

# Local Railway Items from Area Papers - 1898

*03/01/1898 Ottawa Free Press Hull Electric Aylmer*

The toboggan slide built by the Hull Electric Co. near Hotel Victoria, Aylmer, was finished Friday evening and was opened to the public on Saturday morning, New Year's Day. The company has provided a number of very fine toboggans.

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

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

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

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

Messrs. G.F. Peabody, J.B. Moffett and J. Snow, of New York, directors of the New York and Ottawa railway arrived in the city yesterday by special train on the new line, and by a short sleigh drive from its junction with the C.A.R., the switch connecting the rails not being complete.

Seen by a Citizen representative, Mr. Peabody stated that he and the other gentlemen were exceedingly well pleased with the new line, and with the manner with which it had been constructed, with the country it traversed and with the possibilities of developing an extensive business. They were especially pleased with Ottawa.

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

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

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

*08/01/1898 Ottawa Free Press Montreal and Ottawa*

Mr. T.G. Shaughnessy, vice president of the C.P.R., was asked today what arrangements have been made by the company with regard to the entrance into Ottawa of their line, in view of the statements which have been printed to the effect that an arrangement was likely to be made between the Canada Atlantic Railway and the C.P.R. by which the Canada Atlantic station at Ottawa would be used by the C.P.R. and the Windsor street station, Montreal, by the Canada Atlantic. Mr. Shaughnessy states that the C.P.R. expects to be running into Ottawa in the spring and that the station would be located near the Russell House.

*10/01/1898 Ottawa Free Press Ottawa Electric Ottawa Car*

The Ottawa Car Company have under construction five open cars for the Sherbrooke electric road. The cars will be shipped about the first of April next.

*11/01/1898 Ottawa Journal Locksley*

Pembroke Jan 11. The shareholders of the Pembroke Southern accepted the offer of W. Russell & Co. yesterday in reference to the building of the road. To the effect that the shareholders accept their investment plus ten per cent and assign their shares to Russell to build and operate the road for 25 years.

*12/01/1898 Ottawa Free Press Canada Atlantic Coteau*

The CAR has decided to build at Coteau Landing an elevator with a capacity of 500,000 bushels. More.

*13/01/1898 Ottawa Free Press Montreal and Ottawa*

The engineering staff of the Montreal and Ottawa railway have completed their outside work for the season. The staff consisted of Messrs. R.W. Leonard, manager of construction; J.E. Sheman, accountant; Hamilton Lindsay and H.T. Hansen, engineers; R.P. Rogers, draughtsman; R.H. Weldon, timekeeper, and J.J. Mackan, clerk. The stations on the new line and the sidings in connection therewith are all finished. The distance from Montreal to Plantagenet is 74.61 miles and the stations westward from the latter point to this city are as follows: Pendleton, 79.80 miles; The Brook, near Bearbrook river, 85.45 miles; Hammon (sic) where the line crosses the Rockland branch of the Canada Atlantic railway, 88.96; Sarsfield, 94.39; Navan, 98.66; Blackburn, 104.94; Ottawa, at Rideau river bridge, 109.74. Blackburn will be a flag station for the next year at least.

*14/01/1898 Renfrew Mercury Kingston (CP) Barryvale*

The K. & P.R. are putting in a siding a mile or so south of Barryvale, to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined and shipments are to be made at the rate of ten cars a day.

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

The officials of the Ottawa and New York Railway, in company with E.V. Johnston (sic), government railway inspector, had a run to Cornwall over the new railway on Friday last. The road was termed first class by Mr. Johnston. All is now completed with the exception of a mile at the Cornwall end of the line. (Johnson's report suggested that the road was not safe to be opened)

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

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

*14/01/1898 Ottawa Free Press Smiths Falls, Rideau and Southern*

Bill to incorporate the Smiths Falls, Rideau and Southern Ry. read a third time in the Ontario legislature.

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

21/01/1898 *Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY The Perth-Lanark Electric Railway scheme shows signs of being revived. Mr. James Fowler, the promoter, was in town on Tuesday, and interviewed the Mayor about it.

21/01/1898 *Brockville Recorder**Brockville and New York Bridge*

In Saturday's Canada Gazette, notice of application to parliament is given by the Brockville and New York Bridge Company for an act, extending the time for completion of its works, changing the name of the company to that of Brockville and St. Lawrence Bridge Company, confirming the amalgamation between it and the Brockville and New York Bridge Company, and for other purposes.

21/01/1898 *Renfrew Mercury**Locksley**Pembroke*

At a special general meeting of the shareholders of the Pembroke Southern Railway, held on Monday afternoon, the action of the directors in accepting the tender of W. Russell & Co. for the construction of the road was ratified and the president and the secretary were authorized to execute the contract, by a vote of 1,435 to 285 shares, which will be seen was a very decisive vote. The contract calls for completion of the road within one year from the signing of the contract and that it is to be operated by the contractors or they are to procure the same to be operated as a line independent of the C.P.R. for a period of at least twenty years. Our young townsman, Mr. W. Russell, C.E., is to be heartily congratulated on his securing the contract for the building Pembroke's first local railway. He has associated with him alderman S.R. Poulin, C.E., of Ottawa, who besides being a civil engineer of some repute, is a railroad builder of some experience.

22/01/1898 *Ottawa Citizen**Montreal and Ottawa**Rideau River bridge*

Mr. R.J. Stewart of Tweed, Ont., has been awarded the contract for the building of the new C.P.R. bridge over the Rideau river, for the company's short line between Montreal and this city. Mr. Stewart has commenced work on this bridge, and has a large staff of men building the approaches on either side of the river.

22/01/1898 *Ottawa Free Press**Locksley*

The Pembroke Southern railway being such a general topic of conversation in town just now, the Pembroke Standard thought it would be a good time to interview Mr. Russell, the head of the firm of Wm. Russell & Co., to whom has been awarded the contract for its construction, and find out for its readers what he had to say about the prospects for the road. Mr. Russell, says the Standard, received us very courteously, and in answer to our question if operations are soon likely to be commenced on the road, he said, "We have already let some contracts for ties, and expect during the winter to take out about 35,000 ties and about half a million feet of trestle timber, besides culvert timber, cedar, fence poles and probably clear some right of way. We will not do any rock work till spring when we will start operations along the whole line of twenty miles of grading." "When do you expect to have the line in operation?" "Well, of course, I cannot tell you to a day, but we expect to run excursion trains to Ottawa during the Ottawa exhibition." "What about the train arrangements?" "We expect to run the trains through from Ottawa to Pembroke without a change at Golden Lake, the express leaving Ottawa about 8.30 a.m. and arriving in Pembroke about 12 noon. The outgoing train will leave Pembroke so as to arrive in Ottawa about 6 o'clock in the evening. The trains will make close connection at Ottawa for Montreal and without change at Golden Lake. There will be two mixed trains, one outgoing and one incoming - making four trains per day. The express will only stop at the principal stations while the mixed will have two flag stations with sidings for freight etc., between Pembroke and Golden Lake. We will have the use of the O.A. & P.S. station at Golden Lake and their sidings." "What about making connections with Toronto?" "Well, with the expectation of connecting with the Bancroft and Irondale railway, we will reserve the right for trains from Toronto to run over the P.S. Railway into Pembroke." Our reporter thanked Mr. Russell for his information, which was given with an air that implied he meant business.

22/01/1898 *Ottawa Free Press**Montreal and Ottawa**Rideau River*

R.J. Stewart, Tweed, Ont., the successful contractor for the new C.P.R. bridge over the Rideau, has commenced work on the approaches, both sides of the river.

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

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

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

25/01/1898 *Ottawa Free Press**Belleville**Perth*

Bearing upon the increased outlook for trade during the present year, the Perth car works are working full time on an order for 1,500 freight cars, which are to be ready by March 1.

25/01/1898 *Ottawa Free Press**Kingston (CP)*

The iron trade seems to be following the general trend of business - reviving, says the Renfrew Mercury. The K. & P.R. are putting in a siding a mile or so south of Barryvale to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined, and shipments are to be made at the rate of ten cars a day.

27/01/1898 *Ottawa Free Press**Pontiac & Pacific Junction*

The Pontiac and Pacific railway are up with the times. They are introducing a new system of lighting on their line. They have at present several of their cars equipped and ready for the introduction of acetylene gas. This will prove a great improvement on the old system, and will greatly decrease the cost of lighting the trains. This railway is the first in Canada to introduce this system. The cars are being equipped and lighted by the local agents.

28/01/1898 *Ottawa Free Press**Montreal and Ottawa*

Work on the New York and Ottawa (sic) road is progressing rapidly. A large gang are engaged in building the Rideau bridge. One pier and one abutment have been completed.

