

# Local Railway Items from Area Papers - New York Central

*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.

*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.

*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 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.

*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.

*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)

*09/03/1887 Ottawa Journal New York Central*

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, Embrun, 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.

*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.

**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.

**09/11/1896** *Ottawa Journal*

*New York Central*

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*

Letter about the New York and Ottawa.

**20/04/1897** *Ottawa Citizen*

*New York Central*

*Russell*

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.

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 Embrun 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 Embrun. After the speeches cheers were again given for the Queen, the people of Embrun, 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. Haste 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. Haste 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.

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.

This 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.

Many Advantages.

The following are some of the main advantages of the project: It opens up a fertile and settled country between here and Cornwall, whose business 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 a population of 10,000 people, who now do their business with Montreal, but will probably be drawn towards 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 between Ottawa and 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 saving to the consumers would be \$4,375. The interest and sinking fund necessary to provide in thirty years for the bonus asked is only \$4,575; so that on this item alone almost enough would be saved to pay the whole sum.

The Extra Taxation.

The tax upon the property of the city would be a little less than 23 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 its whole length, both in Canada and in 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 this 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

17/06/1897 *Ottawa Free Press**New York Central*

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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.

23/06/1897 *Ottawa Citizen**New York Central*

Letter in opposition to bonus. Cornwall agreed to a bonus on condition that shops go there. No advantage to this area. J.R. Booth in opposition.  
On another page - article - A bonus of \$75,000 wanted.

23/06/1897 *Ottawa Journal**New York Central*

Letter against the proposed by-law. W.D. Morris.

23/06/1897 *Ottawa Free Press**New York Central*

Detailed letter from Flack arguing for the by-law.

**24/06/1897 Ottawa Citizen New York Central**

Vote for the by law today. Article.

**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)

**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.

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

The by-law granting seventy-five thousand dollars too 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 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.

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. Carroll 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.

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.

'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.

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.

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.

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.

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.

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 waggon 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 waggon 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.

03/09/1897 *Cornwall Freeholder**New York Central*

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.

03/09/1897 *Ottawa Citizen**New York Central*

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.

03/09/1897 *Eastern Ontario Review**New York Central*

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

06/09/1897 *Ottawa Citizen**New York Central*

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

06/09/1897 *Ottawa Citizen**New York Central*

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.

11/09/1897 *Ottawa Free Press**New York Central*

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 SooySmith 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.

14/09/1897 *Ottawa Citizen**New York Central*

As stated in the Citizen on Saturday, the work of building the New York and Ottawa line between Hogsburg, 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 Hogsburg.

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.

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.

16/09/1897 *Ottawa Journal**New York Central*

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.

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.

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.

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 Chrysler 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.

29/09/1897 *Ottawa Journal**New York Central*

#### 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, Soosmith & 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 Embrun. Mr. Hendershott of Montreal will build those of the Nation river bridge at Chrysler. 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.

*19/10/1897 Ottawa Citizen New York Central 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 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.

*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.

**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 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.

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

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

**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 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.

**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 Free Press* *New York Central* *Hawthorne*

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

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.

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 Armprior & 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.

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.

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.

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 he 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.

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

The People may decide Whether the O&NY Shops will be here.

Bylaw to raise \$75,000 as a bonus to O&NY may go to the ratepayers in January.

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 would.

Long article.

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.

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.

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.

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.

Sooysmith 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.

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.

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.

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).

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.

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 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.--

**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.

**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.

**25/12/1897 Ottawa Citizen New York Central**

Address to the freeholders of Ottawa urging them to vote for the bonus--.

**27/12/1897 Ottawa Free Press New York Central**

Full text of address by O. & N.Y. (Hibbard) to the freehold electors of Ottawa.

**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.

**05/01/1898 Ottawa Free Press New York Central**

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. Ry 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.

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.

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.

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.

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.

27/04/1898 *Ottawa Free Press*

*New York Central*

--the Ottawa and Cornwall road is being ballasted and a spin 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 Citizen New York Central Hawthorne*

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.

*30/05/1898 Ottawa Journal New York Central*

The O&NY entrance here.

Allowed to make a level crossing over the CAR.

Mr. Booth wanted them to build an overhead bridge at Hawthorne but the government thought otherwise.

