

Local Railway Items from Ottawa Papers - New York Central

Friday 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.

Thursday 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.

Friday 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.

Thursday 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.

Friday 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.

Thursday 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.

Friday 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.

Wednesday 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.

Thursday 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.

Friday 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.

Wednesday 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.

Thursday 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.

Friday 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.

Monday 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.

Thursday 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.

Monday 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.

Thursday 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.

Monday 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.

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)

Wednesday 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.

Friday 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.

Wednesday 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.

Saturday 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.

Friday **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.

Thursday **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.

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

Dr. Bergin is dead. Obituary.

Wednesday **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.

Friday **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.

Monday **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.

Saturday **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.

Wednesday **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.

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

Letter about the New York and Ottawa.

Tuesday **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.

Meeting of civic finance committee.
Mr. Scott, who was present on a deputation asking a bonus of \$150,000 for the proposed line between Ottawa and Cornwall, addressed the committee. Mr. Hibbard of the Northern New York Railway and Mr. Flack also spoke. The company propose going ahead at once with the construction of the line if Ottawa grants the bonus.
Ald. Cook asked if they would bear the cost of submitting the by-law, as there is no appropriation for such purpose this year.
Mr. Flack could not say if they would, unless the by-law was carried. He would consult the directors, however, and give the committee an answer before the meeting of the council.
There was some further talk and the deputation withdrew.
Ald. Fraser asked what effect this bequest for a bonus would have on the drainage by-law.
Ald. Hastey said if the railway company is willing to bear the expense of the vote he saw no reason why the people should not have the right to say whether they would bonus the line.
Ald. Cook moved the following motion, Ald. Hastey seconding it and the committee agreeing:
That the committee recommend the council to submit a by-law to the people for the sum of \$75,000 on the following conditions:
That the said railway company shall complete their line of railway and have the same in operation to the Central depot in the city of Ottawa within two years from the date of passing of the by-law.
That the said railway shall be operated as an independent and competing line for a period of 40 years from the date of passing of the by-law, and should the railway during the said period cease to be operated as an independent and competitive line, or shall amalgamate with any other railway company having a terminus in the city of Ottawa, then the company will repay to the corporation the amount of the bonus granted in and of the said railway.
That the company shall enter into an agreement that they shall issue tickets to all stations on their line of railway in the province of Ontario to and from the city of Ottawa at single rates on Saturday in each week.
That the terminus of the said railway shall be at the Central depot on the east side of the Rideau canal, near Sapper's bridge, and that all trains, both passenger and freight, of the said railway company shall arrive and depart from the said Central depot.
That the bonus shall not be paid until such time as the railway is completed and in operation.
That in view of the fact that no provision was made in the estimates for the submission of any by-law, other than the drainage by-law, it is understood that should the O.P. Railway Company desire a special day to be set apart for submitting their by-law to the electors of the city of Ottawa, the expense incurred shall be defrayed by the said company.

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

The ratepayers of Ottawa will be asked to vote on the 24th instant, that is, on Thursday of next week, a bonus of \$75,000 to the Ottawa and New York Railway company to aid in the construction of a line from here to Cornwall, a distance of 52 miles.
This piece of road will be a link in a through railway connection between Ottawa and New York. When Cornwall is reached there will be a bridge across the river to the American side. Nine miles will bring the road to Bombay on the New York and Ottawa. From this point the road is already built 63 miles to Tupper Lake in the Adirondacks. From Tupper Lake southward 45 miles are to be constructed to North Creek where connection will be made with the Delaware and Hudson Railway, running to Albany and New York.
The line will be a central link in a direct route across the continent from New York to the Pacific coast, and would probably bring to us passengers who would stay over to look about the city, attracted by its position as the political capital of Canada and the seat of government.
The following are some of the main advantages of the project: It opens up a fertile and settled country between here and Cornwall whose businesses will be brought to Ottawa: it will pass through the following villages: Russell, Embrun, Crysler, Berwick, Finch, Newington and Harrison's Corners, after which it reaches Cornwall.
The town of Cornwall, with its suburbs, contains 10,000 people, who now do their business in Montreal, but will probably be drawn to Ottawa by the shorter distance they will have to travel and the cheaper fare. From Cornwall to Ottawa is 52 miles; from Cornwall to Montreal 67 miles.
The distance from Ottawa to New York will be shortened by 75 miles by a through car line.
The road will effect a saving in the item of coal alone which will more than repay the aid the city is asked to grant. At present every ton of coal that reaches Ottawa via Prescott pays 35 cents a ton on the St. Lawrence ferry and terminals at Prescott. The construction of the new line would reduce by that amount the price of all the coal consumed in the city. The amount of coal used in Ottawa is roughly estimated at 50,000 tons. If one fourth of this amount came by Cornwall the savings to the consumers would be \$4,375. The interest and sinking fund necessary to provide in thirty years for the bonus asked is only \$4,73: so that on this item alone almost enough would be saved to pay the whole sum.
The tax upon the property of the city would be a little less than 22 cents per \$1,000 per annum. A laboring man whose property was valued at \$500 would therefore only contribute 11 cents yearly.
The construction of this road will be a valuable advertisement to Ottawa, for the name of the city has been incorporated in the name of the road throughout the whole length, both in Canada and the United States.
This road will be another feeder which will advance the interests of the city as a railway centre, and the experience of the continent, as well as of the world at large, is that there is no more important factor in impelling a city forward than to have many lines of railway running into it.
Vote for the By-Law?

Saturday 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.

Wednesday 23/06/1897 Ottawa Journal New York Central

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

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

Detailed letter from Flack arguing for the by-law.

Wednesday 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.

Thursday 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)

Thursday 24/06/1897 Ottawa Citizen New York Central

Vote for the by law today. Article.

Friday 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.

Wednesday 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.

Friday 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.

Wednesday 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.

Thursday 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.

Friday 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.

Wednesday 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.

Wednesday 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.

Tuesday 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.

Tuesday 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.

Tuesday 24/08/1897 Ottawa Citizen New York Central

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

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

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

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

Thursday 26/08/1897 Ottawa Citizen New York Central

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.

Thursday 26/08/1897 Ottawa Journal New York Central

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

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

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

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

Must let them do it.

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

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

Friday 27/08/1897 Brockville Recorder New York Central

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

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

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

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

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

The opposition to the bridge across the south channel appears to have been abandoned and the work will go on as per original plans with slight modifications. There will be no swing in the bridge over the south channel. This bridge, which is of a kind known as a Pratt truss, will be build first and work on the piers commenced today. There will be three spans of 370 feet each and a height of 37 1-2 feet above high water mark. The bridge over the north channel will be a cantilever with a swing over the canal. The height of the main bridge will be 60 feet above high water with a span of 420 feet across the channel and two cantilevers of 210 feet each. The swing across the canal will be 240 feet and 37 feet above the water.

