

Local Railway Items from Area Papers - 1897

01/01/1897 Ottawa Journal Renfrew

The First Passenger. The first through passenger from Parry Sound to Ottawa was Wm. Taylor, who arrived here on Thursday evening in company with his wife and daughter. Mr. Taylor is delighted with the trip over the road, and has bright hopes of the northern town in which he has spent twenty-four years of his life in business.

01/01/1897 Eastern Ontario Review Montreal and Ottawa McAlpine

MCALPINE'S CORNERS

We are informed that the Montreal & Ottawa Railway will put in a four-car siding at McAlpine's Corners, which will be a great convenience to the residents of that section. A movement had been made by residents of the vicinity to endeavor to secure a flag station or freight siding.

01/01/1897 Brockville Recorder Westport

Superintendent Moody of the B. & W. Railway, as usual this year, saw that all the employees of the road were provided with turkeys for Christmas. It is perhaps needless to say that this thoughtfulness and generosity is much appreciated by the employees.

01/01/1897 Renfrew Mercury Renfrew

The first through passenger from Parry Sound to Ottawa was W. Taylor, who arrived here on Thursday evening in company with his wife and daughter. Mr. Taylor is delighted with the trip over the road, and has bright hopes of the northern town in which he has spent twenty-four years of his life in business. - Ottawa Journal.

04/01/1897 Ottawa Journal Montreal and Ottawa Plantagenet

The M. and O. Railway engineers and staff pulled up their stakes on Vankleek Hill and moved to our village, where we hope to have them until the South Nation river is bridged. At present they are examining points along the river bank and doing work known only to the initiated. More.

04/01/1897 Ottawa Journal Canada Atlantic Central Depot

The special car "Boston" that has been at the C.A.R. station here for some days has attracted much attention. It is admitted to be one of the finest and most complete palace cars ever placed upon any railroad.

It is a combined parlor, dining and sleeping car. During the day the berths are all hidden underneath the floor. When the berths are in position the parlor furniture is all beneath the berths. The upper and lower berths are distinct from each other. The means of ventilation is entirely different, each berth having a separate window. On the car is also a pantry, lavatory, kitchen and all the other comforts of a complete home. Those who have ridden in it state it to be a veritable palace on wheels. The car belongs to Mr. Benham of Boston, its owner and inventor, who is visiting Ottawa.

05/01/1897 Ottawa Journal Hull Electric Hull

The iron work for the widening of the Hull terminus of the electric railway bridge arrived yesterday. Owing to the Hull council having decided to turn the Eddy Square into a park it has been found possible for the Ottawa and Hull cars to connect at that point as was at first intended. Arrangements are, however, being made, so that passengers will only have to walk a short distance.

05/01/1897 Ottawa Citizen Ottawa Electric Hull

The iron work for the widening of the Hull terminus of the Electric Railway bridge arrived yesterday. Owing to the Hull council taking the Eddy square for a park, it is impossible for the Ottawa cars to connect with the Hull cars at that point, as originally intended. The bridge at the Hull terminus will be constructed so as to allow the cars of both companies to transfer passengers without having them walk any distance. The new waiting room will be ready for use tomorrow.

05/01/1897 Ottawa Free Press Canada Atlantic Central Depot

A superb railway car is on exhibition at the Central depot today. It was inspected yesterday by a delegation of the ministers from the government and also by his worship Mayor Borthwick and nearly all the leading railway men of the city and was spoken of in the very highest terms by everybody.

Mr. George A. Denham, the inventor of the car who has spent nearly all his life in perfecting the work spares no pains in explaining every detail and Mr. Edward J. Howell, representative of the builders, the American Palace Car company, is negotiating with the government for permission to build these cars in Canada, and if successful it is quite possible the work of construction will be done in Ottawa.

The car is built on the combination plan and contains in one end the observation room: next follows a ladies lavatory. In the centre of the car is a large parlor containing about twenty day wickerwork chairs. When lunch is called this room is quickly converted into a dining car, and by another arrangement is convertible into a sleeper. The porters' and cooks' quarters are supplied with every requisite. The car is well lighted and is one mass of bevelled and plate glass, the panels being in Mahogany and Amaranth wood, the floor being covered with Brussels carpet.

07/01/1897 Ottawa Journal Hull Electric

Hull Electric Co. wins.

Judge Malhot in chambers rendered judgment today in the case of the P.P.J. Ry. versus Mrs. John Scott and the Hull Electric Railway. Co., intervener.

The P.P.J. petitioned for immediate possession of a portion of Mrs. Scott's property for the purpose of crossing the C.P.R. main line near the bridge.

The Hull Electric Railway Co. claimed the right to expropriate the same property and the owner resisted both applications.

The judge dismissed the petition of the P.P.J. Ry. Co. on the ground that they are not in urgent need of the right of way, not having their financial arrangements yet completed to proceed with the work. The right of the Hull Electric Railway Company to possession is conceded, and the judge announced his readiness to appoint the third arbitrator, in expropriation proceedings. The prior filing of the Hull Electric Company's plan and book of reference being regarded as giving that company the first right to expropriate.

The case having been decided expropriation proceedings will be commenced immediately and the work of construction will be proceeded with in a very few days.

Also fully reported in the Ottawa Free Press of the same date.

--(Hull Electric) has a right to build the road, and that from the Aylmer branch of the C.P.R. which they have leased, to the city of Hull. On the 23rd of October the Hull Electric company had their plans examined by the Public Works department at Quebec, and on the 26th deposited them with the registrar in Hull. Due notice was given in the papers, and it was only in November that the Pontiac and Pacific road company made plans for their road having them examined by the Public Works department at Ottawa. It is my opinion that the Hull Electric road is entitled to that piece of land, 500 feet west of the Aylmer branch of the C.P.R., which is also claimed by the P. & P. J. road. The Pontiac and Pacific road have had a charter since 1886 and have never moved in the matter. It was only when the Hull Electric company made a move to get the property that any effort was shown. It is my opinion that the Hull Electric company have a prior right. I am satisfied that there is ample room for both companies. The Hull Electric company will have a little advantage in the matter of cost, but the Pontiac and Pacific company have only themselves to blame. --

It is said the judgment saves the Hull company at least \$50,000, the engineering difficulties of the route now left to the Pontiac company are said to be very great, and will cost a lot of money. The Hull road will be built at once.

07/01/1897 Ottawa Free Press Ottawa Electric Ottawa Car

Messrs. Ahearn and Soper have secured the contract for electrical supplies, and the Ottawa Car company will build the thirty cars required for the Quebec Electric railway which is to be constructed in the city this spring.

07/01/1897 The Equity, Shawville Locksley

The construction of the Pembroke Southern Railway is again being strongly agitated by the citizens of the above named progressive town.

08/01/1897 Ottawa Free Press Hull Electric Hull

Mr. P.W. Resseman, general manager of the Pontiac and Pacific Railway, informed the Free Press today that an appeal will be entered against the judgment of Judge Malhoit yesterday, refusing the petition of the company for a warrant to take immediate possession of the Scott property in Hull. If the Hull Electric company take advantage of the warrant granted them an injunction will be issued to prevent them from working.

08/01/1897 Ottawa Journal Montreal and Ottawa Vankleek Hill

New Year's Day a large number availed themselves of the opportunity of having a ride over the M. and O. railway. The excursionists bought tickets for different places along the line. Most of them, however, stopped off at Rigaud to see the church, college and convent and to visit the mountain where there is a shrine.

08/01/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Timekeepers Weldon and Frasey of the M. & O. Ry. were here Wednesday paying employes and board bill accounts. During the day they paid out over \$1000. They left on the 7.50 train for Alfred to pay there.

Mr. Hugh D. Lumsden, C.E. superintendent of construction of the M. & O. Ry. was here during the past week winding up the business in this section connected with that road, but left on Wednesday afternoon for Alfred, the western terminus, to superintend the extension westward, work on which will be actively prosecuted as weather permits.

Passengers via M. & O. Ry. to and from points east and west of Vaudreuil are transferred from the company's station to this village free of charge. Mr. "Gusty" Brunet is running the transfer 'bus. Passengers to local points are charged merely a nominal fare, and can depend on the 'bus calling for them in time when orders to do so are given before the train times.

09/01/1897 Ottawa Journal Montreal and Ottawa Plantagenet

Any one driving from Vankleek Hill to Caledonia Springs can scarcely fail to notice a level tract of country to the west as far as the horizon. Apparently this caught the eye of the chief of the surveying staff of the M. & O. Ry. The road was completed as far as Alfred station and then a start was made. This resulted in the discovery that to proceed over this level tract of country to Ottawa city meant the crossing of a valley about two miles in width, that annually, sometimes oftener, is flooded to the depth of several feet. However, the discoverer has not yet admitted that this is an impossible obstacle. Should this be settled upon, Plantagenet village will be left about two miles to the north of any possible location for a station. However, the "pull" that succeeded in directing the line from the river front to Vankleek Hill and was the means of securing a bonus from the Ontario government of \$2,000 per mile for the road, still exists, and is in robust condition.

Residents of this village who are well acquainted with the surrounding country, regard the grading or trestling of this bog as a huge joke, but they must not forget that great strides have been made in matters of this kind, and also that the first road built by Stephenson just about "swamped" those interested in it before he got his first morass filled in. However, this is not likely to go by default and the M. and O. Company may expect to have a show cause if they decide to sidetrack the village of Plantagenet.

There are others who have never been friendly to the C.P.R. who are rejoicing that a good opening is being left for the Great Northern Railway that is now being projected to run from Ottawa city and cross the Ottawa river at Hawkesbury village.

The M. and O. are approximately taking a line eight miles south of the Ottawa river, by their third route; this will leave room for the Great Northern to capture the villages of St. Joseph, Cumberland, Rockland, Clarence Creek, Plantagenet, L'Original and Hawkesbury which have been left out in the cold.

11/01/1897 Ottawa Free Press Hull Electric

Judge Malhoit, on Saturday, issued a warrant for the Hull Electric company to take possession of the Scott property in pursuance of his judgment delivered on Thursday. On Friday the Electric company deposited \$7,000 in the bank as security for Mrs. Scott and no time will be lost in getting to work.

13/01/1897 Athens Reporter Westport Soperton

A neat station has been built on the B&W at Soperton, and the train now stops here twice daily.

13/01/1897 Ottawa Citizen Ottawa Electric

The Electric Railway Company placed a new waiting room at the end of Bank street on Saturday. On Sunday miscreants broke all the glass in the windows of the room.

15/01/1897 Perth Courier Lanark County Electric

THE ELECTRIC RAILWAY Mr. W. C. Caldwell, of Lanark, and others, appeared before the Bathurst Council on Monday in behalf of a long petition from townships ratepayers asking the use of the Bathurst side of the town-line between Perth and Balderson for the right of way for the Electric railway. The Council reserved action.

15/01/1897 Ottawa Journal Hull Electric Aylmer

The Hull Electric Co.'s cars will run to within 50 yards of the race course which is on the lake just in front of the old Electric park.

15/01/1897 Eastern Ontario Review Montreal and Ottawa

The C.P.R. Short Line

The Ottawa correspondent of the Montreal Gazette says - "The certainty of the completion of the Canadian Pacific Railway's short line between Ottawa and Montreal by the first July next has caused a lot of speculation here as to the point at which the line from the east will enter the city. The C.P.R. has the right to enter along the Rideau Canal bank to the depot of the Canada Atlantic at Sappers Bridge; but it is said that the privilege will not be taken advantage of and that the Company will establish a central depot of its own. The Free Press tonight locates this depot to the north end of Bank street that is at the base of the cliff on which the Supreme Court building stands. There is a large flat rock there, which is covered at high water in the Ottawa which is about three acres in extent and which could be reached by trestle work from both the present depot of the company at the Chaudiere and Sussex street, the old depot of the St. Lawrence & Ottawa Ry. The objection of this would be the grade from Sussex street down to the level of the Ottawa river at the foot of Bank street would be rather steep. If this site is selected the station would likely be that at Dalhousie street with its entrance on the level of Bank street and the trains running in below along the face of Parliament hill. This plan was spoken of several years ago, when a short tunnel through a portion of the cliff was proposed"

18/01/1897 Ottawa Free Press Ottawa Electric

On Saturday afternoon the Ottawa Electric railway company's employes finished the work of track laying in front of the Eddy premises into Hull and the Ottawa cars now go alongside the Hull cars and make transshipment a very easy matter, passengers being able to step from one car into the other. The combination baggage and mail car will meet the regular cars from the P. & P. J. railway and will also attend the C.P.R. and C.A.R. lines.

18/01/1897 Ottawa Journal Montreal and Ottawa Hammond

The new C.P.R. line is just being run here and we are given to understand that it will run quite close to this place.

18/01/1897 Ottawa Journal Ottawa Electric Hull

The connection between the Ottawa and Hull electric cars was made on Saturday when the Ottawa cars which have been running as far as the Eddy Company's match factory were able to proceed the additional 200 feet to the company's waiting room in Hull. The cars of the two companies now run down side by side, making an easy transfer.

19/01/1897 Ottawa Citizen Hull Electric

Work is proceeding rapidly on the new line to Aylmer of the Hull Electric railway. It is expected to have the double line completed in the course of a couple of months.

21/01/1897 *Ottawa Journal* *Pontiac & Pacific Junction*

Mr. P.W. Resseman, general superintendent of the Pontiac Pacific Junction Railway informed the Journal today that in company with the paymaster of the company he went over the road yesterday and paid every employee their arrears in wages. The men knew nothing of the intention of the company until they received their pay. Many of the men were paid up until January the first and all others were paid up until the 15th of December. Mr. Resseman states that the company is not so bankrupt as some would make out. He could not state definitely the amount paid out to the men as arrears of wages.

The company have about fifty men employed on their line. Many of the men were four and five months behind in their wages.

21/01/1897 *Ottawa Free Press* *Pontiac & Pacific Junction*

The employes of the Pontiac and Pacific railway were made happy yesterday by the appearance of the long looked for pay car. Many of the men have been from three to eighteen months behind in their pay, but yesterday the car loaded with money went up the line with the paymaster and general superintendent and every man was paid up to date.

21/01/1897 *Ottawa Journal* *Hull Electric*

Injunction issued.

P.P.J. Ry. Co. seek to restrain the Hull Electric Co.

The P.P.J. have instructed their solicitors, Rochon and Champagne of Hull, to issue a writ of injunction against the Hull Electric Company to restrain the company from building their line over the Scott property until such a time as the appeal against the court judgment in the recent suit as to which company has the right of way over the property is disposed of.

Also in the Shawville Equity January 28.

22/01/1897 *Ottawa Free Press* *Hull Electric* *Hull*

The contracts for the extension of the Hull Electric railway on the over head crossing at the C.P.R. tracks through the Scott property were let last night.

Lachance and Boucher received the contract for the trestle work, and Walter Leamy, the contract for the rock cutting. The work will be pushed through at once.

22/01/1897 *Ottawa Journal* *Renfrew* *Barrys Bay*

Accident four miles above Barry's Bay. Open switch. Three killed one badly injured.

22/01/1897 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. has made a contract with Mr. G. Brunet to continue the transfer service between the village and the C.P.R. depot for the next year/ons of the railway will find him always reliable and will be sure of making trains on time.

26/01/1897 *Ottawa Free Press* *Hull Electric*

In the Hull Superior Court yesterday Mr. Rochon moved for an injunction on behalf of the Pontiac and Pacific Junction Railway to restrain the Hull Electric Company from building on the disputed Scott property. The motion was laid over until tomorrow. Judge Malhoit remarked that the Hull Company had the right of way and he failed to see the necessity for the injunction.

27/01/1897 *Ottawa Citizen* *Hull Electric* *Deschenes*

The first Hull bound car on the Hull Electric Railway yesterday morning collided with the company's sweeper at Deschenes. Both were more or less damaged. No one was injured. See correction on January 28.

Ottawa Free Press - same date:

Yesterday morning the car which is scheduled to leave Aylmer at 8.15 o'clock collided with a sweeper attached to another car shortly after starting, which was approaching from the opposite direction. Both cars were somewhat damaged by the collision but no passengers sustained any injury. The inward car which contained many government employes and business men bound for heir offices in the city, was unavoidably delayed from reaching its destination for nearly two hours. Temporary clerks employed in the departments ran the risk of forfeiting a day's pay on account of the delay.

27/01/1897 *Ottawa Journal* *Renfrew* *Barrys Bay*

Barrys Bay wreck - inquest. Suspicion of sabotage. Full account.

Two shantymen charged with displacing the switch, teamsters dragged their loads over the switch and displaced it - full account.

27/01/1897 *Ottawa Free Press* *Ottawa Electric*

The new combination car of the Ottawa Electric railway, containing baggage, mail and passenger rooms, was run over the line this afternoon for the first time. It is well worthy of note and is without doubt, one of the finest cars in existence. Not only is its size notable, but its artistic, strong and comfortable appearance is very attractive. Passengers who arrive on the midnight trains from this out, and who have longed for such a service, will no longer be wishing but will be enabled to enjoy all the comforts they have been longing for.

28/01/1897 *Ottawa Citizen* *Hull Electric* *Deschenes*

On further inquiry, it is learned that the collision on the Hull electric railway at Deschenes on Monday morning was far more trivial than was at first reported.

The facts are that two cars did come into contact with each other but with so little force that little of no damage was done.

Note - this should be Tuesday morning.

28/01/1897 *Ottawa Citizen* *Ottawa Electric*

The new baggage and passenger car of the Ottawa Electric Railway Co. was run over the company's line yesterday afternoon. The car attracted much attention. It is beautifully designed and is an evidence of the company's desire to keep their line unexcelled in every respect.

28/01/1897 *The Equity, Shawville* *Pontiac & Pacific Junction*

The pay car of the P. & P. J. R. went over the line on Wednesday afternoon last. In speaking to an Ottawa Journal reporter, Superintendent Resseman stated that all employees had been paid up in full to Dec. 15th last, and many had been paid to January 1st.

29/01/1897 *Ottawa Free Press* *Hull Electric*

The application of the Pontiac and Pacific Junction Railway for an injunction against the Hull Electric railway was argued yesterday. Judge Malhoit refused the application on the same grounds that he granted the Hull company the warrant to take possession of the property, and said the Pontiac people could appeal.

29/01/1897 *Ottawa Citizen* *Renfrew* *Barrys Bay*

The engine derailed in the recent accident on the O.A. & P.S. railway has arrived in Ottawa and is now in the company's shops being repaired. It is greatly damaged. The front portion is all smashed, and, what was once the cabin is now a jumble of broken wood and twisted iron. How Taylor managed to escape is a conundrum with those who have seen the engine. It is thought he must have been thrown out the cabin window before the tender had crashed into the cabin. (see accident file)

29/01/1897 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

New combination car run for the first time.

29/01/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

A trial of the electric company's new rotary snow plough was made on an artificial snow bank at Aylmer yesterday afternoon, and was entirely successful. The snow had been shoveled upon the track and tramped down hard to about seven feet in depth, through which the plough cut its way with ease, hurling large blocks of snow some 40 feet to one side. The company seem determined to keep the road in good working order this winter, as upon their success in this direction depends to a great extent the incoming of prospective permanent residents to the town next summer.

30/01/1897 Ottawa Journal Ottawa Electric Ottawa, Broad Street chaud

The new combination midnight service car placed in service on the Ottawa Electric Railway was photographed at the C.P.R. depot yesterday.

30/01/1897 Ottawa Citizen Ottawa Electric

The new and elegant baggage and passenger car of the Ottawa Electric Railway Company was brought into practical use last night, when it commenced running from the post office to the C.P.R. depot.

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.

30/01/1897 Ottawa Journal Canada Atlantic Vars

Vars. It has been reported that an attempt was made on Saturday night to burglarize the station house here but the station master interrupted the burglars. As he entered at one door three men escaped at the other door, which they had broken in.

01/02/1897 Ottawa Citizen Renfrew Barrys Bay

Mr. Donaldson of the O.A. & P.S. Ry., and Detective Hatton arrived in the city Saturday from Renfrew after completing arrangements for the prosecution of Charles Golgoelen and Peter Clement for moving the switch which caused the recent disaster at Barrys Bay. It is said the men will admit having driven over the switch during the day of the accident, but as to whether they turned the switch or not in so doing they are unable to say.

01/02/1897 Canada Lumberman Ottawa Electric Ottawa Car

The first load of lumber drawn over the street railway tracks of Ottawa was hauled between W.C. Edwards & Co.'s Lumber yards and the C.A.R. freight yards. The electric locomotive for hauling purposes is not yet ready and a street sweeper was rigged up to draw the lumber. The lumber was piled on an ordinary railway flat car.

02/02/1897 Ottawa Free Press Hull Electric

The expropriation proceedings between the Hull Electric Railway Company and the Scott family for the property required to complete the railway to Aylmer were in progress today.

02/02/1897 Ottawa Citizen Hull Electric Aylmer

The contracts for the Hull and Aylmer company's proposed new hotel at Aylmer have been let. It is expected to have it completed by the middle of June.

03/02/1897 Ottawa Free Press Renfrew

Col. Smith, president of the Vermont Central RY., and Mr. E.J. Chamberlain went over the Parry Sound road Monday. Mr. Smith has his own train and an especial feature of interest is the electric headlight, the only one in use on the continent. The electricity is generated by a small motor in the engine. The light is a great success and far superior to the ordinary locomotive light for brilliancy and the distance the light is thrown.

04/02/1897 Ottawa Free Press Hull Electric Hull

One of the Hull Electric cars ran into a farmers waggon on Brewery street this morning. The horses became frightened at the approaching car and commenced to back, running the end of the waggon in front of the car. The rig was badly smashed, the horses and river escaping unhurt. The evidence of the Scott family in the expropriation proceedings with the Hull Electric Company were taken today. The Hull Electric railway is rushing work on the overhead crossing of the C.P.R. through the Scott property. The work will be completed in a few days. No word has been heard of Judge Malhoit's formal decision on the application of the Pontiac and Pacific Railway for an injunction, although judgment was expected yesterday. It is well known that he will refuse the injunction, and after that the Pontiac people will have to appeal to Montreal. The Hull company will have the work completed by that time. A fence has been built on either side of the route, and any engineer or official of other companies found trespassing will be "thrown over the fence."

05/02/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Mr. P.S. Paquette has assumed control and the management of the C.P.R. transfer 'bus in place of Mr. D. Brunet who had it for the past two months. Passengers for the C.P.R. will be called for in any part of the village. Notice to call left at Mr. Paquette's office will be attended without fail

05/02/1897 Eastern Ontario Review Renfrew

The train from Ottawa to Parry Sound over the Ottawa, Armprior and Parry Sound railway was wrecked at Barry's Bay on Thursday night and three of the employes were killed

05/02/1897 Eastern Ontario Review Pontiac & Pacific Junction

Mr. P.W. Resseman, general superintendent of the Pontiac and Pacific Junction railway, went over the road on Wednesday, and paid all the employes their arrears in wages.

06/02/1897 Ottawa Journal Chalk River Pembroke

The C.P.R. Co. have a surveying staff at work in their yards here, It is the intention of the company to erect a new depot here in the spring.

06/02/1897 Brockville Recorder Winchester Monckland

When the C.P.R. express from Montreal was coming west last Saturday, a brakeman entered the car as usual and called out the name of the station before they reached Monckland. He had no sooner yelled "Moncklands" than a girl passenger ran to the car door and took a flying shunt into a snow bank on the side of the track. The act was noticed and when the train stopped an engine was run back. They met the girl walking up the track. She was pretty badly cut up but still conscious of the fact she wanted to get off at Moncklands. It seems she had not travelled before and thought that was the regular way to stop.

07/02/1897 Ottawa Citizen Hull Electric Aylmer

The new Victoria Hotel on the shore of Lake Deschenes at Aylmer will be opened next Wednesday.--

09/02/1897 Ottawa Free Press Hull Electric

The expropriation proceedings between the Hull Electric company and the Scott family promise to last a few days yet. There is an amusing discrepancy between the evidence given for the railway company and that for Mrs. Scott. The witness for the former valued the land at from \$250 to \$800 an acre while several witnesses for Mrs. Scott have placed the value at from \$8,000 to \$16,000.

11/02/1897 Ottawa Citizen Hull Electric Aylmer

The excavations for the big hotel at Electric Park will be finished this week.

12/02/1897 Brockville Recorder Prescott Prescott

On Friday evening last a whole train load of rice, 19 cars, was taken across the river from Prescott to Ogdensburg en route to New York. The rice was shipped from Kobe, Japan.

12/02/1897 Brockville Recorder Westport

So far this season not a single snow blockade has existed along the B. & W. railway. During the summer, all places which gave the most trouble last winter were fenced with ties arranged in such a manner that a most effectual snow barrier was formed.

12/02/1897 Renfrew Mercury Chalk River Pembroke

From the Pembroke Standard. Mr. C.W. Spencer, general superintendent of the C.P.R., has written to the secretary of the Pembroke Board of Trade, stating that he has been authorized to prepare plans and estimates for the building of a new station, and that he hopes to secure the money necessary to commence the building of the station at the opening of spring.

19/02/1897 Ottawa Free Press Hull Electric Hull

The Railway Committee of the Privy Council opened a sitting this morning at 11 o'clock. The Hull Electric company's application for permission to build an overhead crossing over the Canadian Pacific Railway company's track in Hull was first on the list, and representing the Hull company were Mr. Henry Aylen, Mr. H.B. Spencer and Mr. Conroy. It had been expected that the Pontiac Pacific Company would offer opposition to the application, but no one was present on their behalf and Mr. Taft for the Canadian Pacific Railway company stated that they were agreeable to the proposition. Mr. Aylen represented that the trestle was built, that the land on either side belonged to their company, and that all they now asked was the order that would allow their cars to cross. The order will issue and the engineer will examine the site.

26/02/1897 Renfrew Mercury Renfrew Eganville

From the Eganville Enterprise. - The pump house at the O.A. & P.S. Ry. station was burned on Thursday night. The building was totally destroyed and the machinery rendered almost worthless. The loss will be about 800 dollars; insured. The origin of the fire is unknown. Three carloads of materials and machinery arrived next day and a gang of men in charge of Inspector O'Neill, are now at work on the new building.

27/02/1897 Ottawa Journal Hull, St. Louis Dam and Victoria S

Proposal to incorporate the Hull, St. Louis Dam and Victoria Springs Railway Company. Electric - more.

05/03/1897 Ottawa Journal Ottawa Electric

The Elgin street cars had street sign boards placed on them this morning the same as on cars on the other routes.

05/03/1897 Perth Courier Lanark County Electric

LANARK CO. ELECTRIC R.R. We have received from Col. Matheson, M.P.P., a copy of the bill incorporating the Lanark County Electric Railway Company, the promoters being Alex. H. Edwards, of Carleton Place; John B. Riley of Plattsburg, N.Y.; Thomas Hendry, of Montreal; James Fowler, Arnprior; Geo. A. Fowler and John A. Houston, of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark, with power to extend to Oliver's Ferry or Smith's Falls, on the south, and Almonte or Carleton Place, on the north. Dr. Preston, M.P.P., has the bill in charge.

09/03/1897 Ottawa Free Press Hull Electric

The arbitrators in the expropriation proceedings of the Hull Electric company for the purchase of the right of way through the Scott property made their award yesterday. The sum of \$4,317 was allowed, being \$1,183 in excess of the amounts first offered by the railway company yet much below the sum asked for by Mrs. Scott. As the award is in excess of the original offer made by the company they will have to pay the costs of some \$700.

