa Road Blessed by Priest

With the near approach of the completion of the New York Central railway bridge, spanning the St. Lawrence at Cornwall, as a vehicular bridge by the Cornwall and Northern International Bridge Company, and the ceremonies in connection with the official opening of the new scenic route linking Canada and the United States at this point, a little history about the bridge will not be amiss at this time, says the Cornwall Standard-Freeholder.

It may not be generally known that the New York and Ottawa railway, which was its original name, is the only railway in Ontario, if not in all Canada, which was blessed when it was opened.

Thus came about in a unique way. From the time that C.B. Hibbard first spoke off building the line, he had a rather enthusiastic supporter in Rev Father J. U. Forget of Embrum, Ont. That town was situated 15 miles from the CPR Smiths Falls short line at Finch and 19 miles from the Canada Atlantic Railway at Casselman, Embrum was 23 miles from Ottawa and was isolated. Father Forget visioned the advantages of a railroad from Embrum to Ottawa and boosted the line strongly in his district.

In due course the road was completed and in July, 1898, the whistles were heard at Embrum station. A couple of months passed and it then occurred to the parish priest that a road so beneficial to that district should be blessed as to its future. He made a special trip to Ottawa and saw the late Archbishop Duhamel and laid the matter before him. The Archbishop agreed that the suggestion of Father Forget was a splendid one and arranged to go to Embrum and impart the blessing, the date of which was fixed for September 6, at 10:00 o'clock a.m.

On the morning of that date an excursion was run out of the capital and about 500 people were carried from Ottawa and intermediate points to witness and take part in the ceremony. Charles B. Hibbard, president of the road, was among those who attended.

The Archbishop and a number of the clergy from the Basilica at Ottawa were present in full robes. A service opened the ceremonies and afterwards the Archbishop, in the presence of a very large number of people, sprinkled holy water on the rails at the depot and formally blessed the future operations of the road.

Father Forget, it is almost needless to say, was a very happy man. Even after the road was well established, Father Forget continued his interest in it and never visited the capital without paying a visit to the officials of the road.

The opening of the "NY&O Railway," as it was known in abbreviated form, and is so called quite frequently to this day, has been a blessing to many communities besides Embrum, even with especial honors. It formed a connecting link with points across the border and provided Cornwall with a short, rapid route to the capital, where before its advent, the trip had to be made via Coteau, Quebec. It also opened up the country between Cornwall and Ottawa.

The construction of the railway was due to the enterprise of C.B. Hibbard, who went to Ottawa from Minnesota. He was born in the state of Vermont. He lives in Montreal at present, where he deals in stocks and bonds, and is still quite active.

He and his new road to Cornwall first came into prominence in 1895. It required a year or more to get the project well advanced and it was expected that operations would have commenced in 1897. But while the south section of the bridge over the St. Lawrence River at Cornwall was in course of erection two spans collapsed and this unfortunate mishap caused some delay, so that it was not until July, 1898, that traffic began.

The road was operated in two sections. The first was from Ottawa through Canadian territory to the boundary line. The other was on United States soil to Tupper Lake, where connections were made with the New York Central Railway, which lead to New York City forming an important route. There were other railroads that this company tried to "buy, such as P.P.&J. railways from H.J. Beemer, but the CPR secured them ahead of Hibbard. In order to give it an international touch of good will, Mr. Hibbard named the last station on the Canadian side of the boundary Uscan. The name was derived from U.S., the initials of the United States, the "Can" coming from the first syllable in Canada, and thus Uscan was placed in the map as a railroad point. The original stations on the O&NY were Edwards, Russell, Embrum, Crysler, Berwick, Finch, Black River, Cornwall and Uscan.

The head office of the road "was opened in the Carleton Chambers early in 1898 and is still located there. The first general manager was H.W. Gays, an American, and considered an able railroad man. He died in Ottawa some years ago.

The first general passenger and freight agent was George H. Phillips, a Canadian. He also passed away in the capital. H.K. Gays, a relative of the first general manager acted as assistant to Mr. Phillips. at present he is a resident of Wirmipeg. G.L. Clopas, an American, was treasurer and S.F. Beamish, a Canadian was general superintendent. Both have been dead for several years.

George C. Hamilton, who was chief clerk of the passenger department, came from Fort Covington. He is the only member of the original staff still in harness at the head office and has been an Ottawa resident for 35 years.

F.J. Balch, who came from Massena, was connected with the passenger department, and R.T. Porter, of Utica, was secretary to the general manager. Charles Higgerty was freight agent at Ottawa. Max Goodrich was the first master mechanic in the Ottawa shops of the road.

Original passenger conductors were James Lyons, W.T. Buckley and Joseph Bombard.

Engineers were E. Sweeney, W.T. Murray and E.J. LeBoeuf. Firemen were J. Bucklin and Charles M. Pulling.

When the road was first opened it entered Ottawa at the old St. Lawrence & Ottawa Railway on Sussex street, joining that road at Hurdman's bridge. Later it went in at the old Canadian Atlantic station.

The Ottawa & New York Railway, in its earlier years, was a popular route for excursionists.

One of the largest parties carried over its rails was to a 12th of July celebration in Cornwall, when over 3,500 people from Ottawa and intermediate points took advantage of the cheap rate. Sunday schools in Cornwall ran excursions to Ottawa almost every summer for a number of years, the points of attraction being the experimental farm and parliament buildings, special arrangements being made to show the visitors through the legislative halls and the grounds of the farm. These trips were well patronized at the low return fare of \$1 for adults and 50 cents for scholars and other children.

The road is a very straight one. Between Hathome and Russell there is a run of 18 miles without a curve. Only one bridge had to be built, a 100 foot span over the Castor River.

Both the O&NY and the NY&O are now owned by the great New York Central railway, which company made the purchase about 25 years ago.

17/05/1934 *Ottawa Citizen**New York Central**Cornwall*

Inquest at Cornwall

Coroner C.J. Hamilton will open an inquest at the court house here at two o'clock Friday afternoon, into the death of Adelard Tessier, New York Central Railway section worker, who was drowned in the St. Lawrence river on December 1 last. Tessier, while riding to work on a section motor car, was thrown into the river when the car was derailed on the south channel bridge. His body was found near the south shore of Cornwall Island 3 1/2 miles below the bridge, last Thursday.

New Bridge Route Opened Thursday With Good Traffic

Highways Over 3 1/2 Mile Scenic Route Are Reported To Be In Excellent Condition; Bridge To Be Open for Business 24 Hours A Day Staff On The Job _

Formal Opening Will Take Place On June 30 When Governor-General of Canada Will Officiate; All Tolls Collected At Canadian End

Dreams of the conversion of the New York Central Railway bridges into a vehicular route

connecting Canada with the United States came true yesterday when the Cornwall-Northern New York International vehicular bridge was opened to traffic. This new route to New York state has been long-awaited by Cornwall citizens and will be welcomed by motorists this week end, when many will take advantage of the opportunity for a week end drive.

Contractors completed this greater part of the finishing touches to the highways yesterday

and everything was in readiness for the official opening at noon. Before then, however, several cars had crossed the new route, but did not escape the toll, for Customs Officer George Gillie was at the Canadian Customs office and collected the first toll charges. George Hirst, Cornwall, was the first Canadian to cross to American soil in his car; and David Dahlstrom, of Buffalo, was the first American to cross with his automobile. After that, the toll men were stationed at their places at the North end of the bridge and during the balance of the day more than 125 cars crossed the route.

Quite a number from Cornwall crossed the bridges and paid their first visit to Rooseveltown,

N. Y., and Massena, N. Y., in their automobiles. The route, which connects Cornwall with

Rooseveltown is 3 1/2 miles in length and the highways across the island are in first class shape. It is a beautiful scenic drive across the two branches of the St. Lawrence as it sweeps around Cornwall Island.

With only a few minor details to be completed, Mayor Horovitz, vice president and local

agent of the bridge corporation, announced today that everyone who crossed via the new route yesterday was very well pleased with the crossing.

Contractors have little more work to do on the roads and approach, but it will in no way interfere with traffic.

From now on, the route will be open for traffic 24 hours a day and the bridge will be

formally opened on June 30, the opening day of Cornwall's Centennial Celebration, by eminent Canadian and American personages.

All tolls are collected at the Canadian end of the bridge. Motorists coming into Canada from

the United States will receive a check upon entering the bridge at Rooseveltown, which is to be surrendered upon payment of toll at the Canadian

end. Those travelling south will pay toll at Cornwall and receive a check which will be taken up as they leave the bridge. All tickets will permit of

return over the bridge with a 24-hour limit without additional toll. The toll collectors will work six hours per day, seven days a week. They are W.J.

Gault, W.R. James, Percy Payette and Milton Mulhem. Vincent A. Taylor will police the bridge.

W.R. Bannerman, of the Brockville Department of National Revenue, is in Cornwall

superintending the customs department work incidental to the vehicular traffic over the bridge. He is instructing the new officers as to their duties and will remain for several days. The customs officers are A.R. Revill and Jean LeBlanc, Cornwall, and A. McDonald, Alexandria.

DEATH WAS ACCIDENTAL.

CORNWALL. Ont., May 18. (Special). Evidence produced at a coroner's inquest, held here this afternoon, revealed the fact that a plank on the westerly rail of the New York Central Railway line resulted in the derailment of a section motor lorry on the south channel bridge spanning the St Lawrence on December 1, last, and the death by drowning of Adelard Tessier, section workman. After deliberating for about a half hour, the jury returned a verdict of death by drowning and cited the cause of the accident as being the plank across the rail, placed there in some manner unknown to them.

Jury Fails to Determine How Plank Came on Rail

Inquest Friday Into Death of Adelard Tessier, New York Central Section Worker, Drowned Last December; Thirteen Witnesses Heard

Evidence produced at a coroner's inquest, held at the Counties' Court House on Friday afternoon, revealed the fact that a plank on the westerly rail of the New York Central railway line resulted in the derailment of a section motor lorry on the south channel bridge spanning the St. Lawrence on December 1 last, and the death by drowning of Adelard Tessier, section workman. Thirteen witnesses were called and gave lengthy evidence.

The inquest was presided over by Coroner C.J. Hamilton, the questions being put by John G. Harkness, K.C.

Jury's Verdict

After deliberating for about an hour, the jury returned the following verdict:

"We find that Adelard Tessier came to his death by drowning on the morning of December 1, 1933 following a derailment of a section motor lorry being operated by employees of the New York Central Railway, and as a result of being hurled into the St. Lawrence River.

"According to the evidence produced, the cause of the derailment of the said lorry was an obstruction in the form of a plank being placed on the west rail of the New York Central Lines crossing the bridge and placed there in some manner unknown to this jury."

Speed Was 4 or 5 Miles

John Liscombe, section foreman and operator of the section car, was the first witness called. He told how the accident happened. The car was travelling about 4 or 5 miles an hour at the time the plank across the track was seen. The witness said he immediately applied the brakes, but the wheels of the car skidded on the creosote covered rails for about 50 feet before the car struck the plank.

The plank referred to was placed on exhibit and witness said one end of it covered the west rail. With the impact, the car was derailed and when the plank split, the car dropped onto the ties and skidded along for about 50 feet before it swerved and came to a stop on the west side of the bridge.

Heard Splash In River

The witness said that as soon as the car stopped, he heard a splash and saw two men in the water, Joseph Meilleur and Adelard Tessier. Henry Scott had been thrown from the car and his legs were caught between the ties. Liscombe said that he and some other men immediately ran off the bridge, down to the river bank and helped Meilleur out of the water. In the meantime, Tessier had been carried downstream and before the men could secure a boat and assist the man, he was seen to disappear below the surface.

"Who was responsible for the plank being on the track?" the coroner asked.

"I believe it was the Standard Engineering Company," the witness replied, "because they were planking the bridges at that time."

A High Wind

Liscombe recollected seeing the plank before, but could not say whether it was lying flat or standing up. He could give no reason for the plank being on the rail except that it might have been shifted there by the strong wind which was blowing at the time.

Lee Dresser, of the Standard Engineering Company, who had charge of the planking of the bridge, was the second witness and testified that on the day previous to the accident, he and his men had quit work at 4:30 in the afternoon.

In answer to Mr. Harkness, Dresser said that the plank in question was used as a scaffold to permit men getting under the floor of the bridge to tighten nuts of bolts, passing through the planking. He last saw the plank lying lengthways across the ties on the most westerly section of the bridge, and could not account for it being across the rail.

"After you quit work that afternoon, two trains crossed the bridge?" Mr. Harkness queried.

"Yes," was the reply.

"Would the wind have moved it onto the rail?"

"I don't think so."

The witness emphasized the fact that he took every precaution to guard against accidents, and just before quitting time had personally inspected the entire bridge and had some blocks from plank ends removed from the track.

40-Foot Plunge

Joseph Meilleur, who appeared none the worse from his 40-foot plunge off the bridge into the icy water of the river, took the witness stand and gave brief evidence. He was of the opinion that before he rolled off the bridge, he struck the ties.

Hugh Omar, another member of the section gang who was on the car at the time, did not see the plank on the rail, but heard one of the men yell, "There's a plank on the rail." The impact threw him to the ties and partially stunned him.

Angus Tessier, nephew of Adelard Tessier, was also on the section car and testified that, at the time, the car was travelling about 5 or 6 miles an hour. He was the first to see the plank on the rail when the car was about 100 feet away from it. He yelled to Mr. Liscombe, who applied the brakes, but they didn't seem to slacken the speed of the car. The witness was thrown from the car and landed between the rails and the centre of the bridge.

Who Found the Body?

Just who found the body will be hard to determine for Jacob Point through an interpreter, claimed he found it. Mrs. Joe Thompson took the stand and said that she found the body close to the shore of Cornwall Island, but was unable to bring it to shore so got her son and Jake Jocko to help her. They secured a piece of wire, but were unable to pull the body to shore. It was then, she claimed, that Jacob Point came along and, with the use of the wire, fastened the body to the shore and notified Cornwall authorities.

Saw Plank on Rail

Angus Bonaparte, of St. Regis crossed the bridge before the accident occurred and testified that he saw the plank across the west side of the bridge. It was very windy at the time and he was running along and had to jump over the plank, which he thought was over the west rail. The wind was moving the plank at the time.

When the Witness was asked why he did not stop and remove the plank from the rail, he answered that he was racing across the bridge with Michael Francis and did not think of stopping.

Michael Francis testified that he did not see the plank at all, as he was on the east side of the bridge during the race.

Other witnesses were Richard Seymour, a worker for the Standard Engineering Company;

Rene Tessier, son of Adelard Tessier, Angus Chubb, and P.L. Barker, Divisional Engineer of the New York Central Railway.

The Jury was composed of the following: W.B. Newton, foreman; Frank Stidwell, E.E.

Marleau, A.E. Lavimodiere, Charles Stafford, A.C. Fetterly, Alex. Eamer, Ed. Parker, M.D. Cline and Ray Neilson

New International Bridge Route Was Long-Awaited Here

Suggestion For Planking of New York Central Railway Bridge Was Made Almost Twenty Years Ago; Dream Realized Today

Linking two great counties, Canada and the United States, and providing a direct connection between traffic arteries of both countries, Roosevelt Highway in the United States and Kings Highway No.2, in Ontario the Cornwall-Northern New York international bridge is the sole bridge route across the border between Niagara Falls and Montreal. The tollway has been in operation since May 17, but the formal opening is taking place tomorrow, when His Excellency, the Governor General of Canada, will perform the official ceremony.

The new bridge comes as the realization of a dream which has long been in the minds of residents of Cornwall and Massena, N.Y. main centres of population on each side of the border. The plan of planking the railway bridge was conceived almost 20 years ago, when a ferry service between Cornwall and Massena was discontinued, leaving local residents with no more convenient means of crossing the St. Lawrence than by scow ferries from Cornwall to St. Regis and from Aultsville to Louisville Landing.

Board of Trade Active

Cornwall Board of Trade took up the matter with railway officials and it was first proposed that the New York Central maintain an engine and a number of flat cars to carry automobiles across the bridge in a half-hour service. This suggestion did not meet with general approval, and the late John A. Chisholm, ex-mayor of Cornwall, is credited with the original proposal that planking be laid over the ties to form a roadway. Mr. Chisholm headed a committee which studied the scheme for a number of years, but little headway was made.

In 1928, the matter was revived by the Board of Trade and, as a result of negotiations with the National Toll Bridge Co., the project advanced to a point where engineers were sent to Cornwall to make a complete survey. This company had initiated an intention of proceeding with actual construction, but the financial upset in 1929 put an end to this;

Company Formed,

Mayor Aaron Horovitz and C.C. Munroe, members of the bridge committee of the Board of Trade, were not content to let the matter drop. They continued negotiations in the face of a series of discouragements and obstacles. Last summer, Mayor Horovitz succeeded in contacting a firm in New York City which was prepared to finance the entire construction and operation of the bridge.

A company was formed for this purpose, under the name of the Cornwall-Northern New York International Bridge Corp, with B.M. Rutledge, New York City, as president; Aaron Horovitz, vice-president, and Edward L. Barry, New York, secretary treasurer.