To obviate the necessity of mooring scows and derricks in the swift water of the north or steamboat channel, an ingenious plan has been adopted. Two high towers will be constructed, one on the north shore and one on Cornwall island. A cable will be attached between the towers and the stone and other materials for the piers will be swung out on this cable. On the whole it looks as if the bridge and the road were to be rushed to an early completion.

Monday 30/08/1897 Ottawa Citizen New York Central

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

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

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

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

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

A Free Press reporter visited the scene of the rivalry yesterday and learned that as high as \$180 an acre had been paid for the farm lands in question.

The line will enter Ottawa from Eastmans Springs parallel with the Canada Atlantic as hinted at by the Free Press a few days ago. The mystery at that time was as to which route would be taken on approaching the entrance to the city. Several schemes were guessed at such as running over the Canada Atlantic tracks or coming in by the St. Lawrence and Ottawa branch. The company will, however, build an independent line right through and enter the station to be erected on a block of land facing on Besserer street and recently purchased.

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

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

The action of the C.P.R. will upset the plans of the other road somewhat, and it will be interesting to watch subsequent developments. It would be an easy matter to secure another route parallel with the C.P.R. up to the Rideau river, but after passing that point there is no room left on the south side of the 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.

Friday 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.

Friday 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 susequent arrangement.

Monday 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.

Monday 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.

Saturday 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.

Monday 13/09/1897 Ottawa Journal New York Central

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.

Tuesday 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.

Thursday 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.

Thursday 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.

Friday 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.

Monday 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.

Sooysmith and Co. have the concrete bottoms of the main buttments of the bridge completed and will at once go on with the masonry. The crib for the first pier for the south bridge has been floated and will be sunk tomorrow and then be filled with concrete to within five feet of the surface where the masonry begins. They have over 300 men employed at present and their staff will be greatly increased next week. Iron towers 125 feet high will be erected on each side of the north channel.

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

Rolling stock.

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

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

WILL BUILD A NEW STATION

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

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

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

CORNWALL AND OTTAWA

New railway to join these places before the snow flies.

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

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

Ottawa to Cornwall -- 57

Cornwall to Moira, NY -- 17

Moira to Tupper Lake -- 54

Tupper Lake to North Creek -- 58

North Creek to Saratoga -- 57

Saratoga to New York -- 181

Ottawa to New York via Cornwall route -- 424

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

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

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

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

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.

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.

Wednesday 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.

Wednesday 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.

Tuesday 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.

Tuesday 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.

Wednesday 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.

Friday 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.

Monday 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.

Tuesday 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.

Tuesday 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.

Wednesday 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.

Thursday 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

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.

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.

Tuesday 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.

Monday 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.

Tuesday 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.

Thursday 11/11/1897 Ottawa Citizen New York Central

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

Thursday 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.

Tuesday 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.--

Wednesday 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.

Wednesday 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.

Wednesday 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.

Thursday 18/11/1897 Ottawa Citizen New York Central

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.

Friday 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.

Friday 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.

Saturday 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.

Saturday 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.

Wednesday 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.

Friday 03/12/1897 Ottawa Free Press New York Central

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

Friday 03/12/1897 Ottawa Journal New York Central

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.

Friday 03/12/1897 Cornwall Freeholder New York Central

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.

Monday 06/12/1897 Ottawa Journal New York Central

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

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

City council meeting.

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

Tuesday 07/12/1897 Ottawa Journal New York Central

O&NY Trains are soon to come.

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

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

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

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.

10/12/1897 Cornwall Freeholder New York Central

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

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

Friday 10/12/1897 Ottawa Journal New York Central

Long letter from Chamberlain, General manager of CAR

Have application from O&NY for permission:

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

In conclusion:

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

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

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

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.

Tuesday 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.

Wednesday 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.

Friday 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.

Monday 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.

Wednesday 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.

Wednesday 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.--

Wednesday 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.

Friday 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.

Saturday 25/12/1897 Ottawa Citizen New York Central

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

Monday 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.

Thursday 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.

Wednesday 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. R'y posts but yesterday men of the latter line left to remove them as no permission had been obtained. Unless arrangements are made with the C.A.R. it is likely that the arrival of the first train will be delayed as the ground is now frozen down over two feet and the holes for the posts cannot be dug.

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

Thursday 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.

Thursday **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.

Friday **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."

Friday **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)

Tuesday **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.

Monday **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.

Wednesday **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."

Wednesday **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.

Friday **18/02/1898** **Ottawa Citizen** **New York Central**

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

Wednesday **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.

Wednesday **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.

Friday **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. Hibberd 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.

Thursday 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.

Wednesday 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.

Tuesday 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.

Wednesday 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.--

Wednesday 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.

Monday 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.

Wednesday 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.

Wednesday 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.

Wednesday 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.

Saturday 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.

Monday 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.

Monday 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.

Wednesday 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.

Wednesday 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.

Saturday 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.

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

Account of the inquest into the wreck at Embrun.

Monday 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.

Monday 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.

Thursday 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.

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

Account of Railway Committee of the Privy Council meeting.

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

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

Mr. J.R. Booth - I feel very sensitive upon this matter and I desire to say 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.

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.

Thursday 17/06/1898 Ottawa Journal New York Central

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

Friday 17/06/1898 Ottawa Citizen New York Central

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 yesterdays 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 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 Crysler, Crysler, fireman; George Green, North Valley, cableman; J.W. Rombough, Newington.

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

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

The cause of the switch being open was a mystery. Trainmen were of the opinion that boys playing at the switch pulled it open and did not know how to close it. (Cornwall Freeholder 14 June 1937)

Monday 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.

Monday 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.

Wednesday 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 Crysler, the jury brought in a verdict that the four men, Greenlee, Crysler, 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.

Tuesday 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.

Friday 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.

Tuesday 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.

Wednesday 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.

Friday 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.

Saturday 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.

Saturday 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.

Saturday 09/07/1898 Ottawa Free Press New York Central

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.

Saturday 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.

Tuesday

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.

Wednesday

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.

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

Wednesday 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.

Friday 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.