10/03/1897 The Equity, Shawville Locksley

Several carloads of supplies for the construction of the Pembroke Southern Railway arrived at Golden Lake on Friday last. Mr. R.S. Poulin, of the firm of Russell, Poulin & Co., contractors, has been at Golden Lake for several days engaging teams to haul their supplies to Black Creek, where a large camp is under construction.

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.

11/03/1897 Renfrew Mercury Locksley Golden Lake

The contractors for the construction of the Pembroke Southern are busily engaged in getting supplies on the ground at Golden Lake.

12/03/1897 Renfrew Mercury Kingston (CP) Kingston

Ghosts in a Roundhouse.

Kingston, March 9. Ghosts at midnight stalk about in the Kingston and Pembroke Railway roundhouse. Last Thursday night, Charles Davidson and Walter Latto, night watchmen, heard a noise and found the form of a negro named Commodore, killed on the road, seated in the cab of an engine. He seemed to be choking and trying to speak. The watchmen were terror stricken. Next night the forms of three men killed on the road passed before the watchmen. They all seated themselves on the engine, which it is said, caused their deaths. There is considerable excitement over the affair. A committee will likely investigate. The second night the watchmen fired shots, but the spectres seemed unharmed.

12/03/1897 Renfrew Mercury Chalk River Carleton Place

There is much talk, as spring draws on, of the new C.P.R. shops, and the presence in town on Saturday of Mr. J.W. Munro, of Pembroke, the well known C.P.R. contractor, gave rise to the supposition that he was here with a view to looking over the ground. Be that as it may, we have the assurance on good authority, that the buildings are to be on a very extensive and substantial basis, and are to be not only a benefit but an ornament to the town from an architectural standpoint. - Carleton Place Herald.

12/03/1897 Brockville Recorder Lanark County Electric

The promoters of the Lanark County Electric Railway are Alexandria. H. Edwards of Carleton Place; John B. Riley of Plattsburg, N.Y.; Thomas Hendry of Montreal; James Fowler of Arnprior; Geo. A. Fowler and John A. Houston of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark with powers to extend to Oliver's Ferry or Smith's Falls, on the south and Almonte or Carleton Place on the south [sic] Mr. Geo. Fowler was a one time resident of Brockville.

17/03/1897 Ottawa Free Press Chalk River Carleton Place

J.W. Munro, contractor of Pembroke, has received the contract for the C.P.R. workshops and round house at Carleton Junction. The contract price was between \$30,000 and \$35,000.

18/03/1897 Ottawa Citizen Chalk River Carleton Place

The new C.P.R. roundhouse and workshop at Carleton Place will be built by Mr. J.W. Munro of Pembroke. The estimated cost of the work is \$35,000.

18/03/1897 Ottawa Citizen New York Central

Letter about the New York and Ottawa.

19/03/1897 Renfrew Mercury Lanark County Electric

Dr. Preston, M.P.P., has charge of a bill in the local legislature incorporating the Lanark Co. Electric Railway Company, the promoters being Alexandria. K. Edwards, of Carleton Place; John B. Riley, of Plattsburg, N.Y.; Thos. Hendry, of Montreal; James Fowler, Arnprior and John A. Houston of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark, with power to extend to Oliver's Ferry or Smith's Falls on the south and Almonte or Carleton Place on the north.

The Montreal and Ottawa Ry.

The Montreal papers the "Star" and the "Witness", state that work on the Montreal and Ottawa railway will be resumed at the earliest possible date and the road through to Ottawa pushed to completion without delay. This will be good news to the residents of the county of Russell and the western part of Prescott as rumors were current to the fact that the road would not be completed during their coming summer.

24/03/1897 *Ottawa Citizen* *Maniwaki*

It is more than likely that the Gatineau railway will be extended during the coming summer from the present terminus at Gracefield to Maniwaki. Within the past couple of weeks, Mr. Beemer, president of the railway, has been in the city more than once, and it is learned that his visits were in connection with the proposed extension.

24/03/1897 *Ottawa Journal* *Ottawa Electric*

The first open car on the electric street railway ran down Rideau street yesterday afternoon. It was No. 241.

26/03/1897 *Ottawa Free Press* *Hull Electric* *Hull*

The masonry on the Hull Electric railway on the overhead crossing of the C.P.R. will be finished in a couple of days. The ironwork for the bridge is expected on the fourth of April and will be placed in position by the 17th.

26/03/1897 *Ottawa Citizen* *Ottawa Electric*

A gentleman has written the Citizen suggesting that a trailer be attached to the electric cars leaving the Chaudiere at 6 o'clock in the evening, as at present the cars are generally overcrowded with passengers, a large percentage of whom are men out of foundries and other establishments where their clothes become saturated with oil and grease.

26/03/1897 *Renfrew Mercury* *Chalk River* *Carleton Place*

Mr. J.W. Munro, of Pembroke, has received the contract for building the new C.P.R. workshops in Carleton Place. The contract price is said to be between \$30,000 and \$35,000.

26/03/1897 *Perth Courier* *Chalk River* *Carleton Place*

Mr. J. W. Munro, of Pembroke, has received the contract for the new C. P. R. shops here. The buildings are to be of stone, and will be first class in every respect. Mr. Munro was in town yesterday morning, and whilst here was besieged by a small army of mechanics of all classes from all along the line, looking for employment. We understand work is to be commenced forthwith, and construction will be rapid. Carleton Place Harold.

27/03/1897 *Ottawa Citizen* *Winchester* *Smiths Falls*

The Smiths Falls News says that the C.P.R. company are now collecting material for the erection of a large tea shed at Smiths Falls. The shed will probably be about 200x70 feet, and will be used for the storage of train loads of tea arriving there over their line from Vancouver, B.C. The tea will then be distributed from this point to all points of Eastern Canada and the United States.

29/03/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The Electric Railway company are putting 2,000 pieces of ice for their different parks. Mr. McDonald will have the wharf for the big hotel finished next week.

31/03/1897 *The Equity, Shawville* *Locksley*

The work of cutting out the rights of way on the Pembroke Southern Ry., is now under way. Three gangs of men are working at the rock cut at Black Creek, and one gang has commenced setting out the right of way at Mr. John Roesler's. Grading will probably commence in about three weeks.

The Story of a Trunk

An incident considerably out of the lien of the common place occurred in this village on Thursday night, it being the discovery of an infant in a trunk which was left at the station by a young woman, who said she would call for it the following evening. After the train departed this trunk with another was taken into the waiting room, instead of the baggage room, as is frequently done. After things had quieted down around the building, the agent, Mr. W.B. Crawford, chanced to come out of his office into the waiting room, and while there detected a peculiar gurgling noise in the region of the trunks. At first he could not tell from which trunk the noise proceeded, but a more minute examination satisfied him on this point. His idea was that the noise was produced by a bottle of liquid, which had become broken or uncorked, and he at once began turning the suspicious article over from one side to another in order to get the supposed bottle right side up. The noise however continued, and as he listened attentively, he was impressed that something more lively must be in the trunk. Mr. Lovell, the section foreman, was in the office at the time, and to him Mr. Crawford communicated his suspicions. Mr. Lovell agreed with Mr. Crawford, as did also Mr. Wm. Barber, who happened to come along just at the time. They all decided that an investigation should be made, but the agent did not care to assume the responsibility of breaking open the trunk. He therefore related the circumstances to Dr. Lyon by telephone. The doctor, mayor Hobbs and a few others were sitting in the waiting room of the Russell House when the message came. The doctor advised Mr. Crawford to summon a magistrate and have the trunk opened. The singular intelligence thus unexpectedly received, of course, put everyone on the qui vive. Mayor Hobbs immediately left for the station, and on the way up called for Mr. H. Lang, J.P. A few minutes later the trunk was forced open, and there, sure enough, immediately under the tray, lay the form of an infant apparently two or three weeks old. The little thing's tongue was protruding from its mouth, indicating that it was breathing with difficulty. The next step was to find the owner, and a move to this end was instituted. Meanwhile Dr. Lyon was summoned to the station, to render medical aid if such were necessary. After a short search the mother of the child was located at the house of Mr. Thos. Argue, and placed under arrest by Mr. W.W. Ireland, whom she accompanied to the station, where she got possession of the infant. Mother and child were then conveyed to the Pontiac House where lodging had been procured by the mayor. Subsequently Dr. Klock was called in and pronounced the child to be suffering from bronchitis. During the night the child had several indications of expiring, but each time revived. In the morning, about eight o'clock, however, its suffering came to a peaceful end.

Mayor Hobbs then telephoned the particulars to Coroner Hurdman, and the latter decided to come to Shawville and hold an inquest. For this purpose a jury was summoned to meet at the Pontiac House at one o'clock. Pursuant to this arrangement an inquest was opened at the hour appointed with the following jurymen present: Robt. McCredie, foreman; Francis Wilson, J.J. Caldwell, John Brownlee, Robt. Hobbs, W. Coulter, O. Caldwell, R.G. Elliott, John Findlay, David Clarke, W.J. Eades and Arthur Smiley.

The first to be examined was the mother of the deceased infant. She gave her name as Eliza Wall, 29 years old. The body on view was that of her child. It was born in Pembroke seven weeks ago. When the infant was seven days old, she was sent with it to the Salvation Army home in Ottawa. The child was healthy until she took it to Ottawa: then it took ill and had been so ever since. She left Ottawa on Wednesday for Shawville, but owing to the child taking very sick while moving up on the electric car she decided to stay off in Aylmer, which she did. Next evening (Thursday) she came on to Shawville, carrying the child in her arms. After getting off the train she waited at the station for some minutes, and believing the child was dead, decided to put it in the trunk, as she was ashamed to take it down to the village. Had no thought of destroying or making away with the infant. She then related the circumstances in connection with her arrest, which agreed substantially with the evidence of other witnesses who followed.

Dr. R.H. Klock swore that he had examined the child on the night previous; found it suffering from bronchitis; believing it had been suffering for some time. Did not think the lesions on the lungs were produced by the length of time the infant had been confined in the trunk. Was of opinion the child would have died in any case.

Victor McGuire testified to seeing a woman get off the train with parcel in her arms, which he took to be an infant. Could not be sure that the woman he saw and the prisoner were the same.

W.B. Crawford, sworn, related the circumstances under which he had discovered the child. Thomas Lovell and Archie Crawford gave corroborative evidence, both testifying also that they had seen a woman doing something with one of the trunks as it lay on the platform.

H. Hobbs and H. Lang gave evidence agreeing in substance with what has already been related regarding the opening of the trunk, the discovery and condition of the child and the subsequent arrest of the woman.

This closed the evidence, nothing therein being adduced to show who was the father of the deceased.

After a few moments' deliberation, the jury brought in a verdict to the following effect: That the child came to its death from natural causes, due to bronchitis, and that the peculiar actions of its mother were not prompted by motives if evil, but rather of simplicity.

The coroner then thanked and discharged the jury. The body of the infant was interred in St. Paul's church cemetery the same evening.

02/04/1897 *Ottawa Citizen* *Pontiac & Pacific Junction* *Aylmer*

A quantity of coal at Aylmer, belonging to the P. & P.J. railway was sold on Wednesday under execution at the instance of Patrick Condon, who sued the company for wages,

02/04/1897 *Renfrew Mercury* *Chalk River* *Carleton Place*

Between 150 and 300 men gathered at the C.P.R. station at Carleton Place one morning recently, to ask Mr. J.W. Munro for work on the new railway shops there. They had heard that he was coming down by that train.

02/04/1897 *Brockville Recorder* *Westport* *Newboro*

An iron bridge made in Peterboro and intended to replace the wooden structure over the Rideau Canal at Newboro, was taken out there this week by the B. & W. railway. It was in sections, and exclusive of the planking, filled a car.

02/04/1897 *Ottawa Citizen* *Hull Electric* *Aylmer, Queens Park*

The directors of the Hull Electric Company went over the new extension of their road from Aylmer to their new park yesterday in the company's parlour car.

02/04/1897 *Ottawa Free Press* *Ottawa Electric* *Hull*

The Ottawa Electric railway is building an awning over the platform at the Hull terminus of the road. The waiting room is also being improved and everything done to accommodate and please the public.

03/04/1897 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

At 13.30 o'clock this morning the fourth fire of the night broke out in the establishment of the Ottawa Car Company on Kent street. At first it looked as though it would be a serious blaze, but prompt work by the brigade extinguished it in short order. Chief Provost directed operations. About \$30 will cover the damages.

03/04/1897 *Ottawa Free Press* *Hull Electric*

The directors of the Hull Electric railway took a trip over the road yesterday and expressed themselves as delighted with the progress made in the improvements. Mr. H.B. Spencer, the hustling manager, was highly complimented on the rapidity with which the work is being pushed.

05/04/1897 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

The Electric Railway company is asking the city for power to extend tracks along Bridge street to Head street in order to reach McKay's mill; also from Bridge street along Oregon to the C.P.R. tracks and from Bridge street to connect with the Canada Atlantic railway.

06/04/1897 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

Mr. Evans, manager of the Quebec District Railway Company says that as soon as the frost was out of the ground some three or four hundred men would be started to work and that by the second or third week of June cars would be running in the lower part of the town. At the present time there were eleven cars in readiness at the car works, Ottawa, to be shipped to Quebec. They were of the same dimensions of those running in Montreal.

07/04/1897 *Ottawa Citizen* *Ottawa Electric* *Hull*

The Ottawa Electric Railway are erecting a wooden awning over the platform at the terminus of their track in Hull.

THE ELECTRIC RAILWAY The bill to grant a charter to the Perth and Lanark Electric Railway Company came before the railway committee of the Legislature at Toronto on Saturday, and when it appeared it was found that it contained a clause keeping alive the bonus granted by the Perth corporation, though the time ensuring the validity had expired long ago. Col. Matheson, in the morning telegraphed Mr. J. A. Allan, Mayor, stating the purport of this clause, and asking if it would not be better to change it by providing that the by-law only be renewed by a fresh vote of the ratepayers. The Mayor wired back his assent to this at once, and either to have this confirmed or some other decision given, the Mayor saw a majority of the members of Council, and most of these endorsed his action. In the afternoon, another telegram came from Col. Matheson stating that the clause objected to had been struck out, and the alternative one substituted of a fresh submission of the bonus by-law to the ratepayers.

09/04/1897 *Brockville Recorder**Prescott**Prescott*

Work on the large addition to the Prescott elevator is nearly completed. Double tracks are to be laid in for the loading of railroad cars, making three lines of tracks into the elevator proper. All the piles are driven ready for the ties and rails.

16/04/1897 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY Mr. James Fowler, promoter of the Lanark and Perth Electric Railway, was in Perth and Smith's Falls on Tuesday in the interest of the road. He was arranging a meeting of the businessmen of Smith's Falls with a view of interesting the people there in the road, the scheme now being to run it from Lanark and Perth to Oliver's Ferry and Smith's Falls. Mr. Fowler says the company intend pushing the scheme through.

19/04/1897 *Ottawa Free Press**Hull Electric**Deschenes*

The Hull Electric Railway company is putting in two new dynamos at the power house with double the capacity of those now in use. It is the intention of the company to give a ten minute service to the park during the summer season, The passenger traffic is picking up well and everything points to a splendid season.

19/04/1897 *Ottawa Citizen**Hull Electric**Aylmer, Queens Park*

The construction of the new hotel in the Hull Electric Company's park at Aylmer is going ahead rapidly. Mr. H.B. Spencer, the manager of the company, stated on Saturday that it was intended to have the hotel opened on June 15th or 20th. It was not known yet who would undertake the management of the hotel. The company will not apply for a liquor license, it being the intention of the company to conduct the hotel on strictly temperance principles.

19/04/1897 *Ottawa Journal**Hull Electric**Aylmer*

The Hull Electric Company's hotel at Aylmer will be a strictly temperance one. The hotel will be ready to open about June 15th. The management of the resort has not yet been decided upon.

20/04/1897 *Ottawa Journal**Buckingham*

The C.P.R. branch line to the town is opened for the season and freight trains have commenced running on it.

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.

21/04/1897 *Ottawa Journal**Hammond**Rockland*

The C.A.R. are doing a rushing business. They took out one hundred and sixty cars of lumber last week. This was a record breaker.

23/04/1897 *Eastern Ontario Review**Hammond**Rockland*

Station Agent Raymond, at Rockland was arrested in Ottawa last week charged with stealing \$641 of the C.A.R. Company's funds

23/04/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Work on the construction of the Montreal & Ottawa Ry. westward from the present terminus is to be commenced at once. Mr. W.L. McKenzie, of the construction staff was in town last Friday and Saturday making arrangements for supplies etc.

23/04/1897 *Renfrew Mercury**Chalk River**Carleton Place*

The new shops have blown a favorable breeze in Sandy McLean's direction. Mr. Munro, the contractor, finding that the pine and spruce masts has had been using kept breaking and delaying him, tried a rock elm from Mr. McLean's farm. It was long, strong and small, the ideal timber for his business. He struck a bargain with Mr. McLean, and that gentleman has delivered seven or eight, running from 48 to 68 feet. Each one took four horses.

24/04/1897 *Ottawa Citizen**Ottawa Electric*

Some of the open electric railway cars used yesterday had wire screens on the side next to the parallel tracks. These screens are to prevent passengers from getting off on the wrong side. All open cars will be thus equipped.

24/04/1897 *Ottawa Citizen**Maniwaki**Hull*

Mr. Beemer's terms for extending the railway through Hull - car shops etc.

24/04/1897 *Ottawa Journal**Maniwaki*

O. & G. and P.P.J. Rys. Want to run lines through Hull.

The Ottawa and Gatineau and Pontiac and Pacific Junction Railways are desirous of extending their lines into and through the city of Hull, to the bank of the Ottawa river, to erect a commodious station at the junction of the railways and to erect a workshop for the use of both roads.

An application has been made to the Hull city council asking the council to grant these rights. The council seems favorable to granting the request.

The companies want exemption from taxation and free right of way for all lines and sidings, also all land required for station yards and workshops.

By granting the petition the city of Hull will secure the benefits of a junction station and workshops within the city limits which would otherwise be built in Ottawa.

The total mileage of the companies lines in Hull as contemplated will be about 140 miles with every probability of considerable extensions being added in the near future, all of which will be of immense value to the city of Hull.

Mr. H.J. Beemer, president of the road, who writes the council, says that the carrying out of the contemplated improvements means the bringing to the city the products of continual development of the vast northern region with its unlimited resources.

The plans of the projected scheme will be handed to the council in a few days. The aldermen seem favorable to the scheme being carried out as long as the companies employ at their workshops men from the city of Hull.

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.

29/04/1897 *The Equity, Shawville**Pontiac & Pacific Junction**Hull, Beemer*

The P. & P. J. and Gatineau Valley Ry. Companies are looking for the privilege of extending their lines through the city of Hull, in order to form a junction of the roads at a point on the Ottawa River bank, where it is proposed to erect a Union station and large workshop for the use of both roads. The companies want exemption from taxation and free right of way for their main lines and sidings and sufficient ground for their yards and workshops. It is said the city council of Hull are favourably disposed toward the scheme.

03/05/1897 *Eganville Star**Renfrew*

SWALLOWED A LIZARD: On Saturday last a workman on the OA & PS came to Dr. Chanonhouse to consult him about a fullness in the stomach and pains across the liver. The cause of the trouble was made known on Tuesday when the sufferer passed a lizard about six inches long. How or when he swallowed the reptile he does not know. He thinks that in the early summer when drinking at some stream along the railway line he unconsciously swallowed it when in an embryo state and it has been growing ever since in his stomach. The victim of this strange experience is now as well as ever.

04/05/1897 *Ottawa Free Press**Hull, St. Louis Dam and Victoria S*

A measure of considerable local interest to residents of Ottawa is now before parliament known as a bill to incorporate the Hull, St. Louis Dam and Victoria Springs railway company. The promoters are T.G. Brigham, E.D. Moore, Charles A. Moore, John D. Heney and Arthur R.M. Boulton. The company may construct and operate a railway from Hull, thence southerly across the proposed Interprovincial bridge or any other bridge that may be built at that point thence along the canal reserve of Ottawa to the deep cut thence easterly through the now vacant property to the present rifle range, then across the Rideau river to a point at or near the Montreal road, thence to what is known as Victoria Springs, thence to the Ottawa river to a point at or near Rockcliffe, thence south easterly to a point at or near what is known as Beechwood, thence to a point of the crossing of the Rideau river, also along the St. Lawrence and Ottawa Railway company's tracks from the point of intersection of the proposed line with the lines of the railway mentioned to the Sussex street depot, and may also construct a branch line from the head of the said deep cut in a southerly direction to what is known as Hogs Back on the Rideau Canal, the whole being approximately about fifteen miles.

The company may enter into an agreement with the Canadian Pacific Railway company, the St. Lawrence and Ottawa Railway company and the Canada Atlantic Railway, the Ottawa Electric Railway or the Ottawa and Gatineau Railway company, for conveying or leasing the railway of the company hereby incorporated on such terms as are agreed upon.

04/05/1897 *Ottawa Journal**Hull Electric*

REFUSE THE PRIVILEGE

HULL ELECTRIC CO. MUST ERECT POLES OF THEIR OWN

Not Allowed to String Wires on City Poles In Hull

The Hull city council met last night and passed the estimates for the year and disposed of other Important business.

Ald. Fortin, who had given notice of reconsideration on a motion adopted to the effect that the Hull Electric Co. were permitted to use the city poles on Boul street for their wires, presented an amendment opposing the privilege. He spoke at length on the privileges that the company had already had from the city only to suit themselves and to their own interest. Ald. Fortin also pointed out that the putting up of electric wires on the city poles would be dangerous to both the citizens and the fire alarm system. Other aldermen favored the privilege to the Hull Electric Co. showing that it would be only an earning to the city.

After a good deal of discussion on both sides of the question the vote was taken on the amendment and it carried as follows:

Yeas - Ald. Caro, Helmer, Ste. Marie, Fortin, Falardeau, Dupuis 6

Nays - Ald. Richer, Farley, Laurin, Raymond and Rehnardt 5

After the vote had been taken Ald. Richer, who was a strong supporter of the first motion, remarked that a majority of the council was required in order to carry the amendment. -He said that the majority should be seven and there was only six in favor of the amendment.

Mayor Scptt, however, ruled that the amendment carried and this ended all discussion. By this decision the Hull Electric Co. will have to use their own poles and take their wires away from the city poles.;

05/05/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The first electric car for the city of Quebec was given a trial trip on the Ottawa tracks this morning under the auspices of several members of parliament and senators from Quebec and vicinity. Hon. Francois Langelier, M.P. ex-mayor of Quebec, officially started the car by turning the current on at the controller. A trip was made to the Chaudiere Falls and the new Victoria Park. The car ran perfectly and the Quebec people expressed themselves as delighted with the construction, equipment and furnishing of the car.

07/05/1897 *Brockville Recorder**Westport*

The people along the line of the B. & W. are to have another express service, the Canadian Express Company having opened offices at Westport, Newboro, Elgin, Delta and Athens. Mr. George Severs, the inspector, accompanied by Mr. Fred Bates, the company's agent here, went out placing the offices, which are now ready for business.

07/05/1897 *Daily Mail and Empire**Hull Electric**Aylmer*

Railway Committee

The Railway Committee this morning passed Mr. Gibson's bill to confirm an agreement between the Canadian Pacific railway and the Hull Electric company, by which the former transfers that portion of its road between Aylmer and Hill, to be operated by the latter by electricity, for a term of 35 years, the annual rent to be \$5,000.

08/05/1897 *Ottawa Free Press**Montreal and Ottawa*

Montreal. Mr. D.R. McTavish, city solicitor of Ottawa is in town (Montreal) upon business with the Canadian Pacific. It is stated that his business is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of country. Through trains are expected to be running over the route by September.

11/05/1897 Ottawa Free Press Hull Electric Aylmer

The Hull Electric railway will commence running cars to the new park next week. --the double track will be completed from Hull to the park (One Tree Point) by Saturday. The grading and construction is equal to the best, and shows engineering skill and care. The track is as level as a table and is constructed with a view to speed. The overhead crossing at the C.P.R. is completed and is a neat structure. The iron work was supplied by the Dominion Bridge company. More At the old park near the village there is in course of construction a fine hotel --more.

13/05/1897 Ottawa Citizen Renfrew Ottawa East

Work on the car shops and roundhouse for the Parry Sound railway at Ottawa East will be commenced within the next two weeks.

13/05/1897 The Equity, Shawville Hull Electric

While going to Aylmer last Sunday an Electric car caught fire by the burning of the motor and caused quite a panic among the passengers. A number of ladies, on seeing the smoke, thought that the whole car was on fire, and made their way to the door. In the excitement three or four of them got hurt, and Mrs. R. Carriere of Hull, who was among the passengers, sustained a bad cut in the hand. None of the passengers were seriously injured.

14/05/1897 Ottawa Free Press New York Central

Meeting of civic finance committee.

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

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

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

There was some further talk and the deputation withdrew.

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

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

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

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

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

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

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

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

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

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

14/05/1897 Eastern Ontario Review Montreal and Ottawa St. Eugene

The C.P.R. station agent at St. Eugene was besieged in the station house by a gang of tramps last Saturday but successfully beat them off.

14/05/1897 Eastern Ontario Review Montreal and Ottawa Ottawa

The completion of the M. & O. Ry. From its present terminus, Alfred, to Ottawa will be hailed with delight by the residents of this section of the county of Russell through which the line will pass, as well as a great number of the residents of Prescott. Regarding it the Ottawa Free Press had the following despatch from Montreal:-

"Montreal, May 8 - Mr. D.B. MacTavish city solicitor of Ottawa, is in town upon business with the Canadian Pacific. It is stated that his visit is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal, now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of the country. Through trains are expected to be running over the new route in September."

14/05/1897 Eastern Ontario Review Montreal and Ottawa Caledonia Springs

By the C.P.R. timetable just issued we notice two new stations have been added to this branch. Rutherford - between Vankleek Hill and St. Eugene and McAlpine - between Vankleek Hill and Caledonia Springs.

14/05/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

C.P.R. Change of Time - Trains on the C.P.R. now leave Vankleek Hill for Montreal at 7.20 in the morning and 4.35 in the afternoon. Returning they arrive here at 12.05 noon and 8.30 in the evening.

15/05/1897 Ottawa Free Press Hull Electric

The last spike was driven in the double track of the Hull Electric company today, and tomorrow the line will be in use for the first time. At the last meeting of the company it was decided to have special monthly tickets.

15/05/1897 Ottawa Journal Hull Electric Aylmer

Hull Electric Line

The double track of the Hull electric line is now completed and will be opened tomorrow morning for traffic. Monthly tickets at very reasonable rates will be put in force in course of next few months

17/05/1897 Ottawa Free Press Hull Electric

Commencing today, Monday, and until further notice, the Hull Electric company will give a twenty minute service up to twelve (12) noon and thereafter a ten minute service daily between Hull and New Park. In addition to this extra cars will run on Sundays. Special cars will be available any time for excursion parties who desire to picnic at New park and a quick run through given without stops. New park open free to excursionists.

17/05/1897 Ottawa Free Press New York Central

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

18/05/1897 Ottawa Journal Hull Electric

Advertisement. Grand service the company is giving the public over its new line.