This company lost no time in carrying out plans and actual construction was begun last September, under the supervision of Alf Hjort, New York City, and Walter Damon, of Pittsburg, Pa. Unusual weather during the autumn placed many difficulties in the way of the contractors, but they carried on doggedly throughout the fall and winter. By the end of April, everything was in shape for the informal opening of the bridge, with the exception of grading and filling of the approaches and the highway across Cornwall Island. By May 17, the roads were in passable condition and the route was opened. Since that time, constant maintenance has resulted in great improvement in the roads, which will be paved during the coming summer.

Built In 1897

Two of the three great bridges spanning the St. Lawrence and Raquette rivers were built in 1897 by the Phoenix Bridge Co., when the New York and Ottawa railway line was put through from Moira, N. Y., to Ottawa, Ontario. Later, this division was taken over by the New York Central Railway, which owns it at the present time.

The Cornwall-Northern New York (Roosevelt) International bridge route is 3 1/2 miles in length from Kings Highway No.2 to Roosevelt Highway in New York State. A wide approach permits traffic to swing from highway to the bridge approach at the Cornwall end; and cars pass through the gates of the main toll houses where the fee is collected.

From the highway to the Cornwall end of the bridge the approach is 1,000 feet in length. The North Channel bridge is 1,600 in length, of which a swing bridge is located at the north end of the bridge and permits ships to pass up and down Cornwall Canal.

The road across Cornwall Island is 1 1/2 miles in length, and the South Channel bridge is 1,232 feet long. Three-fifths of a mile south of the South Channel bridge is the Raquette River bridge, 380 feet long, which is a half-mile from the Roosevelt Highway. The Canadian Customs and Immigration offices are located on Cornwall Island, 1,000 feet north of the South Channel bridge, while the United States customs station is 700 feet south of the bridge.

The Scenic Route

A trip over the bridge route is most enjoyable, and the owners have described it fittingly in their slogan, "The Scenic Route." A marvellous view of the St. Lawrence river is available from the north bridge, and one sees a large portion of the city from that vantage point. In crossing Cornwall Island, one passes through the Cornwall Island Indian Reservation, home of a large number of Indians of the Iroquois tribe. The South Channel bridge provides an unique view of one of the most beautiful sections of the St. Lawrence River, with many islands and the great Longue Sault Rapids in the distance.

The Raquette River bridge, built during the past winter, is unique. The builders claim that the bridge, 380 feet in length, is the longest all electrically-welded bridge in the world. Not a single bolt or rivet was used in its construction, except those in the railings.

Opens New Areas

The new route opens up to residents of nearby sections of Canada and the United States many scenic paradises which have hitherto been inaccessible to them. Cornwall residents find much pleasure in motor drives through the Adirondack Mountains, and in visiting Massena, Malone, Watertown, Saranac Lake, Syracuse and a host of other centres within a 100-mile radius. On the other hand, those living in Northern New York State cross the bridge to visit the beauty spots of the

Laurentian Mountains, the Thousand Islands, the Gatineau Hills, Rideau Lakes and the lovely rural districts in the United Counties. The bridge also affords a direct route for those travelling to Montreal, Ottawa, Kingston, Brockville, Toronto and other centres on this side of the line, and New York City, Philadelphia, Rochester, Atlantic City and other cities of the United States.

Staff of 22

Employment is given to 22 persons in the operation and maintenance of the international route. The manager is V.W. Arneith, while H. Walter Damon is in charge of construction and maintenance. The toll collectors at the Cornwall end of the bridge are W.J. Gault, Percy Payette, Milton Mulhern and Welland R. James, while Vicent A. Taylor is in charge of policing the bridges.

Ramsayville man badly hurt when train hits truck.

Vehicle completely demolished as Lynden Campbell carried 300 feet along track.

Lynden Campbell, 35-year-old resident of Ramsayville, was seriously injured at 8.30 this morning and the truck in which he was proceeding to Ottawa was almost completely demolished when the vehicle was struck by the New York Central Railway's gas-electric train at a crossing on the Russell road approximately one and a quarter miles from the city. The truck, with Campbell still wedged in the cab, was carried 310 feet along the right of way.

Rushed to the Civic Hospital in the ambulance of George H. Rogers, Limited, Campbell was found to have received severe injuries to his right hip and other parts of the lower body and is suffering intensely from shock. At noon he was stated to be in a dazed condition and hospital officials said that the full extent of his hurts had not as yet been determined.

Reconstructing the crash from the skid marks on the highway, Campbell, who was alone at the time, apparently failed to either see or hear the train until he was almost on the crossing. He swung the truck to the left towards the ditch but was unable to avoid being struck. After being carried along the track, the heavy machine, laden with empty oil drums, toppled into a deep ditch to the left and Campbell was thrown out to the right. People residing nearby rushed to the scene to render first aid to the injured man and in addition he was attended by a doctor, one of the passengers on the train.

Dangerous crossing.

The crossing at which the crash occurred is a particularly dangerous one due to heavy bushes growing along the north side of the Russell road which obstruct the view of people driving west. Adding to the hazard the railway tracks take a sharp curve some 200 feet from the crossing and it is virtually impossible to see a train until the crossing is reached.

Speaking to The Citizen this morning persons residing in the vicinity stated that near-accidents are numerous there and that only yesterday morning a similar mishap was averted by a slim margin. It was pointed out that the gas-electric train operates so silently very little warning is given of its approach.

The train, which left Union station at 8.25 a.m. was operated by Engineer E.J. Leboeuf, 88 Osgoode street, and was in charge of Conductor George H. Broker. It was bound for Moira, N.Y. The accident was reported to the county police and was investigated by Sergeant Borden Conley.

Henry C. Smith of Ramsayville, owner of the truck, stated that Campbell had been in his employ for more than a year and that he was a particularly careful driver.

02/08/1935 *Ottawa Journal**New York Central**Newington*

The New York Central Railroad station, about 50 feet from the cheese factory, was struck with such force that only a few boards remain of the entire roof and upper walls. Every one of its windows was blown in. A large section of the roof was carried in a complete circle and deposited on top of the cheese factory.

The station is at the extreme east of the village and the cyclone, after roaring across open country and tearing up a few trees seems to have spent itself.

02/08/1935 *Ottawa Citizen**New York Central**Newington*

A gushing, twisting, tornado-like storm struck this village (Newington) of 400 inhabitants at two o'clock this afternoon, leaving in its wake one dead and property damage ranging from \$25,000 to \$35,000.

The New York Central Railway station, about 50 feet from the cheese factory, was practically destroyed. A large section of the roof of the station was carried in a complete circle and dropped on the cheese factory. The station located at the extreme east section of the village was the last spot struck by the twister and the agent, who was in the station at the time, escaped without injury.

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18/09/1935 *Ottawa Citizen**New York Central*

The boards of directors for the Ottawa and New York Railway Company and the St. Lawrence and Adirondack Railway Company were named at the annual meetings of both concerns held here yesterday afternoon. Cuthbert Scott of the local law firm of Ewart, Scott, Kelley Scott and Howard was chairman for both meetings.

Directors of the Ottawa and New York Railway Company named were William L. Scott, Lee A. Kelley and Cuthbert A. Scott, Ottawa; Walter B. Kingsmill and Stanley S. Mills, Toronto; and Frederick W. Vanderbilt, William K. Vanderbilt, Patrick E. Crowley and Frederick E. Williamson of New York.

The St. Lawrence and Adirondack Railway Company board of directors named consists of Frederick W. Vanderbilt, Harold S. Vanderbilt, Patrick E. Crowley, Martin J. Alger, Raymond D. Starbuck, Charles C. Paulding, Frederick E. Williamson and W. Seward Webb.

15/02/1937 *Ottawa Journal**New York Central**Ottawa*

Black blasting powder was used in an attempt to blow open a safe at the yard office of the New York Central Railway, 389 Nicholas street, but though the combination and handle were blown off the thieves were unable to open the door. Other offices in the building were, however, ransacked.

27/12/1937 *Ottawa Journal**New York Central**St. Albert*

St. Albert Man Dragged to Death

A.T. Bourgeois Dashed Against Train by Frightened Horse.

ROCKLAND, Ont., Dec. 26. (Special) When a frightened horse he was holding by the head dragged him to the railway tracks, Azarie Bourgeois, 63, of St. Albert, near Casselman, was killed by a freight train at the St. Albert station yesterday afternoon, Christmas Day.

Constable Harold Dent of Rockland, investigated the mishap. He learned that Mr. Bourgeois had driven to St. Albert station to meet a train. While he was waiting, his horse was frightened by a freight train. He went to the animal's head, but it continued to act badly, and dragged him towards the tracks. Just as the farmer was close to the rails, tugging at the bridle to save it he slipped, and was carried against the freight train. He was killed instantly.

Dr. Martin Powers, of Rockland, chief coroner for the United Counties of Prescott and Russell, is holding an inquest. The date has not been set but it will probably be at Casselman next Wednesday. Mr. Bourgeois is survived by his wife and five children.

23/05/1938 *Cornwall Freeholder**New York Central*

Refers to Victoria Day celebrations on 24 May 1898.

The first train over the New York and Ottawa Railway arrived about 11 o'clock and brought in close to 500 people from Russell and intermediate points. A connection was made at Cornwall Junction and the train came down the Grand Trunk Railway tracks to the depot. It was the first passenger train over the new line.

Was conductor of first N.Y.C. train to Ottawa.

Joseph C. Bombard, aged 75, conductor on the first passenger train over the New York Central Railroad line when it was extended from Moira, N.Y. to Ottawa at the turn of the century, died yesterday at his residence, 655 Cumberland street. He had been in failing health for some time.

Many protests on dropping service Ottawa - St. Helena.

Vigorous protests have been received by the Board of Transport Commissioners from almost the whole area serviced by the Ottawa - St. Lawrence Railway Company on the proposal of the company to abandon its Ottawa - St. Helena, N.Y., passenger service. Application to abandon the service is now being considered by the board.

In fact, the corporation of Ottawa, the county of Carleton and the township of Gloucester are about the only places which did not protest. Protests have been received from the city of Cornwall, the counties of Russell and Stormont (in the case of Russell, A. Goulet, M.P. filed a protest), the village of Finch, the townships of Osgoode, Russell, Cambridge, Finch, Osnabruck and Cornwall.

At present there are four trains a day, two out of and two into Ottawa. the trains leave Ottawa at 7.55 a.m. and 3.50 p.m. and arrive in Ottawa at 10.35 a.m. and 6.30 p.m. The railway company does not intend to abandon its freight service on the line nor its workshops in Ottawa. The railway company had an agreement with the city to maintain its workshops, and as the agreement was not being violated, the city of Ottawa did not protest the application to the board.

A protest, however, was received from the Ottawa Newspaper Subscription Bureau.

The company informed the board that its net loss in the three years, 1935, 1936 and 1937 was \$62,495 for the passenger service, and it was increasing steadily at the rate of about \$4,000 a year.

Permit Railway Company to Reduce Service On Ottawa-Helena Division

Judgment Handed Down by Transport Commission; Cutting off Morning Train From North,

Afternoon Train From South

According to a judgment announced in Ottawa by the Board of Transport Commissioners, through Hugh Wardrope, assistant chief commissioner, the Board has granted the application of the New York Central and the Ottawa and New York railway companies to reduce daily service between Ottawa and Helena, N. Y., from four trains to two trains. Under the judgment, permission has been granted the companies to eliminate from their passenger service train No. 60, leaving Ottawa at 7:55 am. daily, except Sunday, for Helena, N.Y., and train No. 63, leaving Helena at 3:55 p.m. daily, except Sunday, for Ottawa.

The application was heard at Ottawa on January 31 last, with W.L. Scott, K.C., appearing for the railway companies; Lionel Chevrier, KC, MP. for Stormont, acting for the United Counties of Stormont, Dundas and Glengary, and for the Town of Cornwall, and with A. Goulet, M.P. appearing for the County of Russell.

Compromise

Originally, the companies made application for permission to discontinue all passenger service over the line of the Ottawa and New York Central Railway between Ottawa and Helena. Following the filing of the original application, customary notices were sent to the interested parties and because of the many objections filed with the board, the application was temporarily reduced to an application by which two of four passenger trains would be eliminated from the service.

Permission was won to cut the schedule to one train in each direction each day after evidence before the board revealed the line had been operating at a loss since its inception in 1900 and that the deficit was gradually increasing. In his evidence during the hearing, Ernest G. Hawkins, assistant engineer in the office of the vice president, showed losses from passenger operations had been sustained in 1935, 1936, 1937 and the first 11 months of 1938, the losses totalling \$77,404. Total losses in connection with freight traffic were set at \$85,456 for the years 1935, 1936 and 1937. However, no request to be relieved from freight service was included in the original application.

Excerpt From Judgment

In part the judgment read as follows:

"In my opinion there is no doubt as to the fact that there is a substantial and annually increasing loss being suffered by the applicants.

"With regard to the suggestion that the four passenger trains be maintained in service during the winter months, submissions in connection therewith were permitted by the board to be filed during the hearing. Statements showing the consequent effect on revenues and expenses, etc., were filed by the applicants. These were carefully and ably attacked by Mr. Chevrier. Considerable argument by correspondence was placed on file with regard to the correctness of the figures. However, an analysis of these further submissions (based on 1938 figures) would appear to show that in so far as passenger service is concerned, the average losses per month during the winter months come very close to the average per month losses during the open season. So on the whole, I conclude the picture would not be greatly improved.

"From the foregoing, and considering the applicants will still be submitting to a substantial loss on passenger traffic by maintaining one train a day each way, I would grant the application. It is natural and regrettable that some inconvenience will be suffered by those affected, but I have no doubt in my mind that the necessity of maintaining the present service does not outweigh the plight of the applicants."

Verdict On Death of Young Boy at Embrun

A verdict of accidental death was returned yesterday afternoon by a coroner's jury inquiring into the death of two-year-old Romeo Bruyere, son of Mr. and Mrs. Charles Bruyere, of Embrun village.

The infant met death on the morning of September 12 when he was struck by a N.Y.C. locomotive at a private crossing, one mile south of Embrun station. The train was in charge of Engineer Dougall Cameron of Ottawa.

Dr. Martin Power, Rockland coroner, conducted the inquest which took place at 2 p.m. at Embrun station. C. W. A. Marriott, K.C., questioned the following witnesses: Fireman Charles Schultz, Ottawa; C. H. Bruyere, the dead child's father; Dr. A. Delisle of Embrun, and Provincial Constable Perry Harkness who investigated the accident.

Propose Change N.Y. Central Train Service

Board of Control on Thursday was informed that the New York Central Railroad Company was applying to the Board of Transport Commissioners for permission, effective January 1, to discontinue the operation of its trains into Union Station. The information was contained in a letter from Ewart, Scott, Kelley, Scott and Howard, barristers.

The letter stated the company proposed to operate into and out of its present freight station at the southerly end of Nicholas street. Necessary alterations would be made to render the station suitable, for passenger use and arrangements made with the Ottawa Electric Railway Company to divert its Templeton street buses so as to connect with incoming and -outgoing trains,

Declining Business.

The reason for the change was that declining business on the line, which now only ran as far as Helena, N.Y., had entailed a heavy annual loss. Two years ago an application was made for a reduction of train service on the line and this was granted. Despite the reduction the line still was a losing proposition. The one train now operated daily, except Sunday, arrives in Ottawa at 10 30 a.m.. Standard Time and departs at 3.45 p.m. For the privilege of running the trains into and out of Union Station, the New York Central pays the Canadian National Railways a fixed sum of \$900 of which \$800 is for use of the station and \$100 for the ticket office. There also were charges for other services, amounting to about \$250 a month, and all these could be provided at the proposed new station.

Would Reduce Loss.

Additional cost of running the trains in and out of the Union Station was approximately \$16,000 annually, and the excess of expenditure over revenue amounted last year to \$16,730.40. With the proposed change in station the loss would be comparatively small.

The letter asked if the city had any objection or suggestion regarding the change. It was decided to refer the letter to the city solicitor to see if the city had any legal obligations in the matter.

The proposed new station was the terminal for the New York-Ottawa trains years ago. Then after the Union Station was opened, New York Central made an arrangement With the CNJt. to use the new terminal for its passenger trains.

The last paragraph says that the station that will be used was the one that the O&NY originally used in Ottawa - this is not true as they used Sussex Street.

New York Central Seeks Change In Train Operations

The railroad passenger business is not what it used to be, and with train services now reduced to a minimum and with deficits on its Ottawa-New York line occurring year after year, the New York Central Railroad Company now finds itself unable to continue paying some \$16,000 annually for the privilege of operating two trains daily, in and out of Union Station.

Instead of continuing to pay the Canadian National Railways this sum for the use of Union Station, the company, now proposes to rehabilitate its old station at the southerly end of Nicholas street. The O.E.R. has agreed to provide a bus service to the station by diverting its Templeton street buses to meet trains.

Letter to Board.

These facts were brought out at yesterday's meeting of the Board of Control in a letter from the legal firm of Ewart, Scott, Kelley, Scott and Howard, solicitors for the railway company.

The letter pointed out that the New York Central Railroad Company, lessee of the Ottawa and New York Railway, and the Ottawa and New York Railway Company have applied to the Board of Transport Commissioners for permission, effective January 1, 1941, to discontinue the operation of its trains into and out of the Union Station and to operate the trains into and out of their present freight station on, the southerly end of Nicholas street.

"We are instructed to acquaint the Board of Control with this proposal and to ask whether the city has any objection or suggestion with regard to the proposed change," wrote the company's solicitors.