31/01/1898 *Ottawa Journal**Pontiac & Pacific Junction*

An experiment was tried with acetylene gas as the illuminant on the PPJ Saturday afternoon. The transformation was remarkable.

02/02/1898 *Ottawa Free Press**Prescott**Ottawa, Broad Street chaudi*

At nine o'clock last night an alarm of fire was sounded from box 141, Martin & Warnock's mill, on the Richmond road, for a fire in one of the sheds in the C.P.R. yard. When the brigade arrived the whole roof was ablaze. As a high wind was blowing at the time a second alarm was pulled. Two streams were played on the blaze which was quickly extinguished.

**03/02/1898    *The Equity, Shawville*    *Pontiac & Pacific Junction***

Mr. Andrew Holland, of Ottawa, came up on the P. & P. J. line as far as Clarke's station on Friday evening and returned the next morning. Mr. Holland, it may be stated, is agent for one of the firms manufacturing the new illuminant known as acetylene gas, a plant for supplying which he installed in the P. & P. J. coaches last week. The lighting of the cars by this method is said to be highly satisfactory.

**04/02/1898    *Renfrew Mercury*    *Pontiac & Pacific Junction***

Acetylene gas is now being used to light the trains on the Pontiac, Pacific Junction Railway.

**08/02/1898    *Ottawa Free Press*    *Hull Electric*    *Ottawa Car***

The Hull Electric company have closed a contract with Mr. F.C. Armstrong, general agent, to equip nine new cars for the summer's trade. The cars will have four motors and are known as the G.E. 1,000 type. Each car will have 140 horse power. These, with four new trailers being built by the Ottawa Car Co., will be used for the pleasure traffic.

**08/02/1898    *Ottawa Free Press*    *Montreal and Ottawa*    *Interprovincial Bridge***

Work on the Interprovincial bridge is now in full swing. The soundings have all been taken and other preparations are going ahead with all possible rapidity. More

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

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

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

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

**10/02/1898    *Ottawa Free Press*    *Montreal and Ottawa*    *Central Depot***

At the meeting of the Railway Committee of the Privy Council the Canadian Pacific company filed their application for entrance to the Ottawa Central depot. Full details--

1. Applicants to be tenants of the crown
2. Station to be a union station
3. After 1 May 1916 all companies entitled to use station and approaches to be joint tenants with the O.A. & P.S.
4. Passenger traffic to take precedence over freight
5. Payment on wheelage basis
6. Management to be under control of a joint board
7. Railway committee may vary terms and conditions as it sees fit.

Parry sound railway, the present lessees under a 99 year lease is expected to resist this move.

**11/02/1898    *Ottawa Free Press*    *Hull Electric***

Engineers are now at work on the Ottawa river locating the five piers of the proposed new bridge between Hull and Ottawa which the Hull electric company is to build next year. One will be on the little island opposite Bank st. and the others on each side.

**15/02/1898    *Ottawa Free Press*    *Montreal and Ottawa*    *Rideau River***

The new C.P.R. bridge over the Rideau at Hurdman's Bridge is being pushed to completion. Four piers are complete and three are under way, and the other two or three are to be finished by the 15th March, the contract time. This being the case, the iron will no doubt be on by 15th April. The company is cutting a right of way through the cedar bush south of Hurdman's road and between the head the cut and the Rideau river. There is a lot of stone and a derrick on the land where they intend to put the two or three culverts, so that it looks as if the C.P.R. will in to the new central station at Sappers' bridge by the 24th May.

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

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

**22/02/1898    *Ottawa Free Press*    *Montreal and Ottawa*    *Interprovincial Bridge***

Three monster derricks, composed of iron and wood are being turned out at the Victoria foundry for hoisting purposes on the new Interprovincial bridge at Nepean Point.

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

Railway Changes.

The opening of spring will usher in busy times and probably many changes among the railways. The new section of the Ottawa and New York Railway between Cornwall and Ottawa will be ballasted as soon as the frost leaves the ground. Work on the new bridge over the St. Lawrence will commence at once and it is understood that when the road is complete the company will make connection with the Delaware and Hudson Saratoga.

It is also said that the Grand Trunk and the Ottawa and New York will form an alliance and that the Grand Trunk will run a train to Ottawa over the New York company's new tracks from Cornwall.

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

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

**01/03/1898    *Ottawa Free Press*    *Montreal and Ottawa*    *Deep Cut***

Workmen have finished driving the piles for the C.P.R. at the Deep Cut. The piles, which are all of red pine, were driven down 16 feet. Next week the deck will be placed on top for the new track, all of which indicates an early entrance into the city.

**04/03/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Work on the construction of the interprovincial bridge at Nepean Point is going on rapidly and many interesting sights are to be seen there. The work is being rushed in order to take advantage of the ice in building the piers and in order to do \$50,000 worth of work before March 15th, so as to claim the bonus given by the city of Ottawa. Lee E. Treadwell, in charge of the work, said that more than \$50,000 had already been expended in wages, material and labor. Nearly 125 men are employed, many of them on night shifts.

The first pier on the Hull side has almost been completed. It is built in 30 feet of water, of solid concrete and broken stone. The method of construction is interesting. A huge box is built of square timber, the inside measurements being that of the pier. A hole in the ice the size of the box is made, the box sinking in it as it is built from the top. When the box touches bed rock the process of filling with rubble and cement starts. This soon hardens into a solid mass as hard and tough as rock. The box for pier number two on the Hull side was completed last evening, and the work of filling with concrete will start today. The work of laying down the concrete must be carried on continuously, and it will take four days and four nights to finish the work. Work on the box for the third pier will start today.

The outline of the first pier on the Ottawa side has been drawn on the ice, and soundings around the edge are being taken every four feet to find the depth of water and the levels of the bottom of the river. The depth of water is a few inches over 75 feet in places that were sounded yesterday. It has not yet been decided whether to use crib work, as on the other piers, or to use an air-tight box with compressed air.

Suoysmith & Co., the contractors, have a large plant on hand, consisting of several derricks and hoisting engines. A large scow for carrying a derrick and engine has been built and floated on the Hull side. A second one is now under construction at the foot of the locks on the Ottawa side. Part of the plant is a powerful "clam shell" dredge used for scooping up the sawdust from the river bottom, so that the piers will rest upon solid rock. The sawdust at the pier locations varied from ten to fifteen feet.

**05/03/1898 Ottawa Free Press Pontiac & Pacific Junction**

The work on the new Pontiac line from Aylmer will be started early next month. All the material is on the ground and work will proceed rapidly.

**05/03/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge**

Eighteen cars of rails for the approaches and track landing to the new Interprovincial bridge were delivered yesterday.

Over forty cars of lumber will be delivered next week.

The concreting of the second pier was commenced yesterday, when 100 cubic feet were placed in position.

The work on the masonry of No. 1 pier on the Ottawa side was commenced this morning.

Mr. H.J. Beemer said last evening that he would have \$100,000 spent before the 15th of March.

**07/03/1898 Ottawa Free Press Montreal and Ottawa**

Today the C.P.R. commenced the deck on the pile work at the head of the Deep Cut for the Montreal short line. The heavy lumber is being raised to the top of the piles, which are 17 feet high, by a steam hoist. A large stone culvert is being constructed under the bridge work and as soon as the trains start running the hole will be filled with earth.

Work on the Rideau bridge is progressing rapidly on account of the favorable weather. All the masonry is now finished, with the exception of one abutment at the west side and part of the pier on the island. The iron work, which is to be supplied by Dominion Bridge Co. of Lachine, will be commenced by May 1.

**08/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge**

Drawing of proposed bridge to be built to Hull from the foot of Bank street, (Ontario and Quebec Bridge Co.)

**09/03/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge**

Three coffer dams already sunk. Policeman on duty at all times to keep the crowds from coming in dangerous proximity to machinery. Full account.

**10/03/1898 The Equity, Shawville Pontiac & Pacific Junction**

Mr. Holland, of Ottawa, was here again on Thursday evening last in connection with the acetylene gas business, to which he is now devoting considerable of his time. Last week he removed from the P. & P. J. cars the large generator, which was put in merely as an experiment, and installed a small plant in the first class car, which has been made to work most satisfactorily. It is expected the company will have similar plants installed in the second class and the mail car before long. The Pontiac train is the first train on the continent that has adopted this system of lighting.

**11/03/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge**

During the past two weeks Messrs. Chitty & Thompson have hired fifty men, mostly stone cutters for the bridge stone work. They are at Eganville shaping the material to be used in the piers of the Interprovincial Bridge.

Broder & McNaughton, who have the contract for the Ontario abutment of the Interprovincial Bridge, have the work well under way and a considerable amount of the masonry already laid. The current from the falls has broken the ice almost up to where the work is being done, so that new apparatus for carrying the material will soon be necessary.