The Montreal and Ottawa Railway have filed the plan and profile of their proposed entrance to the city with the registrar of Carleton county. From the plan it is seen that the road the C.P.R. intend to have completed by next fall will touch the C.A.R. about two miles from the city and will enter the Central station over the C.A.R. tracks. The two companies are now negotiating terms upon which the C.P.R. may have running privileges over the C.A.R. tracks. The C.P.R. also desire to run over the C.A.R. to the western part of the city/ If they cannot arrange suitable terms with the C.A.R. the C.P.R. will build tracks of their own.

19/05/1897 *Ottawa Free Press* *Ottawa Electric*

The unusual sight in Ottawa of a runaway street car was witnessed by the promenaders on Rideau street last evening about 10:30 o'clock. The motorman lost control of a Dalhousie street car while on the bridge near Howe's block. The brakes refused to work and, although the trolley was thrown off, the car gained added momentum with every yard of its progress and rushed down Rideau street. The switch at Nicholas street was open and the car dashed around the curve nearly striking a man, who expected it to go down to Dalhousie street. It went as far as Daly avenue before it came to a stop. The passengers who were in complete darkness after the trolley was thrown off, were quite nervous with the strain upon their system while the car was on its career, but were uninjured.

20/05/1897 *Ottawa Citizen* *Maniwaki* *Hull*

Tomorrow, Mr. H.J. Beemer, president of the Gatineau railway, will wait upon the members of the Hull city council with a view to securing an entrance for the railway into Hull and the site for the erection of the company's shops in that city. Among the places laid in view as a favourable location for the work shops is the property on the west of Leamy's Lake and a short distance north of the central portion of the city. The people of Hull are anxious to have the railway enter the city, and the council will, no doubt, assist Mr. Beemer as much as possible in carrying out his plans. It is also understood that Mr. Beemer has also concluded negotiations for the completion of the Gatineau railway northwards to Maniwaki from Gracefield, the present terminus, this summer.

21/05/1897 *Ottawa Citizen* *Ottawa Electric* *Victoria Park*

The grand opening of Victoria Park will take place on 24 May.

22/05/1897 *Ottawa Journal* *Canada Atlantic*

A special train will come in over the Canada Atlantic on Monday for the lacrosse match. It will leave Montreal at 9.45 a.m. and reach here at 1 p.m. A special military train for Cornwall this evening will be composed of nine cars. Private car No. 99 will be for the use of the 43rd officers. The train will return on Monday evening.

22/05/1897 *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

The new Hull Electric Company's park at Pointe aux Pins, just above Aylmer, will be the rendez-vous for a large crowd of people on Monday the 24th of May. By making this new park an objective point, visitors from Hull and Ottawa may have a most enjoyable time on the Queen's birthday. The restaurants in the park will be in the charge of Tom Sayers - a popular and gentle host, who will make excursionists feel that Aylmer is worth visiting.

24/05/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

Ths, Hull Electric Company will have extra cars at Hull to accommodate visitors. T. D. Sayer, of Aylmer, has been engaged by the Hull Electric Co, to take charge of the restaurant at the new park this summer. The company could not have picked; upon a better man for the position. Mir. Bayer Is very popular, wherever known, being courteous and genial in his dealings with everybody.

25/05/1897 *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

THE PARK AT AYLMER

Many Visitors to the Picturesque Spot Yesterday

The Hull Electric Co.'s new park at Aylmer was also opened yesterday. Not since the line has been constructed has so large a crowd of people gone over it as yesterday. All day long the cars brought large crowds from Ottawa and Hull. The park looked its prettiest after the preceding day's rain. The pavilion was crowded all day long with lovers of the dance, and the merry-go-round was kept busy. There was also activity about the boat-houses, many people taking a sail on the lake. Barrett's Independent band furnished music, and In the evening were entertained by Mr. H. B. Spencer, superintendent of the Hull Electric Co., at Holt's hotel

25/05/1897 *Ottawa Journal* *Ottawa Electric* *Victoria Park*

With over 2,000 people crowded inside the new pavilion, several hundred standing round inside the fences and many hundreds outside, to whom tickets could not be sold, the evening's entertainment at Victoria Park (ex-West End) opened last night. More.

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A decidedly novel method of moving pianos was witnessed on Sparks street Saturday afternoon. An electric car, to which was hitched a trailer, stopped in front of Messrs. Orme's and Sons store, while of Cuddie's large vans containing a piano backed upon the tracks. The instrument then being transferred to the truck, and fixed into place, the car parted off with its novel load, and attracted no little attention on its journey. It was being taken out to Victoria Park to be used on the stage.

25/05/1897 *Ottawa Journal* *Maniwaki* *Hull*

Mr. Beemer, president of the Ottawa and Gatineau Valley Railway, had a conference with the city aldermen in connection with the proposed extension of the O. & G. and P.P.J. railway lines into the city of Hull. Mr. Beemer was accompanied by Mr. Resseman and Mr. Dunn, engineer. -- As was announced before, Mr. Beemer is willing to have the work start next summer on the new lines provided he obtains the help of the city council. He so informed the committee and said that all that was wanted was the necessary property for the extension of the lines and building the workshops. The line would run under the C.P.R. track in close proximity to the city slaughter house, and continue southward in almost a straight line to the Ottawa river. Mr. Beemer said that the workshops would certainly be built in Hull and that forty men would be constantly employed. On the original plan of the new line as prepared by the engineer, fifty acres are marked for workshops but Mr. Beemer said that this would be too much ground and he would only require but forty acres. The plans would be drawn up accordingly. Committee gave assurances etc.--

26/05/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

The park at Aylmer

Many visitors to the Picturesque Spot Yesterday

The Hull Electric Co's new park at Aylmer was also opened yesterday. Not since the line has been constructed has so large a crowd of people gone over it yesterday. All day long the cars brought large crowds from Ottawa and Hull. The park looked its prettiest after the preceding day's rain. The pavillion was crowded all day long withlovers of the dance, and the merry-go-round was keyy busy. There was also activity about the boat-houses, many people taking a sail on the lake. Barrett's Independent band furnished music, and in the evening Mr. H.B. Spencer, superintendent of the Hull Electric Co. at Holt's hotel. The Aylmer park is destined to be a very popular resort this summer.

26/05/1897 *Ottawa Journal* *Ottawa Electric*

Other people amused themselves by breaking the chairs nailed to the sidewalk that the Ottawa Electric Railway has placed at the Hull terminus.

26/05/1897 *Ottawa Journal* *Tramway* *Hull Lumber*

The Hull Lumber Co., Chaudiere, have commenced to construct a siding near their saw mills similar to the one in the E.B. Eddy Co.'s yards.

26/05/1897 *Ottawa Journal* *Hull Electric*

Some unknown persons enjoyed themselves in an unusual way on the Queen's birthday in Hull. They upset two boxcars of the Canadian Pacific Railway which were stationed on the Electric Railway line in close proximity to the wharf on Albert street. The cars fell over a five foot embankment and were badly smashed.

27/05/1897 *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

Handled the motor.

Lord Aberdeen runs a car over the Aylmer line.

Lord Aberdeen and lady Marjorie Gordon, with a party of friends, numbering about twenty-five, mostly young people, visited Aylmer Park yesterday afternoon. The party spent a very pleasant hour taking in the beauties of the park, which is now looking its best. The afternoon was a delightful one, and a pleasant breeze was blowing off Lake Deschene. This was Lord Aberdeen's first visit to the spot, and he expressed himself as greatly pleased with the picturesque and very attractive location.

Lady Aberdeen brought a camera along and secured several views and Mr. Pittaway photographed the party.

Mr. Spencer entertained the party to a light lunch in a large tent erected on the lawn and they dined later at Mrs. Ritchies, Aylmer.

The managers of the park having decided to call the spot Queen's Park, during the afternoon Lord Aberdeen made the formal announcement that it would hereafter be known by this name.

A return was made to the city about seven o'clock. Lord Aberdeen taking charge of the motor on the trip homeward.

28/05/1897 *Renfrew Mercury* *Belleville* *Perth car shop*

There are 143 men employed in the C.P.R. car shops here, and there is a big hum in the works now. The managing foreman, Mr. Duval, has just finished an order for 60 patent dump cars, and the men are now working at an order for 100 refrigerator cars of the latest improved pattern. There is also building at the shops a self propelled pile driver, which, instead of working with the time honoured weight, which is lifted up skyward and then let go, drives the pile home with a Naismith steam-hammer, and does it in a tithe of the time by the new method. This hammer was made in Toronto, and is a fine piece of mechanism. The dump cars just turned out are for filling in between the trestle work of bridges over gullies and approaches to streams, between Lake Nipissing and the Manitoba prairies. The C.P.R. are filling in the trestle work as fast as they can and raising the track at the same time at these points, the trestle bridges having been built when the road was made, as a temporary expedient. Courier.

28/05/1897 *Renfrew Mercury* *Renfrew* *Arnprior*

On Sunday a new diamond was placed in position at the intersection of the C.P. and O.A. & P.S. R'ts. The average life of a diamond is six months.

29/05/1897 *Ottawa Citizen* *Tramway* *Buell Orr & Co.*

A small engine used by Buell, Orr & Co. in their lumber yard on Thursday ran off the track, extending from the firm's mills to the east side of the road leading to Hull, and nearly went over the bridge across the gully below the falls. The fireman sustained a couple of severe injuries.

29/05/1897 *Ottawa Citizen* *Ottawa Electric*

The Elgin street electric cars now run to the bridge over the canal at Ottawa East.

04/06/1897 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

During the past week the Ottawa Car Company has shipped six handsome cars to Quebec for the Electric Railway Company of that city.

04/06/1897 *Perth Courier* *Lanark County Electric*

(2 items)

PERTH TOWN COUNCIL. Council met on Monday evening.

Present : Mr. J. A. Allan, Mayor ; Councilors Consitt, Stewart, H. M. Shaw, Hope, Little, Burris, A. C. Shaw and Deacon.

On motion of Messrs. A. C. Shaw and Burris, the by-law to grant a bonus to the Lanark County Electric Railway Company was read a first time, the 33rd and 36th rules of Council being suspended for that purpose.

The by-law was read a first time, and appears In our advertising columns of this issue.

Moved by the same that the by-law be read a second time short.

Mr. Hope wanted to know if it was the intention of the road to carry cattle through our main streets ; also if the deposit money was to be refunded if the by-law did not pass. He said it was no fault of the town that the by-law had to be voted upon again.

The Mayor said the deposit was made on the same conditions as the former one: to be forfeited if the by-law carried and the road did not go on, or to be returned if the by-law was defeated or the road went on.

Mr. Code said it proved a nuisance in some towns when cattle cars were allowed to be run on the main streets. There should be a switch off to the station.

Notice:

BY-LAW No.

By-Law to aid and assist the Lanark County Electric Railway to build and operate a line of Railway from Perth to Lanark by a grant of a bonus of Five Thousand Dollars, and to authorize the levying of a special rate therefor.

Passed the day of 1897.

[full text followed]

05/06/1897 *Ottawa Journal* *Ottawa Terminal*

It is rumored that the C.P.R. will purchase some property near the canal basin for railway purposes. The company has options on land between the basin and Nicholas street, and will altogether likely close with the owners. Should they do so, the probability of the C.P.R. having a station in the heart of the city will assume larger proportions.

A survey was made a couple of years ago of a route along the base of the bluff at Parliament buildings. The engineer in charge of the survey was confident as to the feasibility of constructing such a road. However, it may not be necessary. If the bridge across the Ottawa river materializes the C.P.R. will have easy entrance, and with the property on Nicholas street for a site, could erect a fine station.

Everything seems to indicate that the C.P.R. will soon have a station which will be equal to any other, and Ottawa will then have the railway accommodation needed.

05/06/1897 *Ottawa Journal* *Maniwaki* *Hull*

At a meeting of the committee of council -- it was decided to request Mr. Beemer to change his proposition and make another offer to the council. At first Mr. Beemer asked the city to let him have the privilege of running the projected line into Hull. The city does not own the land required for the construction of the workshops and the railway line. The council will not be willing to undertake the purchase. The city clerk has been authorized to write to Mr. Beemer to that effect and request him to ask the city for a bonus. If the amount asked is reasonable the council will gladly accede to Mr. Beemer's wishes.

07/06/1897 *Ottawa Free Press* *Belleville* *Perth car shop*

Kingston. It is said that the Perth car shops have secured an order from the Canadian Pacific Railway for 400 box cars of 60,000 pounds capacity each. These cars will be used in the grain and general traffic business. This order will keep the shops busy until Christmas.

09/06/1897 *Ottawa Citizen* *Renfrew* *Eganville*

The municipalities of Eganville and Grafton are co-operating for the purpose of repairing the road to the O.A. & P.S. station. Since early spring this piece of road was almost impassable. However, this state of affairs is about to be remedied.

10/06/1897 Ottawa Citizen

Hull Electric

Aylmer

The directors of the Victoria Hotel Co. have completed arrangements for the opening of the hotel at Aylmer before the end of the month. The following appointments of the heads of different departments have been made: Mr. Frank Goodwyn, manager; Mr. Fred Unger, steward; Mrs. E.M. Armstrong, housekeeper.

11/06/1897 Perth Courier

Lanark County Electric

THE BY-LAWS Voting on the Lanark County Electric Railway by-law will take place on Saturday, 26th of June, and on the sewerage by-law on Tuesday, 6th of July. The voters should keep both these dates in view.

11/06/1897 Brockville Recorder

Belleville

Perth car shop

It is rumored that specifications have been made for materials for 400 box cars of 60,000 pounds capacity, to be built at the Perth car shops. This order will occupy the shops until Christmas.

15/06/1897 Ottawa Journal

Ottawa Electric

Accident to car No. 56. Car No. 28 derailed. (on 15th)

16/06/1897 Ottawa Journal

Canada Atlantic

South Indian

Whole train wrecked, 25 cars smashed.

Bad Accident on the C.A.R today

Family has narrow Escape

part of the Wreck crashes Through Their Home and demolishes it. No Trainmen Hurt - Cause a Mystery

A lumber train of about 25 cars was wrecked on the C. A. R. at South Indian Indian early thla morning.

The wrecked train is piled up in one huge mass of broken cars, lumber and large pieces of timber.

No through trains have been able to run between Montreal and Ottawa to-day. The passengers who went out on the Montreal train this morning were transferred at South Indian to the train which came up from Montreal.

The wrecked train left here this morning at 3 o'clock with a large load of lumber. How the accident occurred Is a mystery. Whether the train ran into an open switch or jumped the track could not be learned late this afternoon.

Saved Their Lives.

A man. who with his wife and child lives in a small house near the track, heard the noise of the crashing timbers outside. He sprang from his bed. snatching his wife and child, and rushed to the corner of the bouse. He just did so In time. He had no sooner left the bed than a large piece of timber crashed through the house and completely demolished it.

The man hurried out of the house with his wife and child, entirely free from injury.

The timber fell right across the bed upon which they were lying.

Removing the Debris.

There are large gangs of men hard at work removing the debris In order that trains may begin running.

None of the train's crew were in any way injured. Whether they jumped or how they escaped cannot yet be learned.

16/06/1897 Ottawa Journal

Montreal and Ottawa

Plantagenet

The work on the Montreal and Ottawa railway continues. The wet weather that we have had all along interferes very much with its progress. But, as it is, the grading from Alfred station to the Nation river will soon be completed.

So far it is a close secret whether the road will be build past Plantagenet station this summer or not. Nothing definite can be ascertained from those who are supposed to be in the know.

16/06/1897 Ottawa Citizen

Canada Atlantic

The new train on the Canada Atlantic Railway from Montreal covered the distance in three hours yesterday.

16/06/1897 Ottawa Free Press

Canada Atlantic

Central Depot

A small fountain has been erected at the C.A.R. station. A boon to the thirsty traveller.

17/06/1897 Ottawa Citizen

Canada Atlantic

South Indian

Account of a wreck in which a freight train ran into some empty cars that had fouled the main line. No injuries.

Also covered in the Ottawa Free Press, same date.

SHOOK HANDS IN JOY

Train Crew of the Wrecked C.A.R. Freight Did So.

AFTER THEIR MIRACULOUS ESCAPE YESTERDAY.

Details of the Accident - Cars Piled to a height of Forty Feet - Journal Reporter on the Scene.

Mrs. Amanda Rehaume owes her life to-day to the fact that one huge timber in the C. A. R. freight wreck yesterday at South Indian knocked the end out of her house and a second timber pushed her bed out of the building where the opening had been made.

The lives of Engineer Casey, Fireman Rogers and the brakeman were saved because they stuck to the engine until the locomotive toppled over. A pair of the engine trucks prevented the wreck from sweeping on top of them.

Mr. J. Rehaume and his little girl are now alive just because they were about a foot out of the reach of tons falling timber.

The conductor's and second man's lives were saved from the fact that the caboose never left the track.

That J. Rehaume, his wife and child and the engineer, fireman and brake man, who were on the C. A. R. train yesterday, live to-day to tell the story is nothing short of a miracle. The house in which Mr. and Mrs. Rehaume lived is to-day covered with tons of massive timber. The engine on which Fireman Rogers, Engineer Casey and the brakeman were riding lies to-day a mass of ruins, buried six feet in the ground.

The accident occurred about 3.30 yesterday morning. The train was special timber train, which left Ottawa shortly after midnight. The run was being made in good time. The train had passed the station at South Indian, and was just going over the village crossing, when the accident occurred.

What Caused the Disaster.

Men had been engaged in loading cord wood on the siding. There were about twenty-five cars side tracked where the accident took place. One of these cars had been accidentally left so far out on the siding that it protruded over the main line track. This car caused the wreck. The approaching train was running at a good rate of speed, and the obstructing car being turned in the same direction as the train was running was forced further upon the track the moment it was struck.

Another cause is assigned. It is stated that some of the massive pieces of timber were extending out over the train and struck the car upon the siding, thus forcing it upon the main line track. The car gives the appearance of having been struck with a piece of timber.

When the engine and some of the cars left the track Engineer Casey, Fireman Rogers and the brakeman were in the cab of the engine. The throttle was immediately closed, the engine plugged and brakes applied. It was a remarkably short and sudden stop. The engine did not go more than 200 feet before she was almost buried in the centre of the roadway. The three men did not get time to jump from their engine until she stopped. When they did get out they saw such a sight as they will not soon forget.

How It Looked

The train consisted of some thirty-two cars. Twenty-six of these with their cargo were piled up in a space of 162 feet. Five cars and the caboose remained on the main track uninjured, the latter containing Conductor Leamy and his brakeman. They were shaken up, but not in any way hurt. For a height of forty feet stood a mass of ruined cars and timbers. The men could not realise their position and could hear nothing but the fearful roar of engine 21 as the full head of steam made its escape. The morning was foggy and the men could only distinguish the outlines of the pile of ruins. Their first work was to ascertain how many of the crew were buried beneath the debris. They were greatly relieved when they learned that every man known to be upon the train was safe and unhurt. The men, in gratitude to Providence for so miraculous an escape shook hands with each other.

Their attention was now turned to the side of the track where the engine was lying. They heard voices and hurried to the spot. A moment before Mr. [sic] Amanda Rehaume's home had stood there. It was now nothing but a few crushed boards and timbers under the ruins of the great wreck.

Mr. Rehaume's Escape.

Where were the inhabitants of the house? This is the marvellous part of the story. Mr. Rehaume, who is one of the section men, was with his wife and child sleeping in the house when the accident occurred. Mr. Rehaume heard the engine leave the track. He jumped from his bed and aroused his wife just as a large timber 20 feet in length and weighing thousands of pounds crashed through his house and forced the end out of it. This was followed by three others. The second one struck the foot of the bed upon which Mrs. Rehaume was sleeping. The bed was shoved out of the end of the building which had just been destroyed.

Another timber was just falling when Mr. Rehaume snatched his wife and saved her life.

Where was the little girl? In a moment she was seen running out of the house pale with fear and excitement. She was uninjured.

The little girl had been sleeping on the same side of the house as her father and mother but in the other corner. The timbers coming in had entered on an angle and thus her bed was untouched and the child's life was saved. If ever there was a thankful party it was the crew of the wrecked train and the miraculously rescued family.

Cab Takes Fire

By this time the cab of the engine had taken fire and this meant a very serious thing both for the inhabitants of South Indian and for the company.

Had that mass of lumber and wreckage ignited nothing could have saved it and much property in the village would probably have been destroyed, as the village property is quite close to the track, part of the village being on either side of the railway.

A dozen men had by this time arrived and as many pails were secured and water on hand. In a very few moments the danger from fire had passed and the coal and burning engine cab were smouldering and incapable of doing any harm.

By this time the inhabitants of the quiet little village of South Indian were rapidly gathering upon the scene. They had been roused from their slumbers by what they thought was an earthquake.

Removing the Wreck.

When The Journal reporter reached the scene yesterday afternoon the wrecking party were hard at work. Two engines and a derrick had been pulling and jerking at the ruins for some hours. They did not appear to have made any headway. The mass of broken cars, car trucks, twisted timbers and shattered timber formed a heap at least 40 feet high. The distance was measured and 26 cars with their loads were piled up into a space of 126 feet. They would ordinarily occupy at least 780 feet.

Whole car loads of lumber were piled right on top of the entire mass. The cars served as a cap to the ruins, and there was not a car left that was fit for anything more than kindling wood.

For yards around pieces of broken bars, couplings and the iron work of the cars were found. In a twisted and jumbled mass with timbers lying across the track, timbers lying parallel with the track and timbers standing perpendicularly in the air, it was a bad-looking wreck.

The engine, "Old No. 21," known as one of the most reliable and powerful engines upon the run, was a bad looking mass as it lay buried in the ditch about half of it being visible, and the remainder completely embedded in the roadway.

How the Engineer Was Saved.

As the engine passed over the cattle guard at the street the trucks were partially torn off, and were overhanging on the track. They thus formed a safe barrier and checked the further advance of the timbers and ruined cars. To the fact of those trucks catching just where they did the men in the engine ascribe their wonderful escape.

All day yesterday and last night, did the wrecking trains pull and tug at the debris. The company expected to have the road cleared for traffic to-day. The trains from Montreal to Ottawa and vice versa made short runs yesterday. The passengers were compelled to walk around the ruins in order to continue their journey. The section men carried all baggage and the mail.

Many travellers remained upon the scene. To witness the progress of the wrecking parties.

Road Master J. Graham was in charge of the wrecking parties and under his direction the men made good progress. He stated to The Journal he would not be in the least surprised to find the mangled remains of some tramp when the bottom of the ruins were reached. Tramps are specially fond of riding upon lumber trains.

Travelling Freight Agent Phillips of the C.A.R. was upon the scene all afternoon. Mr. J. E. Duval, chief train dispatcher, was also one of the officials who viewed the scene.

The engineer had his hand a little burned, and Mrs. Rehaume had a slight bruise upon her head, but further than this no harm was done to a living person.

Extra gangs of men were put at work last night and this morning the tracks were clear and running on time as usual. The company deserve credit for the way in

which they have cleared their road.

17/06/1897 Ottawa Journal New York Central

Ottawa to Cornwall

New Railway for the Capital.

Bonus of \$75,000 Wanted

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

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

Ottawa and New York.

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

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

Many Advantages.

The following are some of the main advantages of the project: It opens up a fertile and settled country between here and Cornwall, whose business will be brought to Ottawa; It will pass through the following villages: Russell, Embrum, Chrysler, Berwick, Finch, Newington and Harrison's Corners., after which it reaches Cornwall. The town of Cornwall, with its suburbs, contains a population of 10,000 people, who now do their business with Montreal, but will probably be drawn towards Ottawa by the shorter distance they will have to travel and the cheaper fare. From Cornwall to Ottawa is 52 miles; from Cornwall to Montreal 67 miles. The distance between Ottawa and New York will be shortened by 75 miles by a through car line.

The road will effect a saving in the item of coal alone which will more than repay the aid the city is asked to grant. At present every ton of coal that reaches Ottawa via Prescott pays 35 cents a ton on the St Lawrence ferry and terminals at Prescott. The construction of the new line would reduce by that amount the price of all the coal consumed in the city. The amount of coal used in Ottawa is roughly estimated at 50,000 tons. If one-fourth of this amount came by Cornwall, the saving to the consumers would be \$4,375. The interest and sinking fund necessary to provide in thirty years for the bonus asked is only \$4,575; so that on this item alone almost enough would be saved to pay the whole sum.

The Extra Taxation.

The tax upon the property of the city would be a little less than 23 cents per \$1,000 per annum. A laboring man whose property was valued at \$500 would therefore only contribute 11 cents yearly.

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

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

17/06/1897 Ottawa Free Press New York Central

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.

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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?

18/06/1897 Cornwall Freeholder Cornwall Street

The Cornwall Electric Street Railway was listed on the local stock exchange on Wednesday morning. The company has an authorized capital of \$250,000, of which \$100,000 [in] bonds are owned by the Sun Life Assurance Company, leaving \$150,000 stock, out of which \$117,000 has been issued, leaving \$33,000 in the treasury. The company is composed as follows: Mr. H. Ross Hooper, president; Mr. D.A. Starr, vice-president and managing director; Mr. F.N. Seddall, secretary-treasurer; Messrs. R. Forget, D.B. McLennan, Cornwall, and J.T. Kirkpatrick, Cornwall, directors. The line has not been running a year, and already shows a profit of over five per cent. The stock opened this morning at 48, and sold down at 43, with 46 bid at the close. - Witness [Montreal Witness]

19/06/1897 Ottawa Journal New York Central

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

Ottawa June 19, 1897 J.R. Booth.

23/06/1897 Ottawa Free Press New York Central

Detailed letter from Flack arguing for the by-law.

23/06/1897 Ottawa Journal New York Central

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

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

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

23/06/1897 *Ottawa Journal* *Canada Atlantic*

The C.A.R. train from Boston yesterday was gaily decorated with flags and bunting as it steamed into Central station. The engine was very finely draped and presented a fine effect(?) (because of the Jubilee)

23/06/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

Arrangements have been about completed for the opening of the new Aylmer hotel on the 29th or 30th. The hotel will be opened with a great ball under the auspices of the Aylmer Boating Club.

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

Vote for the by law today. Article.

24/06/1897 *Ottawa Free Press* *New York Central*

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

24/06/1897 *Ottawa Journal* *Ottawa Electric*

Accident involving car No. 221.

24/06/1897 *Ottawa Citizen* *Hull Electric* *Hull*

The Hull Electric Railway placed two carloads of sequoia blocks near the park in Hull yesterday. The blocks will be laid on Bridge street by the company in compliance with an agreement entered into between it and the city.

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.

26/06/1897 *Ottawa Free Press* *Hull Electric* *Aylmer*

Drawing of Victoria Hotel at Aylmer, with a car in the foreground.

The above cut is taken from a photograph of the new summer hotel just erected at Victoria Park, on Lake Deschene, Aylmer. The building is to be opened on July 7th.

26/06/1897 *Ottawa Journal* *Hull Electric*

It was said in Aylmer last night, upon good authority, that the Hull Electric Company intends running a line of electric busses between the terminus of the line at Hull over to Ottawa to convey passengers from this line to all points in the city. More.

29/06/1897 *Ottawa Journal* *Hull Electric*

City Clerk was instructed to write to the Hull Electric Railway Co. requesting them to stop their freight traffic in the streets of Hull. For some time past the company have been pulling freight cars loaded with lumber to and from Gilmour's mills. This is carried in the daytime as well as at night, and the people of the city regard it as an inconvenience. The council wants to know by what right the Electric Railway Co. act in this way.