Mayor Stanley Lewis suggested that the letter be referred to F. B. Proctor, K.C., the city solicitor.

Today's Problems.

Just what problems the railroad of today is up against may be gleaned from the letter received by the board, which further pointed out:

"The reason for this proposed change is that the falling business on the Ottawa and New York, which now runs only as far as Helena, has entailed a heavy annual loss for a number of years back, and this has been growing from time to time. In 1938 an application was made, of which the city had notice, for a reduction of train service, which was granted, and now only one train in each direction is run daily except Sunday. Train 61 leaves Helena, N.Y., at 8 a.m. and making all stops en route arrives at Ottawa at 10.30 a.m. Train 62 leaves Ottawa at 3.45 p.m. and making all local stops arrives at Helena, N.Y., at 6.10 p.m. These hours are all, of course, Standard Time.

"For the privilege of running these trains into and out of the Ottawa Union Station, the New York Central now pays the Canadian National Railways a fixed sum of \$900 per month, ie., \$800 for use of the station and \$100 for ticket office plus charges at stated rates, and amounting to about, \$250 per month, for cleaning, heating, lubricating, etc., of cars and for certain other services, all of which could be supplied at the proposed new station.

"The additional cost of running these trains in and out of the Ottawa Union Station is approximately \$16,000 annually, and the excess of expenses over revenue amounted last year to \$16,730.40. so that with the proposed change in station the loss would be comparatively small."

Nothing To Block New York Central Using Old Station

There is nothing in the various civic bylaws affecting the operation of the New York Central Railway which would prevent the company from accommodating passengers at its old station at the south end of Nicholas street rather than at Union Station, F. B. Proctor, K.C., city solicitor, informed the Board of Control yesterday. Some time ago the company informed the city that it could no longer afford to lease station facilities from the Canadian National Railways and that it proposed to use its old freight station at the end of Nicholas street as a passenger station. One incoming and one outgoing train are operated by the company daily.

The New York Central Railroad Company

NOTICE

Change of Station for New York Central Passenger Trains at Ottawa Effective January 1, 1941, The New York Central Railroad Company will operate its passenger trains Nos. 61 and 62, running between Helena, N.Y., and Ottawa, Ontario, into and out of its station at Mann Avenue and Nicholas Street, Ottawa. Authority for this change was granted by Order No. 60024 of the Board of Transport Commissioners for Canada dated December 4, 1940.

The buses on the Templeton Street route of the Ottawa Electric Railway Company, running on an eight minute schedule, cross King Edward Avenue, one block north of the station and may be taken there by incoming passengers. Outgoing passengers may take a bus at the corner of Mosgrove and Rideau Streets, get off at the corner of Templeton Street and King Edward Avenue and walk one block south to the station. fares, on either bus or tram car, carry transfer privileges to all parts of the system.

W. A. HAMLER.

Superintendent.

Watertown, N.Y.

Picture of the damaged vehicle but no railway interest.

Ralph Henry Killed by Train At Level Crossing on Russell Road .

Well-Known City View Dairy Farmer. Was on Way to Home of Customer To Deliver Two Cases of Eggs.

Crushed behind the steering wheel when a New York Central passenger train struck his car on the level crossing one mile beyond the city limits on the Russell road, Ralph Henry, 66, City View district farmer, was killed instantly shortly before noon Saturday. Mr. Henry was a brother of the late Bower Henry, former president of Producer Dairy.

The train, No. 61 from Helena, New York, was travelling at 43 miles per hour and carried the car, jammed on the locomotive cowcatcher, 370 yards along the tracks. Mr. Henry was dead when the train crew reached him.

Suffers Broken Back.

While there was no outward mark of injury on the body, a postmortem examination conducted Saturday night by Coroner Dr. Shirreff revealed the victim's back to have been broken, the right leg and ribs on the right side smashed, and the heart ruptured.

At the time of the accident, Mr. Henry was on his way to the home of a customer, a mile beyond the crossing, to deliver two cases of eggs.

According to statements given police by an eyewitness and the fireman aboard the train, the motorist approached the crossing at not more than 15 miles per hour, but apparently not seeing or hearing the oncoming train, did not stop. Visibility is clear for a half mile both sides of the crossing.

The fireman, Charles Schultz, 262 Russell Ave., Ottawa, said he saw the car approaching the crossing when the train was still several hundred yards away.

"The car was coming so slowly - between 10 and 15 miles an hour - I thought was going to stop", said the fireman.

The engineer, Dugald Cameron, 83 Concord street, Ottawa, was on the other side, of the cab and did not see the car. He applied the brakes just before reaching the crossing, at a warning from Fireman Schultz, who had realized the slow-driving motorist was unaware of the train thundering down on him.

The locomotive pinned the car by the right front side, carrying it 370 yards along the curved tracks. The conductor, W. F. Mc Neill, 66 John street, Ottawa, saw nothing of the actual accident.

Dismantle Cowcatcher

Front right side of the car was smashed back almost into the driver's seat, but the only part touching the occupant was the steering wheel pressing against his chest. Before the car could be removed from the front of the locomotive, the cowcatcher had to be dismantled.

Only eye-witness of the crash was Paul Brunke, a Russell Road farmer returning home from the city.

"I watched Mr. Henry's car as it approached the crossing", he related, "and it was going so slowly, I thought sure he was about to stop. Perhaps he did apply the brakes and skidded on the tracks, but from the way it looked, I don't think he saw the train. He seemed to be going at the same speed the second before the train struck his car as he had been travelling 40 feet before he reached the crossing."

The theory of the car skidding to the crossing was discounted by Constable James Driscoll. The Ontario Provincial Policeman could find no marks of sliding tires.

P. E. St Pierre, New York Central Freight Agent in Ottawa, in making a statement for the railway said from all available evidence it was assumed Mr. Henry had not noticed the train's approach. All the precautionary signals had been sounded.

Trainees Train Following.

Following Train No. 61 was the New York Central special, returning the Ottawa recruits from the 30-day Military Centre Training Camp at Cornwall. The crew of the special took the damaged locomotive from No. 61 back to Watertown, N.Y., for repair. The crash held up traffic on the line for an hour.

Preliminary inquest was opened by Dr. Shirreff at the Hulse and Playfair undertaking parlors Saturday night and adjourned to 8.00 p.m., Friday. It will be held at the County Courthouse.

Well-known City View dairy farmer meets death when New York Central train strikes his car at level crossing half a mile from Hurdman's Bridge. Ralph Henry, aged 66 years, prominent City View dairy farmer, was instantly killed at 11.40 Saturday morning when the automobile he was driving was struck by a New York Central passenger train on a Russell road level crossing about half a mile from Hurdman's bridge at the outskirts of the city.

Mr. Henry was driving out from Ottawa to deliver eggs. The car was hit on the side and carried in front of the train for approximately 370 yards. A 1937 sedan, it was almost completely wrecked. The N.Y.C. train was traveling from Helena, N.Y., at a speed of about 40 to 45 miles an hour. The accident occurred within a short distance of the fatality in March of this year in which John Anderson and his son, of Hurdman's Bridge were killed in a similar accident. A network of railway tracks converge on the capital at this point, and there are a score or so of level crossings on the Russell road and side roads.

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Jammed against engine.

Train crew members and section hands in the vicinity worked frantically to extricate Mr. Henry from the car after the train was brought to a stop. An ambulance from Hulse and Playfair Ltd., was called and the train was backed up to the crossing and the body was taken to the undertaking parlors, 315, McLeod street

Crowbars and other tools were necessary to move the car from the front of the engine where it was solidly jammed. The cow catcher was completely torn off.

Clear view.

Several theories were advanced, but none definitely established the cause of the crash. The level crossing in question gives a clear view on both sides. The train tracks curve in a broad sweep, but there is no obstruction of view in travelling from Ottawa. However, the ice on the road had been washed smooth by the recent rain and a quick stop was impossible. There is a very slight incline down to the tracks on either side.

It is not known whether Mr. Henry had seen the train and applied the brakes in an effort to stop or not. No skid marks were visible, but it is quite possible they would not show on the ice.

The car was crushed sideways like an accordion but remained intact while being carried down the track. The side Mr. Henry was sitting on was the least damaged.

The only known eye-witness, an aged Hurdman Bridge resident, said he was on his way home when he heard a "tremendous crash". He looked around and saw the train brakes screeching carrying the car down the right-of-way. He did not see the actual collision.

The accident held up three other trains for an hour and a half, including a New York Central special bringing trainees back home from the Cornwall military training center and the C.N.R and C.P.R. trains from Montreal. The NYC special was held up at Hawthorne.

Constable James B. Driscoll of the Ontario provincial police investigated.

The locomotive was in charge of Dugald Cameron, 83 Concord avenue, engineer, and P. Schult, 262 Russell avenue, fireman. Schult said that on either side of the crossing there is a clear view of the railway right of way.

Mr. Henry was driving slowly and carefully in approaching the crossing, and the trainmen figured that he was going to stop. The car was going south along the Russell road at a rate of from 10 to 15 miles an hour. The train's speed was reckoned to be between 40 and 50 miles an hour.

Mr. Henry did not stop. Either his brakes were ineffective on the icy roadway, or more likely, in the opinion of the train crew, he either did not see the train or hear its whistle. After the impact, the car was carried almost four hundred yards down the right -of-way.

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An eight coach train drew out of the New York Central station at Nicholas street and Mann avenue late yesterday afternoon carrying 550 youths to Cornwall where they will receive their first taste of army life.

The young men were for the most part 23-year-olds answering the call to the third training camp to be summoned under the national Resources Mobilization Act. Several were farm youths from such district towns as Alfred, Bourget, Pendleton and Rockland, who, rather than be absent from spring plowing, chose to accompany the 23-year-olds to camp.

Scheduled to depart at 4.45 p.m., the train was delayed by two youths who had gone to the Union station by mistake. They phoned, explained their error, and the train was held ten minutes to allow them to catch it -

The train weary Commandos, forced to idle away ten hours on the 70-mile [sic] journey from Cornwall, arrived home shortly after six o'clock yesterday evening and immediately set about getting some rest in preparation for the fourth game of their playoff series with Lex Cook's club at the auditorium tonight.

Alex Smith and his club left the Factory Town in the early hours of the morning but spent a long day on the train when snow drifts held the party at Harrison's station, some nine miles from Cornwall, for five hours.

New York Central's Ottawa Station Destroyed by Fire

Damage estimated at \$10,000 resulted from a two-alarm fire of unknown origin which swept through the ticket and freight offices and public waiting room of the New York Central Railway, Nicholas street and Mann avenue, at 12.35 o'clock Sunday morning.

Excitement in the early hours of the spectacular fire was increased when it was at first believed that two watchmen, Alme Delaire and his son, Sylvio, both of Wrightville, might be in the building. Constable Robt. Smith and Ticket Agent Paul St. Pierre, of 60 Hastey avenue, entered the blazing building several times to search for the Delaires. They were later located at their residence.

The fire was first seen by Flt Sgt Edward Fltzpatrck of 297 LeBreton street who turned in an alarm. Fire Chief Burnett stated he believed the fire had started around the boiler room, and had been burning for some time before it was noticed.

Some water damage was sustained by the freight sheds and contents on the south side of the offices. Boarding cars will be used as temporary freight and ticket offices until a new office can be built, Mr. St Pierre told The Journal. Plans for new offices are proceeding immediately.

New York Central Offices and Public Waiting Room Burn in Weekend Fire

The New York Central Railway's ticket and freight office and public waiting room, on Nicholas street at the corner of Mann avenue, was destroyed in a spectacular fire which was first observed at 12.35 a.m. Sunday. Firemen spent many anxious moments when they were informed, on their arrival, that possibly two watchmen were trapped in the blazing frame structure, but the men, neither of whom were near the building at the time the fire broke out, turned up safely later from their homes.

No figure could be obtained as to the extent of the damage, but it was estimated it would run into thousands of dollars. The nearby freight sheds and their contents were undamaged.

F-Set. Edward Fitzpatrick, RCAF, of, 297 LeBreton street, who was driving past the station, was the first to see the fire and he turned in an alarm. Fifteen minutes later the first arrivals of the fire department sounded a second alarm which brought out more men and equipment. Fire Chief Gray Burnett had personal charge of the department.

Search for Watchmen.

Another who saw the fire early was Constable Robert Smith, of the night prowler patrol, who, knowing that a watchman was usually on duty in the building, made valiant efforts to find him. He broke into the freight shed effice, and searched about through the heat and smoke, but was finally driven out. . Tirket Agent Paul St. Pierre, who arrived quickly on the scene from his .home at nearby 60 Hasteley avenue, told firemen that two watchmen were employed, Aime Delaire and his son, Sylvio, both of Wrightville. Hull. Many of the firemen risked their lives to search the blazing building for the two men believed to have been trapped inside.

Mr. St. Pierre said that Aime Delaire was hired to be on duty between 5 p.m. and midnight, when he would be relieved by his son, Sylvio, who was to work until morning.

Watchmen at Home.

At 2 a.m. Constable Smith phoned Sgt. Major Dion on desk duty at trie police station to try to locate the Delaires. Sgt. Major Dion telephoned the Delaire home in Wrightville, and was informed that both men were at home.

Mr. St. Pierre said It was usual for a watchman to be on duty, and so sure was he that the men were inside the building that he made repeated attempts to find them, and was forcibly restrained by firemen. A heavy pall of smoke interfered with the firemen properly directing their hose lines. Chief Burnett said he believed the fire started in the boiler room and destroyed the entire first floor of the building. The fire, he said, had been burning for some time before it was discovered. Mr. St. Pierre said he believed the railway company would rebuild as soon as possible, but meanwhile freight cars parked in the yards will be used as temporary offices.

12/07/1948 *Ottawa Citizen**New York Central**Edwards*

Truck struck by NYC train Driver unhurt,

Joseph A. Leroux, 61-year-old resident of Vars, narrowly escaped death or serious injury at 5.30 p.m. Saturday when the panel truck he was driving was struck by the Ottawa-Cornwall New York Central Railway's passenger train at a level crossing near Edwards. Leroux escaped with only a minor scratch on the right arm.

According to the report of Provincial Constable "Bud" McNeill, who investigated, Leroux was driving his truck west along Phair's road at the time, he noticed the train speeding southwards and, applying his brakes just as the front of the truck was on the crossing, he threw the gears into reverse intending to back out of the path of the train.

He had not sufficient time to get clear of the tracks, however, and the locomotive struck the front of the truck and threw the vehicle into the ditch. The truck was badly damaged.

13/02/1950 *Ottawa Journal**New York Central*

Announces Suspension of NYO Ottawa Train Run

Cornwall. Feb 13. Indefinite suspension of passenger service on the New York Central Railway between Helena, NY, and Ottawa was announced Saturday by railway officials here.

Effective Saturday, the suspension is caused by the coal shortage arising from the coal strike in the United States. A limited express service will be operated, officials said.

13/02/1950 *Ottawa Citizen**New York Central*

Suspend NYC Train

New York Central Railroad passenger service out of Ottawa has been suspended "until further notice". Shortage of coal is given as the reason, and the Ottawa-Helena, N.Y., run has become a fuel casualty.

This will mark the first time in a half century or more that there has been no scheduled railway service between Ottawa and Cornwall.

Without Service

Train 61 leaves Helena in the morning, arrives in Ottawa at the Nicholas Street station before noon. Train 62 leaves In mid-afternoon, and is back in the United States by evening. Cancellation of these trains leaves Russell, Finch, Newington and Cornwall without direct train service to Ottawa. A limited express service will be operated on freight train No. 3, northbound to Ottawa Mondays, Wednesdays and Fridays; and on OM 4, southbound Tuesdays, Thursdays and Saturdays.

There will be no passenger service whatever available on this train.

What is feared by many people using the NYC trains is that this really means the end of passenger service between the St. Lawrence River and Ottawa. The NYC has already made application to the Transport Board to abandon passenger service, but the application was unsuccessful. It is pointed out that if these towns manage to survive without passenger service, it may mean that Ottawa has seen its last New York Central passenger train.

16/03/1950 *Ottawa Journal**New York Central*

New York Central Resumes One-a -Day Run Out of Ottawa

The New York Central's one train a day out of Ottawa will be running again Monday after a five-week lay-off caused -by the coal emergency.

The single passenger train which leaves Ottawa at 4 p.m. each afternoon except Sunday bound for Helena, NY, by way of Cornwall, Ont, will resume normal service operations which were cut off February 11.

The Incoming train from Helena to Ottawa, arriving here at 10 .30 a.m., will also be back on schedule next Monday.

22/08/1950 *Ottawa Journal**New York Central*

Strike Situation

New York Central today was continuing its run from upper New York State through to Russell. It was unable to use C.P.R. track into Ottawa, since there were no workmen to handle the switches.

NYC Railway Now Running Out Of Ottawa

Trains of the New York Central are running again to and from Ottawa according to an official of that railway company.

Paul E. St. Pierre of the NYC, last night told The Citizen that all freight trains ran yesterday and that the passenger trains will run into and out of Ottawa today.

Employees of the NYC were not involved in the strike, which ended Wednesday night (29/08), but trains of that company were not running on the Canadian side, except for a few freight trains, which did not come into Ottawa.