Friday 29/07/1898 Ottawa Free Press New York Central

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

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

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

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

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

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

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

DOWN THE LANE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The trip over the O. & N.Y. proved a pleasant experience. The street cars take people to the station and, after crossing the G.T.R. at Cornwall Junction, the train hits a lively clip. The view of the country was somewhat confusing, cutting through farms and seeing mostly the backs of farm houses, where the entire family gathered to see the unusual and unfamiliar sight of trains passing. The Cornwall Centre cheese factory was passed a few minutes after leaving the G.T.R., after which the train passes through the big cut at the Post Road and stops at Black River and then on to Newington and Finch. The long promised connection with the [?] country is at last an accomplishment, and there are to be no more nightmares of drives of long hours' duration through snowdrifts and muddy roads to Newington and Finch. We instinctively uncover our heads to the gentlemen whose enterprise has made the quick trip possible and to the memory of the late Dr. Bergin, whose dreams were realized only after he himself had passed away.

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

In a few minutes the train reached Berwick and a little later it arrived at Crysler, where the Nation river is spanned by a handsome iron bridge. At 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.

Friday 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.

Saturday 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.

Tuesday 02/08/1898 Ottawa Citizen New York Central

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.

Wednesday 03/08/1898 Ottawa Citizen New York Central

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.

Thursday 03/08/1898 Ottawa Citizen New York Central

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.

Wednesday 04/08/1898 The Record, Chesterville New York Central

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.

Friday 05/08/1898 Ottawa Journal New York Central

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.

Friday 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.

Friday 05/08/1898 Ottawa Citizen New York Central

The application of the New York and Ottawa Railway Company for power to enter the city and reach the Central depot over the tracks of the Ottawa, Arnprior and Parry Sound Railway and the C.A.R. and by constructing a track down the canal bank, was argued before the Railway Committee of the Privy Council this morning. Hon. W.S. Fielding, as acting Minister of Transport presided, and Hon. David Mills and Sir Henry Joly were also present. The N.Y. & O. was represented by the president, Mr. C.B. Hibbard, and Mr. Curle, solicitor; the O.A. & P.S. and C.A.R. by Mr. Christie QC., solicitor for Mr. J.R. Booth. His Worship the Mayor Bingham also attended. The application had been argued at a meeting in June and an order prepared dealing with it; but upon the advice of the Department of Justice, it was not enforced, as the committee making it was not a quorum. Mr. Hibbard gave evidence in respects of the availability of the tracks in question and their sufficiency for all three railways, and, under cross examination by Mr. Christie, maintained that there were insuperable difficulties in the way of entering by any other route, such as the crossing of city property and 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.

Saturday 06/08/1898 Ottawa Journal New York Central Chrysler

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.

Wednesday 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.

Saturday 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.

Tuesday 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.

Tuesday 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.

Monday 05/09/1898 Cornwall Freeholder New York Central

Ottawa-Montreal Societies Picnic Here On Labor Day, 1898

Attracted by the beauty and convenience of St. Lawrence Park, Cornwall, excursionists from both Montreal and Ottawa came to Cornwall on Monday, September 5, 1898, Labor Day, to hold their annual outing at the popular summer resort just East of the town, on the banks of the St. Lawrence River.

<snip>

The Independent Order of Good Templars, of Ottawa, also held an excursion to Cornwall the same day over the Ottawa & New York Railway and several hundred took advantage of the cheap rate. A large number of Cornwall people joined the excursionists and the park was thronged with people.

<snip>

Railway Blessed - An impressive ceremony took place at Embrun on Labor Day, when His Grace Archbishop Duhamel blessed the Ottawa and New York Railroad. A special train conveyed the Archbishop, clergy and invited guests from Ottawa to Embrun and fully 2,000 persons were present. His Grace spoke a few words in English and French, explaining the prayers of the blessing he was to perform. The act of blessing was marked by the singing of special chants, and the sprinkling of Holy Water. The ceremonial was deeply impressing and striking and the scene was most picturesque. After the conclusion of the various acts of devotion, His Grace called for three cheers for President Hibbard of the railroad company, and three cheers were given for Archbishop Duhamel and Father Forget, pastor at Embrun.

A procession was formed, headed by His Grace, Mr. Hibbard and the clergy and all proceeded to the village church, where a solemn High Mass was chanted by Rev. Father Lombard, O.M.I., of Ottawa University, one of the assistants being rev. Father Bourget, of St. Regis Church. Rev. Dean DeSaunhac, of Cornwall, occupied a seat in the Sanctuary.

After the Mass, all adjourned to Lussier's Grive, where tables were spread for 1,800 people. The Union Band of Ottawa furnished the music. The funds of the church were increased by \$800 as the result of a popularity contest between three married and three single ladies.

Cornwall Freeholder 7 September 1937.

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 Mois, 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.

Tuesday 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.

Tuesday 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 Moise, of the Capuchin Order; Mr. C.B. Hibbard, Mr. Herbert of the C.P.R.; O. Guibord, M.P.P., Ald. Durocher, N. Tetreau and Dr. Duhamel.

The mass was sung by a full choir under the direction of Rev. Father Bourget.

The sermon in French was delivered by the Rev. Father Alexis of the Capuchin Order.

Full account also in the Ottawa Free Press, same date.

Tuesday 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.

Wednesday 07/09/1898 Ottawa Citizen New York Central Cornwall

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

Wednesday 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.

Wednesday 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.

Thursday 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.

Thursday 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.

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

Injured expected to recover, wreck inspected. More.

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

Drawing of before and after of the bridge.

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

All but two of the bodies recovered. More.

Monday 12/09/1898 Ottawa Journal New York Central

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

Tuesday 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.

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

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

Thursday 15/09/1898 The Record, Chesterville New York Central

The Cornwall disaster. No more bodies found.

Piece not reproduced.

Tuesday 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.

Thursday 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."

Friday 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.

Wednesday 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.

Thursday 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.

Thursday 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.

Friday 21/10/1898 Ottawa Free Press New York Central

The application of the Canada Atlantic railway for an injunction to prohibit the Ottawa and New York railway from proceeding with their terminal arrangements was refused in the high court of Justice, Toronto, this morning. The matter will now go to arbitration.

Friday 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.

Tuesday 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.

Tuesday 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.

Thursday 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.

Thursday 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.

Wednesday 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.

Friday 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.

Saturday 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.

Tuesday 08/11/1898 Ottawa Citizen New York Central Cornwall

Collapsed structure being raised - More.

Wednesday 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.

Wednesday 09/11/1898 Ottawa Citizen New York Central

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.

Thursday 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.

Thursday

10/11/1898

Ottawa Citizen

New York Central

Central Depot

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.

Thursday

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.

Friday

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.

Saturday

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.

Saturday 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.

Wednesday 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.

Friday 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.

Thursday 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.

Saturday 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.

Thursday 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.--

Thursday 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.

Friday 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.

Thursday 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.

Thursday 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.

Tuesday 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.

Friday 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.

Monday 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.

Monday 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.

Tuesday 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.

Saturday 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.

Monday 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.

Monday 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.

Wednesday 22/03/1899 Ottawa Journal New York Central

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

Monday 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.