02/07/1897 *Eastern Ontario Review* *Montreal and Ottawa*

C.P.R Change of Time. The afternoon train on the Canadian Pacific going east now leaves here at 3.35 and arrives in Montreal at 6.50. It leaves Alfred at 2.30, Caledonia Springs 3.00, McAlpine's 3.15, Vankleek Hill 3.35, Rutherford 3.49, St. Eugene 4.10

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

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

02/07/1897 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine's*

Attempted Train Wrecking - On June 12th a tie was placed on the C.P.R. track near McAlpine's by some scoundrel with the evident intention of wrecking the night train from Montreal. The engine picked up the tie and carried it to Jonathan Cross before the engineer detected there was anything wrong, where he stopped the train and on examination found the tie between the cowcatcher and the wheels. It was nothing less than providential that the train was not derailed. C.P.R. detective Ross was put on the case and on Saturday 19th, under instructions from him, constable Roberts of this place arrested a man who has been going under the assumed name of Jamieson, at Mr. Chandlers, Caledonia township. The preliminary examination took place before a magistrate at L'Orignal on Tuesday last and was committed for trial at the next assizes. In the evidence produced by detective Ross it was shown that his real name was Dean and his character in other respects was not of the best. A photograph of his brother who is serving a term in States prison was also produced in evidence. This is the first at train wrecking on this line and it is to be hoped that the guilty party or parties will receive the punishment the offence merits.

02/07/1897 *Renfrew Mercury* *Portage du Fort and Bristol Branch* *Shawville*

The Portage du Fort and Bristol (projected) railway scheme may not be after all the dead duck which doubtless many have regarded it. Mr. Poupore, it seems, has been interesting himself considerably in the project, and has succeeded in inducing the Minister of Railways to grant the road a subsidy for a distance not exceeding 15 miles. This will admit of a branch being constructed from a point at or near this town. The total amount of the subsidy granted is \$48,000. Shawville Equity.

02/07/1897 *Perth Courier* *Lanark County Electric*

ELECTRIC RAILWAY BYLAW LOST - The polling on Saturday on the bylaw to grant a bonus of \$5,000 to the electric railway proposed to be run between Perth and Lanark was attended with but little excitement. A fairly large freehold vote was polled, however, and of the two sides the antis worked the harder. The East Ward reversed its verdict of last year, and gave a considerable majority against the bylaw, and so did the Centre Ward, but the West Ward was more friendly, which it proved by casting a small majority in favor of the scheme. There is no doubt the vote to be taken next week on the Sewerage bylaw worked against the Electric Railway bylaw. as did many other things connected with the handling of the scheme itself. The vote stood as follows :

EAST WARD	Court House	For	28	Against	64
EAST WARD	Union Engine House	For	26	Against	32
CENTRE WARD	Tay Steamer House	For	10	Against	10
CENTRE WARD	Town Hall	For	9	Against	31
WEST WARD	James Allan's store	For	41	Against	35
WEST WARD	Music Hall	For	35	Against	32

Total For 149 Against 204
Majority Against 55

03/07/1897 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

In connection with the Nepean Point bridge project, it is stated in a reliable quarter that arrangements are being furthered by Mr. H.J. Beemer for commencing work. The parties whose land in Hull will have to be expropriated are being seen and the right of way for the Pontiac and Pacific Junction Railway from Aylmer down to Hull is being fixed upon. The financing of the undertaking, which has all along been the difficult part of the scheme, is progressing favorably. Mr. Beemer has been in New York and other centres for the past week, and it is stated that satisfactory arrangements have been concluded. He is expected to arrive in Ottawa this evening, and it is probable that next week will see the starting of this very important enterprise.

07/07/1897 Ottawa Citizen Hull Electric

The Hull Electric Railway Company have completed their proposed line to Gatineau Point as far as Messrs. Gilmour & Hughson's mill.

07/07/1897 Ottawa Journal Hull Electric

A freight train on the Hull Electric Co.'s track drawn by electric motor No. 1 ran into a passenger car filled with picknickers from Bank street Presbyterian church Sunday school bound for Queen's Park, Aylmer this forenoon. The accident took place at the "Y" near Aylmer station. The motor crushed in the end of passenger car No. 15. Mrs. James Dalglish of Slater street was sitting in the centre of the car and received injuries, chiefly about the knees, but not serious. All others escaped unharmed. The motor was derailed. Also in the Shawville Equity, July 17.

08/07/1897 Ottawa Free Press Carleton Place Britannia

Commencing Friday evening, July 9th, and every Thursday (could be Tuesday), Friday and Saturday until further notice, special trains will leave Britannia at 9.50 p.m., arriving Ottawa at 10 p.m.

08/07/1897 Ottawa Citizen Hull Electric Aylmer

Hotel opened with a ball. --

08/07/1897 Ottawa Journal Hull Electric Hull

The Hull Electric Co. have completed their proposed line to Gatineau Point as far as Gilmour and Hughson's mills.

09/07/1897 Ottawa Citizen Renfrew

The inaugural excursion over the Ottawa, Arnprior and Parry Sound road to Parry Sound was fairly well patronized. About forty left on the trip.

09/07/1897 Renfrew Mercury Locksley Pembroke

Pembroke, by a vote of 330 to 102, decided to grant a bonus of \$20,000 to the Pembroke Southern Railway. There was a majority in every ward.

09/07/1897 Renfrew Mercury Lanark County Electric Perth

By a vote of 204 to 149, Perth defeated the by-law to bonus the Lanark electric railway to the extent of \$5,000.

10/07/1897 Ottawa Citizen Pontiac & Pacific Junction Hull, Aylmer

The first steps towards the construction of the Pontiac and Pacific Junction Railway from Hull to Aylmer was taken yesterday morning, when a staff of civil engineers started out to survey the proposed route.

In the party were Mr. Mahon, Mr. H.J. Beemer's personal engineer, Mr. Dunn, and an assistant.

Their labors at the outset will consist in surveying a route through the city of Hull through to the approach of the proposed interprovincial bridge across from Nepean Point. This finished, they will survey the line on to Aylmer, the present southern terminus of the railway. The management of the company think that with direct connection with the city instead of having to depend upon the service of the Hull Electric Company, as now, the business of the railway will increase tenfold in a very short time. It is thought the line will run between that of the Hull Electric Company and the Ottawa river.

Mr. H.J. Beemer is expected to arrive in the city today on business in connection with the work, which in all probability will be proceeded with in the course of a couple of weeks.

12/07/1897 Athens Reporter Westport

Orangemen's Excursion to Athens

The B&W brought members of Orange lodges to Athens from the west including those from Westport, Bedford Mills, Portland, Elgin, Lyndhurst, Ellisville and Harlem to join other lodges in a huge parade.

14/07/1897 Ottawa Citizen Pontiac & Pacific Junction

The engineers on a survey of a route between Ottawa and Aylmer for the Pontiac and Pacific Junction Railway Pacific Junction railway are now engaged in the vicinity of Little Farm north of Hull. It is said the line will leave the shore of the Ottawa river opposite Nepean Point, the proposed site of the interprovincial bridge, will run around the north of the city and strike the river shore again a short distance west of the city. Mr. H.J. Beemer is expected to arrive today in connection with the commencement of construction.

14/07/1897 Ottawa Journal Ottawa Electric

Rails have arrived.

The new rails which the street railway will lay down on the portions of Bank street to be asphalted have arrived. They are seven inch rails and weigh 75 pounds to the foot, being 3 pounds heavier than the rails at first proposed to use.

(Note - this seems heavy, this should likely be 75 pounds per yard)

14/07/1897 Ottawa Citizen Hull Electric Hull

A staff of men are engaged in putting down a pavement at the terminus of the Hull Electric Railway in Hull. The curb stones are nearly all placed. Mr. F. Hibbard, the engineer for the railway company, is superintending the work.

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.

14/07/1897 Ottawa Journal Pontiac & Pacific Junction

It is said that if the P.P.J. Railway Company runs its new line from Aylmer to Hull between the Electric Company's track and the river, the river front, in many places, will be destroyed for residential purposes.

15/07/1897 Ottawa Journal Ottawa Electric

New freight line built.

The Electric Railway Company has almost completed a side line running up Oregon street at the Chaudiere which will connect the main line with the C.P.R. tracks on Broad street. The new line will be used entirely for freight purposes. All the grain of the McKay Milling Co. and the pulp wood of the E.B. Eddy Co. will be taken from the trains to the mills over this line. Both companies, in consequence will do away with a large number of horses.

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.

16/07/1897 Ottawa Journal Pontiac & Pacific Junction

A survey party is at work laying out the P.P.J. line between Aylmer and Hull.

21/07/1897 Ottawa Journal Canada Atlantic

One of the largest freight trains that ever came into Ottawa arrived here this morning over the Canada Atlantic. It was composed of empty cars, and there were no less than 72 of them. They came from Rouses Point and intermediate stations.

Engine No. 100 brought in the train and made excellent time with it. There have been very few, if any, longer in America. This is a record breaker. The average length of a car is in the vicinity of 35 feet and 72 of these would make a train 2,520 feet in length or nearly half a mile.

23/07/1897 Eastern Ontario Review Montreal and Ottawa

Mr. Frank Cordask, with his colony of Italians, left on Tuesday for Plantagenet, where work on the western part of the M. & O. will start this week.

23/07/1897 Brockville Recorder Westport

Account of the annual meeting of the B.W. & S.S.M.

A special train was run over the Brockville & Westport Railway on Monday, having on board Mr. James G. Leiper of Philadelphia, Pa., president of the company, Mr. Reid A. Williams, also of Philadelphia, one of the leading shareholders on the road, Mrs. Leiper and the Misses. Leiper. Superintendent Mooney was in charge of the party. They ran out to Westport and on the return stopped off at Charleston. A despatch received that afternoon says that the run from Brockville to Westport was made in one hour and thirty-two minutes, with two stops en route. And Superintendent Mooney says they did not go fast at that.

24/07/1897 Ottawa Citizen Ottawa Electric

Something was wrong with the electrical connections in one of the Ottawa Electric Railway Company's cars at the shed yesterday afternoon and it became grounded. The wiring became heated and set fire to the building in several places. The blaze was not serious and was easily extinguished by the employees.

24/07/1897 Ottawa Journal Canada Atlantic

This is the day of the C.A.R. employees' excursion to Clark's Island. If ever a large and happy crowd left Ottawa that crowd was the one that left Central station at 7.30 this morning.

There were sixteen cars on the train that pulled out. Every car was full and every seat in the car was more than crowded. In some seats four passengers were sitting. The greater number who took in the excursion were women and children, the wives and families as well as the best girls of the employees. The men were not able to leave their work to go but they made sure that their friends went.

An Estimate.

It is estimated that between 1,200 and 1,300 passengers left on the 7.30 train. This train ran right through, stopping only at South Indian to get the passengers from the Rockland Branch.

There was a refreshment car on the train, where soft drinks and fruit were disposed of. The Guards' band accompanied the excursionists and played several selections at the depot platform before the train pulled out.

A special train left Ottawa at 7 o'clock. This train picked up passengers at intermediate points between Ottawa and Clark's Island.

After the second train, with its sixteen cars, had left the depot, there were crowds of people still waiting. They took the regular train that went out at 8 o'clock, and it was also as badly crowded as the special excursion train.

Conductor Maloney was in charge of the big train, and was as happy and pleasant as any on board.

26/07/1897 Ottawa Citizen Maniwaki Gracefield

Some 15,000 ties lying near Gracefield have been sold by the G.V.R. to the C.P.R., and are being shipped to various points.

26/07/1897 Ottawa Citizen Canada Atlantic

Employees excursion to Clark Island - sixteen coaches.

28/07/1897 Ottawa Journal Chalk River Carleton Place

Fire broke out in the C.P.R. workshops here last night at 8.30. The building occupied as a carpenter shop, with all the tools, also one containing a large quantity of dry lumber, were consumed. One end of the coal shop was also destroyed. Loss not estimated yet.

Also reported in the Ottawa Free Press same wording.

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

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

29/07/1897 Ottawa Citizen Montreal and Ottawa

The Montreal, Ottawa and Vaudreuil railway has been completed to a point a few miles this side of Plantagenet and the line is now located to within nine miles of the city. Negotiations are now going on, it is understood, to utilize the C.A.R. tracks over the remaining nine miles for the purpose of conveniently entering the Central station. If the negotiations are not successful, then the company will, in all probability, enter via the old St. Lawrence station crossing over to its property opposite the basilica.

From a prominent official of the C.P.R. it was learned yesterday that the road would be completed to Ottawa this fall, under any circumstances. The intention, he said, was to make the regular run between Ottawa and Montreal, 111 miles, in two hours and a half.

29/07/1897 Ottawa Journal Montreal and Ottawa

The Montreal, Ottawa and Vaudreuil Railway is expected to enter Ottawa some time this fall. The line is now located to within 9 miles of the city, and the company is endeavoring to arrange to run this nine miles over the C.A.R. If the two lines fail to come to an agreement, the Montreal and Ottawa line may possibly come into the city over the old St. Lawrence and Ottawa line coming in at the old St. Lawrence station, and over to their property directly opposite the Basilica.

The intention is to make the run of 111 miles between Ottawa and Montreal in 2 hours and a half.

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

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

30/07/1897 Ottawa Journal Locksley

Mr. Geo. A. Mountain, Chief Engineer of the O.A. & P.S., Mr. Thos. Hale of Pembroke and Mr. N. Russell of Pembroke will begin a trip today over the proposed route of the Pembroke Southern Railway. After this trip of engineers the surveyors will be placed upon the route and the work of construction, it is expected, will immediately follow.

The proposed road will run twenty miles through good farming country inhabited principally by Germans. The road will be under the control of the O.A. & P.S. and it will make the distance to Pembroke via the O.A. & P.S. about the same as by the C.P.R.

30/07/1897 Eastern Ontario Review Montreal and Ottawa

Jamieson, the man accused of attempting to wreck a C.P.R. train near McAlpine's Corners, has been acquitted by His Honor Judge O'Brian. Jamieson admitted having seen the obstruction but denied having placed it there.

30/07/1897 Eastern Ontario Review Montreal and Ottawa

A pilgrimage under the direction of Monsignor J.O. Routhier, V.G. from points on the Montreal and Ottawa Ry. to St. Anne de Beaupre on Thursday August 10th. The fare for round trip will be from Alfred and points to Vankleek Hill, \$3.50, and from St. Eugene \$3.25, children \$1.75. Passengers will take the regular morning train to Montreal where they will transfer to a special. Tickets good returning up to the 24th August.

30/07/1897 Ottawa Citizen Locksley

Preliminary steps towards the construction of the Pembroke Southern railway from Pembroke to Golden Lake on the O.A. & P.S. railway, will be taken today, when a party of engineers will leave the city to travel over the proposed route. In the party will be Mr. G.A. Mountain, chief engineer of the O.A. & P.S. railway and Mr. Thomas Hale of Pembroke. At Pembroke they will be joined by Mr. W. Russell and a couple of other gentlemen of that town.

Following the preliminary inspection of the route, surveyors will be sent out to locate the line, and the work of construction will be commenced immediately afterwards, probably in the course of a month.

The distance of the proposed line is twenty miles. It will run through a rich farming country which is pretty thickly settled. A large portion of the inhabitants are Germans.

When constructed, the O.A. & P.S. Railway Company will take over the management of the road. The run from Ottawa to Pembroke via the O.A. & P.S. will then be about the same as the C.P.R.

30/07/1897 Renfrew Mercury Locksley

The Pembroke Southern

We are glad to learn that the indications of a breach amongst the directors of our local railway being healed at the meeting held last Wednesday evening. A meeting of the company is called for Tuesday, August 17th, at 3 p.m., when the election of Directors of the company will take place. We understand that \$78,000 worth of stock has already been subscribed by the promoters in amounts of not more than \$10,000 each. Pembroke Standard.

30/07/1897 Renfrew Mercury New York Central Cornwall

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

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

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

Berwick (too late for last week)

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

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

03/08/1897 Ottawa Journal Renfrew Goshen

A train of 13 cars was ditched on the O.A. & P.S. on Saturday afternoon last.

The accident occurred at Goshen station around 2 p.m. A freight train was coming east at Goshen and either ran into an open switch or the rails spread.

The engine remained on the track and also the van. The tender and thirteen cars were thrown from the track into the ditch and were considerably damaged.

The cars were empty and did not sustain as much damage as otherwise.

The wrecking train was sent out from Ottawa and cleared the track in a short time. The express trains up and down were considerably delayed by the accident.

None of the trainmen left the train and were in no way injured.

04/08/1897 The Record, Chesterville Chalk River Carleton Place

Fire broke out in the CPR workshops in Carleton Place last Friday night at 8.30. The building, which was occupied as a carpenter shop, with all the tools, and also containing a large quantity of dry lumber, was consumed. One end of the coal shed, was almost destroyed.

04/08/1897 Ottawa Free Press Locksley

The proposed line from Pembroke to Golden Lake on the Parry Sound railroad will be an easy one to construct according to Engineer Mountain. The land through which it runs is all good for farming, and a number of Germans are already settled thereon.

05/08/1897 The Equity, Shawville Portage du Fort and Bristol Branch

An engineer of the Quebec Government arrived here on Tuesday evening for the purpose of making an inspection of the route of the proposed line of railway between here and Portage du Fort, in order to afford the government information as to its feasibility. It is stated the P.D.F. people will make a vigorous effort to push this road through without delay.

09/08/1897 Ottawa Free Press Pontiac & Pacific Junction

The provincial government engineers were at Portage du Fort on Friday and Saturday last week looking over the proposed route of the railway from Portage du Fort to Shawville. The project has been taken up by local capitalists with considerable enthusiasm, a great many of the leading citizens of both Portage du Fort and Shawville subscribing for the stock. The line will only be twelve miles long but it is felt necessary to connect Portage du Fort with the outside world and give the town a chance to live.

10/08/1897 Ottawa Citizen Locksley

It is reported, says the Eganville Enterprise, that the engineers of the Pembroke Southern Ry. will find it very difficult to get a passable route over the mountain at Black Creek. The men who have been prospecting a route from Killaloe to Pembroke have returned and claim to have found a perfectly practicable route, and that though the distance by it from Killaloe to Pembroke would be two miles longer than from Pembroke to Golden Lake, yet the cost of building the line would be less as they would have fewer difficulties to contend with.

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

Hiram H. Calvin, ex-M.P. 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.

11/08/1897 Ottawa Citizen Ottawa Electric

A decorated car will be sent by the Experimental Farm officials to take part in the Labor Day parade.

J.T. Whelan Jr., of Aylmer, conductor on the Hull-Aylmer Electric Railway was fatally injured at Deschene this morning. He was sitting on the rear end of a shunting electric car when he lost his balance and fell off. The car passed over one of his legs at the knee, crushing it in a terrible manner. -- had only been at work for a week. More. Funeral the following Tuesday was well attended by OER and HER employees. Similar account in the Citizen for 13 August 1897. Car was No.8.

Account in Ottawa Free Press, 12 August 1897 -- Conductor Whalen was backing the car into the shops at Deschenes, he was walking backwards behind the car, watching that the trolley pole did not fly off. The car had almost reached the shed when Whalen stumbled over a sleeper and fell. The car went over his leg crushing it to jelly.-- A later report says he fell from the car just as it was backing into the shed.

13/08/1897 *Ottawa Free Press* *Ottawa Terminal*

Big purchase by C.P.R. of land. Not likely to come into Union depot.--

13/08/1897 *Brockville Recorder* *Chalk River* *Carleton Place*

The C.P.R. Co's. loss by fire at Carleton Place last week amounted to \$7,200 and the loss of the men's tools would bring the total up to \$8,000.

13/08/1897 *Ottawa Free Press* *Carleton Place* *Britannia*

A number of city youths summering at Britannia were charged before County Magistrate Smith this morning with assaulting the station agent on a recent occasion. It seems the boys were in the station waiting for the 10.33 p.m. train from Ottawa and were ordered out by the agent. Hot words were followed by blows and the magistrate settled it by fining one defendant and dismissing the charges against the two others.

13/08/1897 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Since the fact has been made public that certain properties on Besserer street had changed hands rumors of all sorts have been heard.

A rumor was quite common on the street this morning that the Canada Atlantic Railway Company was at the bottom of the purchase rather than the C.P.R. For some time past it has been known that the C.A.R. desired to have their freight sheds and offices in connection with the Central Depot. This has been the intention of the company all along, but just where they would place the freight sheds was unknown.

An Official Seen

One of the officials of the C.A.R. informed a Journal reporter that such was the intention of the company at some time or other.

"Well, have your company taken an option on this property?" asked the reporter.

"Stranger things than that have happened," he replied.

Continuing, he stated he believed the properties had been purchased by private individuals who hoped to realize largely upon them before many months. He did not believe that the C.P.R. had made the purchase, although he admitted that such a thing was not improbable.

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.

20/08/1897 *Ottawa Citizen* *Montreal and Ottawa* *Plantagenet*

A correspondent in Plantagenet writes "The rails on the new Montreal and Ottawa line are laid up to the new station at the pitch off but until the completion of the bridge over the Nation river regular trains are not expected to run. The distance from Alfred to Plantagenet station is about four miles and the question now agitating the minds of the people is this If it has taken until the middle of August to partially build this length such a short distance, how long will it take to reach the city of Ottawa about 35 miles further west, if construction is carried on in this leisurely manner.

20/08/1897 *Eastern Ontario Review* *Montreal and Ottawa* *Ottawa*

The Canadian Pacific railway is reported to be making arrangements for the erection of a station in the centre of the city of Ottawa.

23/08/1897 *Ottawa Journal* *Hull Electric*

The Hull Electric Company has got a new freight engine of 320 horse power. It has two trolleys and is driven by four 80 horse power electric motors. It has a pilot at each end and, as well, two passage ways from which the trolleys may be manipulated in perfect safety. Also in Shawville Equity, August 26.

23/08/1897 *Ottawa Journal* *Maniwaki* *Wakefield*

When the engine of the morning train on the O. & G. was coming out of the sheds at Gracefield, this morning, it ran off the track. The train was, in consequence, delayed 4 or 5 hours. A number of summer residents on this line, who could possibly do so, drove into the city this morning in busses.

24/08/1897 *Ottawa Citizen* *New York Central*

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

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

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

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

24/08/1897 *Ottawa Free Press* *New York Central*

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

25/08/1897 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

A beautiful car, lettered "Saint John Railway", and numbered 43, was run through the streets yesterday. It had just been turned out of the Ottawa shops, and was much admired.

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.

26/08/1897 *The Equity, Shawville* *Pontiac & Pacific Junction*

The construction of the P. & P. J. line from Aylmer to Hull is to go ahead without delay so reports Engineer Dunn, who passed up the line 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.

27/08/1897 *Eastern Ontario Review* *Hull Electric* *Deschenes*

Mr. J.T. Whelan, a conductor on the Hull & Aylmer Electric Railway, was fatally injured at Deschene.

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

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

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

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

28/08/1897 *Ottawa Citizen* *Pontiac & Pacific Junction* *Clarke's*

Last Thursday while a P. & P.J. train was coming down from Bryson it nearly ran down three deer just east of Clarke's station. One of the deer tried to jump through a barbed wire fence and was caught in the wire. An effort was made to capture it but the animal escaped.

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

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

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

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

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

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

31/08/1897 *Ottawa Free Press* *Hull Electric*

The Hull Electric company has just bought an electric engine of 320 horsepower. It has two trolleys and is driven by four 80 horse power motors. It has a pilot at each end as well as two passage ways from which the trolleys may be manipulated with perfect safety.

31/08/1897 *Ottawa Journal* *Canada Atlantic* *Central Depot*

The C.A.R. had their large pile driver at work this morning at the old canal in the rear of the Central depot.

Where the Ottawa Electric Railway track unites with their track the road bed has been sinking for some time. The company now intend to make a permanent repair and save the constant necessity of raising their tracks. The ground in the vicinity is very soft and it will require considerable work to make a first class job there. The dry dock will not be filled up for some time yet.

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.

02/09/1897 *Ottawa Journal* *Chalk River* *Pembroke*

Pembroke. Work on the fine new C.P.R. station here is progressing rapidly. When completed, the new building will be commodious, handsome and well appointed, and more in keeping with this, the most progressive town in the Ottawa valley.

02/09/1897 *Ottawa Journal* *Carleton Place* *Ottawa, Broad Street*

Special celebration to greet Sir Wilfred Laurier on his homecoming. He arrived over the CPR at the Union depot.

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

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

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

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

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

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

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

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

05/09/1897 *Renfrew Mercury* *Locksley* *Pembroke*

On Monday of last week the directors of the Pembroke Southern Railway Company met and elected the following as the officers of the Company:- President, Mr. Thos. Hale; Vice-President, Mr. Thos. Murray; Secretary, Mr. J.A. Thibodeau; Treasurer, Mr. C. Chapman; Solicitor, Mr. J.G. Forgie. - Standard.

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

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

06/09/1897 *Ottawa Citizen* *Renfrew* *Depot Harbour*

MR. TOMILSON'S CONTRACT (should be Tomlinson)

Mr. Tomilson, the well known contractor of this city, has received the contract for rebuilding the hotel at Depot Harbor, destroyed by fire during the summer. The building is to be a plain structure of three stories and will be used as a boarding house by the train men and officials in charge of the works at the Harbor.

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.

07/09/1897 *Ottawa Journal* *Locksley*

The survey of the Pembroke Southern Railway Company is almost completed and the contractors may yet be put to work this fall and a portion of the road completed. It is said negotiations are on for the purpose of inducing the Bancroft and Irondale Railway to extend their line to Golden Lake, thus giving Pembroke an almost direct connection with Toronto.

08/09/1897 *Ottawa Citizen* *Pontiac & Pacific Junction*

A large excursion will be run to the city today from the Pontiac county on the P. & P.J. railway. The visitors will be conveyed to the Experimental Farm where they will be given luncheon and shown around by the professors.

09/09/1897 *Ottawa Journal* *Maniwaki*

Mr. Beemer wants \$50,000.

The Hull council now has a definite proposal before it in regard to the P. & P.J. workshops.

Mr. Beemer, president of the Gatineau Valley and Pontiac Pacific Junction Railways, has written a letter to the council asking a bonus of \$50,000 for his proposed railway through Hull. The estimated cost of the right of way, Mr. Beemer states, for main lines, sidings, branches with extensions to a wharf on the Ottawa river, together with all the land required for work shops, shunting grounds etc. is \$51,772. Mr. Beemer states however, that if \$50,000 are granted by the council the building of the railway shall be fully carried out. It is likely that at the next meeting of the Hull city council the matter will be considered.

09/09/1897 *Ottawa Citizen* *Pontiac & Pacific Junction*

It is the unanimous wish of our citizens, say the Quyon Times, that the Hull Electric Company would buy out the old P. & P.J. R.R. and run it into the village. If such could be accomplished the citizens of Ottawa would enjoy one of the finest trips in the Dominion.

09/09/1897 *Ottawa Free Press* *Pontiac & Pacific Junction*

Letter read at Hull council meeting.