Yesterday, however, freight trains pulled into Ottawa for the first time in nine days and today the passenger train from Helena, N.Y., will pull into its Nicholas Street siding at 10.30 a.m. (E.S.T.) and will leave from there at 4 p.m. (E.S.T.).

14/10/1950 *Ottawa Journal**New York Central*

Mass times velocity gave the momentum to this New York Central Railroad diesel freight train which carried the truck 471 feet down the right-of-way from the Russell road crossing, one mile from Hurdman's Bridge, Friday afternoon. The driver escaped uninjured, his passenger lost both legs and suffered a compound fracture of one arm. He is near death in Ottawa General Hospital. (Journal Staff Photo)

13/11/1950 *Ottawa Citizen**New York Central**Finch*

Casselman Girl Dies Of Injuries

Special To The Citizen CORNWALL

Despite her heroic rescue by an injured Ottawa truck driver. Rolande Vaillancourt, 13, of Casselman, Ont, died in a Cornwall hospital last night of injuries received when the transport truck in which she was riding was struck by a train at a level crossing at Finch Saturday night.

Gerard Dupuis, of Billings Bridge, driver of the transport, was thrown from the cab when the NYC passenger train struck, but he ignored concussion and lacerations to rush back into the burning cab and pull the girl to safety.

The girl suffered a compound skull fracture, abrasions, and third-degree burns.

Taken to Cornwall's Hotel Dieu Hospital with the girl and Dupuis was four-year-old Pierrei Vaillancourt, Rolande's brother, and son of Mr. and Mrs. Rene Vaillancourt of Casselman. He was treated for head bruises and released. Dupuis was detained for further treatment.

Provincial police said that the tractor-trailer combination driven by Dupuis had entered the level crossing on Highway 43, near Finch, 21 miles northwest of Cornwall, directly in the path of the NYC locomotive, driven by William Sweeney, Massena, N.Y.

The trailer was torn free of the tractor and thrown to the ditch alongside the tracks. The tractor, however, was carried 200 feet by the locomotive before the train came to a halt.

Thrown clear of the cab, which had burst into flames on impact, Dupuis, disregarding his own painful injuries, rushed to the badly wrecked and burning cab and pulled the Vaillancourt girl free.

Ottawa Conductor

In charge of the train, which was en route to its terminal at Helena, N.Y., was conductor D. L. Porter, 95 Florence Street, Ottawa.

Engineer Sweeney told Police that the train had been stopped at the Finch station and was just picking up speed when it reached the level crossing.

At the time of collision the train was travelling at 15 miles per hour, he said.

Dr. J. O. MacLeod, Finch, gave emergency treatment at the scene of the accident, and supervised the removal of the injured to hospital by ambulance.

Investigating were Ontario Provincial Police Constables A. H. Barker, Cornwall, and Bernard Polnicky, Casselman.

13/11/1950 *Ottawa Journal**New York Central**Finch*

Train Truck Crash Costs Girl's Life

A 12-year-old Casselman girl, Rolande Vaillancourt, died in Hotel Dieu Hospital, Cornwall, at 10 o'clock Sunday night and two other persons, one of them the girl's brother, are recovering from injuries suffered in a transport-train crash at the New York Central Railway crossing at Finch, at 5.35 p.m., Saturday.

The child died from a compound fracture of the skull and third degree burns to both thighs.

All in Cab.

Pierre Vaillancourt, five year old brother of the injured girl suffered head injuries, cuts and bruises to the body. His condition is reported as "good".

Third person injured and driver of the Taggart transport involved, was Gerard Dupuis, 27, of Billings Bridge, who sustained a severe gash to his forehead requiring 10 stitches, and burns to hands and body; condition is good.

All the injured were in the cab of the transport at the time of the collision and were all thrown clear of the wreckage before the cab burst into flames 200 feet from the point of impact.

The New York Central line, a single track, crosses highway 43 at the easterly limits of the town. The engine, pulling three passenger filled coaches had stopped at the Finch station 2,000 feet from the level crossing to discharge passengers.

Pulling out slowly to continue its run to Cornwall, the engine struck the westbound cab of the transport broadside between the right front wheel and cab door.

Bursts Into Flames.

The trailer was uncoupled from the cab by the impact and rolled over into the south ditch east of the track, while the cab was carried down the track 200 feet where it burst into flames.

Engineer was William Sweeney of North Maine, Massena, New York, while the conductor was D.L. Potter of Ottawa.

Dupuis told police he was a friend of the Vaillancourts and was taking the children for a drive in the transport.

Constable A H Barker, OPP of Cornwall investigated

26/06/1951 *Ottawa Journal**New York Central*

NY Central seeks to end train service

Cornwall June 26 The Board of Transport Commissioners for Canada heard seven witnesses for the New York Central Railway system give evidence to the effect continuation of the passenger service between Helena, NY, and Ottawa, is a financially unsound venture.

Evidence was also given by two representatives of bus lines serving communities between Cornwall and Ottawa which are also NYC centers. The hearing is on an application of the NYC to discontinue passenger service between the two points.

All Railway officials testifying in the first day of the hearing indicated that ticket sales have decreased steadily during the past 10 years. Evidence was that value of passenger ticket sales was \$3,786 last year and only \$3,348 in 1949.

Those testifying were F.E. Weaver, trainmaster, Norwood NY, S.A. Francis and James H King, special investigators with the office of the executive vice-president; John E. Finucane, Canadian freight and passenger agent, Montreal; V.A. Donnelly, representative of the railway express agency, Rochester, NY; William Smith, assistant manager of mail and express traffic, New York City; C.S. Thompson, NYC agent at Cornwall, Hugh E. Trainor, traffic, freight and passenger agent, Ottawa.

Charles Belfort, superintendent of Transportation, Colonial Coach Lines limited, and Arthur Cardinal, proprietor of the Cardinal bus system, appeared for their respective concerns to outline passenger services between Ottawa and Cornwall.

Appearing for the railway is Cuthbert Scott, KC, of Ottawa; G.A. Stiles is representing the City of Cornwall, and the United Counties of Stormont, Dundas and Glengarry are represented by S.E. Fennell, KC.

Hugh Wardrope, assistant chief commissioner, is Chairman of the hearing, with H.B. Chase, CBE, commissioner, and Armand Silvestre, deputy chief commissioner, as his aides.

Reserved decision on request of NY Central to end service

Cornwall June 27th. Decision was reserved by the board of Transport Commissioners on an application by the New York Central Railroad to discontinue passenger service between Helena, NY, and Ottawa. Headed by Hugh Wardrope, assistant chief commissioner, as chairman, the three-man board conducted a hearing on the application in the County Courthouse here.

Mr. Wardrope, announcing reservation of the board's decision, said certain aspects of the evidence presented by the railway and objections to cutting off the service would require special study and consideration. The hearing opened Monday morning and was concluded Tuesday afternoon. Evidence submitted by the railway show the operation of passenger service over the route had been a losing proposition for the past 7 years. F. W. Weaver, NYC trainmaster from Norwood NY, said there was accommodation aboard the train for 133 people. James H. King, special investigator of the office of the railroads Executive Vice President, said that in a 36 - day operational period the number of passengers from Cornwall to Ottawa was 1353, for an average of 3.75 per trip. The average from Ottawa to Cornwall was 5.41 per trip. F.A.R. MacFadden auditor for the city of Cornwall, expressed strong objection at Tuesday's hearing about the manner in which to statistics on the railways operating expenses was presented.

"I cannot draw a single, accurate and valid conclusion from the exhibits placed before this board", said Mr MacFadden. "There is doubt in my mind as to whether accounts presented as evidence are accurate expenses or a mixture of accuracy and estimates."

Asked by H.B. Chase, a commissioner, if he agreed that actual expenses could have been higher if compiled on a pro-rata system, Mr McFadden said he had considered this possibility.

"But that does not alter the fact I can't draw an accurate conclusion from accounts presented", added Mr McFadden.

Appearing for the railroad, Cuthbert Scott, QC, of Ottawa, told the board "There was plenty of evidence" to indicate financial losses more than outweighed inconvenience to those using the passenger service.

"I submit it has been shown there would not be a great deal of inconvenience to people residing in the area served by this line", said Mr Scott.

"There has been no substantial passenger traffic in the past 5 years --- the Cornwall - Ottawa route has been patronized by as few as three three people on the average. The average for Ottawa-Cornwall trips has been about 5 people or less."

Ottawa, Hull indifferent.

Mr. Scott expressed the opinion the cities of Ottawa and Hull should be interested in the railway's application to discontinue service. Both cities, however, had demonstrated complete indifference by having no legal representation at the board meeting.

Council for the railway deal dealt with representations by a delegation from Russell County, contending the delegates were more interested in obtaining some financial settlement of a grant made by the council in 1897 to the old Ottawa - New York Railway.

Mr. Scott listed the railways losses since 1948. These were \$27,940 1948, \$37,021 for 1949 and \$31,380 in 1950.

Solicitor for the city of Cornwall, G. A. Styles, objected to granting of the application on the grounds evidence submitted by the NYC had been "improperly prepared" and it was not possible to decide whether figures gave a true picture of conditions.

Mr Styles agreed that there had undoubtedly been a decrease in passenger traffic as well as financial losses in the freight service. It seemed incredible, he said, that the railroad did not seek to halt freight services if figures presented were correct.

Not proper information.

"I contend the railway has not given us proper information concerning the relation of this line with the remainder of the NYC system" said Mr Styles

Counsel for Cornwall Township, S.E. Fennell, KC, supported Mr. Styles in the contention a true picture of financial conditions could not be obtained. Mr Fennell said this was impossible because the accounting system was not compiled on a pro-rata basis. He said the passenger losses were said to be substantial, but the railway still was willing to carry on freight services which showed even greater financial loss.

Mr. Fennell did not subscribe to the suggestion that passenger services could be taken care of by bus companies. He did not believe anything should be done to assist railways from leaving the passenger field. He did not think bus services in this part of the province were sufficient to meet the demands of travelers.

"If the railway wants to have rights to freight services, it should be willing to assume its responsibilities as a passenger line". Mr. Fennell concluded. The other member of the three-man board hearing evidence was Armand Sylvestre, deputy chief commissioner.

To Cut Service of NYC Line

The Board of Transport Commissioners today authorized .the New York Central Railroad to discontinue its passenger service between Ottawa and Helena, NY, for six months of each year.

The service may be shut down from November to April, inclusive, each year. It must operate the rest of the year.

The company, arguing that it was beating a substantial loss on the service, asked permission to discontinue the service entirely m a hearing before the board at Cornwall. Ont, last month.

The present service is two trains daily, one leaving Helena and the other leaving Ottawa. The traffic is purely local between Helena and Ottawa, with no connecting links beyond those two points. Before 1939, when the railway was authorized to reduce the service, there were two passenger trains daily each way.

Today's order doesnot affect the railway's freight service.

NYC to Run November To April

The Board of Transport Commissioners has ruled, that the New York Central Railroad must continue to operate its passenger service between Ottawa and Helena, NY. between the months of November and April inclusive. . As a result of the NYC's application to the Board to cut its year-round service because of present substantial loss, the NYC must not operate between May and October. With the cut service, one train will leave Ottawa and Helena every day, during the months the company is obliged to operate.

Ottawa - Helena NYC service stops August 15

Cornwall, Ont., July 25. Passenger service on the New York Central Railway line between Ottawa and Helena New York, will halt Aug. 15 and resume next November, it was announced here today.

The change in schedule is to comply with a federal Transport Board order permitting the company to suspend passenger train operation from April to November.

The company's application to discontinue the service entirely as unprofitable was heard here last month.

End Of An Era: .

53-Year-Old N.Y.C. Passenger Service Suspended 'Till Fall

With a sharp blast of its whistle and a belch of black smoke from its time-honored smoke-stack, the last New York Central passenger train to travel through Cornwall during summer months chugged away from the old, gray station in the city's west end last night.

Along with a few passengers and some express, the train also carried old, and, perhaps, somewhat misty, memories for Charles S. Thompson, agent-telegrapher at the local NYC depot since 1933 and an employee of the railroad since 1909.

This trip marked the end of an era in the history of this 53-year old division of one of the greatest railroads to the United States. For last month the Board of Transport Commissioners at Ottawa authorized the company to discontinue passenger service on this division for six months of the year the year from November until April. Arguing that it was bearing a substantial financial loss on the service, the company asked permission to discontinue passenger service entirely at a hearing before the board here in June.

Little Used

Few Cornwall people today use the line which extends from Helena, N. Y., across the mighty St. Lawrence River via Roosevelt International Bridge to Canada's Capital City..

But such was not always the case. This division, which used to run through to Tupper Lake, N. Y., used, to have a heavy passenger trade.

Mr. Thompson, who has been with the line for 42 years - all spent on this division - sat at his workworn desk in the old-fashioned office and reminisced yesterday afternoon,

"Why I can remember when I used to sell tickets for an hour steady before train-time," said

the balding, bespectacled agent with perhaps, a trace of witfulness in his voice, "It wasn't unusual in years gone by for between 45 and 50 passengers to board a train at this station.

"I certainly am sorry to see summer passenger service cut off," said the veteran railroader in reply to the reporter's question.

But he was philosophical about the whole thing, for he knew he would still have work to do, as freight service will still continue.

"When I started my apprenticeship at Newington we had four passenger and two freight trains a day. Then in 1939 passenger service was reduced to one train up and one down," Mr. Thompson said.

"Yes, we did a terrific passenger business years ago. Why I have sold tickets for two special trains for two days during Ottawa exhibition week, and each train was loaded to the roof.

"We ran specials for holidays, too. I remember Christmas, Thanksgiving and other holidays

when we ran two specials and they were packed," the agent said. "Last July 12 we ran a special for the Orangemen - probably the last. It was the first since wartime when special troop trains ran to Ottawa."

Ten years ago passenger ticket sales at the Cornwall station totalled between \$1,800 and \$2,000 for a month. Now the average is between \$400 and \$500. Last month 262 tickets were sold.

Started in 1909

Mr. Thompson began his apprenticeship with the New York Central at the Newington station in 1909. Since that time he has worked at Santa Clara, N. Y., Kildare, N. Y., Dickenson's Centre, N. Y., and Black River, N. Y.

His first position after completing his apprenticeship was as an assistant agent at Russell and he was at the Berwick station for 21 years.

"I learned my operating at Newington," Mr. Thompson said, "and when I came to Cornwall

in 1933 I was put on the second trick job. Then the agent died and the man next to him moved up to his job. When he died some time later I got the job."

When the reporter rather hesitantly queried Mr. Thompson about his age, he replied with a smile, "Oh, I'll soon turn 50."

But he was just joking. He will celebrate his 60th birthday next Tuesday; He has five more years to go before retirement.

"And you can say this too," he added. "The New York Central is a great company to work for. In the years that I have been with them they have certainly been good to me."

He wasn't positive, but he thought the line to Ottawa was opened about 53 years ago.

Yesterday morning he sold a ticket to an elderly lady from Harrison's Corners who said she travelled on the first train 53 years ago and she wanted to travel on one of the last ones.

Freight business is still, "very good," Mr. Thompson pointed out. It will not be curtailed and two freight trains a day will continue to operate. Express will also be carried on these trains.

10/12/1951 Ottawa Journal

New York Central

Hurdman

Friday the 13th.

On the afternoon of October 15, 1950 Friday the thirteenth - the truck in which Mr. Forget was a passenger was struck at the New York Central crossing one mile east of Hurdman's Bridge.

Minutes later Mr. Forget lay in agony his legs crushed and his left arm ripped and torn.

He almost bled to death and when he was taken to hospital the doctors put him on the critical list.

24/05/1952 Ottawa Citizen

New York Central

NYC Employees In Ottawa Get Pay Increases

Ten Ottawa employees of the New York Central Railroad will benefit from a railroad wage increase agreement signed in Washington yesterday. It is not known definitely whether three other men, employed from Nov. 1 to June 30 on the railroad's passenger line which operates only six months of each year will also share in back pay benefits ranging from \$600 to \$1,000 each.

Altogether there are 1,000 employees of the NYC and its subsidiary, the Michigan Central, in Canada, engineers, firemen, roadmen and yardmen, who will benefit from the new agreement. The 10 Ottawa men are crew members of the two freight trains operated by the NYC here.

NYC again asks permit to drop passenger line

Once again, the New York Central Railway operating out of Ottawa to Helena, NY, has applied to the Board of Transport Commissioners for permission to discontinue its passenger service on this line.

The NYC, for economic reasons, made similar application last Summer. The Board allowed the railway to reduce the service to one train a day each way, during the winter months only, from November 1 to April 30.

Losses increasing.

Acting for the railway, Cuthbert Scott, QC, told The Journal that the NYC had continued to operate at increasing losses and would again apply for discontinuance of its complete passenger service on this line.

Freight service would not be affected.

The railway argues that the district is well served by two bus systems - Colonial coach and Cardinal Coach Lines.

Opposition at the Board hearing last year came from the city of Cornwall and the combined counties of Glengarry, Dundas and Stormont.

They wished the train passenger service to remain during the winter months when highways were icy.

Points of call.

The New York Central system serves the district south from Ottawa to Cornwall via Hawthorne, Ramsayville, Piperville, Edwards, Russell, Embrum, Cambridge, St. Albert, Crysler, Berwick, Finch, Newington, Northfield, Harrison, Black River.

The train crosses the St. Lawrence via the Roosevelt Bridge at Cornwall, and thence to Helena, NY.