Monday 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.

Thursday 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.

Thursday 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).

Monday **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.

Monday **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.

Thursday **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.

Friday **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.

Friday **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 of the missing bridge victims. The locals buried the man by the river without positive clarification.

Friday **16/06/1899** **Ottawa Journal** **New York Central**

Advertisement - three trains daily into Central Station in each direction.

Friday **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.

Monday **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.

Thursday **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.

Saturday **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.

Thursday **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.

Monday **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.

Wednesday 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.

Thursday 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.

Saturday 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.

Saturday 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.

Thursday 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

Saturday 27/01/1900 Ottawa Citizen New York Central

The Ottawa and New York Railway will this year build new stations at Cambridge and Cumberland.

Saturday 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.

Thursday 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.

Saturday 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.

Saturday 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.

Friday 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.

Saturday 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.

Friday 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.

Wednesday 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)

Thursday 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.

Saturday 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.

Friday 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.

Thursday 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.

Saturday 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.

Friday 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.

Wednesday 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.

Saturday 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.

Thursday 27/09/1900 Ottawa Citizen New York Central

Through trains to New York will commence as early as possible next week.

Saturday 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.

Friday 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.

Friday 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.

Monday 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.

Saturday 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.

Tuesday 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.

Monday 26/11/1900 Ottawa Citizen New York Central

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

Wednesday 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.

Thursday 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.

Thursday 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.

Monday 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.

Thursday 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.

Friday 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.

Tuesday 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.

Thursday 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.

Friday 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.

Thursday 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.

Thursday 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.

Tuesday 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.

Thursday 26/06/1902 *The Record, Chesterville* *New York Central* *Bay Pond*

A rather unusual incident is described by employees of the New York and Ottawa train which arrived in the city on Friday night. Three miles south of Bay Pond, J.D. Rockafellers game preserve, the engine struck and killed a deer. The death of the buck was noticed by the engineer, Mr. Ed Le Boeuf. Near this point the employees on the O&N train see deer almost every day. It is supposed that the deer was attracted by the headlight of the train in the same manner as it is attracted by the jacklight of the pot hunter. The carcass of the deer was examined the next day and was found to be that of a full grown buck in good condition weighing about 200 pounds.

Thursday 03/07/1902 *The Record, Chesterville* *New York Central*

Advertisement.

Excursion to Ottawa.

Morrisburg Branch C.M.B.A.

Have arranged for a grand excursion by the GTR and O&NY Railroads

To Ottawa on Thursday July 10th'02

At the lowest rates ever offered

This will be the opportunity of a lifetime to visit the capital and Experimental farms and to view the Parliament Buildings. Everyone should make the 10th a holiday.

Tickets good to return on any regular train on 10th or 11th.

Train Leaves ---Fare

Cardinal 6.18 1.35

Iroquois 6.28 1.25

Morrisburg 6.41 1.20

Aultsville 6.53 1.15

Wales 7.07 1.15

Mille Roches 7.16 1.10

Thursday 31/07/1902 The Record, Chesterville New York Central Berwick

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

Friday 12/09/1902 New York Times New York Central

TO SELL A RAILROAD.: Mortgage Foreclosure on the New York and Ottawa for Indebtedness of \$2,085,327.

ALBANY, Sept. 11. -- The New York and Ottawa Railroad will be sold in November by order of Judge Coxe of the United States Circuit Court under mortgage foreclosure proceedings begun by the Morton Trust Company of New York. The road operated is sixty-nine miles in length, from Tupper Lake, through Moira, Franklin County, to Cornwall bridge on the St. Lawrence River. The road operated is sixty-nine miles in length, from Tupper Lake, through Moira, Franklin County, to Cornwall Bridge on the St. Lawrence River (more)

Tuesday 23/09/1902 Ottawa Journal New York Central Newington

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.

Thursday 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.

Thursday 23/10/1902 The Record, Chesterville New York Central Newington

The Newington Peat Company, which is developing the peat bogs at Newington, is making excellent progress. The ovens are practically finished and the first car load of machinery is now being installed. A supply of the new fuel is expected to be ready for shipment by the 1st of November.

The fuel will be delivered in the form of bricks, almost similar in size to building bricks, and though the company cannot yet say the exact price, they claim the finished article will be laid down at a much lower figure than the ordinary price of coal.

Of all the railways running into Ottawa not by any means the least important and progressive is the Ottawa and New York line between Ottawa and Tupper Lake, a distance of 130 miles.

This road it will be remembered was first promoted in the season of 1896 when Messrs. J.O. and St.C. Hibbard along with Mr. C.W. Parker came to Ottawa and solicited a bonus of fifty thousand dollars which they campaigned the city for during the election of 1896 and 1897, The by-law carried and the next spring construction work was begun. This was a \$3,000,000 proposition but was carried through with ease.

There were several difficulties to contend with however, the greatest of which was the accident which occurred to the big bridge at Cornwall where it fell into the St. Lawrence River just before it was completed in the fall of 1898. This accident delayed the completion of a year and necessitated the expenditure of \$750,000. This however did not daunt the promoters as they proceeded at once with the reconstruction and in 1899 the first train was run through from Ottawa to Tupper Lake. connecting the capital with the New York Central and bringing the american metropolis within thirteen hours of Ottawa.

First local trains

Previous to the completion of the road to Tupper Lake there was a train run between Ottawa and Cornwall. This was at once well patronized with the result that a large number of people began to come to Ottawa for the purpose of purchasing their supplies. Between Ottawa and Cornwall the Ottawa and New York Railway connects at Finch with the CPR and at Cornwall with the Grand Trunk. At Helena it connects with the Messina branch of the Grand Trunk and at Moira NY with the Rutland system.

Direct to New York

The present service in and out of Ottawa is six trains per day. Two passenger and one mixed train each day between the Capital and Tupper Lake. One passenger train leaves Ottawa at 7.40 a.m. and reached New York via New York Central at 10 p.m. The other train leaves Ottawa at 5.30 p.m. and reaches New York via the same route at 8 a.m. the following day.

As an instance of the local traffic which this road does - and it depends entirely on local trade for its maintenance - there is forty two stops or sidings where freight and passenger traffic are accommodated.

Heavy Cheese Shipments

The road passes through the best farming country in Central Ontario as is shown by the cheese shipment for one section of twenty-eight miles. A belt this length and ten miles wide, five miles on either side of the line shipped during the past season 65,000 boxes of cheese, bringing an estimated return to the farmers of the district of \$525,000.

The road from Ottawa to tupper Lake is well laid over a level country and thoroughly ballasted. At present the road pays out in Ottawa in wages amounting to \$65,000, and when the shops are moved here next month this will be increased by \$35,000 per year.