Gentlemen. Referring to the communication of our companies to your council, dated April 19th last, and to the reply thereto of your council, wherein it states that owing to the peculiar situation in which the city of Hull is placed towards the owners of the right of way asked for, it is deemed better that our companies ask from the city a subsidy sufficient to acquire the right of way asked for, to be either paid in cash or bonds of the city - after receiving the above communication, our engineer, Dunn, has made an exhaustive examination of the situation, and has estimated the right of way required by our companies in your city for main line, sidings, branches, with extension to the wharf on to the Ottawa river, together with all of the land required for workshops, shunting grounds, etc. at \$31,772. Although Mr. Dunn claims he has made a very close estimation our companies conclude that if the city vote \$50,000 to apply on payments for the right of way, that will carry out the provisions of the letter of April 19th last.

Signed H.J. Beemer.

The letter was referred to the finance committee.

09/09/1897 *Ottawa Journal* *Canada Atlantic* *Central Depot*

Round House and Freight Sheds.

In a few weeks the Canada Atlantic Railway freight sheds will be found at the rear of the present Central station. This is not a rumor but a fact, given to the Journal today by one of the chief officials of the line. Ever since the Central station was opened, and in fact when the Central station was thought of, it was decided by the officials to build the freight sheds in this immediate vicinity. Not until recently, however, have they had time to locate a spot for them or to begin operations. That time has now arrived and operations have begun.

It was stated in the Journal a few days ago, that a portion of the dry dock was being driven with piles and that the tracks of the Ottawa Electric Railway would extend over a permanent track to be built over these piles. That was true. The company have now decided to have piles driven over the entire space now covered with the overflow water from the canal basin. Upon this space will the new sheds be erected. The piles are all upon the ground and a portion of the work is already completed. Men will rush this part of the work through and the freight sheds immediately begun.

Another story.

It is also reported that Mr. Booth is the purchaser of the property of Messrs. Oliver and Morris, the Capital Warehousing Company on the east side of the canal basin, bordering on the dry dock. This report is not verified by the officials of the Canada Atlantic. The store house of Messrs. Oliver and Morris has not yet been purchased, but the bargain will either be closed or broken in another week.

When the freight sheds are erected, it is the intention of the company to centralize all their offices around the Central depot. There will be no union station erected this year but the company fully intend to have this work carried on as soon as it can conveniently be done.

Round House Too.

That is not all. Here is another fact that Ottawa citizens will be pleased to learn. Work will begin on the round house at the "Y" next week, and will be pushed forward with all the speed possible. As has been stated in the Journal previously, this work has been compelled to stand over until the extensive elevator, docks etc. at Depot Harbour were completed, or far enough advanced to allow the company to undertake other works.

Mr. Mountain, chief engineer, is now working on the plans for the round house. The Journal learns that the round house will have stalls for the accommodation of at least twenty engines.

The car shops may also be built at Ottawa East this year, but the freight sheds and round house will be the first to be proceeded with.

10/09/1897 *Ottawa Citizen* *Renfrew* *Ottawa East*

Work on the construction of the C.A.R. Company's roundhouse at Ottawa East will likely be commenced in the course of a few days. The company also intend erecting some freight sheds on the east side of the canal basin.

Also reported in the Ottawa Free Press, same date. - will accommodate about thirty engines.--

10/09/1897 *Brockville Recorder* *Westport*

Last week's special train over the B. & W. Railway brought into town 1,608 boxes of cheese. During the week 1,961 boxes of cheese came in over the road, most of them for cold storage.

10/09/1897 *Renfrew Mercury* *Belleville* *Perth car shop*

Eight of the nine new machines ordered for the C.P.R. car shops are in place; the ninth, a steam hammer, will follow shortly. Two gangs of men are now at work, the night shift working till 12 o'clock midnight. When the new machines are all and arrangements with the hands made to suit it is expected that ten box cars per day will be turned out - five cars on each of the two tracks. The shops are a hive of workers. - Courier.

10/09/1897 *Renfrew Mercury* *Locksley*

Pembroke. Mr. Russell and his staff are now within six miles of the town with their survey of the Pembroke Southern Railway, and it is expected that the survey will be completed this week. Standard.

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.

11/09/1897 Ottawa Citizen Renfrew Ottawa East

Work on a new roundhouse for the Ottawa, Arnprior and Parry Sound Railway was commenced at the "Y" in Ottawa East yesterday. The building will be of stone brick and iron.

11/09/1897 Ottawa Journal Renfrew Ottawa East

Work is now progressing on the new round house of the C.A.R. at the "Y".

11/09/1897 Ottawa Journal Ottawa Electric

The E.B. Eddy Company's paper mills Nos. 2 and 3 were shut down today as the water power necessary to run them has been cut off. This is done so that the Ottawa Electric Company can commence building between Nos. 2 and 3 paper mills the new iron frame platform on which tracks are to be laid. It is intended to lay tracks from the present terminus of the Ottawa electric road, up between the two paper mills, out on to the Aylmer road, and into Eddy's warehouse. The Eddy Company's export goods may then be loaded on to the electric freight cars, conveyed direct to the C.A.R. and C.P. railway lines at the Chaudiere, and shipped away to their destinations. By this means the use of large drays and waggons previously employed for the purpose will be done away with.

The masonry work necessary to support the iron and steel girders for the platform is now completed and operations on the setting in the girders were commenced today. Three lines of track will be laid on the platform - one main line and two sidings. The Ottawa Electric Company will have between thirty and forty men engaged in building the steel platform structure and will have the work done in about a months time.

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.

13/09/1897 Ottawa Journal Pontiac & Pacific Junction

Some of the plant to be used in the construction of the P.P.J. Ry. line between Aylmer and Hull arrived in Aylmer the other day and the balance will likely be here in the course of the present week.

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 Hogansburg, N.Y., and Ottawa is progressing rapidly and trains will likely be running into Ottawa by December.

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

The south bridge will be what is known as a Pratt truss. There will be three spans of 370 feet each and height of 37 feet above high water mark. The bridge over the north channel will be a cantilever, and a swing bridge over the canal. The height of the main bridge will be 60 feet above high water, and with a span of 420 feet across the cantilevers and two cantilevers of 210 feet each. The swing bridge will be 240 feet long and 37 feet above the canal. In the construction of the north bridge an ingenious plan will be adopted. Instead of derricks and to obviate the necessity of mooring scows in so swift a channel as exists in the main river at that point, a wire cable will be carried from the main land to the island from high towers. The stone and other material for the piers will be swung over on this cable. The machinery for the towers will arrive in a few days, when their construction will be undertaken. The two bridges will be connected by a line across the Island. 1 1/2(?) miles long, the south bridge being about a quarter of a mile further west than the north one.

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

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

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

15/09/1897 Ottawa Free Press Pontiac & Pacific Junction

The surveyors have almost completed the work of outlining the route between Aylmer and Tetreaultville for the proposed extension of the P. & P. J. railway to Hull. A large quantity of material is already on the grounds. Engineer Hibbard is at the head of the party of surveyors.

15/09/1897 Ottawa Journal Montreal and Ottawa

Plans have been filed by the C.P.R. at the registry office of the county of Carleton. It is learned that the profiles show their line to run into Central station on the east side of the present C.A.R. tracks.

A Journal reporter today was unable to learn definitely that any of the other properties on Besserer street had been paid for. One gentleman assured the reporter that he expected his money in a few days.

Mr. Bigger, C.E. is busy today surveying on Little Sussex and Besserer streets and also around surveying the canal basin. On being asked for whom he was doing the work he replied that the survey was being made for the government.

16/09/1897 Ottawa Free Press New York Central

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

16/09/1897 Ottawa Journal Locksley

Yesterday the survey of the Pembroke Southern Railway from Golden Lake to Pembroke was completed. The company have not yet decided whether they will go on with the work of construction this fall or wait until next spring. They are determined, however, to complete the road within a year.

O. & N.Y. The Purchasers.

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

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

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

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

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

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

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

18/09/1897 *Ottawa Journal**Ottawa Electric*

Derailement to car No. 40.

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.

20/09/1897 *Ottawa Citizen**Lanark County Electric**Lanark County Electric*

It is the intention of the Lanark County Electric Railway Company to form a summer resort on the north side of the Mississippi river. They certainly could not find a more attractive or suitable site, and with good railway facilities, would be one of the most desirable in the Ottawa Valley.

22/09/1897 *Ottawa Journal**Hull Electric**Aylmer*

At about 5.40 p.m. yesterday as an empty open electric car was turning off Main street, Aylmer towards the station, it collided with a P.P.J. shunting engine. The end of the electric car was considerably damaged on the tender of the locomotive, but nobody was hurt.

Also reported in Ottawa Free Press of 23 September.

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

Track laying next week

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

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

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

Rolling stock.

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

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

24/09/1897 *Renfrew Mercury**Belleville**Perth*

Three hundred and five men were on the roll-call of the shops here on Wednesday. - Perth Courier.

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

WILL BUILD A NEW STATION

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

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

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

27/09/1897 *Ottawa Journal**Renfrew*

A combination locomotive and observation car passed through the city Saturday from Madawaska. The car is owned by president E.C. Smith of the Central Vermont railway and is called the "St. Lawrence". With his family, president Smith has been spending a month on the Madawaska.

27/09/1897 *Ottawa Citizen**Ottawa Electric**Hull*

The Ottawa Electric Railway Co. is erecting massive iron beams over the waterway leading from their Hull terminus into the E.B. Eddy yards. The beams are for the support of railway tracks and, from appearances, are made to last, and to stand the pressure of any weight.

N.B. this occurred just after a serious fire in this area which destroyed the Hull Lumber Co. and Hurdman's mills and did some damage to Booth and Eddy also.

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.

01/10/1897 Eastern Ontario Review Montreal and Ottawa

The solicitors for the C.P.R. Messrs Henneger, of Montreal and Thistlethwaite of this place, will pay off Montreal and Ottawa Ry. Right of way claims at Pendleton, on Monday, The brook, Tuesday, and navan Wednesday next.

01/10/1897 Eastern Ontario Review Vankleek

Vankleek Hill

The Canada Atlantic Ry. Carried 457 excursionists from Vankleek Hill to the Central Canada fair at Ottawa last week. In addition to this number, many went up by boat. This shows that the people of Vankleek Hill appreciate the big Ottawa Fair.

02/10/1897 Ottawa Journal Locksley

Pembroke - officials of the Ottawa and Parry Sound Railway propose to build their line into Pembroke. They are at present negotiating for the purchase of the right of way. Two entrances into the town have been surveyed - one along the eastern bank of the Muskrat river and the other through the Mackay farm in the west end but it is not yet known which route will be adopted.

The Pembroke branch will be built from Golden Lake - about 30 miles from town,

Mr. J.W. Smith, private secretary to General Manager Chamberlain of the O.A. & P.S. Ry. stated to a Journal reporter today that it was not the O.A. & P.S. that was procuring the right of way but that the O.A. & P.S. would likely lease the road when completed.

04/10/1897 Ottawa Citizen Hull Electric

H.B. Spencer resigns from post of Superintendent of the Hull Electric Railway.--

05/10/1897 Ottawa Citizen Renfrew

Ottawa East

Work on the C.A.R. roundhouse in Ottawa East is being carried on in a rapid manner. About 60 men are employed.

05/10/1897 Ottawa Journal Canada Atlantic

Casselman

Fire at Casselman, trains delayed, fire fighting equipment sent by train. More.

Also covered in the Ottawa Free Press 6th October 1897.

HUNDREDS HOMELESS

SEVERAL VILLAGES ON THE C.A.R. WIPED OUT BY FIRE

Castelman, South Indian and Cheney's Station a Mass of Ruins. Moose Creek Likely to be Destroyed. Farmers Barely Escape with Their Lives.

Eastman's Springs, Oct. 5. The bush fires that, have been raging in the vicinity of South Indian for some days became positively serious early this morning, and by noon had reached the serious proportions of a conflagration which threatens to devastate the entire district.

Already South Indian, Cheney's Station and Casselman have been wiped out by the fire, and the flames are still rapidly advancing eastwards. Where the destruction will stop heaven only knows, for although at this writing 11 p.m. a gentle rain is falling, latest reports from the east are to the effect that the bush east of Casselman is a mass of waving flames.

AT SOUTH INDIAN.

The fire reached South Indian about 2 o'clock to-day, and in a few minutes, so fierce were the flames, the village was one mass of fire. The inhabitants were not able to save anything. Ineed they were obliged to run for their lives

MR SAGE'S STORY.

The story of the destruction of Casselman was given The Citizen by Mr. J. Sage, of Ottawa, one of the passengers on the train from Montreal due in Ottawa at 1.40, and which passed through here late to-night.

Mr. Sage stated that the train, of which Mr. R. Pease was the conductor, reached Casselman about 11.45. Everybody on board knew that a serious fire was raging, for the air was thick with smoke, and cinders. However the engineer did not anticipate any trouble in reaching Ottawa, and steamed out of Casselman on time. But about two miles west of the village the train was flagged, and when it had been brought to a standstill the conductor was informed by a section-man that the fire had destroyed South Indian and that further progress would be fraught with the greatest danger. They could hear the roar of the flames at the time.

CASSELMAN ON FIRE.

"And within an hour," continued Mr. Sage, "we were forced to retreat and Casselman was on fire. The grist mill caught first, from a flaming branch, but soon half a dozen buildings were ablaze. The villagers saw the place was doomed and hurriedly collected their valuables together and buried them. Then they got out on rocks in the middle of the Nation river. Another hour and the bush in the immediate vicinity was one mass of seething flame. When nearing the train the fire providentially spread in a circle and we were able to run to safe ground before the bush nearest us took fire

"I tell you it was an awful sight," said Mr. Sage, "and I never want to see another like it, on every side but one were veritable billows of fire.

SOME DEATHS SUSPECTED.

"I have no doubt a number of people met their death for several were missing at Casselman when we left tonight. Moreover, just before the fire reached that village farmers who drove in reported the woods to be ablaze for miles, and expressed the opinion that more than one would be unable to reach a place of safety before being overtaken by the fiery element."

Mr. Sage has nothing but words of praise for the train officials and the section men of the road, who worked indefatigably to place the track in a safe condition. As the bridge over the Nation at Casselman has been damaged it is not likely that there will be any traffic on the road east of Casselman to-day.

CHENEY'S STATION BURNED.

Particulars as to the burning of Cheney's station have not yet been received, but it caught early in the day. The residents proceeded to Rockland for safety. Fully two hundred families have been rendered homeless by the conflagration and any assistance given by the people of Ottawa and surrounding places will be gladly received. Indeed, aid must be forthcoming at once, for the people are now without even the necessities of life.

THE DESTRUCTION DONE.

Casselman included about seventy-five or a hundred houses, a lumber mill, grist mill, furniture factory, and several other business places of importance. The population is about 500.

South Indian, eight miles to the west and nearer Ottawa, comprised about sixty houses two saw mills and two general stores. The residents numbered about three hundred.

Cheney's Station, situated on the Rockland branch of the C.A.R., included fifteen to twenty dwellings, and a general store.

The Boston train reached here on time, but returned to Ottawa, when it was learned that further progress was impossible in view of the damaged condition of the track, since repaired.

An official of the company stated tonight that men were working at the bridge, at Casselman, and the damage to it and the track would be completely repaired by to-morrow afternoon.

HELP FROM THE C. A. R.

The C. A. R. Comiany, with a philanthropic spirit, gave ready assistance last night to the homeless families. Mr. A. W. Fleck and Mr. John Smith engaged quite a number of expresses to go around the bakeries in the city and purchase as much bread as possible. About 200 loaves were procured, and these, with large quantities of cheese and butter, were sent down the line on a special train late last night.

06/10/1897

New York Times

Canada Atlantic

Casselman

CANADIAN VILLAGE IN FLAMES.; Fire at Casselman Blocks the Canadian Atlantic Railway.

Ottawa, Ontario, Oct. 5. The village of Casselman, thirty miles southeast of here is reported to be in flames. The fire caught on the bushes surrounding the village, and no trains can pass either way.

All telegraphic and telephone communication with the village has been cut off. Since early this afternoon all trains leaving here on the Canada Atlantic Railway are cancelled. Three years ago the village was burned down. Application was made here for assistance from the fire brigade, but none could be sent.

06/10/1897

Ottawa Free Press

Hammond

Cheney

Account of the Casselman and South Indian fire.

Clarence. Yesterday afternoon at Cheney, Ont., on the Rockland branch of the Canada Atlantic railway, the whole village was wiped out by the bush fires, including the station, sawmill, and several thousand cords of wood.

Hammond and Clarence Creek, two other stations on the same branch are also expected to go, as the fire has been raging around them since yesterday afternoon and unless rain comes they will have to burn as no water is available to fight the fierce flames.--

06/10/1897

Ottawa Free Press

New York Central

Cornwall

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

06/10/1897

Ottawa Journal

Canada Atlantic

water

Fire at Casselman and South Indian. Bridge at Casselman badly damaged and trains delayed. Station and water tank at South Indian destroyed. A special gang of men at Booth's mill were set to work to cut timbers and a gang of 100 men were rushed to the site to put the bridge into shape for traffic.

07/10/1897

Ottawa Journal

Hammond

Cheney

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A large brush fire was burning near Cheney and seemed to come from the direction of Bearbrook. -- Luckily for us a train was stood at the station and without waiting for anything we ran for the train and came to Rockland. Had it not been for the train, I am certain every person in the place would have been burned to death. We reached Rockland all right but the fire was fast following behind, The rain during the night saved Hammond and Clarence Creek. -- The sawmill at Cheney's was owned by Mr. D.B. McDonald; and the hotel by Mr. Dumas, who saved his household effects. The C.A.R. station was also destroyed.

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.

More details on the fire --

The big bridge on the C.A.R. took fire during the afternoon and was much damaged. The stringers and ties were nearly all burned off and the bridge rendered totally unsafe. Mr. M. Donaldson, mechanical foreman, had a special wrecking train sent down during the morning with new timbers for the bridge. Men were at work all day on the bridge, and it was passable by yesterday evening. More.

The station at Casselman also burned

The Russell County Conflagration

Five Burned to Death

Scenes of desolation along the C.A.R.

South Indian, Casselman and Cheney's Station in Ruins. Sad Circumstances Under Which the Fatalities Took Place. Women in their Fright Leave their House and Meet Their Death while the House was Untouched.

Exerpts only

REFUGEES FROM THE FIRE

A representative of The Citizen yesterday visited the scene of desolation and misery. About noon word was received that a special train would leave the Central station for Casselman at twelve o'clock. The train was composed of an engine and the private car of Mr. E. J Chamlerlain, general massager of the C.A.R. The party on board consisted of Mr. Chamberlain and several members of the press.

Shortly before the train left a relief train, sent out in the morning, drew into the station. It had on board about 75 refugees from the devastated district, for whom the C.A. R. furnished free transportation that they might either reach friends and relatives in the city and district, or at least obtain shelter and food. Their appearance prepared the pressmen for the sad sights they witnessed at the scenss of the fire. There were old men and women driven from the homes where they had expected to pass their few remaining days, tearful mothers and weeping children. Some gave every evidence of having been carried from sick beds. A young woman leaned heavily on the arm of a young man, a brother, or husband, or perhaps lover. She was evidently ill, walked with difficulty, was pale and emaciated. The faces of all were black with the smoke and cinders, and some were seen with faces burned red by the heat. They were all illy-clad [sic], and had probably escaped from their burning homes with nothing more than they had on them at the time. Some had coats and the clothes of others were disfigured with holes burned by sparks. One old woman was noticed wearing man's overcoat, and a stiff felt hat. Many carried bundles that represented all their earthly goods. The articles saved served to show the character of the people. Two carried framed pictures of saints, and illuminated prints of the Lord's prayer. Others were seen with bundles of silver table ware, and other articles of personal value to the owners.

The whole party were tired and exhausted with eyes sore and reddened by the smoke. Burned out on Tuesday afternoon they had spent the night huddled in the open fields.

ALONG THE C A. R. LINE.

First Evidences of the Fire - South Indian Desolate.

Mr. Chamberlain's train left shortly after twelve o'clock, and a rapid run was made as far as Casselman. About five miles from Ottawa the first evidences of the fire was seen. Here and there along the track and in the fields were burned patches. In the distance to the southwest dense clouds of white smoke could be seen long before Eastman's Springs were reached. Fire had not touched that village, but the smoke of fires could be seen in the vicinity. Between Eastman's Springs and Bearbrook the fire had in several places crept up to the track, but its ravages were not severe. The evillage [sic] of Bearbrook had a narrow escape being protected on the south and west by a belt of hard wood. The fire surrounded the village, and the bush, fences and farm buildings on the outskirts were destroyed.

EAST OF BEARBROOK

From two miles east of Bearbrook onward the destruction is complete. What a few hours before was a smiling country clad in the crimson clothing of autumn, is now charred and blackened waste. The barns garnering the season's crops were destroyed, rendering the industrious settlers destitute, and forcing them to begin again the hard struggle to extract a precarious livelihood from the stubborn soil. Along the railroad on both sides are the blackened woods. Many trees are lying prostrate, many standing are like huge torches. In many places the flames spread to the tracks and began to burn the railway ties. Beyond Eastman's all telegraphic communication was cut off. The poles were burned and the wires were seen lying on the ground. Here and there beside the tracks were to be seen long streaks of white ashes six or eight inches deep, all that remained of thousands of corls of wool belonging to farmers in the district. In this one item alone the loss of the farmers is immense and one can scarcely venture an estimate of it.

SOUTH INDIAN IN RUINS

South Indian is a sad and desolate ruin. The entire village is burned.

LOSS AT SOUTH INDIAN

The C.A.R. lost eight freight cars and the station

AT CASSELMAN

Rev. Hugh Mclean Tells The Citizen about tbe Fire There.

The village of Casselman was situated on both sides of the river Nation. The station was in North Casselman, but the largest number of houses and the mills were all in South Casselman. It was a compact, progressive village of about 100 bouses and 500 souls. All that remains of it now is a blackened level field. In the part called North Casselman the number of buildings burned is not large. The Canada Atlantic station and freight shed are both destroyed. The brick factory and dwelling house of Henry King are burned, as well as the house of Roderick McLeod, and besides these there are a number of other losses.

THE LINE IS CLEAR.

Good Work Done by the C.A.R.. -Their Philanthropy.

The C. A. Railway Company lost heavily around Casselman. Not only was their station destroyed, but their bridge over the Nation was badly damaged.

The wooden stringers on the bridge were burned, making it impossible to run trains across it A large gang of men was put to work, and at 9 o'clock last night the train from Montreal due at 8.35, passed over it. Directly after, the 6.45 train for Montreal, which was awaiting at Casselman the arrival of the Ottawa train, also crossed the bridge.

The Ottawa train, which was in charge of Conductor Campbell, who had Mr. S.Checketts for engineer, arrived in Ottawa at 10.30.

During the day the C. A. R. Company sent down large supplies of food for the sufferers. Twenty hundred loaves of bread, six barrels of pork, two bags of bacon, six caddies of tea, three barrels of sugar, two hundred pounds of butter and one hundred pounds of cheese were sent down. The company also performed many other acts of kindness which will not soon be forgotten by the sufferers and citizens of Oltswa.

Further account in the Ottawa Free Press of the same date.

FOREST FIRES NEAR OTTAWA.; Villages of Casselman, South Indian, and Cheney Almost Annihilated -- Four Bodies Recovered.

OTTAWA, Ont., Oct. 6. -- Fierce forest fires are burning along the line of the Canada Atlantic Railway, in the neighborhood of Casselman, South Indian, and Cheney. The fire includes so far an area twenty-five miles square.

At South Indian, which has a population of about 400 or 500, there are only three or four houses left standing. Four bodies have been recovered there. These are those of Mrs. Leveille, Miss Stiles, her sister and Mrs. Leveille's two children, one an infant and the other twelve years old. The woman rushed from her house to escape to the clearing, but the smoke surrounding them, they lost their way and ran into the flames. Had they remained in their dwelling house, they would have been perfectly safe, as it was not touched by the fire.

Trains on the Canada Atlantic Railway have not been able to reach Casselman today. The Nation River, a small stream, passes through Casselman, and the woodwork of the iron bridge over it has been burned down. Details of the damage done are still meagre.

A train which arrived at noon yesterday from Montreal, bound for Ottawa, was kept dodging the fire all night, and reached Ottawa safely this morning. The train got over the bridge at Casselman before the fire made its appearance.

Two or three miles on the Ottawa side of Casselman it was stopped by a section man, and a little later the whole bush in front was in flames. An attempt was made to get the train back, but by this time, the fire started at Casselman and the bridge was burned down. A relief train from Ottawa worked the Montreal train out early this morning. The people of Casselman, about 500, were reported as huddled together on rocks on the river, without sufficient clothing or anything to eat.

Assistance is being forwarded to the homeless from Ottawa, and a fund has been started. Mr. Belcourt, M.P. for Ottawa, who was a passenger on the train which reached here to-day, gave \$100. Over sixty of the most destitute victims were brought to the city this afternoon, and the others are being provided for at farmhouses and elsewhere

07/10/1897 *The Equity, Shawville**Hull Electric**Deschenes*

The Hull and Aylmer Electric Company purpose erecting more large car sheds near the present one at Deschene. A new station at Deschene will also be erected.

07/10/1897 *Ottawa Free Press**Montreal and Ottawa*

Mr. Leonard, chief engineer and manager of construction for the C.P.R. arrived in the city last evening. He says that the point where the new short line will enter the city has not yet been definitely decided. The track is completed as far as Pendleton, a village 30 miles distant from Ottawa. They have at present over 1,400 men at work and are rushing the work as quickly as possible. Mr. Leonard says that he does not think they will have the line ready for use this coming winter that is for passenger traffic, but they will likely use the line for freight. The greater portion of the line between Pendleton and this city is ready for track laying.

The company have at present under construction six locomotives of the latest type, for use on the line.

07/10/1897 *Ottawa Free Press**Hammond**Cheney*

Cheney station, seven miles from the main line, was completely wiped out. The fire reached that hamlet around 2.30 o'clock Tuesday and in an incredible short time the whole twelve houses and railway station, which comprised the village were completely destroyed.--

08/10/1897 *Ottawa Citizen**Canada Atlantic**Casselman*

Ottawa Citizen 8 October 1897

The Fire Sufferers' Wants

Lumber and Bedding The First Articles Required in the Burned Villages

How The Homeless Hundreds Spent Wednesday Night. City Council Grants \$1,000 and Also Makes and Appeal to Other Cities in the Province.

Exerpts only

There is no improvement in the condition of the homeless sufferers by fire at South Indian, Cheney and Casselman. On the arrival in South Indian of the train from Ottawa yesterday morning, the passengers were met by fifty or sixty of the burned out villagers. They all appeared cold and hungry, and sleepless, and had evidently passed the night in great discomfort. One of the greatest difficulties has of course been the feeding of the several hungry mouths, and this work has been accomplished with more than ordinary thoroughness by the officials of the Canada Atlantic railway. Everyone is loud in praises of the generosity and thoughtfulness of the company, and, more than anyone else, they have been successful in allaying suffering, the railway company are about the only relief organisation in the field, and too much can hardly be said in praise of their promptness. Food supplies are sent down by nearly every train from Ottawa, and Mr. W. C. Edwards, M.P., also sent a supply of bread, about 100 loaves from Rockland. The interior wants of the sufferers are thus supplied with tolerable completeness, but there are other wants almost as great. Few were able to save anything from the flames, so rapidly did the fire advance, and have now nothing more to wear than the clothes they have on at present. Tuesday, the day of the fire was a warm day, and not many were dressed in clothing warm enough for the cold weather that set in on the night of the fire. Besides this many of the men, who were busy fighting the fires to keep them from the villages, little thinking their own dwellings would soon be destroyed, left their coats at home on account of the intense heat. This accounts for the fact that some are coatless, or wear the misfit garments of some kindly neighbor, who by some fortunate chance saved more than one coat. The people then are truly suffering from the want of sufficient clothing, and all day yesterday, lonely, disheartened, cheerless men and women were walking about, the remains of their houses, blue and shivering from the cold. "This is the only coat I have, and a neighbor gave me this one," a teamster in South Indian said as he pointed to his coat whose sleeves were too short by several inches.