**11/03/1898 Ottawa Citizen Pontiac & Pacific Junction**

The Pontiac and Pacific Junction Railway Pacific Junction Railway is the first railway in America to light its cars with acetylene gas the new luminant made from sodium carbide. For a month past a train has been running on its lines, each car being provided with five fifty candle power lights, the generator for the whole train being situated in the baggage car. This system, however, is to be modified by placing a generator in each car. Mr. Resseman, the general manager of the road, says the train lighted with the gas is the best illuminated train in America and that the system will be introduced on the trains of the Gatineau Valley line. The plant was installed by Andrew Holland, the Ottawa agent of the system. The Dominion government has also given Mr. Holland orders to equip the government car Cumberland, and a postal car on the C.A.R. He will also equip a sleeping car on the C.P.R.

**11/03/1898 Ottawa Journal Pontiac & Pacific Junction**

The final survey of the extension of the Pontiac Pacific Junction Railway through Hull to make connection with the Interprovincial Bridge is being made this week.

**15/03/1898 Ottawa Free Press Canada Atlantic locomotive shop**

The Canada Atlantic railway claims to have the first locomotive headlight in America lighted with acetylene gas. The engine is No. 1, driven by Engineer Dewar. He says that the new light is as steady as starlight and as brilliant as an arc.

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

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

**17/03/1898 Ottawa Free Press Canada Atlantic shop**

The C.A.R. postal car, when she pulls out at 6.45 tonight will be lighted with acetylene.

*21/03/1898 Ottawa Citizen Sussex Street Rideau River bridge*

Workmen are employed clearing away the material in a break water at the St. Lawrence and Ottawa bridge which was loosened in the recent ice push and today was carried away and sunk off the small island opposite Ald. Roger's residence.

*23/03/1898 Ottawa Journal Locksley*

Golden Lake. Large quantities of supplies and plant of every description are daily arriving at the depot for the construction of the Pembroke Southern Railway, and Mr. Jas Sherwood, one of the sub-contractors is very busy looking after and directing the distribution of the same along the proposed route. Laborers are also coming by almost every passenger train and it is expected that if the weather is favorable, that everything will be in full swing by April 1st, and plenty of work for all.

*24/03/1898 Ottawa Journal Maniwaki*

Taking effect Oct. 4 1897. No. 1 mixed leaves Ottawa 4.30 p.m. arr. Gracefield 7.30 p.m. No. 2 mixed leaves Gracefield 6.45 a.m. arr. Ottawa 9.45 a.m. Union depot.

*25/03/1898 Ottawa Free Press New York Central*

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

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

*01/04/1898 Ottawa Free Press Canada Atlantic*

The Canada Atlantic railway will shortly put in a switch to the cold storage warehouse on Nicholas street. For the benefit of the Silver Creek Brewing and Malting company.

*01/04/1898 Renfrew Mercury Locksley Douglas*

Douglas. We sometimes hear the distant roar of the blasting on the new Pembroke Southern road and several of our neighbours are contemplating a summer's work.

*01/04/1898 Eastern Ontario Review Montreal and Ottawa*

Work has re-commenced on the Montreal & Ottawa Ry. and it will be pushed throughwith all possible speed.

*01/04/1898 Renfrew Mercury Montreal and Ottawa Interprovincial Bridge*

Mr. J.H. Beemer has resigned the presidency of the P. & P. J. and G.V. Railway in order to devote his whole attention to the construction of the Nepean Point Bridge.

*02/04/1898 Ottawa Free Press Montreal and Ottawa*

This morning the C.P.R. company sent out about one hundred men to repair the damage done to the Montreal and Ottawa line by the late floods. The operations will be directed chiefly to the district near Plantagenet.

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

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

*07/04/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

At the Nepean Point bridge the cliff has been blasted out twenty yards along the side to within ten feet of the water's edge. The masonry for the Ontario abutment is progressing steadily.

*07/04/1898 Ottawa Free Press Tramway Bronson and Weston*

The Bronson & Weston company have a large gang of men at work repairing the track and platform.

*07/04/1898 Ottawa Citizen New York Central*

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

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

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

*08/04/1898 Renfrew Mercury Canada Atlantic locomotive*

Sixteen "Mogul" freight engines have been purchased by the C.A. and O.A. & P.S. railways for their freight business. The companies are anticipating a great increase in the freight business and the new engines will be delivered during April and May. The engines are much larger than the ordinary passenger locomotive. Compared with the new engines the old ones look quite small. Ten of these engines ore of the ten wheel "Mogul" type and each weighs 156,000 pounds without tenders or the water in the boilers. They have three couple-wheel drivers and are equipped with compound cylinders, which enable the engine to use its steam twice. The other six engines are of what is known as the consolidated type of "Mogul" engines. They weigh 173,000 pounds exclusive of tender or water. The engines will be used exclusively for freight. They are constructed so as to have great powrs for pulling freight trains, and it is estimated that each engine will be able to pull from thirty to thirty-five loaded freight cars and make a fair rate of speed. The first of the engines will be here when the navigation opens on the 16th inst. - Ottawa Journal.

*11/04/1898 Ottawa Citizen Locksley*

The Pembroke Southern Railway is being rushed these days, about two hundred men being employed upon it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulties are experienced owing to water in the swamps, but, of course, a little time will overcome this. The farmers along the route are profiting by the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to town shall be chosen, but the company will eventually choose the best - that is the one that will give them the most commanding situation.

**14/04/1898   Ottawa Citizen   Ottawa Terminal   Ontario and Quebec Bridge**

The Ontario Bridge Company's bill asking for a charter to construct a bridge over the Ottawa river from Hull to the foot of Bank street, was killed by the Railway Committee of the House this morning. More.

**15/04/1898   Renfrew Mercury   Locksley**

The Pembroke Southern is being rushed these days, about two hundred men being employed on it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulty was experienced, owing to water in some of the swamps, but of course a little time will overcome this. The farmers along the route are now profiting from the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to the town shall be chosen, but the company will eventually choose the best - that is, the one that will give them the most commanding situation. - Observer.

**15/04/1898   Perth Courier   Lanark County Electric**

GROUND BROKEN Mr. James Fowler of Arnprior, was in town on Tuesday, and while here informed us that his errand was to formally break ground for the County of Lanark Electric Railway, the object being to save the company's charter. The feat was accomplished by Mr. James Doyle, of Perth, and the ground was broken on his farm at Armstrong's Corners. He used his road grader for the purpose, and turned up the sod for about two acres along the proposed route.

**18/04/1898   Ottawa Free Press   Renfrew   locomotive**

The Ottawa, Arnprior and Parry Sound railway has placed an order with the Baldwin Locomotive Works for five more compound consolidation freight engines.

**19/04/1898   Ottawa Journal   New York Central**

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

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

**20/04/1898   Ottawa Journal   Hull Electric**

The electric road is being ballasted throughout its entire length with broken stone. The stone is broken by steam crusher that is at work at Tetreauville and turns out about 20 car loads a day.

**21/04/1898   The Equity, Shawville   Locksley**

The Pembroke Southern Railway now under construction is to have a steel bridge across the Bonnechere river.

**22/04/1898   Ottawa Citizen   Hull Electric**

The electric cars between Hull and Aylmer will hereafter have four motors on their axles instead of two. The change will double their rate of speed. All the open cars will also be improved. The company will soon receive five new cars from Peterboro'.

**22/04/1898   Renfrew Mercury   Renfrew   locomotive**

The O.A. & P.S. have ordered five more large freight engines from the Baldwin Locomotive Works, This is in addition of the eighteen recently mentioned.

**22/04/1898   Renfrew Mercury   Lanark County Electric**

Mr. James Fowler of Arnprior, was in Perth on Tuesday, and while here informed us that his errand was to formally break ground for the County of Lanark Electric Railway, the object being to save the company's charter. The feat was accomplished by Mr. James Doyle, of Perth, and the ground was broken on his farm at Armstrong's Corners. He used his road grader for the purpose, and turned up the sod for about two acres along the proposed route. Courier.

**22/04/1898   Ottawa Free Press   Montreal and Ottawa**

An increased force of men is at work today at the C.P.R. grade at Hurdman's Bridge. On the east side of the Rideau the steel is now laid up the end of the new bridge. The construction train hauling the iron work was due to have come up yesterday afternoon but was cancelled till today. Yesterday the ballast train brought up gravel for the new sections built this spring, and the construction trains will be in operation today.