This road, besides connecting the city with New York, also passed through the Adirondack Mountains and through the finest summer resorts in America. It is the intention of the management to promote during the next season a larger tourist traffic than in past years.

Doing a good business

The cost of laying the road from Ottawa to Tupper Lake was \$3,000,000 while the steel bridges over the north and south channels of the St. Lawrence cost \$1,250,000. During the year ending 30 June last the road carried 121,347 tons of freight and 144,295 passengers. Of this business there passed over the bridge at Cornwall in eight months 18,146 passengers and 22,306 tons of freight. This shows by far the largest trade is done between Cornwall and Ottawa in local traffic. The revenue from the year was \$193,323 of which \$99,776 was from passengers and \$93,454 from freight. Since June the traffic returns show that the business of the road has increased over 18% compared with the same period 1st year.

Sometimes overlooked.

This little road is seldom heard of when railways are talked of in Ottawa. It brings in a large local traffic which benefits the merchants of the city greatly. When the reception committee to receive the travelling passenger agents was appointed last year it contained the representatives of the Canadian Pacific and the Canada Atlantic but unfortunately the officials of the Ottawa and New York were neglected. They were not represented. The same thing occurred when the tourist traffic committee was appointed, but the officials did not kick; they went their own way and sawed their own little pile of wood, managed to keep the trade of the road on the increase in any case.

General Manager Gays.

The general manager and president of the Ottawa and New York, Mr. Henry W. Gays is one of those men who started way down the ladder as an office and messenger boy in the office of the Superintendent of the Erie Railroad, on January 1st, 1861. He was born in Brant, Erie County, New York in 1849. From office boy he worked up to telegraph operator and train dispatcher and then transferred to the Buffalo and Eire 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 Cincinnatti where he was clerk and cahsier for a mail line of seven steamers on the Ohio river. From this he went to the general traffic agent of Cincinnatti 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 Yorjk 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.

Thursday 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.

Tuesday 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.

Friday 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.

Thursday 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.

Saturday 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.

Thursday 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 Osnabruck 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.

Friday 23/10/1903 Ottawa Journal New York Central Newington

Newington Peat Bog.

Located two miles south of Newington. Government report.

Thursday 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.

Friday 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.

Saturday 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.

Monday 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.

Thursday 15/02/1904 Ottawa Journal New York Central

All trains cancelled on O&NY on account of snow storm.

Wednesday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 08/04/1904 Chesterville Record New York Central

Advertisement

New York and Ottawa Line

The preferable way between

Ottawa, Cornwall, Tupper Lake, Adirondack Mountains, Utica, Albany, New York City.

Short line to all points in New York State. Connections at Ottawa with the CPR for all points west. Also at Cornwall Jct. with GTR for Toronto and Points west.

Timetable in effect May 15th 1904

Northbound read down Express SuX Express SuX Mixed SuX

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

Moir 8.204.1010.05

Cornwall 8.564.5910.54

FINCH 9.475.3511.41

Ottawa 11.056.451.15 p.m.

Southbound read down

Ottawa 7.20 a.m. 4.35 p.m. 6.00 a.m.

FINCH 8.395.457.31

Cornwall 9.146.208.20

Moir 9.507.0010.05

Tupper Lake 11.559.301.10 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

Thursday 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.

Thursday 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.

Thursday 07/07/1904 Ottawa Journal New York Central Ottawa

Capt. Miller's Version of the Train Incident

Why He Tried to Stop Train

A signed statement by Malone officer.

Public sentiment in Malone is with the officers. What Deputy Minister of Militia says

Considerable talk has been created around the city in reference to the stopping of one of the special trains on the Ottawa and New York railway just outside of Ottawa on the night of Dominion Day by the American troops.

It appears that when the first train pulled out from the Central Station at 10.30 o'clock there were five young members of the Malone ladies corps missing. The American soldiers had faithfully promised they would personally see that all the ladies returned home promptly and safely the same night.

Captain A.J. Miller of Company E stopped the train twice by pulling the bell rope but the conductor started it again each time.

The emergency brakes were then pulled by the American officers resulting in the breaking of a coupling and thus the train was effectually stopped. A second train for Cornwall came along a few minutes later and a bad collision might have resulted. The five missing young ladies were aboard the second train.

The system of signals was however perfect and a serious mishap was averted.

The first train, by the action of the American troops was delayed over an hour. It is alleged they threatened to place the conductor under military arrest if he did not proceed. This was previous to the breaking of the coupling.

Gays - conductor is in charge of the train.

Deputy Minister of Militia - even though military may charter a train the conductor is still in charge.

More..

Statement from Capt. Miller

"When I reached the station I saw Mr. H.W. Gays and had an understanding with him that the train would not start until I was ready. I told him I would not leave under any circumstances until every lady was on the train and I had the roll called and found them all there, would be ready to start. He said that would be satisfactory and asked where I would be. I told him in the ladies' car. Without Mr. Gays seeing me again the train started at 10.23 according to the watches of several of our party which was two minutes before schedule time.

"I immediately pulled the bell cord, as several ladies were not on the train. The train stopped in the station and started again, without investigation by the conductor or before I could see him.

"I stopped it again with the bell cord but the train started again before I could see the conductor. I tried to stop it a third time with the bell cord but they paid no attention to it. I then stopped the train with the emergency brake, and this time saw the conductor and explained my agreement with Mr. Gays and that we refused to go until we had the young ladies with us.

"The conductor gave no answer but started the train again. I stopped it again with the emergency brake and this time it broke the train in two.

"Major Boyer and myself then interviewed the conductor and told him positively that we refused to go on. Some of the military men told the conductor that if he attempted to proceed they would be tempted to throw him into the canal. I sent an officer for the other ladies and we were ready to start in a few minutes. The ladies went to Ottawa under our protection and we were in duty bound to see them safely home."

Public sentiment with Captain Miller.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Monday 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.

Saturday 03/12/1904 Ottawa Journal New York Central Ottawa

Workshops for Ottawa

Ottawa and New York Railway moving

Many men will be employed, most of whom will come from Santa Clara

The workshops of the Ottawa and New York Railway are moving from Santa Clara, New York to Ottawa.

When the Ottawa and New York Railway started to build its line Ottawa gave a bonus of \$75,000 on conditions that the shops be located here. At that time shops were erected at the corner of Gladstone avenue and Nicholas st. but only a few men were employed then to do any necessary repairs to the engines and rolling stock while the main shops were in Santa Clara.

These shops are now being dismantled and the machinery brought to Ottawa and installed here. Between 60 and 75 skilled mechanics will be engaged in the shops, most of whom will come from the old shops at Santa Clara.