The NYC was the only railroad in operation in this district during the Canadian Railway strike in August, 1950.

06/04/1954 *Ottawa Journal**New York Central*

NYC Seeks To Discontinue Ottawa Run

The New York Central Railroad has applied to (he Board of Transport Commissioners for permission to discontinue the passenger service it is now required to give in the winter months between Ottawa and Helena, NY, Board of Control today was informed.

The summer service on the line was discontinued in 1951 but the railroad was ordered at that time to operate two trains daily, except Sunday, during the months from November to April.

Board of Control' today referred the matter to the city solicitor before deciding whether the city will oppose the application.

The two trains which would be discontinued are No. 61, which leaves Helena at 7.30 a.m. and arrives in Ottawa at 10.30 a.m. and No. 62 which leaves Ottawa at 4 p.m. and arrives in Helena at 6.45 p.m.

The NYC is submitting to the Board of Transport Commissioners that a continued decrease in passenger patronage, steadily increasing overhead and recurring annual deficits justify discontinuance of the service.

It states that it lost \$19,773 on the Canadian side of its run during six months of 1952 and lost \$15,576 from November, 1952, to April, 1953.

The company said the area affected is well served by motor buses and private cars. Inconvenience to residents would occur only on rare winter days, at which time the NYC would be ready to help out by putting a passenger coach on its freight trains.

04/05/1954 *Ottawa Journal**New York Central*

Will Not Oppose New York Central Dropping Service

On condition that the New York Central Railway will operate a coach on its local freight train between Ottawa and Helena, NY, during winter emergencies, the City of Ottawa will not oppose the railway's application to discontinue its regular passenger train service, city Council decided last night.

The railway had applied to the Board of Transport Commissioners to discontinue the passenger service because of loss of revenue.

Council was informed the application had been examined by City Solicitor Gordon C. Medcalf, QC, who found that the company had suffered a heavy financial loss even on the reduced service it had given since 1951, and that most of the territory affected is provided with bus service except on isolated occasions during winter when highways are made impassable by snow.

The company had stated it was prepared to operate a coach on its freight train in such emergencies. The application is to discontinue only the regular passenger train, the freight service to continue. Council decided not to oppose the action.

28/05/1954 *Ottawa Journal**New York Central**Ottawa*

\$2,000 Loss Caused By Storage Shed Warehouse Blaze

Fire caused damage estimated at nearly \$2,000 to a storage shed and warehouse owned by John J. Shea and Co. fuel merchants at the New York Central freight yards off the west end of Mann Avenue at 8.40 Thursday morning.

The blaze started on the top floor of the two-storey building. The cause of the fire has not been definitely ascertained, but it is thought that it may have started in overheated stove pipes.

Several people were in the building at the time the fire broke out, but no one was injured. Two delivery trucks which could not be removed in time were damaged by water.

26/06/1956 *Ottawa Citizen**New York Central*

NY Central studies line to Ottawa.

The New York Central Railroad said today it is engaged in a "complete study of its operations in the Massena (N.Y.) area" because of problems brought on by the St. Lawrence Seaway development.

"Proposals for both relocation and abandonment of the bridges and tracks over the St. Lawrence River are being considered," a statement by the Central said.

"The Central is discussing the future of the railroad's trackage and bridges involved in the development with officials of the St. Lawrence Seaway Authority in Canada and the St. Lawrence Seaway Development Corporation in the United States.

"The Central is not now negotiating with the Canadian Pacific Railway for sale of any of the Central's lines in this area."

The study centers around operations of the line's Ontario division between Massena and Ottawa. It includes what the road's plans will be when a section of the St. Lawrence River is widened and an old bridge across the channel is destroyed.

29/09/1956 *Ottawa Citizen**New York Central*

New York - Application to abandon NYC lines

The New York Central Railroad yesterday filed an application with the Interstate Commerce Commission for permission to abandon the half-mile segment of its railroad line from Roosevelt town, N.Y., to the International boundary between Canada and the United States.

File Application Here

Simultaneously the Ottawa and New York Railway Company, a wholly owned subsidiary of the New York Central filed an application with the Board of Transport Commissioners in Ottawa for permission to abandon its railroad from the International boundary to Ottawa, a distance of 57.9 miles. The New York Central Railroad, which operates the Canadian line as lessee, also joined in the Canadian application.

Abandonment of the freight line is necessitated by the proposed removal of the railroad bridge over the south channel of the St. Lawrence River at Cornwall which connects the branch line with the NYC's main facilities to the south.

The bridge is to be demolished by the seaway development authorities to make headroom for ships using the seaway.

Cornwall/Ottawa Railway Now Officially Abandoned.

The Board of Transport Commissioners Friday officially approved a request to abandon the Cornwall-Ottawa railway line.

The request came from the New York Central Railway and the Ottawa-New York Railway Company in the light of plans to build a high level bridge between Cornwall and Roosevelt Town, N.Y.

Railway officials say they sought abandonment in the public interest as the cost of building a bridge would not be in line with the profit forthcoming from the line.

The 57-mile link between the capital and this riverside industrial center was built more than 50 years ago. The order from the Board of Commissioners indicates that the line cannot be abandoned before February 15. An official of the New York Central stated he did not think the abandoning of the line would be complete by that date.

Still Unknown

The eventual use of the right of way to Ottawa is still unknown. Some have advocated the line will be taken over by the Canadian National, though, this is doubted as it has not been profitable for the American railroad.

Another group have speculated on building a through highway to the capital on the right of way. Highway department officials have generally brushed off this suggestion.

Price rises in a few communities in the northern towns and villages have been forecast as a result of the stoppage of service. However, few centers between Ottawa and Cornwall think the price hikes will be serious.

Allow Railway to Drop Ottawa-Cornwall Rail Line

Cornwall January 19th The city of Cornwall was advised Friday that the Board of Transport Commissioners has approved a request of the New York Central Railroad and the Ottawa - New York Railway company to abandon the single - track line between Cornwall and Ottawa.

A copy of the board's ruling was made public by city officials.

Application for abandonment of the line was heard at Ottawa in mid-December. The board's order said the line cannot be closed before next February 15th. Compensation for employees affected by the abandonment will be decided later, the order added.

The 57-mile railway line has been in operation more than 50 years. Some years ago passenger service between Helena, N.Y. and Ottawa was discontinued. For the past few years the line has been used only for freight service, with one train using the track daily.

Not for Highway.

What will eventually become of the abandoned railway right-of-way has not been determined. There has been some speculation the Ontario Highways Department will use the route for construction of a Cornwall - Ottawa highway. A department official said today, however, such a development is impractical and has not been considered.

Similarly, a Canadian National Railways official said his company has no plans for taking over the line for freight service purposes.

See higher prices.

The line's abandonment is expected to bring about price increases for several commodities serviced by the New York Central in the district it is expected trucking services will be used to compensate for loss of railway freight facilities.

Impending construction of high-level suspension bridges across the St. Lawrence between Cornwall and Roosevelttown, NY, was one of the leading factors in the railroad's decision to request permission to abandon the line.

An alternative system of bridges with provision for railway services would have proved too costly.

The railway also claimed it had operated the one-track freight service at a substantial loss in recent years.

Last Train Leaves Massena for Ottawa

From the Massena newspaper

Final run of the Ottawa division of the New York Central railroad is being made today and tomorrow. The last train out of Massena left this morning at 8:45 and will return from Ottawa tomorrow.

The last crew included William A. Carson, brakeman; W. D. Sweeney, engineer; William A. Forsythe of Finch, brakeman, and L. E. Phillips, Ottawa, conductor.

On hand to witness the start of the final run were F. T. Putney of Massena, trainmaster; D. W. Johnson of Gouverneur, supervisor of track; H. Bell of Massena, assistant supervisor of track, and William A. Alflee, Watertown, master mechanic.

The Ottawa division has been in operation since 1897 and for many years was operated by the old New York and Ottawa railroad, before being taken over by the New York Central.

Approximately 51 miles of track between Roosevelttown and Ottawa are being abandoned by the railroad. The twelve-mile run from Massena to Roosevelttown through Helena will be the only portion left in use.

Cornwall - There was work, kidding, and stark tragedy as the last train over the New York Central System made its final run over the line from Ottawa to Cornwall and Massena yesterday.

It was only a freight train, powered by an 1600-horsepower diesel engine - all that's been running over the line since the last passenger train passed over the line three years ago. But there was nostalgia in big doses all along the way.

Tragedy, too

There was work as the crew put the last train together, picked up a car here and there en route; kidding as old friends said goodbye at each station, and tragedy as retired veterans watched as the last train slowly left the Ottawa yards about 3.30 p.m.

In the big vacant Ottawa office, the telegraph key clicked extra loudly as the assistant-superintendent F.T. "Tim" Putney of Massena and auditor Dick Buckbee of Watertown watched Conductor Len Phillips check his last bills and his last train order with Ottawa agent Alfred Hebert.

The diesel's whistle moaned her last approach to Russell and agent Bernard Campbell left his office with the windows already covered by sheets of the Ottawa Citizen, came out and handed over his company books to the conductor to take to Massena.

Then it was on to Embrum where agent Noel "Nat" Desrosiers handed the conductor a waybill covering the last empty coal car to leave the Embrum siding.

Only three years ago, the railway got permission from the Board of Transport Commissioners to discontinue passenger service over the 47-mile line to Cornwall. Now the board has let the NYC drop its last remaining freight service on the line that was losing money.

Like a wake

It was like a wake. Every station was stripped of everything except the telegraph key and dispatcher's telephone. The line has lost out to cars, trucks and buses. For the first time since the line was opened in 1892 [sic] there was no passengers, no freight, no express packages, no telegrams-- much partially obscured--

they talked to Engineer Bill Sweeney of Massena and fireman Ton Leo? Of Ottawa and brakeman Carson and W.A. Forsyth-- illegible.

"Things have changed a lot in the 48 years I've been with the road," said ?? Charley Thompson, "There used to be six trains a day over this line - and we had to hustle. Sometimes I wonder how I got all the work done - freight, express, passengers, baggage - I know I couldn't do it today."

After the excitement subsided, agent Thompson went outside in the cold wind and tacked a big sign on the door that said "CLOSED".

Pictures:

1 - Last train order.

Assistant Superintendent Tim Putney, right, watches as conductor Len Phillips, left checks train order being received by wire by Ottawa agent Alfred Hebert, for the last New York Central train to run over the 47-mile run over the line from Ottawa to Cornwall.

2 - A sad farewell

Pensioned NYC railroaders and section men gather at Ottawa station to see the last train leave. Left to right they are: John Fraser, Vince Dar?, and Dunc Baker, all veteran rail men; Russ Monaghan, section foreman, John Campbell, employee; Charles Manion, NYC veteran and Ed Berube, section man.

Standing in front of diesel No. 8304.

3 - Final run

8304 approaching Russell. Caption illegible.

4 - End of the line

Crew members of the NYC diesel engine step down - illegible.

Last Train Runs Over Abandoned NYC Line

In the year 1897, a dream harbored by Joseph Kerrand Dr. Darby Bergin, two prodigious political figures of that became a reality.

Last night at 6:45, that reality was shattered.

With a quick dot-dot-dash of the telegraph ketand a booming huff from the engine pulling its load, the 60 year old New York Central railway line between Cornwall and Ottawa ceased to operate.

What had been feared finally became a reality. The 57.9 miles of track which had heard the rumblings of small and large freight and passenger trains will no longer be an expectation. In a few months it will not even exist.

Last night, when engineer William Sweeney, of Massena, climbed back into the cab of diesel 8304 at Cornwall accompanied by fireman Tom Leonard; brakeman William Carson; conductor L.H. Phillips, all of Ottawa, and second brakeman William Forsyth, of Finch; he left in the wake five vacant and deserted railway stations, all reminders of an era that used to be.

Newington, Finch, Berwick, Crysler, St. Albert, Embrum, Russell and Edwards all waved good-bye to an old and dear friend. Many among the eight would miss that companion of 60 years and some were beginning to look worriedly into the future hoping its abandonment does not mean hardships.

201 YEARS SERVICE

Five station masters with a total years service of more than 201 years took their fingers from well worn telegraphic keys, filled out their last reports, put on their coats, turned out the lights, locked station doors and walked away never to return.

J A Hebert spread the word along the line. Hebert, station-agent at Ottawa was the first to go when the 30 car freight pulled away at 8:30 p.m.

B.A. Campbell of Russell slammed his door shut next, then Noel Durocher at Embrum passed on the word to E.H. Dubois, who tapped it into Finch. The dit-dot-dashes then clipped along the wires to Cornwall where C.B. Thompson after 48 years with the New York Central railway, holder of the lines operating lease, was preparing to bid fond adieu.

This latter affable young-spirited native of Newington first came to the New York Central

railway system in 1909. He studied the business at Santa Clara, Kildare, Dickinson's Centre and Black River, all in New York state.

He returned to his native Canadian soil in 1933 when he was posted to the Cornwall station, a post he was forced to shut the door to last night.

In an atmosphere of nostalgia and memories "Charlie" said good-bye to the rambling old

building in which he had spent most of his "wide-awake" hours, during the past 24 years and also freshened old stories with friends like Percy "Bud" Alexander a retired 46 year man on the Grand Trunk Western who worked from 1910 until 1917 in Cornwall for the New York Central. Their combined years of service makes a remarkable 94 years.

Reminiscing, Charlie remembered way back when four speedy passenger and two freight trains clicked over the 57 miles to Ottawa, when passengers used to line up an hour before to get tickets.

FOR OTTAWA EX

"We used to do a terrific passenger business. Why during exhibition week in Ottawa I can remember when we used to run two special trains a day".

The grass started to grow between the rails of the winding, twisting track long before anyone ever thought last night would come.

It began with the motor age, the coming of the transport truck and the four-wheeled motor

powered family car. Twenty years ago the line did a business in ticket sales to a tune of between \$1,800 and \$2,000 a month. Eight years ago if its passenger service brought in \$500 a month the railway was lucky.

The first of a series of bootings fell on August 16, 1951 when passenger service was temporarily stopped. It was resumed in November. The company then decided to keep the passenger service operating on a six month basis.

The smoke belching engine would pull its limited coaches, sparsely filled with travellers, over the track at a 30 mile an hour limit, imposed because of the line's slowly deteriorating condition.

It was said of many you could jump out and run along beside the coach, sometimes even walk. On a hot summer day one could even jump from the train, snatch a handful of pretty flowers and reboard without difficulty.

But what was slowly becoming a toy died as far as passenger service was concerned on April 24, 1954. Its passing only raised slight protest.

The gigantic \$600,000,000 St. Lawrence seaway and power project decided the fate of the line. When news reached the company's ears that officials were planning to build a new bridge across the St. Lawrence river they asked to have the line discontinued. Their request was granted by both American and Canadian authorities.

What will happen to the 57 mile long, 90 feet wide piece of land no one knows. The Ontario Department of Highways has turned thumbs down on a suggestion it turn the right-of-way into a super-highway to Ottawa and the CNR has taken a hands off attitude as far as their taking over is concerned.

With its closing some 24 Canadian employees of the American railway must either be absorbed by the company, retire or look for other positions.

Already some have been given notices that their "services are no longer required." Others however have been told a place awaits them in the parent company with the understanding they move into the United States.

Still others, and this makes up a great majority, have chosen retirement. After 48 years of service most feel it is time to settle back and take it easy.

What will happen to the stations?

Company officials have indicated they will be torn down. The rail itself will be salvaged.

Ottawa Division Runs Ended by Two Trains

The last two trains to operate over the Ottawa division of the New York Central terminated at Massena last night.

The first train was a work train which had been removing surplus materials along the right of way and picking up maintenance of way equipment.

This train was operated by Ottawa Division Engineer J. L. McGregor and Fireman J. L. Smith, both of Ottawa. One of the brakemen was an Ottawa division man, Milford J. Wyman, also of Ottawa. The conductor and other brakeman were furnished by the St. Lawrence division.

The last trip of the regularly scheduled freight train from Ottawa to Massena was operated by an all-Ottawa division crew. In charge of the train was L.E. Phillips of Ottawa. Brakemen were William Forsyth of Finch, Ont. and William A. Carson of Ottawa. The engineer on the final run was the oldest engineer on the division in point of service, William Sweeney, of South Main street, Massena. His fireman was Thomas Leonard of Eastview, Ont.

The only station to be left in operation on the former Ottawa division will be the one at Roosevelttown. The Central has not petitioned for the abandonment of the section of track extending from Helena to the Roosevelttown Bridge. According to local railroad officials, this station must be kept open until some further decision is made about its discontinuance. The present agent at Roosevelttown is Mrs. Georgette Voyeur.

The New York Central has track rights over the Canadian National Railway from Massena to Helena.

Last of a railroad.

Cornwall Standard Freeholder.

The economic importance of the New York Central's Ottawa line was not very great, especially in recent years. The line had its value to some communities since it was their only rail link with the rest of the world but traffic was comparatively light.

Therefore the sense of loss some at least felt when the old line closed down was mostly sentimental. Quite a few of us remember the slightly battered, old coaches, the weed - grown rails and the winding track we used to ride on.

It was there that one of the first gas - electric passenger trains ran in Canada. It travelled between Ottawa and Helena, NY, for years. Usually it hauled a passenger coach, and sent it since it was a great deal like a coach itself, it looked for all the world like a train running along without an engine.