Exerpts

Meeting of the Privy Council Railway committee held this forenoon.

O&NY application to cross the CAR on the level. CAR opposed - wanted an overhead bridge.

Ridout reported in favour of a level crossing - satisfied that an overhead bridge was not necessary.

O&NY will use the CP tracks into the city after crossing the CAR at Hawthorne.

*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 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.

*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 Citizen New York Central Embrun*

Follow up on the wreck. --

Romborgh from Newington.

Chrysler was once a fireman on the C.P.R. but had abandoned this 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 work for only a few weeks.

The train consisted of twenty flat cars loaded with gravel and was running at about twenty miles and 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 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. More.

*13/06/1898 Ottawa Free Press New York Central*

Account of the inquest into the wreck at Embrun.

*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.

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.

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. porpose 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 the 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.

16/06/1898 *Ottawa Journal* *New York Central*

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.

Plan filed

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.

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. --

C.A.R. - No room for freight depot at the canal basin, proposal for a big depot would be wrecked. O. & N.Y. should purchase C.P.R. Sussex Street. --

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

Editorial. There is not room for freight facilities at central depot for any road.

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 Russel village on Friday night last. They were on a construction train on the O. & N.Y. and ran into an open switch.

17/06/1898 *Cornwall Freeholder**New York Central**Embrun*

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 Chrysler, Chrysler, 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. Chrysler 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.

Chrysler was an only son of J.R. Chrysler, 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)

20/06/1898 *Ottawa Citizen**New York Central*

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.

20/06/1898 *Ottawa Free Press**New York Central**Hawthorne*

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.

23/06/1898 *The Record, Chesterville**New York Central**Russell*

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.

05/07/1898 *Ottawa Journal**New York Central**Russell*

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.

05/07/1898 *Ottawa Citizen**New York Central*

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.

05/07/1898 *Ottawa Journal**New York Central*

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.

07/07/1898 *The Record, Chesterville**New York Central**Cornwall*

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.

08/07/1898 *Ottawa Journal**New York Central*

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.

09/07/1898 *Ottawa Citizen**New York Central*

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.

09/07/1898 *Ottawa Journal**New York Central*

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.

14/07/1898 *Eastern Ontario Review**New York Central**Ottawa*

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

15/07/1898 *Eastern Ontario Review**New York Central*

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

16/07/1898 *Ottawa Free Press**New York Central*

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.

26/07/1898 *Ottawa Citizen**New York Central**Sussex Street*

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

Embrun 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.

Embrun 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.

Embrun's population is considerably above one thousand, around the village and including probably eighteen hundred people find 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 Embrun, 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 Embrun - possesses a fine cheese factory, orchards are abundant through this section. Apples are extensively cultivated.

After Blanchard's comes Crysler 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 Crysler. The fields are beautiful and green and the wild mustard - the farmer's pest - is absent. But after leaving Crysler 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

Embrun - 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.

*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.



[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 Embrun, 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 Embrun, 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 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.

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 Embrun, 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 top 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.

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.

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.

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.

Application of O&NY for access to Central Depot came up before the Railway Committee again today.

Hibbard - nothing new in his evidence.

CAR/OA&PSR wanted all the land available for their own tracks. Supported by Mountain

Decision reserved.

The O. & N.Y. has been opened. The service is not very regular yet.

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 ordnance 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

*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.

06/08/1898

*Ottawa Journal**New York Central**Crysler*

The construction train on the Ottawa and New York Railway ran into the station at Chrysler 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.

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 Journal New York Central Embrun

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 Moïse, 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.

06/09/1898 Ottawa Citizen New York Central Embrun

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. Routhier, while occupying seats within the sanctuary were Rev. Fathers Alexis and Moïse, 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.

*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.

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

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.

*07/09/1898 St. Catharines Daily Standard New York Central Cornwall*

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 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.

*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 Citizen New York Central Cornwall*

Fourteen killed, seventeen injured. Full account of the bridge collapse.

*07/09/1898 Ottawa Journal New York Central*

Swept down to death.

Full account of the bridge disaster.

Also in Ottawa Free Press, same date.

*08/09/1898 Ottawa Citizen New York Central Cornwall*

Injured expected to recover, wreck inspected. More.