A new wing is being built to the present shops out at Gladstone avenue and the machinery will be placed in position as soon as it arrives. Besides the old machinery, \$12,000 worth of new has been purchased at Dundas.

The work of installing the machinery is being done under the supervision of Mr. Max Goodrich, master mechanic and Mr. W. Clarke foreman.

Thursday 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.

Saturday 10/12/1904 Ottawa Journal New York Central

Big article on Ottawa and New York Railway - people etc.

Thursday 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.

Saturday 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. caratensen, 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.

Wednesday 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.

Thursday 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

Tuesday 14/02/1905 Ottawa Journal New York Central Bay Pond

Train stalled in snow drifts

Good samaritan near by

O&NY Passengers detained twelve hours

Cards and story telling while away the wery wait and made much enjoyment

The Ottawa and New York train which left Tupper Lake at a quarter past six yesterday morning arrived here last evening about eleven o'clock, a matter of about twelve hours late, after a trip full of mild adventure for the passengers.

The storm of Sunday had not spent itself and the track presented a prospect of drifts with stretches of rails showing in between. The train laboured through all difficulties for a little over three hours when it was stalled completely at Bay Pond. Every effort to proceed was futile and the passengers and crew were faced by the prospect of indefinite delay.

All the provisions on the train were comprised in a lunch consisting of three sandwiches, which the owner, Mr. J.H. Brown of Tupper Lake, was beginning to think would scarcely satisfy a crowd of hungry passengers.

Fortunately matters did not come to such an extremity although although they certainly would have had the train been stalled a mile or so from where it was.

At Bay Pond are a number of summer cottages, one of which, Mr. Redwood, superintendent of Mr. J.D. Rockefeller's park there, occupies. Mr. Redwood, as soon as he noticed the predicament in which the train was, sent over and had the train hands brought to the cottage where they were fed. He also sent to the train a generous hamper of sandwiches accompanied by a plentiful supply of coffee and put the fear of hunger far from the minds of the snow bound travellers.

Cards and story telling became the order of the day, and the novelty of the experience prevented the time from dragging too heavily.

At half past three in the afternoon the train was released and resumed its slow and laborious journey to Ottawa. All on board were more or less tired when they arrived but very few of them regretted the experience of being storm-bound on the New York and Ottawa.

Thursday 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.

Thursday 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 Rockfeller (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. Rockfeller, whom he has met several times on the road.

Thursday 20/07/1905 Chesterville Record New York Central

New Timetable advertisement effective June 25th 1905 similar to previous one with following times:

Northbound read downExpress SuXExpress SuXMixed SuX

Tupper Lake6.15 a.m.2.10 p.m.6.30 a.m.

Moira8.264.2310.05

Cornwall9.034.5910.54

FINCH9.425.3511.42

Ottawa11.006.451.15 p.m.

Southbound read down

Ottawa7.50 a.m.5.30 p.m.6.00 a.m.

FINCH8.596.417.31

Cornwall9.337.168.20

Moira10.007.5410.05

Tupper Lake12.209.551.10 p.m.

Thursday 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.

Monday 06/11/1905 Ottawa Journal New York Central

NYC advertisement change of time effective Monday November 6 1905. Mo mention of mixed train. Presumably mixed train withdrawn Saturday November 4, 1905.

Thursday 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.

Friday 26/01/1906 Ottawa Journal New York Central

Cartoon and profile of H.W. Gays.

Thursday 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 Crysler on Saturday. A special train left Ottawa at 9 o'clock in the morning and returned leaving Crysler 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.

Thursday 28/06/1906 Chesterville Record New York Central Berwick

Several from here took in the excursion to Ottawa on Wednesday.

Thursday 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

Thursday 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.

Thursday 01/08/1907 Chesterville Record New York Central Newington

A large number took in the excursion to Cornwall on Saturday.

Thursday 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.

Thursday 14/05/1908 Chesterville Record New York Central Berwick

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

Thursday 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 comminicated 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.

Tuesday 23/06/1908 Ottawa Journal New York Central Cornwall Bridge

Cornwall Canal burst.

150 feet of the bank torn away. Pier of bridge so undermined that it collapsed and 200 feet of bridge fell. Huge mass of tangled iron.

One of the worst breaks that ever took place in the Cornwall Canal, and certainly the most disastrous occurred this morning at the O.& N.Y. Ry. bridge just above lock 18.

About 4.55 this morning the lockman noticed a leak in the bank about 50 feet west of the bridge. At that time the water was pouring out of a hole about three feet in diameter, but in half an hour the whole bank for a distance of 150 feet or more, and 35 feet deep, had been torn through and thorough this channel the water was pouring down out of the canal into the river, which at this point is over 25 feet lower than the canal level.

As the level, which is one and a half miles in length, gradually emptied itself, the water from the lower level forced the gates open and flowed back into the uper 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.

Thursday 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.

Thursday 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 rive 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. Ar 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.

Thursday 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.

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.

Saturday 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.

Thursday 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.

Friday 10/07/1908 Ottawa Citizen New York Central

Opens today

Temporary channel at Cornwall completed. Rapids King will probably be the first boat through.

Saturday 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.

Monday 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.

Thursday 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.

Saturday 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.

Friday 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.

Wednesday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 10/12/1908 Chesterville Record New York Central Crysler

A short time ago we mentioned that a deputation waited upon the Railway Commission at Ottawa re. the building of the O&NY station at Crysler, on the north side of the river. The case came up again before the commission on 3rd. inst. The only witnesses at any of the hearings outside of professional evidence were Messrs. H. Bingham and J. Quenville for the north side and W.E. Crain and J. Clouthier for the south side of the river. After hearing the evidence advanced by both parties, Judge Maybee said that from their own engineer's report the commissioners found that if the change in site was made a fill, at a cost of \$1,200 would be necessary, and that while he favoured the location of the station on the north side of the river, yet he did not find the evidences of such a proposterous nature to warrant the commission making an order to compel the company to be at such an outlay, to further accommodate the 170 petitioners and others asking for the change. The commission was willing to lay the matter over until the January session, which was agreed to, but later the petitioners withdrew the case, and thus the matter stands. The company may build where they choose.

Thursday 10/12/1908 Chesterville Record New York Central Russell

Last Monday evening a large number of the prominent Masons of the city of Ottawa, accompanied by Dr. S.S. Davidson D.D.G.M. upon his official visit to Russell Masonic Lodge. Although the roads in the vicinity of Russell were in a poor condition for travelling, the members of the lodge turned out in force to greet their visitors. One of the most pleasant features of the evening, which added materialy 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.