SCENES IN THE VILLAGES.

At South Indian and Casselman yesterday the sufferers wandered disconsolately about, or grubbed among the ashes in vain search for articles that had escaped the fire's ravages. In the morning they gathered about the cars belonging to the C.A.R. containing the provisions, and received their day's allowance. Each applicant stated for what number of persons he wished food, and loaves of bread, tea, biscuits, butter, cheese and canned salmon were dealt out to him. At several places groups were seen gathered about fires near their old homes, brewing their tea and eating their meagre meal. Most of them are thoroughly despirited and dejected.

Villages of Casselman, South Indian and Cheney entirely destroyed.

Full account

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The passenger train, which left Montreal on Tuesday morning was hemmed in with the fire all Tuesday and night and only reached Ottawa Wednesday morning. J. Sage was one of the passengers in the train. Mr. Sage stated that the train of which Mr. Pease was the conductor, reached Casselman about 11.45. Everybody on board knew that a serious fire was raging for the air was thick with smoke and cinders.

However, the engineer did not anticipate any trouble in reaching Ottawa, and steamed out of Casselman on time. But two miles west of the village the train was flagged, and when it had been brought to a stand the conductor was informed by the section men that the fire had destroyed South Indian and that further progress would be fraught with the greatest danger. They could hear the roar of the flames at the time.

"And within an hour," continued Mr. Sage "we were forced to retreat and Casselman was on fire.

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Another hour and the bush in the immediate vicinity was one mass of seething flame. When nearing the train the fire providentially spread in a circle and we were able to run to safe ground before the bush near us took fire.

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08/10/1897 *Ottawa Citizen* *Pontiac & Pacific Junction*

The route of the Pontiac and Pacific Junction Railway between Hull and Aylmer has definitely been settled and construction work is expected to be started within a very short time.

The line, as stated by an authoritative source yesterday, will follow the river shore from Aylmer almost down to Hull, where it will turn towards the northern part of the city and run as far as Lake Flora, when a turn southwards will be made in order to strike the approach to the interprovincial bridge.

The plans show that the line will cross the C.P.R. railway near the latter Company's Hull station.

The Gatineau Valley Railway will join the P. & P.J. tracks at Lake Flora. In changing the entrance of this railway into Hull an underhead crossing will be built at Leamy Lake.

Nearly all the property for the route has been expropriated on satisfactory terms with the owners. In a couple of cases arbitration may be necessary.

At the next meeting of the Hull council the matter of granting a bonus will be further considered.

There is no doubt that the two lines running through a fairly central portion of the city will be a great boon.

11/10/1897 *Ottawa Journal* *Canada Atlantic*

The C.A.R. excursion to South Indian and Casselman yesterday carried down 855 persons from Ottawa. -- sightseers and relic hunters.--

11/10/1897 *Ottawa Citizen* *Canada Atlantic* *Bearbrook*

On Friday the fire also approached very close to Bearbrook, and, although the rain of that evening checked it somewhat, it came very close again on Saturday. Indeed, but for the prompt efforts of some vigilant fire stampers and men of the C.A.R. it would have been upon the village. Twenty-five men were sent down to Bearbrook on Saturday by the C.A.R. and spent most of the day fighting the fire. A trench was dug about the village, on the side open to danger. The freight cars standing on the sidings at the vilage were brought to the city for safety by the Boston train in the evening,

11/10/1897 *Ottawa Free Press* *Canada Atlantic* *Casselman*

Account of excursion to see the damage from the fire--

-The train didn't remain at the station at North Casselman but proceeded over the bridge over the Nation river to South Casselman, where the fire did the greatest destruction. The entire members disembarked here and in a short time the streets and ruins were overrun by curiosity and relic hunters.--

It seems that the proceeds of the excursion went to relief of suffering.

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.

11/10/1897 *Ottawa Citizen* *Canada Atlantic* *Casselman*

BEARBROOK ALL RIGHT BUT THE C.A.R. MEN HAD TO WORK HARD TO SAVE IT.

Nearly a Thousand Went Down on the Excursion to Casselman Yesterday. Tents Pitched for the Villagers. Building Operations Commenced.

For the sake of "dear charity" over eight hundred and fifty Ottawa, citizens took in the Canada Atlantic excursion to Casselman yesterday. There were eleven crowded cars filled with all sorts and conditions of men. Two newspaper men counted the passengers on the train and made out the exact number as 855, so that the relief fund is the larger by that number of dollars.

On the way to Casselman a stop of about twenty minutes was made at South Indian. Here the cars were emptied and the people had their first glimpse of a fire swept village. The deserted village streets were soon filled with larger crowds than they probably ever had before. Some commiserated with the unfortunate villagers, and others scraped among the ashes in search of souvenirs.

At Casselman a longer stay was made. There the Ottawa people found that a similar excursion had been run from Rockland. The Rockland excursion was contained in five well filled cars, and the proceeds will likewise go to swell the fund for the relief of the impoverished villagers.

At Casselman the vacant streets and ruins were soon overrun by the crowd of curiosity and relic hunters. The ashes and debris of the houses were thoroughly searched and many interesting articles were found, many found half melted spoons, knives and forks, which they carried off as valued relics. The ruins of the Roman Catholic church were the greatest attraction to those in search of souvenirs. A crowd worked the ashes over and over again. Several crosses, medals and amulets were found. The melted remains of the church bell was also discovered, and broken into two or three score pieces was carried off, to be treasured by the holders as reminders of this great devastation.

The success of the Ottawa excursion is owing largely to the generosity of the officials of the C A.R., which has already done so much to relieve the hardship caused by the fires.

12/10/1897 *Ottawa Citizen* *Tramway* *Booths Mill*

Account of a trip from Burlington, VT., to Parry Sound. The visitors inspected Booth's Mill.

"having over sixteen miles of standard gauge [sic] railroad track.."

12/10/1897 *Ottawa Free Press* *Canada Atlantic* *Casselman*

Last evening Mr. Donaldson of the C.A.R. received a telegram from the agent at Casselman, which stated that the wind had driven the fire in the direction of the temporary station at the village and advised that an engine be sent down to pull the freight cars that lay on the sidings at that point, out of danger. Although the regular train, No. 3, was going out at that time, Mr. Donaldson decided to send out a special also and a salvage train with twenty-five men on board started for Casselman in charge of Mr. J.E. Duval. When the special arrived at Bearbrook, however, the flames there were burning so fiercely that it was decided that the men remain there to assist the villagers. At Casselman, all the cars were removed to the south side of the Nation river where they were in safety.

13/10/1897 Ottawa Free Press Pontiac & Pacific Junction

Work on the branch line of the P. & P. J. railway from Aylmer has begun. The route will follow the Ottawa river to the city limits (Hull), and there cross the Aylmer road and run north until Lake Fiora is reached. At that point the Gatineau Valley railway will connect. The Hull city council will consider the matter of bonusing the line at its next regular meeting. The finance committee will meet on Friday of this week and in all probability will recommend the granting of a smaller bonus than the one asked for by Mr. Beemer in his last communication to the Hull city authorities.

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.

13/10/1897 Ottawa Free Press Hull Electric Deschenes

The Hull Electric Railway will erect a new stone car shed and station at Deschenes, similar to the one used at present, for the housing of additional rolling stock.

13/10/1897 Ottawa Journal Montreal and Ottawa Caledonia Springs

Montreal - The grading work on the Canadian Pacific's new short line to Ottawa, along the south shore of the Ottawa river, has now been completed to within two miles of the capital, and the track has been laid to a point about eighty miles west of Montreal.

The work of construction is being rapidly pushed ahead and the track will be all laid to the Ottawa city limits by the middle of November. Ballasting is being proceeded with concurrently with the laying of the track but the work will not be completed this year.

The line will not be open for through business before the summer of next year. No definite arrangements have yet been made as regards terminal facilities at Ottawa or as regards train service.

The stations beyond Vaudreuil at which first class trains will stop are Hudson, Rigaud, St. Eugene, Vankleek Hill, Caledonia Springs, Alfred, Plantagenet, Pendleton, The Brook, Sarsfield, Navin [sic]. Besides these places there will be a number of flag stations wherever the business may seem to warrant them. The trains which will be put on the road will be of the latest construction, and the coaches will be as elegant as any run anywhere on the Canadian Pacific.

14/10/1897 Ottawa Journal Carleton Place Stittsville

Collision between Toronto express and a freight train about three miles on the Ottawa side of Stittsville. See accident file.

Also reported in the Ottawa Free Press, same date.

14/10/1897 Ottawa Citizen Hull Electric Deschenes

The Hull Electric railway will erect a new stone car shed and station at Deschenes, similar to the one used at present, for the housing of additional rolling stock.

14/10/1897 Ottawa Journal Maniwaki

Mr. Thos. Wilson of Cantley called at the Journal office last evening and told of how he had discovered an atrocious attempt to wreck the Gatineau Valley train. Yesterday he had been cutting grain on his farm near Cantley and in the afternoon started to walk into the city. The shortest way was to follow the O. & G.V. railway track and this he did.

When he was near Ironsides he discovered eight good sized boulders lying against the rail about four or five feet apart purposefully and carefully laid so as to cause an accident. He called to a farmer named Fitzsimmonds, who was passing nearby at the time and they moved away the stones.

JUST BEFORE THE EXPRESS WAS DUE

This was about half past three in the afternoon or not quite two hours before the evening express was due.

Mr. Wilson thinks it was a deliberate attempt to wreck to train and is sure that a wreck could not have been avoided had the obstacles not been seen before the arrival of the express.

Enquiry at the head office of the company elicits the fact that they had heard a rumor about stones being put on the track but they had no confirmation of the report.

15/10/1897 Ottawa Free Press Carleton Place Stittsville

Drawing of the wreck,

15/10/1897 Ottawa Free Press Montreal and Ottawa

Another change has been made in the projected route of the C.P.R. short line into Ottawa. Instead of building immediately alongside the Canada Atlantic, as the original plan indicated, they will now run about one mile further north, parallel to the Cyrville road. Previously it was intended to build about one mile to the south of that point and run about five miles along side the C.A.R. This change will shorten the distance to the city by about one mile, besides making the line more direct.

The farm of Nicholas Tremblay will suffer more from this change than any other, as there will now be a line of railway cutting through both front and rear of the lot.

There is yet no plan filed from the Deep Cut to the city entrance, but it is generally thought that the line will come in that way.

The contractors are now at work on the grading of the line from Cyrville to the city limits. The chief engineer is personally supervising the work.

15/10/1897 Ottawa Citizen Carleton Place Stittsville

Head on collision two miles this side of Stittsville 4 killed.

SERIOUS C.P.R. COLLISION

TORONTO EXPRESS DASHES INTO A FREIGHT TRAIN.

The Accident Took Place Two Miles this Side of Stittsville-What Walter Kavanagh Heard While in the Station at Stittsville-Evidence Given Before the Coroner's Jury Last Evening.

A "head-on" collision with fatal results occurred early yesterday morning on the C.P.R. about two miles east of Stittsville, and 13 miles from Ottawa. The express train from Toronto, due to arrive here at 5.50 a.m., collided with a freight train going west. Both trains were running at a high rate of speed. There are four deaths as the result of the accident:

Frank Larondeau, Ottawa, engineer of the express, found dead under the debris.

Robert Peden, mail clerk, Ottawa.

James Hasteley, Carleton Place, front brakeman on freight train.

H. Kearney, of Cantley, Quebec.

The injured are: Alex. McQuaig, of Carleton Place, engineer of the freight train, leg broken; H. Kavanagh, fireman, also of Carleton Place, scratched and bruised; and P. J. Fleming, of Cantley, Que, who was with Kearney.

HOW IT HAPPENED.

The accident occurred at 5.27, as is indicated by Larondeau's watch having stopped at that time. It was foggy, and Engineer McQuaig, of the freight train, says he could not see a yard ahead. The two trains were running at full speed. The place where the accident happened is about half way between Stittsville station and a curve in the road about three miles east. The freight was a heavy one, and had been divided into two parts at Bell's Corners in order to run up the heavy grade between that place and Stittsville. The first half had been taken as far as Stittsville and orders should have been left there for the express to wait at Stittsville till the freight came up with the second section. It was the duty, it is said, of brakeman Hasteley to have stayed by the section of the freight sidetracked at Stittsville, in order to flag any train from the west. Instead, he went back with the freight engine to Bell's Corners. However, Walter Kavanagh testified before the coroner's jury last night that he heard someone, presumably the conductor of the freight train, tell the station agent at Stittsville, Marion [sic] McNish, not to allow the express train to pass until the freight train had been made up.

AN AWFUL CRASH.

The Toronto train was sharp on time, and the two trains met with a crash that was heard a mile away. At the place where the collision occurred the freight had just got over the grade and was running for Stittsville at a good speed.

The two engines met at united speed of about ninety miles an hour. As they struck they reared up on end, the hind drivers meeting. Both locomotives then toppled over on the south side of the track. Four freight cars, three of them empty cattle cars, were driven on past the engines and piled in a heap on the north side of the track. Two of these cars are broken into kindling wood. The other two can be repaired.

On the rear of the passenger train the shock was scarcely felt. The mail car, in which were Peden and F. Birchall, also a mail clerk, was badly broken up.

SAW THE DANGERS, Engineer Alex. McQuaig, of the freight, and his fireman, H. Kavanagh, heard the express coming thundering down upon them just as they rounded the curve. The driver reversed his engine and put on the steam brake. Then both men jumped for their lives. McQuaig came off with his right leg broken near the ankle. Kavanagh was more fortunate, sustaining only a few bruises and a cut over one of his eyes.

ON THE EXPRESS.

The engineer of the express evidently did not see the approaching freight in time to jump. His fireman, Lyman Annable, jumped, and escaped with a few slight cuts and bruises. Annable says he jumped from the engineer's side of the engine cab and the engineer from his side. The place where Larondeau's body was found, among the wreckage on the north side of the track verifies this statement. F. Birchall and M. W. Sloan were also in the mail coach with Robert Peden, and had miraculous escapes from death.

When the search for the bodies began Peden was found under the debris of the engine and baggage car. Brakeman Hasteley was not dead when found pinned in between a freight car and the wreck of the freight engine. He was unconscious, though, and died about three hours after. It is thought that Kearney had been stealing a ride, and when found was dead. His body was lying among the debris of the freight cars.

The body of Larondeau was not discovered until about half-past four in the afternoon. As Annable said, he must have jumped from the fireman's side of the cab. He probably jumped almost as the engines met, for his body was found among the broken freight on the north side of the track almost opposite the wreck of the locomotives. When found the body was doubled up, with the hands up to the head, and the clothes were partly torn off.

P. J. Fleming was stealing a ride with Kearney on the freight train, but escaped with a few scalp wounds. His injuries are not serious and he will probably soon recover. He is at the Protestant Hospital, where he was conveyed at once.

THE RELIEF TRAIN.

A wrecking train was promptly on the scene of the accident, and the work of rescuing the wounded and cleaning [sic] the tracks begun. Doctors were also sent for, and Dr. Richardson came from Hazeldean, Dr. Shannonhouse and Dr. Darby from Richmond. They gave valuable assistance in taking care of the wounded. The line was cleared sufficiently to allow trains to pass by one o'clock. The telegraph lines of both the G. N. W. and C. P. R. Companies run along this line, and were broken down by the wreck being thrown against the poles. Gangs of men repaired them temporarily. The passengers on the express were transferred to a train for Ottawa, brought into the city and breakfasted by the C. P. R. They sneak in high terms of the way in which the company treated them.

Mr. C. W. Spencer estimates the loss to the C. P. R. at about \$6,000. The two engines were old; ones and were soon to have been sent to the repair shops. Two of the freight cars can be repaired at a small cost, while there is a great deal of both engines and cars that can be saved.

During the day the wreck was visited by large numbers of people from Ottawa and from the country round. Many went by bicycle from the city, and many farmers drove to the scene of the accident and watched the gang of wreckers at work clearing the tracks. Several of the sight seers brought their kodacks, and took snap shots of the wreck.

THE INQUEST.

Evidence of Some of the Passengers - Walter Kavanagh's Story.

Coroner Freeland opened the inquest at Undertaker S. M. Rogers' morgue, at four o'clock, yesterday afternoon. After the remains of James Hasteley, brakeman, and Jas. Kearney had been viewed, an adjournment was made until the evening. It is composed as follows: A. C. Larose, foreman; Dr. Parnell, Geo. Low, Frank Kehoe, John Buchanan, Jos. Boyden, S. Mahoney, P. H. Charbot, L. T. Rochbn, W. H. Davis, Frank Montgomery, Ed. Whelan, W. E. Brown, F. Merritt, Wm. Keenahan, W. A. Davis.

When the jury met in the evening County Crown Attorney Ritchie was in attendance and examined the witnesses. Mr. Curl, of Scott and Curl, appeared on behalf of the C. P. R. and Mr. MacCraken for the relatives of Mr. Peden. Mr. C. W. Spencer and Mr. Robillard of the C. P. R. were also present.

It was decided to continue the inquest to the death of James Hasteley, the brakeman, who was killed on the front part of the freight train.

MR. WHITE'S TESTIMONY.

Mr. W. J. White, press agent of the department of the Interior was first examined. He was on the train, having boarded it at Toronto. He could not say what time they reached Stittsville, but the accident occurred just a few minutes before half-past five o'clock. He was in his berth at the time. As soon as it happened he arose and went to the rear end of the coach. It was so foggy that it was difficult for him to see any distance. He heard the screaming of those ahead and he put on his clothes and went forward. There was nothing that he noticed then except that there had been a smash up.

To Mr. Ritchie the witness said he saw two men carried into the first class car. These were all he saw, except a portion of a man underneath a freight car.

Further, he stated that the coal oil lamp in the baggage car was still burning. He asked one of the injured men if he was hurt, but he seemed so badly shook up that he gave but a very incoherent answer.

Mr. C. W. Spencer, by way of explanation, stated that coal oil was not used in the lamps. Mineral sea oil was used as a precaution.

Witness withdrew his statement about the coal oil, stating that he only thought such had been used,

Mr. Joseph P. Rogers was on the train. He testified that as soon as the accident happened he jumped from his berth, went forward, but could only see a cloud of vapor. On going forward further he saw a man injured. He went over the debris and heard a man crying out for help. One of the engines was on the right hand

side of the track coming east. Both might have been there ; he didn't take particular notice.

MEDICAL TESTIMONY. Dr. Scott, sworn, said he had examined the body of deceased. Death was due to shock and injuries received. There were several burns on his right leg, which was broken a little above the knee. The left foot was burned, and there was a deep cut over the right temple. He went to the wreck from the city with Mr. Spencer, and when he first saw Hasteley he was alive. The tender was turned on its side. He was in it, and part of the boiler was holding him down. Hasteley said he was suffering very much. It was very difficult to get at him. One of the train hands had got in where he was and was carrying out directions. Everything was done that could be done to get him out. It took quite a while because they had to go gently about it for fear of some of the wreck falling on him. He was dead when taken out, having died in there about five minutes before being extricated. They placed his body on a train and brought it to Ottawa, arriving here about half-past eleven.

John Mindler, Detroit, Mich, was on the train. He felt a shock and heard a man shout "Great Scott, vot am going to happen ?" He went forward immediately with another man, and heard a man shout for help. He seemed to be in the midst of the gushing steam. Witness started to climb up the side of the wreck to give some assistance, but slipped down twice. When the steam cleared away some he saw the man in the tender by looking through the manhole. He was all covered over with dirt. One of the trainmen managed to get through the manhole to his assistance.

A STITTSVILLE PASSENGER.

Henry Forbes, of Goulbourn, boarded the express train at Stittsville at about twenty-five minutes past five o'clock. He saw a man in the office, and afterwards walking up and down the platform. The train, he thought, arrived at Stittsville on time. He could not say at what rate of speed it was going when the accident happened. The shock caused him to bump back against his seat. He saw Hasteley pinioned in the tender some time after the collision. The man was alive, for he heard him shout "Jim." While he was at Stittsville a train came from Ottawa, and he thought it drew into the siding, and was blowing and shunting. He went away to unharness a horse and returned about ten minutes afterwards. He could not say positively whether this train went on or returned, nor whether it left any cast on the siding.

WHAT W. KAVANAGH HEARD. Walter Kavanagh was at the Stittsville station about twenty-five minutes to five. A train came from Ottawa and went back again. A man got off the train and went into the station. He heard him say, "Let no trains through until I get my train made up." The man seemed to be in a hurry. The operator was in the office. Witness could not say whether the operator made any reply. When the Toronto train arrived he saw the agent walking up and down the station platform. After the collision happened he saw deceased pinioned in the tender. He heard him say, "Send for two engines and draw the cars away". Witness could not say that he would know the man again who spoke to the operator if he saw him again.

After hearing Mr. Kavanagh the jury, by agreement, adjourned until Tuesday evening at the same place.

THE DEAD MEN.

15/10/1897 Renfrew Mercury Hull Electric Deschenes

The Hull and Aylmer Electric Co. purpose erecting more large car sheds near the present one at Deschene. A new station at Deschene will also be erected.

15/10/1897 Eastern Ontario Review Canada Atlantic Alexandria

Mr. Walter S. Booth, railway mail clerk between Ottawa and Montreal, fell off the C.A.R. train between Alexandria and Glen Robertson and was killed.

15/10/1897 Ottawa Citizen Pontiac & Pacific Junction

Work has commenced on the line of the P. & P.J. railway between Hull and Aylmer. At the next regular meeting of the Hull Council the question will be further considered of bonussing the railway.

18/10/1897 Ottawa Citizen Locksley

Tenders for the construction of the Pembroke Southern railway are being called for.

18/10/1897 Ottawa Citizen Renfrew Ottawa East

Work on the construction of the new C.A.R. roundhouse in Ottawa East is progressing rapidly.

18/10/1897 Ottawa Citizen Ottawa Electric Ottawa Car

The Ottawa car Works are still very busy shipping the cars for the Quebec District Railway. The fiftieth car was sent out of the workshop on Saturday.

19/10/1897 Ottawa Free Press Carleton Place Stittsville

Mr. William McAllister, the Carleton Place photographer, was at the scene of the recent C.P.R. wreck and took a number of excellent views of the catastrophe. He has disposed of over fifty to C.P.R. employees.

19/10/1897 Ottawa Free Press New York Central

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

19/10/1897 Ottawa Citizen New York Central Cornwall

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

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

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

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

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

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

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

Rapid progress is being made by the C.A.R. in the building of the freight sheds over the canal basin. Almost the entire surface of the basin is planked over in order to carry the tracks. Two sheds are being erected. The one nearest the canal being 300 feet long and the second one 200 feet.

DID M'NISH HEAR HIM?

BRAKEMAN HASTEY GAVE THE OPERATOR ORDERS

Not to Let the "Cannon Ball" pass Stittsville - Evidence Given at the Adjourned Inquest Into the Death of the Railway Men.

The adjourned inquest into the death of James Haste, one of the victims of the recent railway disaster near Stittsville, was resumed in S. Maynard Rogers' new undertaking establishment, Rideau street, last night, before Coroner Freeland. The building was crowded to the doors. Mr. J. A. Ritchie was present in the interest of the crown and W. H. Curle represented the C.P.R.

The first witness called was Solomon Logan, section foreman in district No. 29. between Stittsville and Ashton. He merely stated that he visited the wreck shortly after the accident.

Thomas Mattingly, section foreman, stated that it was not customary to divide freight trains, but it was done occasionally

NO ORDERS AT STITTSVILLE.

James T. Warnock, W. H. Harrington, James A. Smart, Deputy Minister of the Interior and Prof. Fletcher, all of whom were on the Toronto express at the time of the accident, swore that they heard no orders given by the operator at Stittsville to the train hands.

J. E. A. Robillard, superintendent of the Montreal and Chalk River division of the C.P.R., was the next witness. He explained the mode of train despatching and clearance on the C. P.R. The clearance order for the express to proceed from Carleton Junction to Ottawa was produced. It authorized the conductor to proceed to his destination at Ottawa. Stittsville is only a flag station. It was a special freight that collided with the Toronto express. The conductor of the freight would receive orders to run from Ottawa to Carleton Junction and keep clear of the regular trains. Such orders would be issued by the train despatcher at Ottawa. R. W. McCo-mick was the despatcher on the morning of the accident. Engineers have the right to return for detached portions of trains, but must notify the nearest station agent to hold regular trains. When the accident occurred McNish was the operator at Stittsville. Special freights must take orders at each station.

To a juryman witness stated that specials are made up by the agents and yardmasters.

To Mr. Curle It is not customary to divide freights. There were five men in charge of the special freight that morning.

CONDUCTOR OF THE EXPRESS.

William H. E. Pearson, conductor of the Toronto express, was then called. He said : I was in charge of No. 29 at the time of the accident on the 15th inst. I received my clearance order at Carleton Junction. (Witness here identified the order.) The order authorized me to run to Ottawa clear of all trains unless stopped by special orders. I gave the order to the engineer. After leaving Carleton Junction our first stop was at Stittsville at 5.18 a.m. We were flagged to take on a passenger. I did not leave the coach at Stittsville; saw red signal light on the station platform. If the Nunn signal had been displayed it would have indicated to stop for orders. I had no conversation whatever with the operator at Stittsville or anyone else; I received no instructions or warning at Stittsville. Having no knowledge that the special was coming from Ottawa I gave the engineer the signal to go ahead. I noticed no cars on the siding at Stittsville; was in the smoking apartment of the sleeper when the trains struck. My train was running from 25 to 28 miles an hour. It was dark and foggy. When the collision occurred I left the car and went forward toward the locomotive; saw James Haste by the side of the tender; it was impossible to extricate him. He was conscious at the time but I had no conversation with him just then. When I ordered my brakeman to flag any approaching train Haste said, " For God's sake get me out of here and I will do the flagging". Immediately after I left for Ottawa, Haste being alive at that time.

FIREMAN ANXABLE'S EVIDENCE.

Lyman Annable sworn, said: I was fireman on the Toronto express on the morning of the accident and saw a red light on the platform at Stittsville station. I saw no one waving the light or on the platform when the train approached. I did not notice Engineer Larondeau speaking to any person at Stittsville. I would have noticed if anyone had spoken to the engineer. Larondeau said " All right," and we left for Ottawa. I noticed no cars on the siding. About 2 1-2 miles east of Stittsville, I noticed a headlight about eight car lengths ahead of us. I said: "That's a headlight, Frank !" He made no reply, but applied the air brakes; it stopped the impetus of the train. It was on a straight line that the accident occurred. When I spoke I left my seat and jumped, the engines being about four car lengths apart at that time. I jumped, and, striking the ground, rolled as far as the fence. It was very foggy and dark, i didnt see Haste.