Yesterday afternoon the grading on the side of the Rideau through Champagne's bush was suspended on account of the rain, but today about 60 men and 25 teams are engaged. The men have some peculiar difficulties to contend with here. In the first place, the section from the bridge through the bush is so completely covered with boulders that progress is very slow and damage to the grading scrapers is great. Then the refuse from an old slaughter house has been dumped in a bog hole through which the right of way passes and although it is some years since the place was destroyed, the smell is still so strong that it is almost impossible for the workmen to endure it. Further up towards the Deep Cut the grading must be left for some time, as the ground is so boggy the teams could not be put into it. The grade from the end of the pile work to the hill west of the bridge will be very heavy and about a month's work will be required to complete it.

Mr. K. McDonald says that every day a number of "hobos" are on the scene applying for work, but this class of artist is generally refused. A number of them have their headquarters in the bush at the Deep Cut. A gang of men are at work on the piles finishing the deck and making the approaches where the proposed junction with the Canada Atlantic will take place.

**24/04/1898   Ottawa Free Press   Canada Atlantic   Roundhouse**

The new round house of the Canada Atlantic and the O.A. & P.S. railway at Ottawa East and is a structure which deserves special mention in its class. The house is built of the best pine and tamarack timber, is shaped like a crescent, the hollow part facing north-westward and is situated in a V shaped area formed by the junction of the O.A. & P.S. with the C.A.R. The building has not yet been painted but this will be done later, and to make it comfortable and up to date for the winter it will be bricked around on the inside. Thus the building will in reality be constructed of brick with a protecting wooden shell. The engines enter the area at the concave side which is approached by two lines of track, one used for ingress and the other for egress. The building is capable of containing nineteen engines at once. Immediately outside the structure at the entrance is a large turntable which is approached by the two tracks above mentioned. When an engine requires cleaning and repairing it is run on to this table and can then be directed to any of the nineteen tracks entering the shed. The earth underneath the track on which the locomotives are placed while in the shed, has been removed, leaving pits in which the cleaner and mechanics can accomplish the necessary cleaning and repairing under the monster machine. One of these pits is called a "drop pit" as it is so constructed that as soon as a locomotive enters the whole wooden structure forming the pit can be lowered, thus removing the wheels etc., from the engine without having to "jack" it up.

More

--two of these "Consolidated" locomotives, Nos. 690 and 691 will be tested by trial run tomorrow over the Parry Sound. They were brought here "dead" that is without fires.--

**27/04/1898   Ottawa Free Press   Montreal and Ottawa**

--The C.P.R. have their line built to within a mile of the city and are anxious to settle the right of way so as to commence operations at once.--

**27/04/1898   Ottawa Free Press   New York Central**

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



*18/05/1898    Ottawa Free Press                    New York Central*

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

*19/05/1898    Ottawa Free Press                    Hull Electric*

Mr. Henry Ayles, attorney for the Hull Electric Co. has received instructions to appeal against the judgment rendered Monday by Justice Lavergne.

*19/05/1898    Ottawa Free Press                    Montreal and Ottawa                    Interprovincial Bridge*

The construction of the Ontario abutment of the Interprovincial bridge is completed and the only operations being carried on in that quarter is the blasting of the cliff which is progressing favorably.

First train over the Montreal Ottawa short line.

New Road inspected by the company's officials yesterday.

Traffic to begin in July.

The line described.

The first train over the new CPR short line between Ottawa and Montreal left the Union Depot yesterday at 1.10 p.m., with General manager Thos. Tait and seven passengers on board. Mr. Tait was on a tour of inspection.

The road will be opened for traffic in July, and then passenger trains running at a speed of between fifty and sixty miles an hour will be put on to cover the 111 miles between Ottawa and Montreal.

When the bridge at Hurdman's is completed trains will be able to run. The bridge will be finished within four weeks.

Mr. Tait was accompanied by Mr. C.W. Spencer, general superintendent of the eastern lines; Mr. H.B. Spencer, superintendent of the eastern division who will have the new line under his superintendency; Mr. R.W. Leonard, construction engineer; Mr. D. McPherson, eastern division engineer; Mr. John Morrow, right of way agent for the M and O railway; Mr. T. Oullen, Mr. Tait's private secretary and a Journal representative.

The train was manned by conductor J.A. Hibbard, engineer J. Ryan, Fireman Jos. Gilchrist, brakemen Robt. Dawson and J. Dupont and superintendent of construction, Mr. J.B. O'Brien all of Ottawa. Chef Wm. Dewfall, of the private car Earnscliffe attended to the refreshments.

Engine 385, an excellent speeder, first class coach 157 and Mr. Tait's private car "Earnscliffe" composed the train and it will be remembered as the first passenger train over the line that will be of great importance to Ottawa.

Leaving the Union Depot the Prescott line was followed to its junction with the old St. Lawrence and Ottawa railway. Passing over a short curve, hardly completed, the train was soon on the new line.

To examine the work

The purpose of the trip was to give Mr. Tait an opportunity of examining the new work. The new line is regarded as Mr. Tait's line owing to the attention and care he has given it and because, under his personal direction, the work has been thoroughly done that it will be one of the finest roads in Canada. Mr. Leonard acted under the direction of Mr. Tait entirely.

The general features of the road are the excellent heavy steel rails used, the excellent switching system, the thorough method of ballasting and the finished manner in which everything has been done. The road has been designed for speed and although the roadbed was not finished yesterday in places, the train ran at 35 and 40 miles an hour. Beyond Plantagenet, from which place to Montreal the line is completed, the train whizzed along at a mile a minute yet the shaking of the train was slight. Other notable features about the line are the long sloping curves - in the few places they are necessary, the straightness of the line and the few grades. The sharpest curve is but one degree, the highest grade is forty feet to the mile.

The rails used are 73 and 80 pound rails, the heavier rails being used in the eastern section of the road. A most important feature and one that will make it easier for trains to run swiftly is that the main line, when completed, will be unbroken between Montreal and Ottawa. The old system of switches has been supplanted by the MacPherson system invented by Mr. D. MacPherson of Montreal, who accompanied Mr. Tait yesterday.

Set automatically.

The railway switch and frog are combined in such a way that setting one automatically sets the others, and if, through mistake or malice, left set wrongly, a train passing through in either direction would not be derailed. The device is based on the common sense principle, that switches and frogs being the most expensive and least durable points in track should not have any of their parts subject to the destructive and useless wear of trains passing on the main tracks; but that their parts should only be touched by trains going into or coming out of sidings. When the switch is set for the main line clear, all parts of the switch and frog are well clear of the main track rails, which latter are fully spiked, and absolutely as continuous and firm as if no frog were there. The device has been in use three winters on the C.P.R. main track and has worked successfully. Mr. MacPherson's switch has been adopted by Dr. Seward Webb on the St. Lawrence and Adirondack division of the New York Central railway.

The start

When the start was made yesterday dark clouds covered the sky and rain seemed imminent. During the afternoon the clouds passed away and when the train reached Montreal the air was fine.

The piers of the new bridge over the Rideau River were first inspected. The bridge is high and finely constructed, and will be completed within four weeks. At 2.05 p.m. Mr. Tait gave the word to start and the order was "The best speed consistent with safety". At Green's Creek - five miles out - the new stone bridge was inspected. It is a three arch structure and nicely finished. The first station reached was Blackburn, a flag station, but no stop was made. The country is a lovely one, and the recent rains had brought the foliage and grass in all their fresh and verdant beauty.

The farm crossings along the line are splendidly finished: and the fences were all Page woven wire. The stations are all neatly constructed and are painted a pretty brown shade.

Picturesque

Past Blackburn the speed was only about 25 miles an hour owing to the inspection. The run through Mer Bleu to Navan is most picturesque and the azure haze about the shrubbery of the low land was quite noticeable.

The trip was not without incident. At Navan a bay horse standing near the track became frightened and after falling then rising dashed along the side of the track after the train. The buggy collided with a switch and was smashed to pieces and the frightened animal swerved towards the field where a fence soon stopped it.

Leaving Navan a slight grade was ascended and at a speed of 35 miles an hour the train ran through a charming country to Leonard - a station called after Engineer Leonard. The station is half way between Sarsfield and Bearbrook and in the centre of Cumberland township. The township hall will be erected there and a townsite laid out. The C.P.R. Company owns 300 acres of good land, which will be divided into town lots. Water is secured from the Bear brook, 6,000 feet away, and a 40,000 gallon tank has been erected at Leonard. Three ballasting trains and large gangs of men were busy at this point. At all stations a crossing siding and a local siding have been constructed.

Just out of Leonard the C.P.R. owns 260 acres of gravel land. A large steam shovel was at work yesterday getting out gravel.

Crosses the C.A.R. branch.

The country past Leonard is rolling and 40 miles an hour was obtained. The road is flanked with bush. Through Mr. W.C. Edwards' beautiful farm the company was given free right of way. At Hammond - the village wiped out by fire last fall, but springing up again - the road crossed the C.A.R. Rockland branch - eight miles from Rockland. The run through Clarence township - a great hay country - was fine. The south side is well settled, and an air of prosperity is noticeable about the homes of the farmers.