Thursday 06/03/1909 Chesterville Record New York Central Embrun

Joseph Brisson, aged 72, an aged resident of Embrun, a small village on the Ottawa and New York Railway, about thirty miles from Ottawa, was struck and instantly killed by the outgoing train which left Ottawa Saturday morning at 7.30. According to the story of the engineer on the train, the man was walking along beside the track about a quarter of a mile north of Embrun when he first saw him. When the train was quite close the aged man stepped right onto the track in front of the engine and was struck in the head, being instantly killed. The body was not mangled.

Mr. Brisson had been sick for some time and that morning was probably on his way up the track to see his married daughter, Mrs Emily Guerin, who lives a short distance from the village.

Thursday 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.

Saturday 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. --

Thursday 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.

Thursday 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.

Thursday 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,

An Appalling Catastrophe

Railway Bridge at Cornwall Collapses with Deplorable Results.

Fourteen men killed, eighteen hurt - accident happened just before noon. Agonizing scenes.

Cornwall Sept 6 - A terrible catastrophe took place here today, when, without a moment's warning, two spans of the new International railway bridge across the south channel of the St. Lawrence river were thrown into the water by the giving away of the pier which supported them in the centre. Fortunately the gang of men at work at the time was not as large as usual, the bridges being practically completed, or the loss of life would have been much greater. As it is the number of killed and drowned is 14, and the seriously wounded 17. A number of others have hands crushed, and are bruised and cut, but did not go to the hospital.

The St. Lawrence River runs past this town in two branches, Cornwall Island, a body of land of considerable extent intervening. Consequently it was necessary to build two bridges, and it was the magnificent structure from Cornwall Island to the American shore, a distance of about fifteen hundred feet, which went down in today's accident.

Most of the men were caught in the iron and are probably pinned in the bottom of the river, which at this point, is over 30 feet deep.. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage. Many of the wounded were hurt by jumping down on to the bank. The news was at once sent to Cornwall, and with all possible speed and care the wounded were conveyed across Cornwall Island and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their suffering.

The dead - full details

The Wounded - full details

An eye witness to the terrible affair said he was sitting on the bank of the river watching the busy workmen above him, when suddenly without warning, there was a fearful crash and two spans of the bridge collapsed, and the immense mass of timber and iron dropped down, and the agonizing shrieks of the men who were being crushed in the wreck were drowned by the rushing water. Then he saw floating bodies coming to the surface, and the work of rescue began.. This was helplessly inadequate, there being only a few boats in the vicinity and very few men who would undertake to swim out into the turbulent waters. Many who might have been saved were drowned before help could reach them. Piteous appealing faces sank beneath the waters before the eyes of helpless onlookers, Bodies came to the surface for a moment and then passed out of sight, perhaps for ever. It was a terrible and heart rending scene. Words cannot depict its horrors. Even those who got to land alive were in such condition that many died on the way to hospitals. Some had their backs broken, others both legs, while others were crushed by the heavy iron. Among those who are missing so far are Cyril Campbell, William Jackson, Craig and W. Cubby. About 40 of the men employed on the bridge were Americans. The remainder were mostly Indians who acted as assistants. Every man of the division went down with the wreck. Many of those who escaped climbed up the iron work which still rested on piers at either end.

The latest news makes it probable that the death rate will reach fully 30 from today's disaster. As far as can be learned 87 were on the pay roll, of whom 82 reported for work this morning. Of this long list only 38 have actually been accounted for. Allowing that some of those unaccounted for will turn up after the excitement, the probable list of dead and injured will, in all likelihood reach over 25 and may reach 30. Among those thrown into the river was the foreman Thomas F. Brady, whose home is in Pottsville, Pa. He has not been accounted for up to a late hour tonight, and is supposed to be at the bottom of the river. All efforts to get a list of the names of the workmen and those of the missing have proved futile as yet. Everything was in a state of intense excitement all the afternoon, and the efforts of all were to care for the injured ones and get them to Cornwall Hospital as fast as possible.

Just before dark, the dead body of an Indian laborer was picked up on the Cornwall side. There was only a slight bruise on his forehead. He probably was stunned by the fall and drowned before help came.

Wednesday 24/11/1909 Ottawa Journal New York Central Chrysler

The new station of the Ottawa and New York Railway at Chrysler 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.

Thursday 02/12/1909 Chesterville Record New York Central Chrysler

The new station of the Ottawa and New York Railway at Chrysler 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.

Saturday 21/05/1910 Ottawa Journal New York Central Cornwall

Wm. McGregor meets Death. Well Known O&NY Conductor.

William McGregor, 406 Nelson street, conductor on the O.N.Y. Railway was killed suddenly in Cornwall at 12:30 o'clock yesterday, while switching cars. The exact cause of the accident is unknown. He was seen going between two cars to couple them. When the cars moved off he was seen lying a short distance from the track, dead.

More - inquest, death instantaneous, cause unknown, internal injuries. Picture.

Thursday 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.

Tuesday 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.

Thursday 21/07/1910 Chesterville Record New York Central Chrysler

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.

Monday 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.

Thursday 31/08/1911 Chesterville Record New York Central Chrysler

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.

Tuesday 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."

Thursday 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.

Thursday 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.

Friday 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.

Thursday 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.

Wednesday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 17/07/1913 Chesterville Record New York Central

Grand Trunk is seeking running rights over the O&NY between Cornwall and Ottawa.

Thursday 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.--

Thursday 07/08/1913 Chesterville Record New York Central Finch

A number form here took in the NY&O employees picnic to Cornwall on Wednesday.

Friday 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.

Thursday 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.

Thursday 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.

Thursday 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 Binghamton about the middle of June.

Thursday 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.

Monday 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.

Thursday 18/06/1914 Chesterville Record New York Central

Mr. S.R. Payne, who for some time past, has held the position of assistant general manager of the New York Central lines in Rochester, NY, has been appointed to succeed the late Mr. Henry Gays as general manager of the Ottawa Division of the Ottawa Division of the New York Central and Hudson River Railway Company. Mr. Payne, who is only 49 years of age, had had a wide and varied railroad experience. He was born December 21, 1865, and when 17 years of age entered the employ of the Lake Shore and Michigan Southern Railway as an operator.

Thursday 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. --

Thursday 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 disjuncting her arm. She was carried to a nearby cottage and first aid rendered and later on she was taken to the Cornwall Hospital.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 30/12/1915 Chesterville Record New York Central Newington

A considerable number along the O&NY line were compelled to do their shopping on Christmas Eve in Cornwall as the hair tonic they sell in drug stores in local option towns is not satisfactory.

Thursday 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.

Thursday 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

Thursday 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.

Thursday 26/05/1916 Chesterville Record New York Central Berwick

Chas Thompson of Newington is once again acting as station agent, much improved in health.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Saturday 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.