Note - there is no evidence that gas-electrics actually worked into Ottawa.

18/03/1957 *Cornwall Freeholder**New York Central*

Rule NYC Employees Are Not Entitled to Compensation

The Board of Transport Commissioners, in a ruling announced today, holds that 34 New York Central Railroad employees who lost their jobs when the company's Ottawa - Cornwall line was abandoned are not entitled to compensation.

The company last December was permitted to discontinue service over 57.9 miles of track between Ottawa and the Canada - United States boundary near Cornwall.

The board heard last month the employees' appeal for compensation for loss suffered by the company's discontinuance of service. The 34, comprising 30 Canadians and 4 U.S. citizens, are engineers, firemen, conductors, trainmen, maintenance-of-way employees, telegraphers and clerks.

The board's opinion was written by Hugh Wardrope, assistant chief commissioner, who presided over the hearings. Dissenting opinions were registered by Armand Sylvestre, deputy chief commissioner, and H.B. Chase, commissioner. Although outnumbered two-to-one in the finding, Mr. Wardrope's prevailed since the difference was a point of law and the Railway Act provides that the presiding officer's opinion carries in such cases. .

18/03/1957 *Ottawa Journal**New York Central*

Rule 34 NYC men not entitled to compensation

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22/03/1957 *Cornwall Freeholder**New York Central*

Line Officially Abandoned

Signing of documents giving effect to the abandonment of the New York Central Railroad line where it crosses the St. Lawrence River to Cornwall was announced today.

On the U.S. side of the river, the railway has conveyed to the St. Lawrence Seaway

Development Corp. its right, title and interest to its line from the international boundary to a point south of the Racquette River bridge.

The corporation is the agency created by Congress to construct and maintain the U.S. portion of the St. Lawrence seaway.

Approval for the railway abandonment had been granted by the interstate commerce commission and the Canadian Board of Transport Commissioners.

The Ottawa - Cornwall section of the line was abandoned Feb. 15.

23/03/1957 *Massena Observer**New York Central*

Rail Abandonment Becomes Official

The St. Lawrence Seaway Development Corporation, the Canadian Seaway Authority and the New York Central Railroad company today signed documents officially abandoning the Central's Ottawa division.

The ceremony took place in New York city. Although the official announcement by seaway

officials failed to mention the price to the Central, it was believed to be in the neighborhood of \$2,250,000.

The Central gave the seaway corporation here its right, title and interest to part of the rail line from the international boundary to a point just south of Racquette River bridge, with an easement to use the rest of the trackage.

The Ottawa and New York Railway company gave the Canadian entity the same interest over the line from the boundary to the north side of Highway 2, known as Second street west, in Cornwall, Ont.

The announcement here said the "consideration" paid by the U.S. and Canada was "in proportion to the savings made by each entity as against construction cost of the Polly's Gut railroad and highway relocation." Those savings were estimated at \$3,000,000 for the U.S. and \$1,450,000 for Canada.

29/03/1957 *Cornwall Freeholder**New York Central*

Abandonment Netted NYC \$2,280,000

St. Lawrence Seaway Development Corporation officials have disclosed that the New York Central Railway Company received \$2,280,000 for abandonment of its trackage near Roosevelttown, NY, and from Cornwall to Ottawa.

The U.S. Corporation paid the NYC \$1,820,000 and the Canadian St. Lawrence Seaway

Authority paid \$460,000. Payments were in proportion to savings achieved in each country through building a high level suspension bridge over the south channel of the river. This was an alternative to undertaking a substantial rail and road relocation project involving several smaller spans over Grasse River lock and Poley's Gut.

The U.S. Corporation claims a saving of \$3,000,000 through the change in plans while the Canadian Authority saves \$1,450,000.

Crysler Protests NYC Railway Abandonment

The Chrysler Chamber of Commerce has sent a letter to all parties concerned with the abandonment of the New York Central's Ottawa - Cornwall line, asking that either service be restored or roads in the area improved. The Chamber feels that either the Canadian Pacific or Canadian National should take over the line and start service between Cornwall and Ottawa. Failing this, they ask that trucking service be improved through better roads. In the letter sent to the Canadian Seaway Authority, the New York Central Railway, the Board of Transport Commissioners and members of both the provincial and federal houses, the civic action committee of the chamber "calls the trucking service to the Iroquois town "sporadic".

It also claims as much as "two-thirds of the shipments" given to truckers for delivery in the area are received in damaged condition.

The letter notes that Chrysler is 15 miles from Highway 31.

"Ten miles of this," the letter continues, "is poor gravel road which is frequently blocked by snow in the winter and is flooded and impassable each spring for a period of ten days to two weeks; "

The chamber says that many of the firms in the area have had private sidings on the New York Central and will have to take a smaller profit margin as a result of having to truck such products as coal, grain, cement and lumber to the town.

Turning to the report of the Board of Transport Commissioners on the abandonment of the line, the letter says "the report covered the additional transportation costs which the people of this area will have to pay in three lines."

The chamber feels the area communities will be penalized severely with respect to the acquisition of new industry. The letter agrees with the board, however, that the needed expenditure of \$9,332,000 by the Seaway for a new railroad bridge and approaches was not warranted in the light of the fact that the line had been losing money for the past several years.

"However, we had hoped," the letter states, "that the Board would recommend some alternative by which this railroad would be kept open since its closing will retard seriously the growth of a large area of Eastern Ontario."

Citing the outright purchase of approximately two miles of the New York Central line between the Roosevelt International Bridge and Roosevelt town the letter says the chamber feels the Canadian Seaway Authority "is morally obligated to view favorably our request and bring action upon it."

The letter is signed by S.L. Begg, president of the Chrysler Chamber of Commerce; F. Bourdeau, councillor, the Village of Chrysler and Kenzie McGillivray, reeve of Finch township.

Noting that both the cities of Ottawa and Cornwall were against the abandonment of the line, the committee says the Canadian Pacific or the Canadian National would gain a direct route from ships coming up the St. Lawrence Seaway to the nation's capital.

In the case of Canadian Pacific it would give the railway "an alternate route into Ottawa" as well as the other advantages", the letter notes.

In the case of Canadian National the Chamber feels that the line would give the CNR "an alternate route to the Seaway area" as well as the other advantages mentioned before.

In any case the Chamber indicates that the trucking services as they are now constituted are not satisfactory and says that they necessitate the drivers waiting at destinations while goods are checked, no claim being allowed otherwise;

While the line was officially abandoned last February 15, no move has been made yet to tear up the tracks or remove signals and other equipment.

In its application to abandon the line the NYC noted that it had been losing "hundreds of thousands" of dollars annually, on this portion of its track. Formerly the line had a profitable passenger service between Ottawa and St. Helena, NY.

A recent announcement in the U.S. press indicates that the railway was paid \$2,280,000 for the abandonment of the 57 mile line.

For the past few years the line has been under a 30 mile per hour limit due to the condition of the right-of-way.

At one stage shortly after the abandonment was announced, there was speculation that a Cornwall to Ottawa highway would be built on the right-of-way. However officials of the provincial Highway Department have stated they are not interested in the 57 mile long stretch of property.

Dismantling of Rail Line is Protested

City council last night approved unanimously a motion to protest the dismantling of the former New York Central line between Cornwall and Ottawa.

The Industrial Committee will make a personal visit with officials of the Canadian National Railways to protest.

Alderman Stanford said that: "We have been informed that CNR intends to dismantle the line for salvage. We stand hard to lose if this program is carried out," he said.

"Our main reason for protesting is that CPR freight from the west has to go way east of here, be transferred and sent back. Also there is the remotest possibility the CPR may have some trouble keeping their present line in operation here," he said.

"The freight rate difference is fantastic. One Cornwall industry is paying \$200,000 a year because of this difference. This firm is so worried it is seriously thinking of moving section of plant elsewhere for better rail facilities," he explained.

"We can't really say we are being serviced by two rail lines. Part of our planning with regards to port facilities depends on this line to move freight north into the Ottawa Valley, " he said.

Work Crew Starts Removing N.Y.C. Tracks

Two Gangs Tear Up Old Line

A 100-man C.N.R. work gang began the task of tearing up steel on the abandoned New York Central Railroad just south of neighboring Crysler this morning.

Irate residents of Crysler, Berwick and Newington, towns formerly serviced by the line, are reported to be bitter over losing their only railroad - though rumours originating out of that area hint that C.N.R. plans to lay heavier steel in place of the rails being lifted. According to the rumours, C.N.R. plans to replace the rails and operate a line through the district.

Last train over the 57.9 miles of track was at 6:45 p.m. on February 14. Prior to that, the line had been in operation for sixty years. It serviced the communities of Newington, Berwick, Crysler, Embrum, Russell, and Edwards and was constructed in 1897 largely through the efforts of two prominent politicians of that era, Joseph Kerr and Dr. Darby Bergin.

The line was purchased by the C.N.R. just a few weeks ago. C.N.R. officials announced at the time that they planned to tear up the rails and use them elsewhere.

Plans for tearing up the line call for two work gangs to take part in the project, with one force working from Crysler to Cornwall and the other from Crysler to Ottawa. Crysler is the halfway point between the two cities. The job is expected to take several weeks to complete.

A 20 car work train with a derrick and 100 men arrived in Crysler yesterday afternoon.

The train was first to go over the line since its official close, but it is believed that worktrains will be operating on the line occasionally from now on, as the steel is removed to C.N.R. property in Cornwall and Ottawa.

The work train is one pulled off the recently completed C.N.R. division line west of Cornwall, which rerouted the line for the St. Lawrence Seaway Project. It contains sleeping and boarding accommodations for the force, most of whom are from Cornwall. It is not thought that any local labor will be employed on the project.

The second gang, which will work on the Ottawa half of the project, is expected to arrive in the area shortly.

Good railroad ties are also being salvaged and will be taken to Cornwall along with the steel.

Many of the linesmen and station agents employed on the line have since been given employment with the New York Central in Quebec province and in U.S. points.

E. Dubois, former agent of Crysler, is now employed at Chateauguay, Que., while Noel Desrosiers, formerly of Embrum, is now agent at Massena.

10/06/1957 *Cornwall Freeholder* *New York Central*

Protest Track Removal But CNR is Adamant

Protest mounted today as the CNR continued the job of dismantling the 57-odd mile NYC track between Cornwall and Ottawa.

A last minute appeal by a delegation of city councillors to stop dismantling of the line for scrap purposes failed.

The delegation met with CNR officials Wednesday at Montreal. They were told that the CNR had already begun the job of demolition and they intended to continue.

They squashed any rumors that the CNR intended laying a new and stronger track, stating that: "If, in the future, there is enough traffic to warrant the laying of a new track we might consider it. But we have no intention of reopening the line now. When we bought it we purchased it purely for scrap and nothing else.

"We believe Cornwall is being well serviced by present railway operations in the area and that the present track can meet any of today's business," the delegation was told.

The CNR purchased the line and the right of way a few weeks ago. They put a 100 man work gang on the job of ripping up the old track, laid down in 1897 largely through the efforts of Joseph Kerr and Dr. Darby Bergin.

Last train over the 57.9 miles of track was at 6:45 p.m. on Feb. 14. Prior to that the line had been in operation for sixty years. It serviced the communities of Newington, Berwick, Crysler, Embrum, Russell and Edwards.

All of these communities have bitterly protested first the relinquishing of the line by the NYC and now the dismantling of the track by CNR.

Rumor Saturday through the 57.9 mile area was that a new track would be laid. This was squashed by the CNR.

Cornwall's industrial commissioner William Coventry told the Standard-Freeholder this morning the loss of the track will be a "serious" blow to future industry and also to Cornwall's plans to become a gateway to Eastern Ontario.

"We require this track for our future docking facilities. It supplies us with a direct route to all those lines going west," he pointed out.

Alderman Stanford explained that the CNR's refusal to discontinue demolition was more or less a direct stand.

"They just told us they were going to continue to rip up the track and that was all there was to it," he said.

Small communities serviced by the track claim they face hardships, mainly in transportation of important goods to and from the area.

Hardest hit are fuels, mail, package and large freight.

South Channel Bridge Removal a Major Job

A mammoth dismantling job faces St. Lawrence seaway workers in the razing of the steel bridge across the south channel of the river between Cornwall and Massena, N. Y.

One of three in the international system, the bridge is composed of three spans which connect Cornwall Island and New York State. The spans and connecting piers must be removed from the south channel by July 1, 1958 to allow 14 foot navigation on the seaway route.

A ferry, the John J. Walsh, is being refitted to supply service from the island to the mainland until the new high level bridge is completed.

Remove Centre

Col. Loren W. Olmstead, district engineer for the U.S. army corps of engineers, said today that if the contractor, the American Bridge company, continues with present plans, the centre span of the old bridge will be removed first and floated on barges to shore. He added however, that the company's plan could be changed before the actual work starts.

Colonel Olmstead said that first the workmen will remove the heavy planking and the hand rails on the bridge to lighten the weight. Then two barges will be swung under the centre span and two cribs or towers will be built up about 35 feet on each barge to the "floor of the span," until the bridge section is resting on the four towers. As these cribs are being built up, strengthening trusswork will be constructed under the span.

Next the centre portion of the bridge will be loosened from the ends, and the barges will be allowed to slip downstream carrying the span into the shore east of the south approach to the bridge. There a derrick will be used to swing out and dismantle the bridge section, loading the pieces on waiting rail cars.

Once the centre span is dismantled, the entire process will be repeated to remove the north span. The remaining section on the New York state side will then be dismantled by the derrick.

This portion of the bridge will not interfere with the shipping lane in any way and Colonel Olmstead pointed out that there will be no rush to remove the section.

The removal of the north pier in the middle of the channel will proceed as rapidly as possible in order to clear the channel for shipping by July 1, 1958.

Colonel Olmstead said that the American Bridge company plans to bring a floating plant for the operation of the bridge site this fall. This will enable the contractor to get to work without waiting for the canal system to open in the spring. It is anticipated, Colonel Olmstead said, that the barge on which the bridge sections rest will be moved by winches.

Actual work of dismantling the structure will get underway Feb. 1, 1958.

The current in the river at the point where the bridge is located runs at about eight miles an hour, as fast as any portion of the river in which the corps and its contractors are working.

The anticipated bridge operations is reminiscent in some ways of a part of the first work on the St Lawrence power project, when a temporary bridge was swung out into the current at Hawkins Point, to provide transportation to Barnhart Island until the permanent bridge could be completed.

The corps working as supervising engineers for the St. Lawrence Seaway Development Corporation, and one of their contractors, Merritt Chapman and Scott are faced with a second difficult operation in the river just below the Roosevelt town bridge. Here the original centre span of the bridge, a twisted mass of iron, is lying directly in the seaway channel.

This section of the bridge collapsed in 1898 on the day that the bridge was completed and the wreckage must be taken out. It is figured that the top most piece of the wreckage is lying about eleven feet below the surface of the water in the eight mile an hour current.

Colonel Olmstead said he did not know what method the company is planning, to use to bring up the steel.

01/10/1957

Cornwall Freeholder

New York Central

Cornwall

Sunken Bridge Span Defies Salvage: Tries

Thick-Cables Snap Twice in Operations

An all-out effort to pull 500 tons of steel from the south channel of the St. Lawrence river so far has met with failure.

The 500 tons of steel is what remains of a bridge which one time spanned the south channel. Fifty-nine years ago this month two sections of this span tumbled into 35 feet of water carrying 14 workers to their death. Seventeen others were seriously injured.

Today, Captain John L. Tooker, an amiable New Yorker who for the past 45 years has been climbing up the ladder of success in the salvage world, is attempting to hoist the spans from the river bottom. He has met with little luck to date.

Capt. Tooker, who is head of the consulting firm of John L. Tooker Incorporated, is working with the Merritt, Chapman and Scott salvaging company. His job is to supply the know how to a tricky job.

Mysterious Task

In explaining his difficulty with "this job," the captain explains that: "She's not the toughest job I have tackled but certainly the most mysterious. You just don't know where you are at.

"We should be able to pull that bridge out with a 170-ton pull. However, the bridge is so imbedded in the river bottom by rocks and muck that right now we are pulling with 320 tons."

In other words, the captain is having a tough time carrying out his job added to his woes is the fact the spans are lying east and west in the river instead of across from bank to bank.

The captain adds that as for sending a diver down to slice the bridge into pieces, "that is out of the question. River currents and other obstacles make it far too treacherous for a diver."

Singing like canaries are two mighty cables both two and a half inches in diameter. They are attached to the bridge, one 50 feet from one end and the other very close to the centre. One cable is 900 feet long. In all, there is close to 180-ton pressure on each cable enough to make anything sing.

2 Cables Break

Two cables, both half inch in size, have snapped under the extremely heavy pressure.

However, the captain thinks that this time "we've got it."

The giant structure has already been moved along the river bottom some 100 feet and pulled almost 30 feet to the surface.

However, according to the captain, "getting her the rest of the way is a tough job"...and the captain should know.

Captain Tooker learned his trade from his father, working side by side on the docks of New

York. He climbed steadily up the ladder of success in the salvaging world until today he is an acknowledged authority in his line. Highlights of this career have included the raising of the French troop ship, the Normandie which caught fire and sank in New York harbor and being the first volunteer to arrive at Pearl Harbor.