To a juryman "I didn't see McNish that night or before."

WHAT W. KAVAVAGH HEARD.

Walter Kavanagh was next examined t-y Mr, Curil- He said: "I was in Stittsville station the morning of the accident; train is due there at 5.18; I reached station, at 10 minutes to 5; saw a freight coming in when entering the station; saw a man come in station; I took him to be a train official; he carried a lantern, but wore no uniform. He said to McNish: "Let no trains through until I get mine made up."He seemed: in a hurry; had a dark moustache ; wouldn't know him if I saw him again. I am not positive whether the operative was in the office at that time, and didn't hear him answer the trainman. He was there when I got my ticket. He came out on the arrival of the express. I don't remember having had any conversation with any train hands since the accident."

HASTEY WARNED McNISH.

William H. Kavanagh said he was fireman on the special freight leaving Ottawa that morning. The train consisted of 26 stock cars, and a van. It was heavy. On reaching Bell's Corners they met with difficulty. They went half a mile up grade and stopped. Engineer McCuaig gave orders to cut the train. McCuaig, Haste and himself took the train to Stittsville, arriving there at 4.50. They put twelve cars on the siding. Haste went into the station after they had left the cars on the siding, and on coming out said he had told the operator to hold the "cannon ball," meaning the Toronto express. At the time of the collision McCuaig noticed the express coming first. He said : "Here's the 'cannon ball,' jump!" No flagman was left at Stittsville. Both semaphores were up- when they left. They were not up when they arrived. When they got there the last sempahore was not showing; the west might have been.

At 11.30 Coroner Freeland adjourned the inquest until to-night at eight o'clock.

The engineering staff of the Pontiac and Pacific Junction Railway completed their plans for the route of the proposed new line between Aylmer and Hull last evening and forwarded them to the Quebec government. Work will likely be started on Monday.

Cause of the collision

Mervin McNish didn't hear Hasteys order.

The statements he made before the coroner's jury last night - the conductor of the freight train said Hasteys disobeyed orders.

The inquest into the death of brakeman Hasteys in the recent railway accident was continued last night before Coroner Freeland. The attendance was large as usual and the proceedings were watched closely. Of course the important witness examined last night was Mervin McNish, the operator at Stittsville on the night of the disaster. He gave his evidence in an intelligent and straightforward manner, with which the jury was favorably impressed. From this evidence it was elicited - as intimated in yesterday's Citizen - that the accident was caused by an unfortunate misunderstanding and failure to hear brakeman Hasteys order to "hold the Cannonball." The inquiry was further adjourned shortly after eleven, until Monday next, when it is expected that the evidence of McCuaig, engineer of the freight who is suffering from a broken leg, will be taken. This will be the last witness and the case will then go to the coroner's jury.

Conductor of the freight.

The first witness last night was Harry Hawes, conductor of the special freight, which left Ottawa on the morning of the accident. He stated that he received orders from the train despatcher at Ottawa to proceed to Carleton Junction, crossing an eastbound freight at Stittsville. He left Ottawa at 3.25 and crossed the "Soo" train at Britannia leaving that place at 4. 0 with 26 cars and a van. He got stuck on the upgrade at Bells Corners and cut the train, sending the front brakeman James Hasteys, to Stittsville with the forward portion of the train, and Hamilton, the rear brakeman, to flag any train approaching from the rear. Witness told Hasteys to take the forward portion to Stittsville and to stay and flag the Toronto Express, No. 28. Was positive of giving that order. He saw Hasteys on his return and asked him if he had stopped the express. Hasteys said, "I told the operator to stop her." He knew that Hasteys had not complied with his orders, but supposing the operator would hold the express, signaled "go ahead." He first knew of the accident when the application of the air brakes was felt. He was in the van at the time the trains collided. He went out immediately and found McCuaig lying on the grass. McCuaig said his leg was hurt. Head Hasteys call and went to his assistance. Couldn't extricate him from his position. Witness was the first to reach Hasteys. He remained at the wreck about 5 minutes and went to Stittsville for assistance. He met McNish when he arrived. McNish did not know of the accident. He tried to get Ottawa by telegraph but failed, and then tried to telephone but could make no connection. He raised the day operator and after difficulty transmitted the message. He saw no signal displayed on reaching Stittsville and asked McNish if he knew what he had done. McNish said "no" and offered no explanation. He told McNish to set the Nunn signal and then returned to the wreck. John R. Hamilton, rear brake man of the special freight, said at the time of the accident he went to Hasteys assistance. Hasteys said, "My God, Jack, get me out." Witness told him he had to flag. When he returned Hasteys was dead.

Nunn signal displayed.

Michael Quinn, express brakeman, looked out at Stittsville and saw a red light on the platform. He didn't notice the semaphores and saw someone take the lantern into the station and two passengers get on. He didn't see Hasteys until he was taken out dead. He went to Stittsville to flag and returned with wrecking crew.

Baggagemaster Booth said that on leaving Stittsville the Nunn the signal was not displayed, authorizing the express to go ahead.

Train despatcher McCormick, of Ottawa, explained the mode of dispatching trains. He ordered the special to proceed from Ottawa to Carleton on the 14th. On hearing of the accident he ordered to tool cars and medical assistance and notified Mr. Robillard, the superintendent. To Mr. Curle witness said McNish had been employed five or six weeks and performed his work satisfactorily.

McNish examined.

The last witness was Mervin McNish, operator in charge of the station at Stittsville on the morning of the 14th. Mr. Ritchie conducted the direct examination. Witness said: I was 19 years old in November last. I began to study telegraphy for the G. T. R. agent at Iroquois, Ont., in November, 96. I was there six months leaving on June 1, and shortly afterwards came to Bellamy station on the C. P. R. as a student. I was there two weeks and then came to Stittsville. I could not take every message that came over the lines, only those transmitted at a moderate rate. I always took any message sent me and could send any delivered to me. I was not thoroughly acquainted with station work but knew the duties of a night operator. An operator's duty is to arrange signals, set semaphores, look after freight and baggage and sell tickets. I was sent to Stittsville on September 11th, remained there two weeks and was then sent to Calumet. I remained there two nights and shortly afterwards was transferred to Stittsville. I don't remember the date. I visited Grenville and return to Stittsville for the third time. I read the C. P. R. Rules at Bellamy's and refer to them when necessary. On returning for the second portion of the freight a flagman should have been left at Stittsville by C. P. R. rule 116. I went on duty on the evening of the 13th. My first orders were that two freights would cross at Stittsville. This required me to display the Nunn signal. I received the order from Ottawa between midnight and 4 a. m. When I operated the signal I didn't notice if the lights on it moved. It was the day man's duty to light the semaphore lights. I noticed them lit during the night. As the westbound express from Ottawa entered the yard I put up the east semaphore. The "Soo" train passed at 3:57. When she passed

Expected an accident.

I put up the west board and let it down when she reached Ottawa. The next train was the special freight from Ottawa. The Nunn signal was not displayed in order that I might stop No. 28, the Toronto express. When the special freight from Ottawa entered the yard the line was clear. When I saw it come in I went out and put up the west board and could see the lights burning. A man at the switch - I supposed it was Hawes - said, "we had to cut to get in." I then knew that the train had been divided, but I didn't understand that was a portion of his train between Stittsville and Ottawa. I thought he meant the rear end of his train was on the other end of the siding; I supposed he had put that part of the train on the siding, and the remainder was at the switch. I thought the whole train was in Stittsville, and he was putting one half on each sighting. Never before heard the expression, "I had to cut to get in." I heard the instrument calling me and went into the station. Despatcher asked me up for train I wired "in", giving the time. Two passengers were in the waiting room when I went to my instrument. Despatcher then ordered up freight to cross down freight at Ashton and cancelled the first order. It was my duty to give Hawes a duplicate of the order and get him to sign for it. When the order was copied the train had gone, I supposed to some other portion of the yard. I expected to give him the order as soon as he entered; it was his duty to come in and book. It was my duty to pull in the Nunn signal and not stop a train having the right of way. When I received the order I displayed the signal, and when number 8 arrived I took it in. I considered it my duty having no orders for number 8 I didn't display it a second time not wanting to stop the Toronto express. When I got the order no trainman came in. A passenger bought a ticket. From the time of my speaking to the man at the switch and the passenger buying the ticket I spoke to no person; I heard no one say: "don't let any train through until mine is made up." I went outside again before 28 arrived. I supposed the special freight was on the siding waiting for the Toronto express, and expected the man at the switch would come in after it had passed. I flagged No. 28, and thought the road to Ottawa was clear. I spoke to no person on that train. After it had passed I reported to Carleton Junction and put up the west signal. When I reported I went down to get the man to sign the order, and it then dawned upon me what had happened. I expected to hear of an accident, but could do nothing. Saw no one in the station but the passengers previous to the arrival of the express. If anyone told me to hold the train I cannot account for not hearing them. I only know I did not hear any person whatever.

The inquest was then adjourned until Monday evening at 8 o'clock

22/10/1897

Renfrew Mercury

Belleville

Perth

The Courier says the C.P.R. shops at Perth have lately received an order for 250 box cars, which will keep the shops going until Christmas.

22/10/1897

Renfrew Mercury

Locksley

Pembroke

Tenders are being invited for the construction of the Pembroke Southern Railway.

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.

22/10/1897 *Renfrew Mercury* *Chalk River* *Pembroke*

The evening train on Wednesday stopped for the first time at the new station, the platforms in front being completed.

22/10/1897 *Ottawa Journal* *Ottawa Terminal*

New C.P.R. Central Depot may be built near Maria Street bridge. -- along west side of the canal where the present wood piles are. --

The C.P.R., it is rumored, would build a track from their present Prescott and Ottawa track in by Billings Bridge, through Ottawa East and across the canal near the present bridge to Ottawa East.--

22/10/1897 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

The Ottawa Car works have the foundations laid for their large new storehouse on Slater street.

23/10/1897 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

The work in connection with the building of the new freight sheds of the C.A.R. and O.A. & P.S. railways is progressing rapidly. All the pile driving is complete and the frame work of the building is rapidly nearing completion. When the yard is planked it will be far superior to that on the one on Elgin street and will be more conveniently situated.

23/10/1897 *Ottawa Journal* *Montreal and Ottawa*

The grading on the new short line the C.P.R. is building is now almost completed to the Rideau. Several bridges over the small streams between the Nation river and the Rideau are now under construction. To cross Greens Creek, the windings of which are serpentine where the track crosses, three bridges have to be built, but the masonry will not be heavy and all are expected to be built before November closes. There are several fires in the swamps and brush wood of that vicinity, and the smoke is a great annoyance to those working on the road, and water for both man and beast is becoming very scarce. No such drought has ever been known, the farmers say, at this season of the year

24/10/1897 *Ottawa Free Press* *Pontiac & Pacific Junction*

Mr. Beemer has sent word that he will be here this week in order to rush the construction of the Pontiac line from Hull to Aylmer.

25/10/1897 *Ottawa Citizen* *Ottawa Terminal*

The plans for a right of way on the west side of the canal from the head of the Deep Cut to Sparks street have been filed by the C.P.R. in the Department of Railways and Canals, shows that there was truth in the rumor that the company intended building an independent central station of their own.

The intention of this company, as now learned, is to erect a modern depot on the vacant property on Canal street, next to Sappers bridge.

In order to reach this point the properties of H.N. Bate & Son, the Ottawa Forwarding Company, and Mr. A.P. Sherwood, will be acquired. It is understood that they are now being negotiated for. The lessees have the properties leased for thirty years, and some difficulty may arise in procuring the lands, as large sums will doubtless be asked for.

The application for the right of way will go before the Cabinet as soon as the Minister of Railways and Canals returns and will very probably be granted.

25/10/1897 *Ottawa Free Press* *Ottawa Electric* *McKay's milling*

The Ottawa Electric railway commenced the work of placing the tracks for the siding to McKay's Milling company's store houses this morning. It will run alongside the wheat elevator and also the main flour storehouse. The freight cars will be brought directly from the C.P.R. yards and run alongside.

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

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

26/10/1897 *Ottawa Citizen* *Carleton Place* *Stittsville*

Inquest adjourned.

The inquest into the death of the late Robert Hasteywill probably be finished Wednesday evening. The jury in the case met last night, and adjourned after Coroner Freeland had read a communication from the physician attending McCuaig, the injured engineer, stating that the injured man would be able to come down and give his evidence Wednesday evening. It was also decided to summon the day operator at Stittsville.

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

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

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

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

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

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

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

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

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

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

26/10/1897 *Ottawa Journal* *Chaudiere* *Chaudiere*

A gang of men were at work Sunday, both day and night, putting in a new "Y" track at the Canada Atlantic Railway crossing at the junction of Queen Street West, Britannia and Duke streets, Chaudiere. The work was rushed through on Sunday, so as not to interfere with traffic yesterday.

27/10/1897 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The Ottawa Car company are rushing the work on their new store house on Slater street. The exterior of the building is almost completed.

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 Rathburn 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.

CPR will come in on the west bank of the canal -- The C.P.R. plans as far as the Deep Cut are filed -- will probably build a swing bridge across the canal at Deep Cut and come in on the west side of the canal.--

The Ottawa and New York Railway is not pushing to have the arbitration in regard to the property on Besserer street settled. They want the property and in all probability will eventually get it, but at present the Ottawa and New York company is concerning itself to complete arrangements with the Canada Atlantic Railway Company to use the tracks and station owned by the C.A.R. Should these arrangements be consummated then the new central station on the east side of the canal bank will be built before many months.

A change between the bridges

Other changes likely to be necessary when the stations are built there will be to cover over the space between Sappers and Dufferin bridges and use that as an addition to the street or as a cabstand.

The cabstand at present in use near the bridge will have to go and the space used by the railway company.

27/10/1897 *Ottawa Journal**Ottawa Electric**Chaudiere*

The construction of the OE Railway siding at the Chaudiere is progressing so favorably that two weeks will probably see the cars loading and unloading at the McKay Milling Co.'s premises. The principal part of the line of rail will be on Head street from the company's elevator building across Duke street and up to Broad street; but several curves and intersections to enable connection with the main line of rail running both east and west makes the job of laying the siding one of considerable magnitude. The removal of several old sheds and buildings, which have occupied Head street behind the Milling Co.'s office for thirty or forty years will greatly improve the appearance of the property in the vicinity. No wonder that the general remark is "Why was this not done long ago?"

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.

28/10/1897 *Ottawa Citizen**Carleton Place**Stittsville*

INQUEST CONTINUED.

John Russell Gives Evidence on the Duties of s Brakeman

The inquest touching the death of the late James Haste, brakeman in the recent C. P. R. accident, was again resumed at Rogers' morgue, Rideau street last night. To new witnesses were examined. but nothing of importance was elicited from their evidence. Operator McNish was recalled and repeated some of his evidence given at the previous meeting. Owing to the injuries received, by Engineet McCuaig being more serious than was at first anticipated he was unable to be present last night as expected and the inquest was further adjourned until Tuesday evening next. when it is expected the injured man will be present.

John Russell, station agent at Stittsville and day operator, stated that on the night of the 13th McNish relieved him about seven, o'clock. Witness gave him no instructions, as he considered him competent to discharge his duties. Witness was called about six o'clock to send a message from Conductor Hawes to Ottawa. After some difficulty a circuit was established and the message transmitted. It was the brakeman's duty to stay at Stittsville and flag the express..

Frederick M. Spaidal, chief train despatcher at Ottawa, was called and explained the mode of train despatching. He had examined Operator McNish as to his knowledge of telegraphy and the rules of the road and found him competent to perform all the duties of a night operator.

Then Mervin McNish was recalled and repeated some of his previous testimony, and the inquest adjourned until Tuesday next at 8 p.m.

28/10/1897 *Ottawa Citizen**Kingston (CN)**Iroquois*

The Train Parted

Tail End of a Freight Dashed Into the Front Portion

Iroquois Ont. Oct. 27 At seven-thirty this morning, a freight train, composed of about thirty cars, broke in two near the middle, some two miles west of this station. The front part of the train ran into the station and stopped for water. The rear part came more slowly, but there was a considerable downgrade. With a gathering momentum it crashed against the stationary cars, smashing about twenty of them. Most of the cars kept their places on the track, but at two or three points they were telescoped. They were principally loaded with grain, which is scattered along the track for about forty rods to the depth of several inches. The brakeman on the rear of the train, not knowing the cars had parted, and the fog being very dense at the time, stepped off, falling in front of the train, and had a miraculous escape from being run over. He is severely, but, it is thought, not fatally injured. Assistance was soon procured from Brockville, and a large gang of men with a wrecking train are clearing the debris.

28/10/1897 *Ottawa Citizen**Carleton Place**Stittsville*

Inquest continued.

John Russell gives evidence on the duties of a brakeman.

The inquest touching the death of the late James Haste, brakeman, in the recent C.P.R. accident, was again resumed at Roger's morgue, Rideau Street last night. Two new witnesses were examined but nothing of importance was elicited from the evidence. Operator McNish was recalled and repeated some of his evidence given at the previous meeting. Owing to the injuries received by engineer McCuaig being more serious than was at first anticipated, he was unable to be present last night as expected, and the inquest was further adjourned until Tuesday evening next, when it is expected the injured man will be present.

John Russell, station agent at Stittsville and day operator, stated that on the night of the 13th McNish relieved him about seven o'clock. Witness gave him no instructions, as he considered him competent to discharge his duties. Witness was called about six o'clock to send a message from conductor Hawes to Ottawa. After some difficulty a circuit was established and the message transmitted. It was the Brakeman's duty to stay at Stittsville and flag the express.

Frederick M Spaidel, chief train dispatcher at Ottawa, was called and explained the mode of train despatching. He had examined operator McNish as to his knowledge of telegraphy and the rules of the road and found him competent to perform all the duties of a night operator.

Then Mervin McNish was recalled and repeated some of his previous testimony, and the inquest adjourned until Tuesday next (2/11) at 8 p.m.

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.

29/10/1897 *Ottawa Citizen**Ottawa Electric*

Work is being carried out on night and day in building the branch of the electric railway line along Head street for the McKay Milling Company,

30/10/1897 *Ottawa Free Press**Pontiac & Pacific Junction*

Mr. F.A. Tetu, C.E., who has prepared a survey of the P. & P. J. railway extension from Aylmer to Hull has forwarded his report to the chief engineer. A large quantity of material is now on the ground and it is expected that the contract will be awarded next week.

30/10/1897 *Ottawa Journal**Ottawa Terminal*

O&NY apply to Railway Committee for terminal arrangements with the CAR. CPR to go on the west side of the canal. CAR freight shed. Long article with plan --

CPR may have detailed plans for a station on the west side but this may only be a bluff.

There will be a hot time in railway circles in Ottawa within the next six months. Within that period the C.P.R. will have a permanent station near the post office, and it will be on the west side of the canal as the Free Press has already announced. The mere erection of a central station, however, is not the only matter of public interest. The competition with the C.A.R. will be keener than ever, and the rival roads will do some record running between Montreal and Ottawa in order to capture trade.

Mayor Bingham, Ald. Wallace and Assessment Commissioner Pratt were down to Montreal Saturday on civic business and had an interview with Mr. Shaughnessy, of the C.P.R. He told them the C.P.R. intended building a separate depot in Ottawa and make other improvements which would cost in the neighbourhood of a million dollars. He also informed them that the C.P.R. would run trains from Montreal to Ottawa in 2½ hours or one hour less than now. Mr. Shaughnessy says the company will have to build their own tracks and yards in the centre of the city as in the long run it will pay them owing to the heavy rental demanded by the C.A.R.

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.

Two of them indicted.

Manslaughter found in the C. P. R. Inquest.

Conductor Hawse and Engineer McCuaig of the Special Freight found guilty of willful carelessness - jury out several hours.

The adjourned inquest into the C. P. R. Railway disaster, in which James Haste, Frank Larondeau, James Kennedy and Robert Peden lost their lives, was continued last night, and after hearing the evidence of engineer McCuaig, the case was given to the jury at 9.30.

At 3:30 this morning the jury returned a verdict of manslaughter against conductor Harry Hawes and engineer Alex. McCuaig of the special freight, for not having complied with the rules of the railway as regards the flagging of approaching trains.

The lengthy sitting of the jury was owing to some of the jurymen thinking that operator McNish was equally culpable with conductor Hawes and engineer McCuaig. The jurymen found conductor Hawes blamable for not having sent a flagman ahead when he found the engineer McCuaig had failed to station one at Stittsville, and that engineer McCuaig should have compelled Haste to remain at Stittsville.

Coroner Freeland issued warrants for the arrest of Hawes and McCuaig at the close of the inquest.

McCuaig's Evidence.

Alexander McCuaig, who was the engineer on the special freight leaving Ottawa on the morning of the accident and which collided with the Toronto Express, was the only witness last night. He stated that he left Ottawa at 3.25 a. m., with orders to proceed to Carleton Junction, crossing a special down freight at Stittsville. The freight crossed the "Soo" train at Britannia, and went on to the Bells Corners grade, where it stuck. It was necessary to cut the train there, and witness took the forward portion to Stittsville. Haste, the deceased brakeman, went to Stittsville with witness. They backed on a siding, and uncoupled the engine from the cars. Haste went into the station, and came out and got on the engine. Witness asked him if they were to stop at Stittsville. Haste said: "No; I have told the operator not to let any train through until we get back." Witness was on his seat in the engine when Haste told him. Haste got on the engine, saying he had put up the semaphores, and everything was all right. They then back to down to the other portion of the train.

Witness thought he had complied with rule 16 when he had left a flag man. Operator McNish was the flagman. Witness relied on what the brakeman had told him. He understood that as long as he left an employee of the road to flag he had complied with the regulations.

On reaching the rear section they connected with it, and started toward Stittsville. When witness noticed the headlight of the express they were about eight or ten lengths apart. He applied the brakes, reversed, and jumped. He broke his leg when he struck the ground, and laid there for some time, and then crawled back to the van.

To a juror, witness said that the red light of the east semaphore was showing when he returned from Stittsville to the rear section of his train at Bells Corners.

H AWES IS ARRESTED

THE CONDUCTOR BROUGHT FROM CARLETON PLACE TO-DAY

Brought Before Coroner Feeland and Given Bail - Will be Before the Magistrate Next Monday

Constable Waller went to Carleton Place yesterday to arrest Harry Hawes, conductor on the freight train in the collision on the C. P. R. at Stittsville last month, on the charge of manslaughter, according to the indictment of the jury in the coroner's inquest. He was brought to the city this morning and arraigned before Coroner Dr. Freeland, who released him on bail. Bail was accepted for himself for \$500: and for \$250 each from Wm. Flegg, 603 Maclaren street, and Albert T. Chapman, 70 Maple street conductors.

Harry Hawes and Engineer Alex. McCuaig, who was indicted with him, will appear on Monday afternoon at two o'clock before Magistrate Smith. The bail granted by Coroner Freeland will be renewed, and the men remanded until the following Friday, when the trial will be proceeded with. Conductor Hawes will be represented by G. F. Henderson and Engineer McCuaig by F. R. Latchford.

The extension of the P. & P. J. into Hull will soon be started, as Mr. Beemer has concluded the purchase of the rails for the road. Mr. Beemer says the new Central station in Hull will be near the point from which the interprovincial bridge will start. That point has not yet been settled but will be so before long. The plans for the road from Aylmer to Hull are being prepared and will be submitted to the approval of the government within a short time.

BOUGHT

C. P. R. Aylmer Line Now Owned by the Hull Electric Ry.

The Road Purchased for About \$100,000

Only the Sanction of Parliament Required to Complete the Deal - Aylmer to be Boomed

The HuU Electric Company has purchased the Aylmer branch of the C.P.R. which is at present under lease, the price being In the neighborhood of \$100,000.

The purchase only requires ratification by Parliament.

Since leasing the road the Hull company has double-tracked it from Hull to Aylmer, improved the road bed and in other ways greatly enhanced the value of the line. The line la certain to increase in favor.

It is understood that the Hull company intend to advertise extensively, and it is quite likely that Aylmer next year will be frequented by hundreds of Americans and others from points In Canada, and the company's hotel there will be boomed as a summer resort

The Ottawa Car Company have their new storage house erected. They will sheet it with iron.

05/11/1897 Ottawa Free Press Hull Electric

The intended purchase of the Aylmer branch of the C.P.R. by the Hull Electric company was effected yesterday. The price paid is in the neighbourhood of \$100,000.

05/11/1897 Renfrew Mercury Hull Electric

The Hull Electric Company has purchased the Aylmer branch of the C.P.R. which is at present under lease, the price being in the neighbourhood of \$100,000. The purchase only requires ratification by Parliament. Since leasing the road, the Hull company has double-tracked it from Hull to Aylmer, improved the road bed and in other ways greatly enhanced the value of the line. The line is certain to increase in favor. It is understood that the Hull company intend to advertise extensively, and it is quite likely that

Aylmer next year will be frequented by hundreds of Americans and others from points in Canada, and the company's hotel there will be boomed as a summer resort. - Ottawa Journal.

05/11/1897 Eastern Ontario Review Montreal and Ottawa Alfred

Mrs. Chonnard of Alfred who met with a serious accident at the Alfred station recently had her claims against the C.P.R. adjusted last week. She was allowed \$300.

05/11/1897 Ottawa Citizen Carleton Place St. Albert

HAWES ARRESTED.

Harry Hawes, conductor of the special freight train in the C.P.R. collision at Stittsville, was arrested at Carleton Place by Constable Waller and brought to the city yesterday morning. He was arraigned before Coroner Freeland and released on bail, himself at \$500 and \$250 each from William Flegg and Albert G. Chapman, C.P.R. conductors. Hawes and McCuaig will be arraigned before Magistrate Smith on Monday and it is expected an adjournment will be made until Friday, when the case will be proceeded with.

06/11/1897 Ottawa Journal Ottawa Terminal

The C.P.R., despite all that has been said, will build on the west side of the canal, as intimated in the Journal some days ago.

The Journal learned today on excellent authority that the terms submitted by the C.A.R. company for the use of their tracks on the east side of the canal are considered exorbitant by the C.P.R. and in consequence, they will build a bridge across the canal at Deep Cut, bring their line in along the west side up to Sapper's bridge. There they will put up one of the finest stations in Canada.

No plans have been filed as yet at the Railway Department but they will be before long.

08/11/1897 Ottawa Free Press New York Central

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

09/11/1897 Ottawa Journal Canada Atlantic

Col. Smith, president of the Central Vermont railway, with a party of friends, is in the city. Col. Smith is travelling in his own special observation engine and private car Mansfield.

09/11/1897 Ottawa Journal Carleton Place Ottawa, Broad Street

Broad street will be widened to its full width of 66 feet. The C.P.R. will lease to the city the land that is required for the purpose. More.

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.

09/11/1897 Ottawa Citizen Ottawa Electric

The work of laying a branch of the electric railway from Duke street to the McKay Milling Company's yard at the Chaudiere is now very nearly completed and it is expected that the branch will be of such service to the milling company to allow them to do away with the use of several of their drought teams.

09/11/1897 Ottawa Citizen Carleton Place Stittsville

RAILWAY MEN ARRAIGNED

Before County Court Police Magistrate Smith yesterday Conductor Hawes and Engineer McCuaig were arraigned, charged with manslaughter, in connection with the recent C.P.R. collision near Stittsville. County Crown Attorney Ritchie appeared for the prosecution, Mr. F.R. Latchford for Conductor Hawes, and Mr. H. McGiverin for Engineer McCuaig. On motion of Mr. Ritchie, the case was enlarged until Friday, bail being renewed.