Wednesday 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.

Saturday 20/11/1926 Ottawa Journal New York Central Hurdman

Pranks of boys caused engine to leave rails. On Sunday last boys placed obstructions on tracks of CNR & NYC at Hurdman. Early Monday a NYC engine the first to pass over one of the yard lines, struck a switch "at half cock", in the parlance of the railroad men, and was derailed, resulting in serious interference with traffic, considerably damaging the locomotive, as well as giving the engineer and fireman a narrow escape.

20/10/1927 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.

Friday 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 Crysler. Following Mr. Boucher's death, Coroner Martin Powers, M.D., of Rockland, was notified and travelled to St. Albert, where an inquest was opened. An adjournment was made until next week.

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

Tuesday 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+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>

Saturday 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>

Monday 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>

Wednesday 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 Whitehorse, 85 Concord street, Ottawa East; Edward Berube, Ramsayville, Ont. and Russell Monohan, Edwards, Ont.

Friday 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>

Friday 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 Roosevelt town, 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.

Wednesday 03/07/1935 Ottawa Citizen New York Central Ramsayville

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.

Friday 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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Wednesday 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.

Monday 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.

Friday 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.

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.

Monday **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 Dugald Cameron, 83 Concord avenue, engineer, and P. Schult, 262 Russell avenue, fireman. Schult said that on either side of the crossing there is a clear view of the railway right of way.

Mr. Henry was driving slowly and carefully in approaching the crossing, and the trainmen figured that he was going to stop. The car was going south along the Russell road at a rate of from 10 to 15 miles an hour. The train's speed was reckoned to be between 40 and 50 miles an hour.

Mr. Henry did not stop. Either his brakes were ineffective on the icy roadway, or more likely, in the opinion of the train crew, he either did not see the train or hear its whistle. After the impact, the car was carried almost four hundred yards down the right -of-way.

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Monday **23/12/1940** **Ottawa Journal** **New York Central** **Russell Road**

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.

Friday **10/01/1941** **Ottawa Citizen** **New York Central** **Ottawa, Mann Avenue**

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 -

Saturday **06/03/1943** **Ottawa Citizen** **New York Central** **Harrison's**

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.

02/04/1945 **Ottawa Citizen** **New York Central** **Ottawa, Mann Avenue**

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)

Monday **12/07/1948** **Ottawa Citizen** **New York Central** **Edwards**

Truck struck by NYC train Driver unhurt,

Joseph A. Leroux, 61-year-old resident of Vars, narrowly escaped death or serious injury at 5.30 p.m. Saturday when the panel truck he was driving was struck by the Ottawa-Cornwall New York Central Railway's passenger train at a level crossing near Edwards. Leroux escaped with only a minor scratch on the right arm.

According to the report of Provincial Constable "Bud" McNeill, who investigated, Leroux was driving his truck west along Phair's road at the time, he noticed the train speeding southwards and, applying his brakes just as the front of the truck was on the crossing, he threw the gears into reverse intending to back out of the path of the train.

He had not sufficient time to get clear of the tracks, however, and the locomotive struck the front of the truck and threw the vehicle into the ditch. The truck was badly damaged.

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.

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 Roosevelttown, 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.

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.

Friday **11/10/1957** **Ottawa Citizen** **New York Central** **Cornwall**

International Bridge Sale in Two Weeks?

Cornwall - Official sources Thursday disclosed that sale of the Roosevelt International Bridge will be completed in two weeks time.

Buyers are the U.S. and Canadian seaway agencies, the Seaway Authority. They are presently negotiating with the Cornwall International Bridge Company Ltd., holders of the rights for vehicular traffic, and the bridge owners, the New York Central Railway Company.

Although no sale price was released, officials reported that purchase of the remaining stock in the Cornwall company is all that is necessary to complete the deal. The Cornwall International Bridge Company acquired their rights to the bridge in 1949 from the Flynn Corporation of New York City. the bridge itself was built in 1898. It was open to vehicular traffic in May, 1934.

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Thursday **13/03/1958** **Ottawa Citizen** **New York Central** **Ottawa**

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+|+cnr+|+cpr+|+bride&hl=en>

Wednesday **09/04/1958** **Ottawa Citizen** **New York Central** **Ottawa**

With Picture

The coal sheds on Hurdman's Road at Mann Avenue have been a landmark for more than 25 years, but for the most of this time they have not been very eye-pleasing. Now they are to come down in the interests of progress in highway transit. The Hugh M. Grant Ltd. crane is seen removing a huge coal trestle beam preparatory to removal of the coal shed. These structures - originally owned by the now defunct New York Central Railway, later acquired by the CNR, and now owned by the FDC - have served several Ottawa coal firms through the years.

At the nearby site of the New York Central Railway's office and freight shed, Nicholas Avenue and Mann Avenue, the Industrial Demolition Company will begin to carry out demolition operations this week. When the whole building-removal project is completed at this point in the city in early summer a start will be made on a huge overpass and multi-lane road-way system which will link Nicholas Street with Hurdman's Road.

Friday **17/04/1958** **Ottawa Citizen** **New York Central** **Ottawa, Mann Avenue**

Used Lumber

Good Used Lumber for Sale

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

Industrial Demolition Co.

Tuesday **22/04/1958** **Ottawa Citizen** **New York Central** **Ottawa**

With Picture

Another Eyesore Disappears

The old freight shed of the now discontinued New York Central Railway, Nicholas Street and Mann Avenue, is being demolished. The city recently bought the NYC property - terminus of its abandoned Ottawa - Cornwall line to make way for the new Queensway. An overpass from Nicholas Street, over Mann Avenue, will lead to Hurdman's Bridge speeding up Nicholas Street traffic.

21/02/1986 **Ottawa Citizen** **New York Central** **Finch**

The Women's Institute of Finch (Ontario) is trying to locate a movie shot in the 1950s by the National Film Board, called The Stationmaster which featured one Dalton Henry who was the station agent in that community. The film appears to have portrayed the life and duties of a stationmaster at a junction station, Finch, being the junction between the New York Central's Ottawa-Cornwall line and Canadian Pacific's Winchester subdivision. To date, all efforts to find the celluloid have been in vain. (Branchline).

08/12/1986 **Ottawa Citizen** **New York Central** **Pana**

OUT OF THE ASHES, A DISCOVERY: Another trace of the former New York Central branch which once linked Ottawa with the U.S. border at Cornwall, Ontario, across the river from Massena, New York, vanished in the flames of a recent house fire on December 6, 1986.

Under renovations at the time, the house was originally built as the Pana station, a stop on the NYC, about a dozen miles from Ottawa. The NYC ceased operations in the Ottawa area in 1957.