Lifting of the giant structure from the bottom of the St. Lawrence river is necessary if shipping is to be allowed free passage through the south channel.

"It is necessary...and it will be done," said the captain.

To Seaway Agencies: Sale of Bridge Said Imminent

The Standard-Freeholder learned today sale of the Roosevelt International Bridge Company, Limited, to U.S. and Canadian seaway agencies will be completed within two weeks.

Although no sale figure is available yet, it is understood that acquisition of stock, the final stage of negotiations is almost completed.

The bridge is being purchased by the U.S. Seaway Development Corporation and its Canadian counterpart, the Seaway Authority. These two bodies will take over levying of tolls and maintenance.

Present owners acquired the bridge rights in 1949 from U.S. interests, the Flynn Corporation of New York City.

The operating company was headed by the late Mayor Aaron Horovitz as president.

Built in 1898

The bridge itself was built in 1898. It was opened for vehicular traffic in May, 1934.

It has also been disclosed that a new Canadian customs building is to be erected and in operation by May 15, of 1958.

The American customs will operate from nearby offices, but the work of actual examination will take place from a trailer until suitable custom offices can be erected.

Traffic will be taken across the south channel of the St. Lawrence river by ferry, recently acquired for the purpose. Traffic will be diverted along the Uscan road, on Cornwall Island while the ferry is in operation.

In the meantime, work on a new south channel span across to the St. Lawrence river is continuing towards its completion date of November, 1958. The substructure of the \$7,000,000 international bridge is being constructed by Canada and the superstructure by the United States agency.

The latter hopes to begin work sometime next spring.

The old south span of the Roosevelt International Bridge will come out in the spring.

Because of this the seaway entities have been forced to press into a service of a ferry system which will be in operation between the time the old span is removed and the new bridge is completed.

What new tolls, if any, are to be levied and how the international bridge will be staffed are questions whose answers may come out in two weeks.

It is also expected plans will be announced soon for a high level suspension bridge which will replace the north span of Roosevelt Bridge: Soundings have been taken recently along Brookdale Avenue where the bridge approaches will be built.

The bridge will cross Cornwall canal and the St. Lawrence river at the foot of this street which runs parallel to Howard Smith Paper Mill property.

Earlier this year, it was revealed tenders for the new north span might be called for before the end of 1957.

11/10/1957 *Ottawa Citizen**New York Central**Cornwall*

International Bridge Sale in Two Weeks?

Cornwall - Official sources Thursday disclosed that sale of the Roosevelt International Bridge will be completed in two weeks time.

Buyers are the U.S. and Canadian seaway agencies, the Seaway Authority. They are presently negotiating with the Cornwall International Bridge Company Ltd., holders of the rights for vehicular traffic, and the bridge owners, the New York Central Railway Company.

Although no sale price was released, officials reported that purchase of the remaining stock in the Cornwall company is all that is necessary to complete the deal.

The Cornwall International Bridge Company acquired their rights to the bridge in 1949 from the Flynn Corporation of New York City. the bridge itself was built in 1898. It was open to vehicular traffic in May, 1934.

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15/10/1957 *Cornwall Freeholder**New York Central**Cornwall*

Mystery of Bridge Disaster 59 Years Ago Near Solution?

A 59-year-old mystery may soon be solved!

On September 6, 1898, as workers busted themselves pulling away falsework for the nearly finished south span of the Roosevelt International Bridge, the structure suddenly gave way sending workers, steel and stone hurtling into the river below. Seventeen men lost their lives in the tragedy.

In reporting the event the Cornwall paper of that day said: "Although many possible theories have been given as a reason for the collapse of the pier, the cause of the wreck remains a mystery. The piers were sturdy construction and should have carried the weight of the bridge."

Half Removed

Now, 59 years later, a salvage crew has wrested half of the wreckage from its resting place and in doing so may have unravelled the 59 year-old mystery.

Saturday morning workers for the Merritt, Chapman and Scott salvage company hauled to land a large portion of the bridge which for the past two weeks has thwarted all attempts to pull it loose.

Captain John L. Tooker, who has headed the salvage operation, said that such was the pressure two giant cables snapped like "yo-yo" strings.

"We should have been able to haul it out with 170-ton pressure. Instead we now have 180 ton pressure on each cable."

Still buried in the muck and stone which has held tight to its prize, is the other half of the structure. It lies east and west in the river bottom and must be removed to allow shipping in the south channel a clear passage.

Reports are this latter hunk of metal and cable will not be touched until the present hauled-out portion has been broken up and taken away.

A company spokesman told The Standard-Freeholder: "We are not sure whether the bridge broke in half when it collapsed, or whether it snapped from our pulling."

He would not say whether weak metal could have caused the collapse in the first place, another possible explanation for the mystery which may soon be solved.

Bridge Purchase Announced Today

Purchase of Cornwall International Bridge Company Limited, operators of the Roosevelt International Bridge, since 1949, was disclosed today in a press release from the St. Lawrence Seaway Development Corporation. The release reveals that all shares of the bridge company have been acquired by the U.S. seaway entity and its partner, the St. Lawrence Seaway Authority of Canada.

No price was revealed in the announcement, nor was there any indication of a change in the toll levy.

It disclosed, however, that the two seaway entities will share equally in ownership and operation of the bridge company. Directors named include: for the St. Lawrence Seaway Development Corporation: E. Reece Harrill, comptroller; B.T. Jose, deputy-comptroller; Charles M. Trammell, general counsel; for the St. Lawrence Seaway Authority: John Lessard, comptroller, and L.A. Couture, counsel.

The former owners of the company acquired their lights in 1949 from U.S. interests.

President of the company was the late mayor of Cornwall, Aaron Horovitz.

The bridge itself was built in 1898 and opened for vehicular traffic in May, 1934. On

February 15 of this year railway traffic was halted when permission was granted by the Canadian Board of Transport Commissioners and the Interstate Commerce Commission of the United States to abandon the operation. Service was supplied between Helena, New York and Ottawa.

The present South Channel section must be removed and a new high-level bridge constructed to provide the requisite 120-foot overhead clearance for navigation in the Seaway channel.

The high-level bridge is being constructed by the two seaway entities, the U. S. constructing the super-structure and Canada the sub-structure. This bridge will cost some \$7 million and will provide a two-lane highway and a walkway for pedestrians. It will have no railroad right-of-way.

Beginning about April 1, 1958, temporary ferry crossing facilities will be provided between the U.S. mainland and Cornwall Island so as to assure uninterrupted traffic over the international crossing.

29/10/1957 *Cornwall Freeholder* *New York Central*

Sunken Bridge Salvage Work Completed by American Firm

Twisted, sunken south span of the original Roosevelt Bridge prevents any sonic sounding equipment from locating additional sections which may be left on the bottom of the St. Lawrence River. The spans are so twisted, it was said that it is impossible to reconstruct, even mentally, the structure, to see if it is all accounted for.

The job of removing the sunken bridge portions was completed this week well ahead of schedule by the Merritt, Chapman and Scott Company. Capt. John J. Tooker was consultant during the work, while Capt. Pat Ryan was engineer, and Scotty Owen superintendent.

The men reported that chains found woven in the wreckage indicated previous salvage attempts were made by the original bridge company. Engineers who have accomplished the job said if there are any small pieces of the bridge remaining, they will be picked up by the dredge, the M. Sullivan

The Sullivan is one of the big dredges engaged in channel work near Roosevelt, and will work its way up-river, covering the area in which the wreckage lay.

Capt. Tooker stated that the job took 34 days, and was accomplished in a much shorter time than was thought possible.

03/12/1957 *Ottawa Journal* *New York Central*

Approve Bill Dissolving Ottawa-NYC Line

The Commons Railway Committee today approved a bill dissolving the Ottawa and New York Railway Company.

The bill has been passed by the Senate and will now go to the Commons for final reading.

The railway line, operated by the New York Central Railroad Company, runs from Cornwall, Ont., to Ottawa. Permission was given the company to abandon the line by the Board of Transport Commissioners.

13/03/1958 *Ottawa Citizen* *New York Central* *Ottawa*

City Of Ottawa Department of Planning and Works Building

For Demolition And Removal

Sealed tenders addressed to the Chairman and Members of the Board of Control will be received by Its Secretary, Room 504, Transportation Building, 48 Rideau Street, Ottawa, Ontario, up to 3.30 p.m., Tuesday, March 25, 1958, for the Demolition and Removal of the New York Central Railway Office and Freight Sheds, known as No. 389 Nicholas Street.

09/04/1958 *Ottawa Citizen* *New York Central* *Ottawa*

With Picture

The coal sheds on Hurdman's Road at Mann Avenue have been a landmark for more than 25 years, but for the most of this time they have not been very eye-pleasing. Now they are to come down in the interests of progress in highway transit. The Hugh M. Grant Ltd. crane is seen removing a huge coal trestle beam preparatory to removal of the coal shed. These structures - originally owned by the now defunct New York Central Railway, later acquired by the CNR, and now owned by the FDC - have served several Ottawa coal firms through the years.

At the nearby site of the New York Central Railway's office and freight shed, Nicholas Avenue and Mann Avenue, the Industrial Demolition Company will begin to carry out demolition operations this week. When the whole building-removal project is completed at this point in the city in early summer a start will be made on a huge overpass and multi-lane road-way system which will link Nicholas Street with Hurdman's Road.

17/04/1958 *Ottawa Citizen* *New York Central* *Ottawa, Mann Avenue*

Used Lumber

Good Used Lumber for Sale

Apply at New York Central Railroad Building, cor. Nicholas and Mann.

Industrial Demolition Co.

22/04/1958 *Ottawa Citizen* *New York Central* *Ottawa*

With Picture

Another Eyesore Disappears

The old freight shed of the now discontinued New York Central Railway, Nicholas Street and Mann Avenue, is being demolished. The city recently bought the NYC property - terminus of its abandoned Ottawa - Cornwall line to make way for the new Queensway. An overpass from Nicholas Street, over Mann Avenue, will lead to Hurdman's Bridge speeding up Nicholas Street traffic.

Another Familiar River Landmark Starts to Vanish

Another familiar landmark is now being removed from the St. Lawrence River scene.

One unit of this landmark, the 60-year-old south span of the Roosevelt International Bridge, was removed yesterday. The two remaining units will disappear in the days and weeks to come.

When seaway engineers first envisaged a seaway channel linking the Great Lakes with open water and capable of servicing large ocean-going vessels, they found many obstacles in their path.

One of these was the old south span of Roosevelt Bridge, a link joining Cornwall Island and the American mainland.

Now as the seaway project nears completion this link is severed and a new \$7,000,000

suspension bridge is rising just west of it to take its place. Where the old bridge did not have enough head clearance for larger ships, the new one is designed to provide clearance for the biggest vessels which will be using the new seaway channel when 27 foot navigation goes into use in the spring of 1959.

Both projects, the removal of the old bridge and the erection of the new, are being carried out by workmen of American Bridge, a subsidiary of United States Steel Company of Cleveland, Ohio. Just north of where they are working a fleet of giant Euclid earth movers and other heavy machinery is being used to deepen the seaway channel where it skirts the south shore of Cornwall Island.

Ferry In Operation

Traffic between Cornwall Island and the American mainland meanwhile flows across the

south St Lawrence channel on the 34-car ferry boat John J. Walsh. The Walsh, purchased last summer by the U.S. Seaway Development Corporation went into service in April and will operate until the new bridge is completed late this fall.

Lieutenant Fred Aron, of the United States Army Corps of Engineers, resident engineer for the dismantling and removal of the south span of Roosevelt Bridge, was the man in charge of yesterday's project.

The bridge built in three sections, each 368 feet long and weighing 553 tons is to be removed section by section and dismantled.

The north section was the one removed yesterday. Months of preparation had gone into the job and removal was carried out without a hitch.

To the bystander watching the scene it appeared to be a hazardous undertaking. Half a dozen workmen scampered about on the section's superstructure as final preparations were made to free it from the cement piers. The smallest error in engineering could have cost their lives.

Two large flat-bottomed barges were used to transport the massive steel span once it was wrenched free. A steel falsework platform mounted on the barges acted as a base for the section and huge hydraulic jacks slowly transferred the immense weight from the bridge piers to large, flat-bottomed vessels.

Starts to Move

A few minutes before 11 a.m. everything was ready and the section of bridge, now balanced on the barges, began to creep slowly out into the river.

Had the engineering not been well done, the whole unit could have plunged into the river carrying with it a work crew of more than a dozen men. It was a perfect take-off, however. Three giant cables anchored in the river, west of the bridge and connected with winches on the barges, provided the motion power.

The delicately balanced assembly was winched 200 feet out into the river. Then a forth

cable came into play. This one was anchored to a "deadman" - steel piling driven into the ground located on the American mainland just west of the bridge approaches. The forth cable drew the assembly alongside the south pier.

Here it was lowered onto a platform built parallel to the south bridge section and using the two southern piers as part of its support.

Workmen, using a crane from atop the south span, will completely dismantle the unit.

Meanwhile the centre span will be loaded on the twin barges and made ready for transfer to the dismantling area. The south span and crane will be dismantled last.

The old bridge was erected in 1898 by the old New York and Ottawa Railroad Company.

Two of the spans dropped into the river in September of that year taking 17 lives and injuring 15 others. The tragedy occurred when one of the cement piers, acting as a support for two of the spans, crumbled while workmen were nearing completion of the project. The pier was replaced and work went on. The bridge was completed later that year.

It was used solely as a railroad bridge by the New York and Ottawa and later by the New York Central until the mid-1930s when it was planked and motor vehicle service was introduced.

Centre Unit of Bridge Is Removed

The centre unit of the south span of Roosevelt International Bridge was successfully

removed yesterday afternoon despite a driving rain storm which presented an additional hazard to the already hazardous undertaking.

Like the north section of the structure removed on Tuesday the work was carried out by a crew of American Bridge Company workmen, using twin barges laced together with a steel framework platform.

Unlike Tuesday's operation, however, yesterday's move saw workmen swing the giant span eastward into the river. It was brought up on the east side of the south section. Now all three sections of bridges are sitting parallel to each other near the American shore. -

Crane on Hand

A giant crane located on the south section is sitting between the two other sections and will be used in dismantling them for salvage. Dismantling work is scheduled to begin soon.

Rigging for the winch operated barges had to be transferred east into the river before

yesterday's task could be carried out. Four cables attached to anchors in the river and the American mainland and attached to winches on the barges provided the motive force for the operation. They were upstream when the north section was removed Tuesday, but had to be transferred downstream for yesterday's manoeuvre.

When the first two spans have been dismantled the barges will be moved under the remaining south section and will be cut apart for salvage.

American Bridge officials could not say how long the entire project would take to complete.

After serving for 60 years as an important traffic link between Cornwall and Massena, the south channel spans of Roosevelt International Bridge have been sold as scrap to the Abe Cooper Wateitown Corporation. The three spans will provide 1,659 tons or 3,313,200 pounds of No. 1 grade scrap steel. Price paid for the spans was not disclosed. Dismantling of the bridge is being carried out by American Bridge Company, builders of the new high-level suspension bridge. It will be a summer-long job. The steel from the bridge will be loaded, section by section, on gondola cars for shipment to Watertown. There, in the corporation yards, it will be cut into lengths suitable for foundry and steel plant usage, according to Gilbert Matlow, executive vice-president. As the market for good quality junk steel is firm, it is expected the bridge components will be disposed of soon.

Lose Claims for Damages Against NYC
Railway employees of the New York Central Railway Thursday lost their claims in the Supreme Court of Canada for damages resulting from the abandonment of the railway's line between Ottawa and the United States border. The Brotherhood of Railway Employees had asked the Board of Transport Commissioners to order the company to pay workers any financial loss as a result of a change of residence following the abandonment of the lines. The board rejected the claims. New York Central was authorized by the board to abandon its service to Ottawa after construction of the St. Lawrence Seaway forced removal of a railway bridge in the Cornwall area. The brotherhood appealed the no-damages judgment of the Board of Transport Commissioners.

Seaway Explains Decision on Bridge Demolition Bid
Failing to conform to "the requirements of the specifications" cost Van Leishout Construction of Cornwall, the contract for demolishing the north span of Roosevelt Bridge. This was the reason given today by St. Lawrence Seaway Authority for rejecting Van Leishoufs low bid of \$55,600 in favor of the next lowest, \$108,980 from Panzini Ltd., of Montreal. L.E. Beland, Authority secretary, told The Standard-Freeholder the "complexity and the dangers involved" in removing the bridge made careful investigation necessary. "The low tender submitted by Van Leishout Contruction," he said, "was the subject of special study because the price quoted was so favorable and because the firm's headquarters were in Cornwall."
MADE APPRAISAL
The Authority's engineers, he said, thoroughly appraised the proposed procedures, prices, experience of the contractors in this class of work, adequacy of their staffs and their financial responsibility. Mr. Beland said the Authority also sought the opinion of two qualified bridge engineers from the Department of Transportation and Department of Public Works. They studied the plans and specifications and the Van Leishout tender. "These two specialists," he said, "agreed with Authority engineers that the method of demolition submitted by Van Leishout did not conform with the requirements of the specifications. For this reason, the contract was awarded to the second low tenderer, Panzini Ltd., of Montreal." Disappointed, Mr. Van Leishout said Friday the tendering cost him \$2,000. He felt he had the men, experience, methods and equipment needed to do the job well.