*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

#### 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, presiden 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 Soosmith 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 Soosmith 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 Soosmith 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 Soosmith 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.

*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.



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 Comwells, 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 weigh 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.

*09/09/1898 Montreal Gazette New York Central Cornwall*

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.

*10/09/1898 Montreal Gazette New York Central Cornwall*

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.

*12/09/1898 Ottawa Journal New York Central*

River gives up its dead. 12 of the 15 dead have so far been recovered.

*12/09/1898 Ottawa Citizen New York Central Cornwall*

All but two of the bodies recovered. More.

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 Murphls 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.

13/09/1898 *Ottawa Citizen**New York Central**Cornwall*

N.Y. & O. bridge piers to be drilled. More.

13/09/1898 *Quebec Daily Mercury**New York Central*

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.

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 dispatched 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.

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.

The O.& N.Y. Bridge

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, N.Y. the present Southern tenninus 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 fomlal 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 moring train will leave Comwall 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 Comwall at 6:29 p.1n., 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.

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 Ottawa Citizen New York Central Hawthorne

Mr. Robert Nicholson, having completed work on the lock switch plant at the diamond, returned last week to Montreal where he goes to Quebec to superintend business for the Canadian Switch Co. of Montreal.

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 Comwall bridges, on behalf of the Government, will have the necessary machinery on the ground next week. The operations will be looked alter 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 visted 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 Sooysmith 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.

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 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.

20/10/1898 Ottawa Free Press New York Central

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.

21/10/1898 Ottawa Free Press New York Central

The application of the Canada Atlantic railway for an in junction 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.

**21/10/1898** *Ottawa Citizen* *New York Central*

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.

**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.

**25/10/1898** *Ottawa Journal* *New York Central*

Exerpts. Hibbard - \$3,000 per month for the use of Central station is outrageous.

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 OA&PS. Now having purchased other lands east of Mosgrove Street we merely seek an entrance to them upon reasonable terms.

OA&PS erected a coal shed on Ordnance Lands to block the carrying out of the order.

As soon as we can arrange for the laying of this track we will commence the running of our trains into Central Station. Never had any intention of constructing a second passenger station.

**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 ordinance 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.

**29/10/1898** *Ottawa Journal* *New York Central*

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** *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*

Collapsed structure being raised - More.

**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.

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 principle 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.

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.

11/11/1898 *Ottawa Citizen**New York Central*

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.

12/11/1898 *Ottawa Citizen*

*New York Central*

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 restraining 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.

12/11/1898 *Ottawa Free Press*

*New York Central*

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.

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.

02/12/1898 *Ottawa Citizen*

*New York Central*

*Embrun*

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.

31/12/1898 *Ottawa Citizen*

*New York Central*

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.--

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*

*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*

*Edwards*

Edwards

The people living near the O. & N. Y. railroad here are bothered with pack pedlars.



*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.

*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.

*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.

*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.

*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 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.

*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.

*22/03/1899 Ottawa Journal New York Central*

Timetable in effect March 20 1899. Trains leave Ottawa Central Depot.

**03/04/1899** *Ottawa Citizen* *New York Central* *Ottawa*

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.

**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.

**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.

**04/05/1899** *Ottawa Journal* *New York Central* *Cornwall*

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.

More

It is suspected here that the job may have been done by Pare and Holden, who escaped Monday night from Napanee goal (sic).

**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.

**15/05/1899** *Ottawa Free Press* *New York Central* *St. Lawrence bridge*

Mr. A.A. Stuart, chief engineer of the Dagnon-MacLean 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 for 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.

**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.

**02/06/1899** *Cornwall Freeholder* *New York Central*

Four weeks ago, a body was found in the St. Lawrence river at Cazaville, Quebec and may have been one if the missing bridge victims. The locals buried the man by the river without positive clarification.

**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.

**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.

**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.

**04/08/1900** *Ottawa Free Press* *New York Central* *St. Lawrence bridge*

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, Embrun, 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.

**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**

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**

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. More.

**26/11/1900 Ottawa Citizen**

**New York Central**

Proposal that New York Central purchase the Ottawa and New York. More.