At The Brook, four miles from Hammond flag station, large quantities of hardwood are ready for shipment, and the company has plenty of land for the accommodation of shippers.

The station at The Brook is a specimen of the neat buildings that the company has erected. The station is combined with a freight shed and dwelling. The exterior is painted a pretty brown shade, while the interior is finished in light colours. Hardwood floors and red pine wainscoting have been put in. The waiting and sleeping rooms are airy and comfortable looking, and every convenience has been put in for the agent. A new hotel is being erected at The Brook and the saline and mineral springs in the district will doubtless attract many visitors.

Plantagenet and Caledonia Springs have been made very accessible from the west and Montreal by the new road.

Cobb's Lake - a natural basin - is just past The Brook. Piles sixty feet long had to be driven in before a suitable basis could be reached. During the spring freshets the water rises in the basin about ten feet. It connects with the Nation River.

At Pendleton

Pendleton, some six miles from The Brook, is in the centre of some excellent farming country. The scenery is picturesque, and the land finely wooded. The line passes through a fine bush just outside of Pendleton. At Pendleton the C.P.R. transcontinental copper wire was noticed. This wire is being stretched in an unbroken line from the Atlantic to the Pacific, and the work of stretching it is going on at many points. Six hundred miles have been stretched east of Port

Arthur. Four operators at each end will be able to send messages over it at the same time.

A fine view of Curran village is obtained at Pendleton.

Promise of Plantagenet

Plantagenet is expected to be the most progressive town of the district. It is the end of the operating line between Montreal and Ottawa. At Plantagenet the Journal man was introduced to Mr. William Rodden, "father of the Montreal short line" so called for his advocacy of the line. Mr. Rodden treated the party to some delicious saline water from his spring. A roller, grist and flour mill and a saw mill have been built at this point. Several steam boats ply between Plantagenet and Casselman, 24 miles up the beautiful Nation River. A town site has been laid out, a wharf erected, and with excellent saline and sulphur waters, the place should be a thriving town before long. A splendid steel bridge with four piers, each 100 feet long, has been erected over the Nation River. The masonry is all blue limestone. The pleasant drives, splendid hotel sites and suitable grounds for golf links will no doubt add to the attractiveness of the village. From Pendleton to Alfred the road passes through a famous agricultural country.

Alfred village could be seen in the distance. A stop was not made at Caledonia Springs and the train sped on at a rate of over fifty miles an hour.

At Vankleek Hill

At Vankleek Hill the C.A.R. is crossed and at this point the interlocking plant is used, which permits the trains to cross without stopping. The signals are so arranged that accidents are practically impossible. East of St. Eugene, 40 miles from Montreal, the train's speed was 59 miles an hour. All along an air of prosperity was noticeable and new buildings are being erected at many points.

From a tourists standpoint the beauty of the line is all that could be desired. A splendid farming country, finely wooded, with beautiful rivers along the way and picturesque hills, give great delight to the traveller.

A lovely sight

At Rigaud Mountain, with its shrine, the scenery was all that could be desired, but on past Fortune Beach, to Hudson Heights, with Oka mountain in the distance and the beautiful Ottawa lying in between, the scene grew more attractive until St. Anne's was reached at sunset, and all were captivated with the glory of the setting sun. The beautiful sky baffled description, but the creamy tints of the opal tinged with pink, all softly toned, convey a faint idea of the beauty. As the sun sank lower towards the horizon it seemed to grow larger and the rays lighting up the sky tipped the fleecy clouds with light, creating the effect like the white capped waves of the ocean. One could understand Thomas Moore's inspiration of the beauty of the river at St. Annes. Como, Lake of two Mountains and Lake St. Louis are all beautiful sights. From Plantagenet to Montreal the scenery is perfect.

Owing to several unavoidable delays the train did not reach Montreal until about 7.40 o'clock. At points the speed was 60 miles an hour. Approaching Montreal the automatic normal danger electric block system was observed, and impressed one with the thoroughness of the equipment of the C.P.R.

Fast time to be made

The regular train service on the new line will commence in July. The speed to be obtained can be gauged (sic) from that of yesterday's train.

The distance is 111 miles, and will probably be covered at a speed of between 50 and 60 miles an hour. The road has been built for speed, and Mr. Tait assured the Journal that the trains will be fast ones. It is expected the run will be made in a little over two hours.

The trip yesterday was thoroughly enjoyable, and the kindness of the officials made it doubly delightful. Refreshments were served on the "Earnescliffe". The return trip to Ottawa was made over the north shore line by the "Soo" train due here at 1 a.m.

**20/05/1898 Eastern Ontario Review New York Central**

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

**20/05/1898 Eastern Ontario Review Chalk River**

The C.P.R. have decided not to build a new station at Almonte this year. Arnprior will get a new station.

**20/05/1898 Eastern Ontario Review Belleville Perth**

The C.P.R. purpose putting in a number of new sidings on their transcontinental main line this year. All the sidings will be put in with a view to double tracking in the near future. The freight traffic is greatly increasing and the car shops at Perth, Ont., have been ordered to rush 250 flat cars which will immediately be put in service.

**20/05/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

The road leading to the C.P.R. station is in very bad condition at present.

The C.P.R. has put on another construction train on the short line between Ottawa and Montreal. The company are determined to rush the new line through as rapidly as possible.

**20/05/1898 Renfrew Mercury Eganville**

It is reported that the C.P.R. will in a short time run two trains a day to and from Eganville. The stopping of the passenger trains at the end of the bridge has been such a convenience to the public that their passenger trade has largely increased, and when they run their two trains they will find it a profitable move, as many take the O.A. & P.S. train in order to be enabled to return during the day and not to have to wait until the evening.

**21/05/1898 Ottawa Journal New York Central**

The Ottawa & N.Y. First Train.

It will run from Russell to Cornwall tomorrow.

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

**23/05/1898 Ottawa Journal Maniwaki**

Taking effect Sunday May 15 trains will run as follows. Trains 1-8 expresses are shown. 1/2-SuX; 3/4-SSuX; 5/6-SO; 7/8 - SuO

**24/05/1898 Cornwall Freeholder New York Central Cornwall**

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

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

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

**27/05/1898 Eastern Ontario Review Lachute**

The Northern Shore Electric Railway Company has been incorporated. It is stated this company will assume control of the road at present used by the C.P.R. between Montreal and Ottawa.

30/05/1898 *Ottawa Citizen*

*New York Central*

*Hawthorne*

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

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

The question was referred to the chief engineer of railways for report. Mr. Schreiber examined the place and at a meeting of the railway committee this morning presented his report, which was in favor of the level crossing. The committee accordingly granted the application of the O. & N.Y. Company, but stipulated they should make the crossing, put in the best possible equipment, and maintain signals, etc. at the point of crossing.

The Committee in consideration of having thus liberally dealt with the O. & N.Y., ordered them to pay the costs of the application, \$500.

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

30/05/1898 *Ottawa Journal*

*New York Central*

The O&NY entrance here.

Allowed to make a level crossing over the CAR.

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

Exerpts

Meeting of the Privy Council Railway committee held this forenoon.

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

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

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

01/06/1898 *Ottawa Free Press*

*Belleville*

*Perth*

The C.P.R. are preparing a large addition to their rolling stock at the Perth workshops. There are 250 flat cars, 200 box cars, and 50 coal cars now in course of construction there, for use generally over the road.

02/06/1898 *Ottawa Citizen*

*Ottawa Electric*

Accident to car No. 244.

07/06/1898 *Ottawa Free Press*

*Hull Electric*

Mr. T. Anderson of Queen street, is out at Deschenes, where he has a contract to re-paint the cars for the Hull electric railway.

08/06/1898 *Ottawa Free Press*

*Chalk River*

*Braeside*

Gillies Bros. new mill at Klondike Point, commonly known as Black Point, Braeside, is almost complete says the Perth Courier. -- Four sidings will be run in from the C.P.R. track, which permits of the lumber and shingles being handled from the piles to the cars.

08/06/1898 *Ottawa Free Press*

*New York Central*

*Piperville*

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

09/06/1898 *The Record, Chesterville*

*New York Central*

*South Finch*

South Finch (last week's news)

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

11/06/1898 *Ottawa Citizen*

*Montreal and Ottawa*

There is now longer anything to delay the entrance of the Ottawa and New York and Montreal and Ottawa (C.P.R.) railway into the city over the east side of the canal. An important meeting of the Railway Committee of the Privy Council this morning heard the applications made by the two railways for a settlement of the terms on which they should enjoy the use of the government land leased to the C.A.R. and O.A. & P.S. railway, and also the new union station. The railways were represented by clever legal talent, B.B. Osler and Mr. Christie appearing for the Booth interests, Mr. Lash and Mr. Currie for the Ottawa & New York; Judge Clark and Mr. Tait for the C.P.R. J.R. Booth was also present, as well as Mayor Bingham and City Solicitor Mr. Veity.