09/11/1897 Ottawa Citizen Ottawa Terminal

-- new C.P.R. Central station, company's new short line will cross the canal near Ottawa East and run along the west side of the canal into the station. The company will build a line from the old St. Lawrence and Ottawa station on Sussex street, over Nepean Point and across the canal at the foot of the locks to the proposed station.

And they will do more. They will carry out their old plan of building a line around the base of Parliament Hill to their road at the Chaudiere.--

11/11/1897 The Equity, Shawville Pontiac & Pacific Junction Shawville

The P. & P. J. station was in the hands of the painter last week. As a consequence its appearance is greatly enhanced. - Also in Renfrew Mercury of Nov. 19.

11/11/1897 Ottawa Citizen New York Central

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

11/11/1897 Ottawa Journal New York Central

The workshops of the Ottawa and New York Railway may be built in Ottawa. They will be built here if the city grants a bonus of \$100,000 to the road. More. At present time O. & N.Y. have an offer of a bonus of \$35,000 from Cornwall.

12/11/1897 Ottawa Citizen Carleton Place Stittsville

THE C.P.R. FATALITY

The preliminary examination of Engineer McCuaig and Conductor Hawes re the C.P.R. accident, will be commenced before County Court Police magistrate Smith this morning at 10 o'clock. Mr. Ritchie will appear for the prosecution and Messrs Latchford and McGiverin for the defence.

12/11/1897 Eastern Ontario Review New York Central

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

Meeting of Hull City Council.

Mr. J.H. [sic] Beemer waited upon the meeting and asked for the right of way on Gay street from Brewery Creek to Ravine street for the P. & P.J. and Gatineau railways. The request was referred to the Street Committee.

Another matter was also referred to the same (Hull Street) committee. It was a request from the Deschene Lumber Mill Company for permission to have a railway siding near the corner of Brewery and Wright streets.

The grading of the Montreal and Ottawa railway will be completed next Thursday as far as Hurdman's Bridge where it will connect with the Prescott and Ottawa branch of the C.P.R. There remains a section of twenty-three miles upon which the steel is yet to be laid.

RAILWAY MEN'S TRIAL

IT WAS CONCLUDED LATE ON SATURDAY NIGHT.

Operator McNish Examined at Length Legal Counsel for the Defendants Claim He was Solely to Blame for the Accident.

The trial of Conductor Hawes and Engineer McCuaig was continued on Saturday Before County Magistrate Smith, and was finished at 9.30 Saturday evening. From the evidence adduced very little was elicited other than that given at the inquest. The line of action pursued by the defence has consisted of an effort to clear the accused by attaching the blame on station Agent McNish, but a searching cross-examination of that witness failed to break down his testimony. The court sat in continuous session from 2 to 9.30 on Saturday, it being the wish of counsel on both sides to finish the case. Judgment in the case will be given on Thursday morning, and it is the general impression that both of the accused will be dismissed.

FIREMAN KAVANAGH'S STORY.

The first witness on Saturday was Walter Kavanagh, fireman on the special freight. He stated that he heard Hasteley say to McCuaig, "I have told the operator to hold the express until we get made up." The red light in the western semaphore was showing when the engine was uncoupled from the forward portion of the train.

Cross-examined by Mr. Henderson, the witness said he knew they were to pass a train at Stittsville, and believed the semaphores were set to hold the train and would remain set. If the semaphores were set before the "cannon ball" left Stittsville some person other than Hawes or McCuaig did it.

To Mr. Latchford the witness said that McNish should have held all trains, knowing that Hawes' train was on the road and that Hawes had not registered on arriving at Stittsville.

The depositions of Hawes and McCuaig, as given before the coroner's jury, were submitted as evidence against the accused.

MR. SAIDAL'S EVIDENCE.

F. M Spaldal, chief train despatcher, was called, and testified to the manner in which orders were sent from the despatcher's office to employees of the road. The court at one o'clock took recess.

On resuming after lunch, there was a dispute between counsel as to whether Engineer McCuaig should have taken Hasteley back with him on the engine to the remaining portion of the train.

Mr. Spidal was finally recalled, and again interpreted the rules. The witness was sharply cross-examined by counsel for the defence.

Mr. Henderson - Knowing that a freight train was divided and that the conductor hadn't reported but had gone back for the remaining portion of his train, is there a rule of the company permitting the agent to let a train pass the station?

Witness - Yes; an agent might properly let a train through, if he had no instructions to hold it, as express trains have the right of way.

Mr. Ritchie - If a freight train is cut on a grade and the engineer, accompanied by a fireman and brakeman should proceed to the next station, intending to return for the detached portion, what precaution should he take to protect his train?

Witness - I never took part in the management of a train in such a case except as an operator.

The magistrate overruled the question.

McNISH EXAMINED

The next witness was Mervin McNish. His direct examination occupied only a short time, and was the same as given at the inquest. On cross-examination, which lasted over an hour, the witness stated that he heard no one say "let no trains through until mine is made up." Five minutes before the express was due he went out to lower the semaphore to let the train through.

Mr. Henderson - Do you know that five minutes before the train is due, the agent should examine the switch and see that it is set right and locked?

Answer - I didn't examine the switch but the position of the lights showed that it was set right.

The witness said he made no investigation to see if the freight was in the yard, until the express had passed. He supposed the freight was on the siding.

Mr. Henderson - If you had gone into the yard and found only a portion of Hawes' train there would you have let the express pass?

Witness - Probably I would as I had no orders to hold it.

Superintendent Robillard was called and explained some of the regulations of the road

ADDRESS OF COUNSEL

Mr. Henderson, for the defence, then addressed the court at considerable length, asking for the dismissal of the prisoners, on the ground that no evidence had been adduced showing that they were to blame for the accident. He contended that it was due to the negligence of McNish who had failed to carry out the instructions of brakeman Hasteley.

Mr Ritchie stated that any negligence on the part of McNish would not exonerate the accused, and, after reviewing the evidence, he asked for the commitment of the accused for trial at the Assizes.

Mr. Latchford followed in a brief vehement address, asking for the dismissal of his client in the absence of any evidence of culpable negligence. He questioned the veracity of McNish and repeatedly stated that the witness had been guilty of deliberate falsehood.

Magistrate Smith said he would carefully consider the case and give judgment on Thursday morning. The accused were again released on bail

Mr. C.B. Hibbard, of the Ottawa and New York railway, arrived in the city today from 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.--

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

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.

Mr. Dunn, engineer of the P. & P.J. railway, submitted the plans of the company in regard to the right of way to the Hull approach to the Interprovincial bridge, before a committee of the Hull council yesterday afternoon. The plans show that the intended line will run for a short distance on Gay street to Brewery street and thence to Ravine street. Mr. Dunn informed the committee that the railway company would be responsible for any accidents caused through their negligence on the streets in question and also to any of the residents who would claim damages on account of the line passing in front of their homes. After the explanation of Mr. Dunn the committee decided to consult the city solicitor on the matter. If it is legal to construct the line on the streets in question the committee will not raise any objections.

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.

The directors of the Pembroke Southern Railway Company met last week to open the tenders for the construction of the road from Pembroke to Golden Lake, of which there were five. All the tenders were higher than anticipated. No action was taken.

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 fins 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.

Work is being pushed on the new Canada Atlantic railway sheds which are nearing completion. The windows were being put in yesterday and the building will be ready for occupancy in a short time.

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

It is now certain the C.P.R. short line will enter the city by the C.A.R. tracks from the head of Deep Cut. More. Letter from Booth.

The Hull Electric Company which for the past few years has leased the Aylmer Branch from the C.P.R, has bought it, the price being about \$100,000

The directors of the Pembroke Southern met last Wednesday to open tenders for the construction of the road. All the tenders were higher than anticipated. A committee was appointed to report at a meeting this week.

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.

Mr. H.J. Beemer, president of the P.& P.J. railway has ordered twelve miles of rails from a Pittsburgh, PA., manufacturer and it is expected the rails will be here in the course of several weeks.

Part of the rails will be used to connect the Gatineau Valley line with the P. & P.J. line near the Little Farm, north of Hull. From the junction the line will run in a southerly direction to the approach of the proposed Interprovincial bridge on Division street.

Arbitrations likely

The new rails will be 72 pounds to the yard. The right of way between Hull and Aylmer has nearly all been secured on favorable terms. Several of the property owners have refused the company's offer and arbitrations will have to be held. During the winter the rock work will be carried on and in the spring the ordinary work, and it is expected the line will be opened by June 15th 1898.

A connecting line between the P.& P.J. railway at Waltham, the present terminus, and Pembroke will probably be built. This will necessitate the construction of bridges across the Ottawa river at Alumette Island.

About twenty-five hands were laid off the carshops last Tuesday at noon. They are the night shift from the blacksmith shop; but those in the machine shop are still on, although they too will soon be dismissed. The work is now being caught up with.

Rails for the P. & P. J. railway from Aylmer to Hull have been ordered from Pittsburgh, Pa., and it is expected that they will be here in the course of a couple of weeks. The order consists of about twelve miles. A portion of them will be used in extending the Gatineau Valley railway to the P. & P. J. which will be at what is known as the Little farm, north of Hull. Nearly the whole of the right of way between Hull and Aylmer has been secured and under favorable terms. Work will commence very shortly on the proposed line. The date on which the company intended having trains running from Aylmer to Hull is June 15m 1898.

Following is an outline of the plans submitted by Chief Engineer Dunn of the P. & P. J. Ry. to the Hull streets committee at its last meeting in regard to the extension of the P. & P. J. and O. & G. railways to the approached of the bridge on Division street. The P. & P. J. railway from Aylmer to Hull will enter the city by building a bridge over Brewery Creek then the tracks will be laid along Guy and Brewery streets, across the ravine to Lake Minot; thence across Ann, Catherine, Queen and St. Etienne streets to the Little Farm where 40 acres of land to be bought from Messrs. Marsdon & McLaren, will be used for yards, round houses and shops for both railways.

Rails for the P. & P.J. railway from Aylmer to Hull have been ordered from a Pittsburgh, Pa., manufactory, and it is expected they will be here in the course of a couple of weeks. They were purchased through the firm's agent in Montreal, Mr. J.H. [sic] Beemer, president of the railway company.

The order consisted of about twelve miles of rail. A portion of them will be used in extending the Gatineau Valley railway to the P. & P.J. railway, which will be at what is known as Little Farm, north of Hull. From the junction the line will be run in a straight southerly direction to the approach of the proposed interprovincial bridge. On Division street. The rails will weight 72 lbs to the yard, which is some 12 lbs. Heavier than those now in use by the company.

AYLMER TO HULL

It as learned yesterday that nearly the whole of the right of way between Hull and Aylmer had been secured under favorable terms. In a couple of cases, however, the owners of property required for the railway were not willing to accept the offer made by the company, and arbitration will very likely be held to determine the value of the properties.

Mr. Guy C. Dunn, engineer of the railway informed a Citizen representative that work would commence very shortly on the proposed line. The rock work would be proceeded with during the winter months and the rest of the work would (be) started as soon as possible in the spring. The date on which the company intended having trains running from Aylmer into Hull was June 15, 1898.

THE WESTERN END

Information received from another authoritative source is that Mr. Beemer is now negotiating for the completion of the western portion of the P. & P.J. railway from Waltham, the present terminus, to Pembroke. This portion is about 32 miles and the construction of bridges across the Ottawa river at Allumette island will be necessary.

McCUAIG COMMITTED.

County Police Magistrate Smith gave judgment yesterday morning in the case arising out of the Stittsville railway disaster, he dismissed the charge against Harry Hawes, conductor of the special freight which was in the collision, and committed Engineer McCuaig for trial at the assizes commencing on the 29th inst. In delivering judgment the magistrate said that he had carefully considered all the facts of the case as embodied in the evidence adduced, In reference to Conductor Hawes, he was of the opinion that he had done what any reasonable man would have done under the circumstances. Hawes was not able to know what took place at Stittsville, but when the engine returned for the detached portion of the freight he had taken the precaution to enquire as to what arrangements had been made for protecting the train. When Hastey told him that a flagman had been left he had a right to assume that it was so, and was justified in proceeding to Stittsville with his train. He therefore dismissed the case against the accused. In the case of McCuaig, the magistrate regretted that he could not take a similar view. The position of engineer was one of importance. He had charge of the portion of the train at Stittsville. It was his duty to see personally that a flagman was left with proper instructions. However, the engineer had believed Hastey when he said he had told the operator to hold the express, and the position of the west semaphore when the train backed out justified him in doing so. Mr. Smith said it was a matter for a jury to decide as to whether these were sufficient reasons under the circumstances and committed the accused for trial. Mr. McCuaig was subsequently arraigned before Judge Ross and elected to be tried with a jury. He was again admitted to bail, with Messrs. J. W. McRae and H. K. Egan as bondsmen.

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.

Booth denies he is obstructing the new railways. More.

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.

A test of the Stempel fire extinguisher, was to be held this afternoon at the old C.A.R. station before the officials of the C.A.R.

The B. & W. Railway Company with the financial companies who have loaned money on the road, have entered in the High Court at Ottawa a statement of defence to the claims recently made by certain creditors and upon which executions were issued and the road seized by Sheriff Smart. If not arranged, the case will be heard at the winter assizes in Ottawa.

23/11/1897 Ottawa Citizen Hull Electric Ontario and Quebec Bridge

Mr. Frank Hibbard, engineer, has completed his survey for the proposed bridge across the Ottawa river at the foot of Bank street to Hull. The Hull Electric Railway and several Ottawa capitalists are interested in the scheme. It is intended to build the bridge as a commercial enterprise. Tolls will be collected from cars and vehicles. It will be a high level cantilever bridge, fifty feet in width, with double tracks for railway purposes, two driveways and two walks for pedestrians. According to present intentions, the bridge will be built next summer.

23/11/1897 Ottawa Journal Ottawa Electric Ottawa Car

The Ottawa Car Co'y have finished their new addition to their works on Slater street. They have a portion of it already occupied as a show room.

23/11/1897 Ottawa Citizen Ottawa Electric McKay milling

The work of extending a branch of the Ottawa Electric Railway on Head street to the storehouses of the McKay Milling Company, is being proceeded with rapidly. The tracks will be ready for use shortly.

24/11/1897 Ottawa Journal Ottawa Electric

Accident to car No. 58.

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.

26/11/1897 Eastern Ontario Review Montreal and Ottawa

Mr. F.W. Thistlethwaite, solicitor for the Montreal and Ottawa Ry., was through the Western part of Russell county and in Ottawa the first part of the week making settlements for the railway right of way.

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.

29/11/1897 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Car company are building a number of open cars for Sherbrooke, Que. The company have about completed an extra long double truck vestibule car for the electric line running between Grimsby and Hamilton. The company have recently moved into their new office at the corner of Somerset and Kent street.

01/12/1897 Ottawa Journal Carleton Place Stittsville

Alexander McCuaig, the engineer of the freight train which collided with the Toronto express at Stittsville on Oct. 14th, is now a free man.

At 4 o'clock yesterday afternoon the grand jury returned "no bill" against McCuaig. The jury could not find that Mr. McCuaig was in any way to blame for the unfortunate accident.

The decision of the grand jury was not unexpected by the majority of the people. Mr. McCuaig had many friends in the court room, who warmly congratulated him upon the happy termination, for him, of a most unpleasant situation.

Mr. McCuaig will at once return to his home in Carleton Place.

No Arrests to be Made.

It was believed by many persons that in the event of no bill being returned against Engineer McCuaig that operator McNish would at once be charged with the crime and placed under arrest.

A Journal reporter hunted up County Crown Attorney Ritchie this morning, and asked him whether any further action would be taken against any one. He replied that he did not think so, as the matter had now been sifted and as carefully gone into as it could possibly be.

02/12/1897 The Equity, Shawville Pontiac & Pacific Junction Bristol

The delivery of grain at the Bristol grain shed on the P. & P. J. R. for the week ending Saturday 27th inst., is the largest since the shed was opened, the amount being ten thousand bushels.

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

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

02/12/1897 Ottawa Free Press Canada Atlantic Central Depot

The handsome observation engine St. Lawrence and the official car Ellesmere, of the Central Vermont railway, carrying Dr. Webb, arrived at the Central depot early this morning.

03/12/1897 Eastern Ontario Review Carleton Place Stittsville

Alex McQuaig, the engineer charged with manslaughter as a result of the accident at Stittsville, has been committed for trial.

03/12/1897 Eastern Ontario Review Prescott Ottawa

Joseph Birch, 27 years of age, a yard man at the C.P.R. station, was killed Saturday morning in the yard while coupling cars. When the "Soo" train was being made up Birch got between two cars to do the coupling, and the cars coming suddenly together he was caught and so badly that he died in a few minutes. He leaves a wife but no children.

03/12/1897 Renfrew Mercury Kingston (CP) Calabogie

The K. & P. Railway is having a new iron bridge erected across the Madawaska at Calabogie. The material is at present being put on cars by the Hamilton Bridge Company, and when it is all together, it will be slipped in place - on some Sunday probably.

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.

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.

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

05/12/1897 *Ottawa Free Press* *Canada Atlantic* *De Beaujeu*

Two trains met at the diamond crossing at St. Polycarpe early yesterday morning. Both trains were freights and were on different roads. The C.P.R. train ran into the centre of the Canada Atlantic when crossing resulting in considerable damage to rolling stock. Some of the wreck was forced through the end of the station house. A wrecking crew was sent down and had the line cleared shortly afterwards. No one was injured.

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

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

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

O&NY Trains are soon to come.

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

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

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

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

07/12/1897 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

The Canada Atlantic freight sheds have been completed and a large gang of men are engaged today in moving from the old quarters on Elgin street to the Canal basin.

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.

08/12/1897 *Ottawa Journal* *Pontiac & Pacific Junction*

The PPJ will not be allowed to draw its rails over the Hull and Aylmer electric railway and as a consequence the PPJ company will have to draw all the rails on sleighs and deposit them where required.

Mr. P.W. Resseman, general manager of the PPJ said that his company had thirty-five car loads of rails at Hull waiting to be distributed along the line of the proposed road between Hull and Aylmer. Mr. Resseman says he asked the Hull and Aylmer Electric railway to allow his company to use the HE company tracks to distribute the rails for the PPJ road. Railroads, said Mr. Resseman, usually extend this courtesy to other roads and do not charge. Mr. Resseman says the Hull company absolutely refused to allow him to use their tracks, although he offered to use his own engines and pay for the privilege.

He also agreed to do the work between 1 a.m. and 6 a.m. so as not to interfere with the traffic on the Hull road, but this the company would not agree to. Mr. Resseman says that in consequence the PPJ company will have to carry all its rails on sleighs and will be put to a great deal more expense.

Mr. Resseman spoke very indignantly when talking to the Journal and characterized (criticized?) the Hull company's action strongly.

08/12/1897 *The Record, Chesterville* *Winchester* *Chesterville*

Owing to the large amount of travel the CPR authorities have found it advisable to erect another tank at this station and a large number of men are busily engaged in laying the pipe to the tank. When it is completed they will have a tank at each end of the station and will often avoid delay with the freight trains at this station.

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

Long letter from Chamberlain, General manager of CAR

Have application from O&NY for permission:

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

In conclusion:

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

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

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

10/12/1897 *Renfrew Mercury* *Belleville* *Perth*

An order has been received from the C.P.R. head office in Montreal by the carshops here to build 20 first-class passenger cars and 10 sleepers. This is a new business for the shops here, as nothing finer than box cars and refrigerators has been attempted in Perth before. Mr. Dubal, the manager, will be able to turn out this fine work successfully, and perhaps this may lead to a department for this sort of work being added to the shops here. Everything but the upholstery will be done in the shops here.

10/12/1897 Eastern Ontario Review New York Central

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

10/12/1897 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).

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.

Mr. T.G. Shaughnessy, vice president of the C.P.R., arrived in the city this morning. He is on business with the government regarding the new short line. The full right of way up to the head of the deep cut has been purchased and all is in readiness for completion of the line to the city. The Ottawa and New York company's negotiations with the C.A.R. are being closely watched by the C.P.R.

Letter from Resseman to Hull Electric. Dec. 8.

Referring to our request to you to allow cars loaded with our rails from time to time to stand on your company's main line at Aylmer (for the purpose of unloading) between the hours when your cars stop running each night and the time when they begin to run each morning. I understand that you grant the request but only on the condition that it shall not be taken to be any waiver on your part or that of your company as to the right to make any objection you desire to make in answer to our company's pending application before the Railway Committee as to the proposed crossing of your line and that our request as to these cars and your granting the same shall be without prejudice to either company's rights in respect of said application for crossings and shall not be made use of by either party on said application. We agree not to block up your main line or cause you any loss or damage by reason of your consent to our unloading cars on main line. We accept the permission on the above terms.

13/12/1897 *Ottawa Journal**New York Central*

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

13/12/1897 *Ottawa Journal**Montreal and Ottawa**Greens Creek*

The CPR bridge at Green's Creek on the CPR line between Ottawa and Montreal was almost broken down a few days ago. The recent freshet caused the creek to rise and it carried down a large elm tree. The tree struck the centre pier and knocked away all the framework except for one support. This framework was supporting the bridge. Fortunately the single support held and the engineers were enabled to replace the framework before any trains passed by. The workmen who were on the bridge at the time had to take to the rafts and had all the supports broken the structure would have fallen causing considerable damage besides delaying the work at this point for some time. The bridge is now almost completed.

14/12/1897 *Ottawa Citizen**Pontiac & Pacific Junction**Aylmer*

The rails for the P. & P.J. railway between Hull and Aylmer have now all arrived and are on the company's property at Aylmer. There were thirty-five car loads.

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.

14/12/1897 *Ottawa Citizen**Montreal and Ottawa**Ottawa*

Yesterday, the last stone was laid on the most important piece of work on the construction of the new C.P.R. line to Ottawa. It was on the large stone bridge across Green's Creek which was built by Messrs. Brewder and MacNaughton. The bridge is built wholly of stone and in a most substantial manner. There are three arches, a centre one, thirty feet in length and a fourteen foot one at each end. The same firm constructed two other stone bridges on the line and have been highly congratulated by every person who has seen them on the splendid character of the work.

14/12/1897 *Ottawa Free Press**Ottawa Electric**McKay's mills*

The McKay Milling Company have completed the laying of the tracks for the transportation of their produce from the C.P.R. depot to their mill at the Chaudiere. The whole will be in operation in a short time as soon as the connections are made with the C.P.R. at the depot.

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.

15/12/1897 *Ottawa Citizen**Montreal and Ottawa**Central Depot*

That no apparent move has been made by C.P.R. authorities to effect an entrance to the Central station, and because of no other reasons, a rumor is now afloat in railway circles about a mutual deal that is now supposed to be on between the C.P.R. and the C.A.R. companies, which is of importance to this city as well as to Montreal.

It is said the C.P.R. company will allow the C.A.R. company to enter their station in Montreal in return for the privilege of using the C.A.R. tracks from a certain point outside the city to the Central station.

In this event the C.A.R. would subsequently abandon the use of the Grand Trunk tracks from Coteau to Montreal.

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.

17/12/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Company has just completed a car which is a perfect picture of workmanship in every way. The exterior is of the Pullman type, and painted a dark brown with gold finish. The word "Wyoma" is in gold letters on the sides.

17/12/1897 *Renfrew Mercury**Belleville**Perth car shop*

The material for the coaches and sleepers to be built in the car shops has commenced to arrive, and already several additional men have been taken on at the work. - Expositor.

18/12/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Company shipped a fine new car to the Quebec district railway today by C.P.R.

18/12/1897 *Ottawa Free Press**Montreal and Ottawa*

The C.P.R. will build their bridge across the Rideau river this winter. The new short line is now complete as far as Blackburn, which is about five miles out of the city. The bridge will be completed early in the spring so that trains will be running into Ottawa as early as next March. The stations all along the line are completed. Mr. C.W. Spencer arrived in the city last evening and met the officials of the C.A.R. today. He says both companies are on friendly terms and that there will be very little difficulty in coming to an agreement.

20/12/1897 *Ottawa Citizen**New York Central*

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

22/12/1897 *Ottawa Free Press**New York Central*

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

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

The O&NY's first train.

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

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

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

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

23/12/1897 *The Record, Chesterville* *New York Central*

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

23/12/1897 *Ottawa Journal* *Carleton Place* *Britannia*

Judge Mosgrove informed a representative of the Journal to-day that on his arrival at the railway station at Britannia this morning, he and a number of other passengers were compelled to wait outside for the arrival of the train, for the station had been occupied during the night by a cow.

The useful and generally inoffensive animal had not strayed in here of her own accord, but coming down as freight last night, it was alleged, been placed there by the officials of the railway.

His Honor says the station at Britannia is not a particularly commodious one, but its accommodations are manifold. It answers the purpose of a waiting room for passengers, a freight shed and a cattle yard.

The peculiar odor of the place after a bovine has occupied it during the night makes it particularly pleasant as a waiting room.

24/12/1897 *Renfrew Mercury* *Belleville* *Perth*

An order has been received at the C.P.R. shops here for 500 box cars, and Mr. Duval expects to build 1,200 of those next season. He will start on the passenger cars as soon as the material reaches here, and some of it has already arrived. About 100 men are now employed at the shops. - Courier.

24/12/1897 *Renfrew Mercury* *Locksley*

Over a week ago it was announced with a big flourish of trumpets in the Arnprior and Ottawa papers, that Mr. James Fowler, ex-United States Consul at Arnprior, had secured the contract for building the Pembroke Southern Railway. The fact was that Mr. Fowler was awarded the contract, provided that he could find sufficient security, and was given a certain time to provide it. When that time came he had not got the security, and a further extension was given him. The directors met on Monday evening but Mr. Fowler had not the security, so negotiations with him fell through. We understand that a special meeting of the shareholders will be held some time in January to consider the tender of a local firm, W.H. Russell & Co.

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.

24/12/1897 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Beemer wants Ottawa bonus bonds placed in the bank--.

24/12/1897 *Ottawa Citizen* *Ottawa Electric*

Editor Citizen - I have received a number of enquiries from Ottawa children as to whether I am coming on my electric car this Christmas. Will you kindly inform the little ones that the trolley came off just as I was starting. I climbed on the reindeer's back so that I could reach high enough to put the wheel back on the wire, when, to my surprise, Mr. Reindeer bolted with me. Fortunately my basket of toys and things was strapped on my back and everything is alright. I shall be in Ottawa tonight ready to fill the stockings and the Christmas trees of all the boys and girls who have been good. I also have presents for those who have been bad, but are sorry, and who have resolved to be good in the future. Next year I shall try and come on my electric car again.
Santa Claus.

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

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

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

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

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

CAN USE THE TRACKS NOW.

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

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

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

30/12/1897 *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.

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.

31/12/1897 *Brockville Recorder* *Westport*

As usual this year all the employees along the line of the B. & W. Railway got either a turkey or a goose at Christmas as a gift from Superintendent Mooney. Mr. W.C. Fredensburg of Westport made a Christmas gift to the B. & W. Railway in the shape of two very handsome seats which have been placed in the waiting room at that village. The gift has been suitably acknowledged by Supt. Mooney.