**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.

**18/04/1901    *The Record, Chesterville*    *New York Central***

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    *The Record, Chesterville*    *New York Central***

The Grand Trunk 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, it is stated are desirous of dispensing of the whole system and do not consider favourably any proposition to sell a portion of the road. The Cornwall and Ottawa section of the line is the best paying part of the 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 in obtaining 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 it is built.

**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.

**27/05/1902    *Ottawa Journal*    *New York Central*    *Crysler***

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.

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.

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

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 detraining, 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.

A large number from Berwick boarded the excursion train last Thursday for Rockcliffe Park.

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.

22/11/1902 *Ottawa Journal* *New York Central*

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 Osnaburck 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.

**07/04/1904** *Chesterville Record* *New York Central* *Crysler*

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 Su X Express Su X Mixed Su X

Tupper Lake 6.15 a.m. 2.00 p.m. 6.30 a.m.

Moir 8.20 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 11.59 3.01 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.

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.

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

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 down Express SuX Express SuX Mixed SuX

Tupper Lake 6.15 a.m. 2.10 p.m. 6.30 a.m.

Moira 8.264.2310.05

Cornwall 9.034.5910.54

FINCH 9.425.3511.42

Ottawa 11.006.451.15 p.m.

Southbound read down

Ottawa 7.50 a.m. 5.30 p.m. 6.00 a.m.

FINCH 8.596.417.31

Cornwall 9.337.168.20

Moira 10.007.5410.05

Tupper Lake 12.209.551.10 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. No 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 Chrysler on Saturday. A special train left Ottawa at 9 o'clock in the morning and returned leaving Chrysler 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 Crysler, 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 imperilled 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                    Berwick*

Austin Galvin left for Cornwall where he has secured a position in the ONY station.

*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 comminuated 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.

*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 through 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.

*25/06/1908    Ottawa Journal                                    New York Central                    Cornwall Canal*

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.

*25/06/1908    Chesterville Record                    New York Central                    Cornwall*

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 at 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.

*25/06/1908    Chesterville Record                    New York Central                    Berwick*

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 Earner, 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. Gravelly 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.

**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 if 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 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.

**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 membes 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.

**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 strucl 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, Mre 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 [ositively how it occurred.

The coroner was notified, but decided that an unquest was unnecessary. B!;ame 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. Bickerdon'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 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.

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.

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 Chrysler 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.

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 Embrun. A special train was chartered for the occasion and about 500 went from Chrysler. After the ceremony the special train ran back to Chrysler.

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 form 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 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.

**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.

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 Crysler. 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 Crysler. 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 long 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.

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.

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.

## Derailment 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 the afternoon instead of 10 o'clock in the morning. It reminds us of winter.

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.

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.

08/09/1927 *Cornwall Freeholder**New York Central**Cornwall*

## Board of Trade Meeting

Level Crossing at New York Central Railway Tracks:

Mr. Jolm 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.

Alter 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.

29/11/1929 *Ottawa Citizen**New York Central**St. Albert*

## 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 Chrysler. 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.

<http://news.google.ca/newspapers?id=XKguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6904,9633966&dq=railway+l+railroad+l+train&hl=en>

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 employes, 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.

<http://news.google.ca/newspapers?id=ZaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=3926,11072580&dq=railway+l+railroad+l+train&hl=en>

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.

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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

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<http://news.google.ca/newspapers?id=C28vAAAAIBAJ&sjid=NdsFAAAAIBAJ&pg=5946,3012761&dq=railway++railroad++train&hl=en>

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.

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<http://news.google.ca/newspapers?id=o-ouAAAAIBAJ&sjid=uNsFAAAAIBAJ&pg=7182,4091122&dq=train++railway++railroad&hl=en>

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.

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<http://news.google.ca/newspapers?id=o-ouAAAAIBAJ&sjid=uNsFAAAAIBAJ&pg=7182,4091122&dq=train++railway++railroad&hl=en>

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.

<http://news.google.ca/newspapers?id=8HYvAAAAIBAJ&sjid=V9sFAAAAIBAJ&pg=5869,1274764&dq=train++railway++railroad&hl=en>

01/12/1933 *Ottawa Citizen*

*New York Central*

*Cornwall*

Derailed 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.

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 countries, 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. Chishohn, ex-mayor of Cornwall, is credited with the original proposal that planking be laid over the ties to form a roadway. Mr. Chishohn 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. Armeth, 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 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.