The application by the two new railways was based on a claim to use the land as joint tenants with the C.A.R. and O.A. & P.S.R. Judge Clark, Mr. Lash and Mr. Tait argued their claims at some length, and asked the committee to recognize the principles of their application and then the railways would get to work and settle the details among themselves. Judge Clark also asked that an interim order should be made allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of terms.

Mr. Osler, in his argument, claimed that Mr. Booth's roads should be treated as the primary tenants who take all the risks of the lease. He said also that it was impossible to fix the terms as it is not yet known what will be the character of the business done. As soon as the applicants get the idea of joint tenancy out of their heads we can get together in a businesslike way and agree upon terms.

Hon. Mr. Blair as chairman of the committee announced that the claim of joint tenancy could not be entertained. Mr. Osler ?? that it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Judge Clark replied that it was dividends they wanted not dignity.

After considerable cross firing and persuasion on the part of Mr. Blair, Mr. Osler on behalf of his client stated that the C.A.R. would handle the trains of the two new roads. Mr. Blair urged him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do but at length\$??00 per month from each of the two roads was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. An attempt to arrive to a definite settlement will likely be made today while all the railway lawyers are in the city.

11/06/1898 *Ottawa Citizen*

*New York Central*

*Embrun*

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

11/06/1898 *Ottawa Journal*

*Montreal and Ottawa*

CPR may enter in a week. Temporary arrangements \$1,500 a month.

Follow up on the wreck. --  
Romborgh from Newington.

Chrysler was once a fireman on the C.P.R. but had abandoned this work at the instance of his father, who was afraid he would get injured. The railway company, however, bought the right of way through his father's farm at Chrysler and the young man asked for a position as fireman/ His father consented and the young man had been at work for only a few weeks.

The train consisted of twenty flat cars loaded with gravel and was running at about twenty miles and hour when the accident happened. It was making the last trip of the day on the return from the gravel pit to Longstreet. Approaching Sunburn station after crossing the Castor river bridge, the train ran into an open switch leading to a temporary siding. The locomotive turned over on its side and rolled down the embankment which is quite high at this point, dragging ten cars with it. More.

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

O&NY wreck - more.

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

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

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

Account of the inquest into the wreck at Embrun.

13/06/1898 *Ottawa Free Press**Canada Atlantic**locomotive*

Mr. G.T. Moulder of the Baldwin locomotive works, Philadelphia, is at the Brunswick. He arrived yesterday with three heavy Mogul freight engines for use on the Canada Atlantic and O.A. & P.S. railways. Six more are to shortly arrive. Mr. Moulder returned home last evening.

14/06/1898 *Ottawa Free Press**Montreal and Ottawa*

Construction trains on the Montreal and Ottawa railway are daily hauling ballast for the roadway between Plantagenet station and Hurdman's bridge. The bridge over the Rideau river being completed the road between it and the Central station is ready for rail laying. A great deal of earth will be required to fill up the grade under the pile work, but this will not probably be done this season. The Dominion Bridge company will put on the iron work for the overhead crossing out of the Ottawa East road at the Deep Cut.

The company has not yet finally decided whether it will utilize the C.A. tracks from the Deep Cut to the Central station or build an independent track, but the Central station will be sued for the present. Trains could be run into Ottawa in about a week but the company have decided to run regular trains between the 1st and 15th of July.

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

Account of Railway Committee of the Privy Council meeting.

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

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

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

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

Committee rose without announcing a decision.

16/06/1898 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 61.

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

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

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

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

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

Plan filed

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

More.

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

16/06/1898 *Ottawa Free Press**Cornwall Street**Cornwall*

Following up on their success of two years ago the ladies of the Kings Daughters took charge of the Cornwall electric street railway yesterday and ran cars for the benefit of the Cornwall General Hospital and the Hotel Dieu. Every car on the line had a lady conductor to induce as many as possible to patronize the cars.--

This was also reported on the Ottawa Journal for June 11  
Immediately after crossing the Castor River bridge. Siding was a temporary one. Locomotive no. 3.10 cars piled up, 12 remained on the rails.  
Four men killed.

Gravel train derailed with terrible results.  
Accident occurred near St. Onge in Russell county.  
Twenty five cars reduced to splinters. (not true)

Russell June 11. At 6 o'clock last night a construction train on the New York and Ottawa Railroad, with 22 cars loaded with gravel, left the track at Embrun station.

The accident is supposed to have been caused by an open switch. The engine turned over on its side and ten cars piled up and were smashed into tinder. Four bodies were taken out of the wreck. They are Mr. Greenley, conductor, Mr. Crysler, fireman, and J.W. Rombough and Greenley carmen.

At 8 o'clock this morning it was impossible to say if any more are under the wreck.

Ottawa June 11. The accident caused quite a stir around the city and was discussed on all sides, although no authentic particulars can be obtained. The Free Press sent a representative to the scene and at a late hour this morning he telephoned that the accident was most appalling. Only the four bodies had been removed from the wreck and it was not thought any others met death, although an escape after the sudden pitch in occurred would have been impossible to any on the ill-fated train.

From information received, the train was ditched by an open switch near St. Onge, which is about seven miles from Russell village. The train was known as No. 3 and was returning from the pit to Longfield on the last run of the day at the rate of nearly 20 miles an hour. The train consisted of an engine and 25 heavily laden cars. Just where the switch is situated there is a steep embankment and down this the engine plunged at full steam with the unfortunate victims. There was no chance for escape. In a twinkling the cars crashed together and went on top of the locomotive and the poor fellows who were in the cab. The three nearest cars were reduced to splinters and all piled up in a miscellaneous mass on top of the wrecked engine. The scene which followed was frightful. No assistance could be rendered the helpless ones.

Work of rescue started at once by the railway hands, but it was hours before the bodies were recovered.

The bodies of William Rombough, the cable man on the train, and Fireman Crysler were recovered about 8 o'clock but that of Conductor Greenley could not be found until 2 o'clock this morning and by that time two car loads of gravel had been shovelled away. The man's head was badly smashed and his legs broken, Fireman Crysler's body was found near that of Rombough. It was frightfully bruised. A brother of Greenley's who was also on the train was hurled head first into the ditch and one of the cars crushed him. He was killed instantly.

Engineer Murray, as the train approached the switch, notices something was wrong and quickly reversing the brakes, jumped for his life. He escaped with a few bruises and a scalp wound. Jacob Brown, one of the train hands, had one of his hands frightfully crushed and Manson Hollister an ugly scalp wound. Both are in serious condition and fears are entertained for their recovery.

Greenley, a short time ago, moved from the east to Ottawa, and has a wife and two sons here.

Crysler was a resident of Crysler and was a single man.

President Hibbard, when seen in reference to the accident said "I know very little of the details. There is no telegraph office at Embrun and the nearest telephone is three miles away, so that particulars are meagre. It appears that a construction train belonging to the contractors Messrs. Balch and Peppard was going south. It consisted of an engine and some twenty empty flat cars. The switch at the north end of Embrun siding had been tampered with, possibly by someone who knew very little about it. The wheels of the engine caught in the opening, with the result that the engine was derailed and ten flat cars piled upon one another. The cars were entirely demolished and the engine partially disabled. Fireman Crysler of Crysler; Conductor Greenley, of Ottawa and two brakemen, whose names I do not know, were killed. This was the contractors train, the company had nothing to do with the accident and we are in no way responsible for it. As I said before it was purely on account of some one tampering with the switch.

An inquest into the cause of the wreck on the Ottawa and New York road was held at Embrun. Dr. Ferguson, of Cumberland, presided as coroner, and Duncan McDiarmid was foreman of the jury. There was quite an array of legal talent, R.A. Pringle representing the contractors, and C.H. Cline of Cornwall and C.B. Rae of Chesterville, the friends of the victims. After hearing all the evidence the inquest was adjourned to meet again on 16th instant in the village of Russell. An order was issued for the interment of the bodies.

There was also a piece on the death of Frank Crysler, the only son of the reeve of Crysler and a description of the funeral.