Arrive in City to Remove Historic Roosevelt Bridge
Employees of Panzini Construction of Montreal have arrived in the city to begin demolition of the historic old north span of Roosevelt Bridge. The 85-year-old bridge has been closed down since the opening of the new north span of Seaway International Bridge in 1962. The bridge connects the city with Cornwall Island. The city terminal is just west of the Howard Smith mill of Domtar Pulp and Papers. R.J. Burnside, director of operations for the St. Lawrence Seaway Authority, today cautioned small pleasure boat operators that cables anchoring work scows in the river will present a serious hazard. The demolition work will involve the dismantling of the entire steel superstructure and the masonry piers. The latter will entail blasting. Part of the cantilever structure will be removed by lowering it to scows in the river. During this operation the scows will be anchored between two bridge piers with cables extending upstream to anchorages in the river or on the banks. These submerged cables could cause accidents if hit by small boats, and all boat operators are asked to stay clear of the area.
BEGINS MONDAY
The latter phase of the operation will be carried out, beginning the first of next week and continuing until Aug. 3. The contract calls for the completion of the project by Oct. 31. The contract for \$108,908 was awarded to Panzini about a month ago after a study had been made of a lower bid of \$55,600 entered by Van Leishout Contruction of Cornwall. Engineers of the St. Lawrence Seaway Authority advised against accepting the Van Leishout bid because of the method the firm proposed to use. The old bridge was initially used as a link in the new York Central Railway. Vehicular traffic was introduced in 1934. It was at that time the only bridge between Montreal and Niagara Falls. The south span of the old Roosevelt system was removed prior to the opening of the St. Lawrence Seaway as it was too low to allow passage of the large vessels. The new north channel bridge which was completed in 1962 is also of such a design as to allow passage of large ships should an all-Canadian seaway be built between Cornwall Island and the city. The new bridge is west of the old one, intersecting with Brookdale Avenue.

Lower Big Section of Old Roosevelt Bridge

The 140-ton centre section of Roosevelt Bridge was lowered onto two barges and towed away Wednesday in a six-hour operation that ended after darkness had set in.

The 157-foot centre span was lowered by Dominion Bridge Company under sub-contract to Panzini Construction of Montreal, contractors for the demolition job.

Some 40 employees of Dominion Bridge, Panzini and supervisory personnel took part in the operation from craft moored in the north channel of the St. Lawrence River.

Workmen began cutting the section free at 4 pm and completed this aspect by eight o'clock. Winches working off the adjacent bridge sections slowly lowered the heavy section to within a few feet of the water. Barges which had been moored upstream were then brought in to complete the job.

One of the most tricky tasks was centering the section and balancing it in the barges which were fastened together by a steel framework. This was accomplished without mishap.

The section was then towed upstream and left on the barges where it will be cut apart with torches and converted to scrap.

Once the section was cut free it took only 14 minutes to lower it, an engineer disclosed. He indicated the next big jobs will be to lower the sections at each side of the river.

The Roosevelt Bridge was built some 60 years ago as a New York Central Railway link between the city and Cornwall Island.

It was converted in 1934 to handle highway traffic and was used for this purpose until two years ago when the new Seaway International Bridge was opened.

22/07/1965 *Cornwall Freeholder* *New York Central* *Cornwall*

Huge Crane at Bottom of River

"Down went Maginty to the bottom of the sea." runs the old song. But it wasn't Maginty, and it wasn't the sea.

It was a 25-ton crane which toppled off the south cantilever arm of the old Roosevelt Bridge into the St. Lawrence River.

The unnamed operator jumped from the plummeting crane to the deck of the bridge, scrambling to safety before the big splash.

The crane is owned by Henry Panzini, demolition contractor from Montreal. The heavily loaded crane was in use during work in tearing the old bridge down.

While a sinking feeling may have been experienced by the company as the crane disappeared beneath the waters, demolition work is proceeding on schedule. Completion date is slated for October.

Company officials could not be reached for comment, but it is understood another crane will be brought in to remove the first from the water.

30/08/1965 *Cornwall Freeholder* *New York Central* *Cornwall*

Section of Old Bridge Topples Into River

A 70-ton span of the old Roosevelt Bridge took an unscheduled plunge toward the river

Sunday afternoon, when part of the south cantilever arm gave way. The metal supports are now resting on an incline down to the water.

A month ago, a 25-ton crane toppled off the south span into the river. The crane is still under water, but Panzini Construction, contractors for the job, intend to salvage the equipment.

A second large crane was brought in from Montreal this morning. According to a Dominion Bridge supervisor, the fall of the bridge section brought no additional trouble.

The bridge, weighing 300 tons with the spans on it, had been stripped down to 140 tons, leaving only 70 tons on the part which fell. He expected no difficulties in cutting the span down.

"We dropped a 2,100-ton span on the Jacques Cartier Bridge, lowering the span at the same time we brought the new one over the seaway," he said. He considered the happening might have been fortunate. "When we got the weight on the machine, we wouldn't know the weight on the borings."

Safety Inspector Al Roberts said there had been some thought of blowing the span up, but it had been decided to cut instead.

Work on the north cantilever arm begins today. Stone piers in the water are to be taken down to a specified height, and the old road bed on the south side will be removed. Work is scheduled for completion in October.

21/02/1986 *Ottawa Citizen* *New York Central* *Finch*

The Women's Institute of Finch (Ontario) is trying to locate a movie shot in the 1950s by the National Film Board, called The Stationmaster which featured one Dalton Henry who was the station agent in that community. The film appears to have portrayed the life and duties of a stationmaster at a junction station, Finch, being the junction between the New York Central's Ottawa-Cornwall line and Canadian Pacific's Winchester subdivision. To date, all efforts to find the celluloid have been in vain. (Branchline).

08/12/1986 *Ottawa Citizen* *New York Central* *Pana*

OUT OF THE ASHES, A DISCOVERY: Another trace of the former New York Central branch which once linked Ottawa with the U.S. border at Cornwall, Ontario, across the river from Massena, New York, vanished in the flames of a recent house fire on December 6, 1986.

Under renovations at the time, the house was originally built as the Pana station, a stop on the NYC, about a dozen miles from Ottawa. The NYC ceased operations in the Ottawa area in 1957.

Tracks Gone But Memories Linger On New York Central Railway

Lydia Petit took time out from weeding her garden to tell me the time she took the New York Central all the way to Finch to see a newborn baby.

"That was in 1953. That baby's a doctor now in Sydenham."

Petit has lived in Newington for 31 years. "I'm too old to have my name in the paper" she claimed, but the delightful twinkle in her eye told me she was young enough to have her picture taken.

A thunderstorm was threatening as Rita Werly took her clothes off the line. Her Northfield Station home was within sight of the old New York Central railway line, five kilometers southeast of Newington.

"My big treat as a little girl was the annual trip by train to see the Stormont County Fair in Newington. It cost 10 cents, each way. Just step on, then step off. Sometimes I used to go visit down in Cornwall too, but usually I was just too busy raising the four kids."

"We used to order from the Eaton's catalogue. We'd go down to the waiting station and pick up the good we ordered. Lyl Arbuthnot was the postmaster for years. I've lived here for 54 years."

Debby Grangelo is too young to know more than just a bit of the history of what is now her Northfield Station home. "The front part of our kitchen was the barber shop. This was the post office. Our garage was the waiting station" Jessie, her seven-year-old Queensland Blue Heeler now guards the old building. '

Her next door neighbour Evan Lafave operates a small engine repair shop. When he's not tuning up a tiller or fixing a balky snow blower, he finds time to take a walk with "Bear", his dog, along the NYC railway bed.

"The name came with the dog. It doesn't fit, but that's what he had already been given, and he answers to it."

The shaded railway right-of-way runs between Cornwall and Ottawa. Buried under it is part of Bell Canada's fibre optic communications network.

Young Steven Lafave rides his bicycle along the level, gently curving trail. "We sometimes go down to the quarry with our bikes. Sometimes we spot fish in it."

The Seaway Valley Snowmobile Association members ride on it during the winter. Between Embrum and Russell it has been developed as an excellent cycling path. In Finch, a modern senior citizen's home has obliterated all signs of it. To the south, Highway 401 cuts through it. A cornfield north of Crysler has a poor yield diagonal running through it. The NYC cinders are too stubborn to disappear in less than 40 years.

The tracks are gone, but the traces and memories linger on. "I can remember sitting on the front porch in the evening. Its lights would flicker through them trees over there and the smoke would rise above 'em. Real pretty! I miss all that."

Those were the words of one old farmer as we shared the dancing flames of a bonfire.

Memories and traces die hard. In many ways, the New York Central line lives on.

By: Nick Wolochatiuk

20/07/1996 *Cornwall Freeholder* *New York Central* *Northfield*

Northfield Station: A Place in the Country

It's a place where kids can be kids and where neighbours are neighbourly. It's not the kind of place that you drive through by accident.

"Where's Northfield Station?"

It's half-way between Dixon and Northfield, and south of the Newington Bog. That doesn't help you? Try 20 kilometres northwest of Cornwall.

The easiest way to get there is to drive north from Lakeview Heights, along SD&G 15, then west at Northfield, the next settlement after Harrison's Corners. If you reach Avonmore, you've gone too far.

Two years ago, didn't I suggest you get a 1:250,000 scale map of Eastern Ontario? You can't be a true Hometown reader without a detailed, map of SD&G!

I first discovered Northfield Station while on a mountain bike jaunt out of Cornwall via the former New York Central railway bed. Unfortunately, only parts of the Cornwall-to-Ottawa segment are still useable as a recreational trail today.

In the late 1950s, few people had sufficient vision to preserve the entire right-of-way as a valuable resource for the future. I wonder if we are any wiser today.

There's another railway bed, the recently retired CPR spur line, "The Peanut Line", that connects Cornwall to St. Telesphore, Quebec, via Williamstown and North Lancaster, that could be saved as recreational trail, What an interprovincial cross-cultural link that could be! There are some who care, but not enough that care enough.

Back to Northfield Station. Not since the late fifties has there been a train whistle heard in the hamlet. At one time, special NYC excursion trains brought people to the Avonmore Fair from Cornwall and Ottawa. At Finch they transferred onto a Canadian Pacific train that took them the last way to the fair.

Today the Northfield Community Association strives to maintain a community spirit. At the Northfield Hall, a former United Church, the community gathers for events such as showers and card games for the seniors. In the adjacent yard is play apparatus and a ball park for the younger folk.

These facilities are where the Cornwall Township Summer Special Events program brought Halloween to Northfield this summer. Judging by the numerous parents to be seen relaxing around the shaded yard, it wasn't just the children who were enjoying themselves.

The Township conducted similar summer programs in Long Sault, St. Andrews West.

A New York Central "Monster" In Cornwall

New York Central's No. 1988 was photographed just north of the Cornwall Station on Second Street West on March 27th, 1947. The large locomotive was known as a 2-8-2, which corresponds to its wheel configuration: 2 small front wheels, 8 large drive wheels, and 2 small rear wheels. This type of engine was bigger and more powerful than the 10-wheelers which were regularly used on the Ottawa-Cornwall-Helena, N. Y. run. On very rare occasions, one would arrive from Ottawa with a longer than usual freight, but the monster locomotive would not have been allowed to continue on to Helena, N.Y. as its tremendous weight exceeded the old Roosevelt Bridge's load limit.

The railway which once linked Cornwall and Ottawa had its roots to Moira, N.Y., where construction of the Northern Adirondack Railroad began in 1883. At first, track was laid in a southerly direction, away from Cornwall and by 1889 it had reached Tupper Lake. In 1897, the company changed its name to the Ottawa & New York Railway and the line was extended northward from Moira to Helena, N.Y., then across the Racquette and St. Lawrence Rivers to Cornwall and on to Ottawa by way of Black River, Northfield, Newington, Finch, Crysler, Berwick, St-Albert, Embrum and Russell. Trains between Cornwall and Ottawa started running in 1898, but cross-border service was delayed until 1900, due to the collapse of 2 of the 3 south channel trusses during construction on September 6th, 1898. The accident resulted in the deaths of 14 workers and remains the worst tragedy in Cornwall's history. The rebuilding of the wrecked spans nearly bankrupted the company and to continue service, it was forced to hand over operations to the mighty New York Central Railroad. In June, 1908, a washout on the south bank of the Cornwall Canal caused the collapse of the swingspan, disrupting canal traffic for several weeks. The south portion of the line between Helena and Tupper Lake, N. Y., was abandoned in 1937. As for the northern half between Helena, N.Y. and Ottawa, passenger service continued until 1954. On February 15th, 1957, a southbound freight left the NYC Cornwall station and crossed the great bridges for the last time, putting an end to Cornwall's 60-year involvement with an American railroad. The south channel spans were dismantled in 1958, while the north channel cantilever and Cornwall Canal swingspan were removed in 1965. New York Central's little Racquette River Bridge (look to your right from Hwy 37 as you enter the HS. portion of Akwesasne) still carries a Conrail spur and is the last major reminder of the line which Cornwall residents once used to get to Tupper Lake, and from there to Utica, Buffalo and New York City.

By: Gary Villeneuve (submitted)

08/03/1998 Cornwall Freeholder

New York Central

Rail Roots

Local Man Digs Into History of NYC Railway, Unearths Family Connection

In the course of digging into the local history of the New York Central railway line, Chris Granger discovered that the vacant land he once played upon as a child was its abandoned railway bed. He began to dig into its history through books, newspaper clippings, topographic maps and family photo albums.

It is his ambition to one day explore what's left of the route, to discover what remnants of bridges, culverts and stations still exist.

If Granger follows the route successfully, he'll pass, by the Cornwall Speedway's 'Pitt Road', Northfield Station, the Newington 'World's Fair' grounds, Finch, Crysler, Embrum, Russell and eventually Ottawa.

Granger, age 25, gradually uncovered his family's extensive historical links with the NYC.

First of all, his childhood home was at 409 Hoople Avenue. The abandoned railway bed was adjacent to his backyard.

His grandmother Amy 'Toots' Asselin, who passed away in 1989, told him of the NYC connection. She and her husband had a coal shovel and bears the stamping 'NYCS 8 46 2'.

Another souvenir Granger has is an octagonal bronze toll token for the Roosevelt Bridge, inscribed with "Seaway City Welcomes You".

Granger's great grandfather, Robert McCleary, was with the NYC from 1900-1918. Harold

Bouck, Granger's great great uncle, also worked for the NYC (1900-1938), as did George Bender, his great great grandfather (1918-1929).

As Granger does his research through text books and newspaper clippings, he painstakingly transcribes them on his computer. One of his reference books is "Ghost Railways of Ontario by Ron Brown," published in 1994.

Detailed topographic maps show the location of current and former railway beds, a great boon to historians, hikers and cyclists who are doing research before going into the field.

Granger has several wishes and goals. "Some day I'd like to be able to cycle the entire length of the railway bed," he said. "It would also be interesting to get an overview of what's left by flying over it in a light aircraft."

"It is unfortunate that all of it wasn't left intact as a recreational trail. The recently abandoned CP 'Peanut Line' that connects Cornwall, Williamstown, North Lancaster Station and St-Telesphore, Quebec will be cut into pieces too if something's not done soon," he lamented.

"At least some historical markers should be erected."

Granger told of an interesting mural on the side of Home Hardware in Crysler. It depicts a NYC scene.

So little is left to remind us of an age of iron and steam. What is left to tell the next generation of their past?

A Blast From the Past

Museum Shows 100 Years of New York Central Rail Line

It was the choice form of transportation before conventional highways, let alone the information highway.

And it is being heralded in an exhibition at the United Counties Museum in Cornwall, across from Domtar.

A wide range of photos and exhibits are on display, in a project by a historical society member depicting 100 years of the New York Central railway.

The railway was abandoned in the 1950s, but Chris Granger has done his best to detail what has happened to buildings, rails and right-of-ways since then.

The project has been a labor of love for Granger for the past 10 years. He began clipping articles on the railway while still in high school.

Included in the exhibit are spectacular photos of the 1898 collapse of the railway bridge crossing the U.S. side of the St. Lawrence at Cornwall, in which 15 workers were killed.

There are also photos of the 1908 collapse of the swing bridge crossing the canal from Cornwall.

They are but a mere sampling of the photos depicting both the rise and fall of the railroad and the contemporary remnants of the railroad.

The NYC line was Cornwall's major link to Ottawa and Upper New York during the early part of the century.

It was constructed at the urging of city residents, with the backing of local politicians, who felt the link was needed to propel the city into economic prosperity.

"Back then we didn't have any highways. The road were in terrible shape compared to today's standards," Granger said. .

With the rail line, an excruciating day trip was turned into an enjoyable ride of a couple of hours by steam.

But the trip stretched even longer in later years because of speed restrictions and poor track maintenance.

"It was almost a joke that you could walk to Ottawa faster," Granger said.

Of the 23 stations that had dotted the railway line between Coniwall Island and Ottawa, only seven remain, Granger said.

And only one has been restored to its original condition. It now rests at the beginning of the NYC bicycle trail in Embrum.

Granger eventually hopes to turn all his research into a book. He already has a rough draft completed, but has been unable to finish it because he keeps coming across more information.

"It just keeps getting bigger and bigger as I find more information," Granger said.

He said there is a lot of information available on the rail line. It just takes persistence to find it

"It's out there. It's just scattered."