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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.

18/07/1938 *Ottawa Citizen**New York Central*

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.

28/10/1938 *Ottawa Citizen**New York Central*

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, Osnabrock 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."

*15/11/1940* *Ottawa Journal* *New York Central* *Ottawa*

Propose change to N.Y. Central service.

Arrangements to be made to discontinue passenger trains from Union station and make alterations to present freight station at the southerly end of Nicholas street. Arrangements made with OER to divert its Templeton street busses so as to connect with incoming and outgoing trains.

For one train a day except Sundays NYC pays CNR a fixed sum of \$900 of which \$800 is for use of the station and \$100 is for the ticket office. There were also charges for other services amounting to about \$250 a month and all these could be provided at the new station.

With the proposed changes the loss would be comparatively small.

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.

*23/12/1940* *Ottawa Citizen* *New York Central* *Russell Road*

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 Dugalld 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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Ralph Henry killed by train at level crossing on Russell Road, one mile beyond city limits.

Picture of the vehicle but no railway interest.

Train was No. 61 from Helena travelling at 43 mph.

Following No. 61 was a NYC special returning the Ottawa recruits from the 30 day military training at Cornwall. The crew of the special took the damaged locomotive from 61 back to Watertown for repair.

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.

The NYC loss was estimated at \$10,000 and the fire chief was of the opinion it started "around" the boiler room. The ticket office, freight office and public waiting room were destroyed. Initially it was feared that the two watchmen, Alma Delaire and his son Sylvio were trapped and Constable Robert Smith and Ticket Agent Paul St. Pierre entered the

building to try and find them (and safely got out). It was determined after that they were at home (wonder if they lost their jobs for not being there - might have saved the station if they had). There was some water damage to the freight sheds and contents on the south side of the offices. The article stated that Boarding Cars would be used temporarily to replace the structure. Mr. St. Pierre was quoted as saying that plans for a new office were proceeding immediately (Bruce Ballantyne)

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.

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 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.

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.

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. Alf<e, 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.

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.

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 Embrun where agent Noel "Nat" Desrosiers handed the conductor a waybill covering the last empty coal car to leave the Embrun 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, employe; 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 predominant 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 iwhich had heard the rumblings of small and large fiiight 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. Phi1lips, 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, Embrun, 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 Embrun 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, sparcely 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.

#### 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. .

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.

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.

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 Rooseveltown, 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.

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.

## Crysler Protests NYC Railway Abandonment

The Crysler 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 itormont 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 Crysler 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 Crysler Chamber of Commerce; F. Bourdeau, councillor, the Village of Crysler 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.

## 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, Embrun, 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 Embrun, is now agent at Massena.

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 Qttawa.

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 Comwall 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, Embrun, 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.

Comwall'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 Comwall's plans to become a gateway to Eastem 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 Comwall 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 bridgewill 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 Rooseveltown 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.

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 Horowitz 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 Usca 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.

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 I 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.

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.  
- -

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 rights 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.

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.

Demolition and removal of NYC freight shed and offices.

<http://news.google.ca/newspapers?id=6cgxAAAIBAJ&sjid=WOMFAAAAIBAJ&pg=1697,2510844&dq=railway++railroad++train++cpr++bri&hl=en>

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.

Used Lumber

Good Used Lumber for Sale

Apply at New York Central Railroad Building, cor. Nicholas and Mann.

Industrial Demolition Co.

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.

09/05/1958

*Cornwall Freeholder*

*New York Central*

*Cornwall*

#### 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.

10/05/1958

*Cornwall Freeholder*

*New York Central*

*Cornwall*

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 Watertown 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.

27/06/1958

*Cornwall Freeholder*

*New York Central*

#### 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.

12/06/1965

*Cornwall Freeholder*

*New York Central*

*Cornwall*

#### 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 Leishout's 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 Construction," 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 Construction 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.

**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.

**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.

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.

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).

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. Lyal 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 Embrun 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

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.

04/05/1997

Seaway News

New York Central

Cornwall

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, Chrysler,

Berwick, St-Albert, Embrun 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)

#### 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, Embrun, 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?

26/08/1998 Cornwall Freeholder New York Central

#### 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 Embrun.

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."