17/06/1898 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. would be doing a right and proper thing if they built a sidewalk to the depot.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17/06/1898 *Eastern Ontario Review* *Montreal and Ottawa* *Ottawa*

The C.P.R. short line has been grabbed running privileges into the Central station at Ottawa. The C.P.R. will enter on the C.A.R. tracks

20/06/1898 *Ottawa Citizen*

*New York Central*

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

20/06/1898 *Ottawa Free Press*

*New York Central*

*Hawthorne*

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

23/06/1898 *The Record, Chesterville*

*New York Central*

*Russell*

Russell June 16. The inquest of the bodies of the four men who were killed in the railway accident at Embrun on the Ottawa and New York Railway last Friday was concluded today at this place. Coroner Ferguson of Cumberland presided. Mr. Pringle of Cornwall was present for the railway company and contractors and Messrs. C.H. Cline and G.I. Cogo of Cornwall and C.B. Rae of Chesterville represented the families of the deceased. Only a couple of witnesses were called and nothing new was learned as to the cause of the accident. Upon the accident adduced on Monday last at Crysler, the jury brought in a verdict that the four men, Greenlee, Crysler, Green and Rombough had come to their death by the derailment of a gravel train at Embrun, the accident being due to an open switch; that the said switch was not locked, and that, in not having the said switch locked, the persons engaged in constructing the railway had been guilty of negligence. The jury failed to find how the switch was opened, but there is little doubt that some meddling children are responsible. Also reported in the Ottawa Free Press of 17 June.

23/06/1898 *The Record, Chesterville*

*Chalk River*

*Arnprior*

Masked man at Arnprior.

CPR station robbed again but under a heavy fire.

Arnprior June 18. Last night at ten minutes to 12 the masked man visited the CPR station again. The operator, Mr. McGuire, was sitting at his table writing, when the masked man walked in and ordered him to hold up his hands. McGuire, instead coolly put his pen in his inner pocket and reached for his revolver when he was told that if he pulled it "he was a dead man", but like a flash he began to fire and did not stop until he had fired seven shots. The masked man got behind the door, and so escaped but fired on McGuire as he had to reach the window but he missed McGuire but knocked out two panes of glass. McGuire jumped out calling for help and ran to his boarding house which is quite near the station, where he soon got a number of the men to go back to the station with him, but by that time the burglar had gone taking the till with him which he had broken open. Constable Cameron of Ottawa came up by the first train, but so far no trace of him has been found, but the till, which he had thrown away on Tierney Street a short distance from the station.

Also reported in Ottawa Free Press 18 June.

24/06/1898 *Ottawa Journal*

*Montreal and Ottawa*

Tracklaying on the Montreal and Ottawa Railway, the new CPR short line, was completed this week. All that remains to be done now is to make the connection with the Canada Atlantic Railway tracks and to complete ballasting.

Two hundred and fifty car loads of ballast are being deposited on this line every day. The ballasting will be completed next month. The bridge across the Rideau is completed and is being painted. All the stations along the line are ready for occupancy. Regular trains will be running next month.

24/06/1898 *Renfrew Mercury*

*Locksley*

*Pembroke*

The Pembroke Southern Railway are having some difficulties in the purchase of the right of way, and it is rumoured that operations on the construction have been stopped temporarily pending the submission of the disputed case to arbitration.

27/06/1898 *Ottawa Free Press*

*Montreal and Ottawa*

Workmen are engaged putting on the overhead crossing of Ann Street, Ottawa East, at the head of the Deep Cut for the Montreal and Ottawa railway. The rails are now being laid up to this point and the ballasting, which is now going on over the whole road will be completed in about a month. The stations along the line are completed and are station and dwelling houses combined, so that agents will reside in the spot. Everything will be ready to allow trains to commence running regularly in less than a month.

29/06/1898 *Ottawa Journal*

*Ottawa Terminal*

Mr. Booth states his position. Long article.

In the first place the O&NY insisted that the CAR give them running rights over their tracks from Hawthorne into the city, about 5 miles. This we were willing to give them under payment of a reasonable sum for the privilege allowed, but we stated that the O&NY had no right whatever to demand running powers over our road upon their own terms because while their company was subsidized by the government the CAR never received one cent of subsidy from the government or the city of Ottawa and should not be asked to relieve the O&NY from the usual expense of building their own railway or from paying a reasonable sum for the use of our railway.

More

I have been blamed for putting up a freight shed in front of certain lands which the O&NY had purchased. The expression is used that the Parry Sound company "Knifed" the New York company in this respect. This is untrue. Parry Sound company has a right to use these lands for this purpose - people of Ottawa have complained for years about our shunting across Elgin and Bank Street - why we moved to this location

More.

29/06/1898 *Ottawa Journal*

*Carleton Place*

CPR running excursions to Britannia for Dominion Day.

01/07/1898 *Perth Courier*

*Lanark County Electric*

THE ELECTRIC RAILWAY It is claimed that the necessary capital has been secured to build the Lanark and Perth Electric railway.

01/07/1898 *Eastern Ontario Review*

*Montreal and Ottawa*

The track laying on the new C.P.R. short line is finished. All that now remains to be done is to make the connection into Ottawa with the C.A.R. and complete the ballasting/Two hundred and fifty carloads of ballasting is being put on the road every day.

The new C.P.R. short line has been obliged to build an overhead bridge at Ann street Ottawa.

01/07/1898 *Eastern Ontario Review*

*Lachute*

*Thurso*

There was a washout on the C.P.R. at Thurso on Sunday last. The damage was not great.

**02/07/1898 Ottawa Journal Maniwaki**

Timetable. From Sunday May 15th 1898 Ottawa and Gatineau Railway running from Ottawa to Gracefield.

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

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

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

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

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

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

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

**07/07/1898 Ottawa Citizen Hull Electric**

A gang of fifteen to twenty men are kept constantly employed on the Hull and Aylmer Electric road-bed ballasting and filling. Considerable filling is yet to be done near the Hull end of the line.

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

A Bridgeman's Fall.

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

**08/07/1898 Eastern Ontario Review Canada Atlantic**

The trains on the C.A.R. were quite late for several days last week and also this week owing to the section men being on strike. The men were asking an increase of pay amounting to ten cents a day

**08/07/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

Messrs Tait, H.B. Spencer, C/W/ Spencer, Morrow and other C.P.R. officials went through here yesterday from Montreal to Ottawa on the C.P.R. Short line. They were on a tour of inspection. Several of the party drove from Point Fortune to Hawkesbury and Vankleek Hill.

There is very strong reason for believing that the C.P.R. company are seriously considering the early construction of a branch from Point Fortune to Hawkesbury.

**08/07/1898 Eastern Ontario Review Montreal and Ottawa**

We learn that representatives of the C.P.R. are coming to look over the road to the proposed pulp mill with the view of making arrangements whereby they may be able to reach the mill.

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

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

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

**08/07/1898 Eastern Ontario Review Lachute**

The C.P.R have discontinued their sleeping car service between Ottawa and Montreal.

**08/07/1898 Eastern Ontario Review Canada Atlantic**

The strike of the section men on the C.A.R. has been settled and the men have returned to work. The men got what they asked for.

**09/07/1898 Ottawa Journal Montreal and Ottawa**

The finishing touches were being put upon the new CPR railway bridge across the Rideau yesterday. The painters have been engaged for some time upon it and yesterday completed the work. All along the uncompleted line are scenes of great activity. Ballast trains run back and forth with train loads of gravel and hundreds of men are engaged in distributing it. The ballasting beyond the Rideau will be completed in a few days.

The work on the trestle near Deep Cut was also completed yesterday and track laying will begin immediately. This section is the last part of the new line to require track laying but it is understood the work will be rushed to completion.

The CPR will probably build a large round house near the Deep Cut in a place near their new line.

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

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

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

Meeting of the Board of Works yesterday.

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

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

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

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

*11/07/1898 Ottawa Citizen Montreal and Ottawa*

Mr. Thomas Tait, manager of the eastern lines, C.P.R., Mr. C.E.E. Usher, general passenger agent; and Mr. C.W. Spencer, general superintendent, have returned from a trip of inspection over the new Ottawa short line. They were well pleased with the progress and character of the work. Mr. Tait reports that the stations are completed and as soon as some more ballasting is done the new road will be opened to traffic. The track, which has been most carefully laid, is composed of from 73 to 75 pound rails and the general equipment of the entire line will be perfect in every respect. The exact distance from Windsor station, Montreal, over the new line to the terminus in the capital city of the Dominion will be 111 1-2 miles and the time from city to city will be a good deal less than by the main line of the Canadian Pacific on the north side of the Ottawa.

*12/07/1898 Ottawa Free Press Hull Electric*

The ballasting of the Hull electric road is about half way done between Hull and Deschenes.

*12/07/1898 Ottawa Journal Ottawa Electric*

Mr. C. McCathy, conductor on the OER lost his hold on car 39 last night, slipped off and fell striking his head on the pavement.

*13/07/1898 Ottawa Free Press Montreal and Ottawa*

The rails for the new C.P.R. short line are much heavier than the ordinary rail, and the entire road is being built for speed. The management confidently expect to reduce the time to Montreal to two hours, but will start at two hours and a half. The line will be equipped with five new cars.

*13/07/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

Work on the Interprovincial bridge is proceeding rapidly. The laborious work of cutting down Nepean Point is making satisfactory progress, and a start will be made next week on the trestle work, along Major's Hill park.

*13/07/1898 Ottawa Free Press Canada Atlantic Ottawa East*

The Canada Atlantic railway company have a construction gang at work filling in the hollow at the south of the "Y" at Ottawa East preparatory to erecting the new car shops. The space being filled in will give an abundance of room for the shops.

*14/07/1898 Ottawa Free Press Pontiac & Pacific Junction*

The first fruits of the mining development on Grand Calumet Island passed through the city en route to Belgium. A special train of fourteen cars carrying two hundred and fifty tons of galena ore was brought down on the Pontiac and Pacific Junction Railway, and from here transshipped to Montreal by a special C.P.R. special and was loaded on the boat today being scheduled to leave for Europe tomorrow. More.

*14/07/1898 Ottawa Journal Ottawa Electric Ottawa, Broad Street*

The electric railway loop line at the CPR station has not been completed to the satisfaction of the city engineer. Objection relates to the curve joining the main track. instead of putting in only a curve the company built the tracks up some distance toward the aqueduct and then put in a curve. For a short distance the street railway is double tracked, Mr. Surtees does not consider double track suitable for the street down at the CPR. He suggested the street railway be asked to pave the street when it has double tracked.

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

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

*15/07/1898 Eastern Ontario Review Canada Atlantic*

The C.A.R authorities deny that they made any concessions to the men on account of the strike. The management alleges that the increase in wages was decided upon before the strike occurred.

*15/07/1898 Eastern Ontario Review Canada Atlantic*

A number of employees of the Bell Telephone are now in the vicinity of Alexandria and Glen Robertson. They are constructing a telephone line along the C.A.R. from Swanton to Ottawa.

*15/07/1898 Eastern Ontario Review Lanark County Electric*

The electric railway between Perth and lanark is now a pretty sure thing. The necessary capital has been secured.

*15/07/1898 Eastern Ontario Review Vankleek*

A herd of cattle were seen on the C.A.R. track between the Hill and Dalkeith on Tuesday night last. They were grazing quietly when noticed. The owners hardly succeeded in getting them off before the evening train came along. An accident most certainly would have occurred if the animals had not been noticed just when they were.

*15/07/1898 Ottawa Journal Montreal and Ottawa*

The new CPR short line will be opened for passenger traffic on Monday.

For the present the trains will not be run at a very fast pace as the finishing touches to the grading have yet to be put on.  
More.

3 items

PEBTH TOWN COUNCIL The Council Met on Monday evening. Present : Mr. J. A. Allan, Mayor ; Councilors Stewart, Consitt, Butler, Hope, Burns, Bennett, Balderson and A. C. Shaw.

Mr. A. C. Shaw moved, seconded by Mr. Balderson, that the by-law granting aid to the Lanark County Electric Railway be introduced and read a first time, and that the necessary rules be suspended for that purpose.

Mr. Shaw said Mr. Fowler, the promoter of this railway, and two others of the company, were in town that day and had a conference with the railway committee and the latter had agreed to introduce the by-law in the motion. The amount was now \$7,500, but the increase from the former \$5,000 arose from the fact that company were to run the line along the macadamized road from Perth to Balderson and the extra \$2,500 would go towards buying the right of way along that road. The company agreed also to deposit \$500 in cash to the credit of the corporation to be forfeited to the town in case if the by-law were carried the road were not built, and they also agreed to pay all the expenses of submitting the by-law whether the ratepayers carried it or not. The feeling in the town regarding this scheme has changed since it was defeated last year, and there was no doubt but that the company meant business now. The by-law was practically the same as the last one submitted except the difference in the amount of bonus.

Mr. Butler would oppose giving the by-law more than one reading to-night, as he was unacquainted with its contents.

Mr. Shaw that with the exception of one or two clauses there was no difference between this and the former by-law. The extra amount was asked because the company would have to pay for the right of way on or alongside the toll-road, and this route was chosen so that people along the line could jump on any where and come to town. There would be a station at the Scotch Line, and the changes in the clauses from last year's was due to certain restrictions In the use of streets, the details to be under the direction of the town council. The trade of the northern part of this county was drifting away to other towns and this railway should help to keep it at Perth.

Mr. Balderson said the people had a right to express themselves on this by-law, but though seconding it for this purpose, he reserved to himself the right to oppose or support it, as a citizen, as he thought fit. If by this railway they could get rid of the toll-road he would support it, but was not yet fully convinced of this result. He differed with many that the railway would be an injury to the town ; and if the company could be induced to come to terms with the macadamized road company so as to do away with the tolls, he would support the by-law heart and hand.

Mr. Hope thought the change of route from the Drummond swamps to toll-road would be beneficial to the railway company, and in getting the extra \$2,500 they could well afford to put up \$500 as a forfeit. He said that if the Lanark people thought the road was for the special benefit of Perth they would not have voted their \$10,000.

Mr. Stewart, as one who had opposed the by-law before, was disposed to support it now, for the reason that by the guarantee that it would run on or near the macadamized road it would result in the abolition of toll-gate. He saw no change in public opinion in the town regarding this road. He believed that the direct result of the railway would be to benefit Lanark at the expense of Perth ; but at the same time it would be an indirect benefit to Perth for the reason that by building it along the toll-road it would ultimately kill the tolls and benefit the town trade.

Mr. Burris had always been a supporter of the Electric road, and was now. There would be no expense in submitting it, and there was no excuse for not putting it before the people. The road must be of great benefit to Perth. Not long ago he had traveled on the Kingston & Pembroke railway, on one of its cheap excursion days, and the train was crowded, and there must have been fully \$1,000 worth of goods on the train bought at Kingston bound for the back country. Perth would benefit in the same way, as there was a provision in the by-law for a 25ct. rate both ways every Saturday ; and if our merchants could not compete with Lanark and secure the trade then the trade ought to go to Lanark.

Mr. Consitt saw no reason why the by-law should not go through to-night and let the people pass their verdict on it. As to the benefit to the town it was purely problematical, and no one could tell till time proved it whether it would be an injury or a benefit to us. At present Perth is the distributing centre for the back country, and if the Electric railway were built this would be moved twelve miles back. It might, however, be a benefit to both places. As a general thing, the more railway the greater the increase of trade generally.

Mr. Bennet thought the people themselves should have a chance to say whether the by-law should be passed or not, and he would therefore vote for placing it before them.

Mr. Butler withdrew his opposition on the guarantee that no expense whatever would be placed on the town for its advertising or submission.

The motion passed, and the by-law was read in full the first time, and the second time short.

[The by-law will be found in our adverting columns.]

THE ELECTRIC RAILWAY The Lanark County Electric Railway Is again before the people of the town. and the by-law appears in this issue for the information of the ratepayers. It is absolutely fixed as one condition that the road is to run along the town-line toll-road and the result no doubt will be the abolition of the toll-gates between Perth and Balderson. This means a very great deal to the businessmen of Perth and consequently the whole town, and the twenty-five hundred dollars beyond the amount of bonus in the previous by-law is to help the company to pay for this. The railway should bring increased business to Perth and make our town more than now the headquarters for the trade of this section. The line is intended to keep in the town line after leaving Balderson and cross the Mississippi at that point, then run to Lanark village with some deviations to avoid difficult places on the straight route. The voting will take place on the 5th of August.

Notice:

BY-LAW No.

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

Passed the day of 1898.

[full text followed]

15/07/1898 Eastern Ontario Review Canada Atlantic Alexandria

On Saturday July 2nd there was a small wreck on the C.A.R. near Alexandria. Two cars laden with corn were derailed and precipitated into the ditch while a dozen others were badly damaged. A wrecking train under James Ogilvie, superintendent of motive power, was immediately sent down from Ottawa and by 7 o'clock Sunday morning the track was completely cleared. The accident was caused by a portion of a freight train breaking loose.

15/07/1898 Eastern Ontario Review New York Central

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

15/07/1898 Eastern Ontario Review Vankleek Vankleek Hill

The new C.A.R. freight shed was completed and put into use on Friday last. Freight is now delivered to and from the new shed.

16/07/1898 Ottawa Free Press New York Central

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

*16/07/1898 Ottawa Journal Montreal and Ottawa*

Road is not yet sufficiently ballasted. H.B. Spencer stated to-day that it will be about August 15th before the first train will run.

*18/07/1898 Ottawa Free Press Ottawa Electric*

Incident with car No. 228.

*18/07/1898 Ottawa Citizen Montreal and Ottawa*

Montreal 16th. Mr. C.W. Spencer, general manager of the C.P.R. stated today that the new Ottawa-Montreal line will be handed over to the operating department on Monday, but regular trains will not commence running until the 25th of the month or possibly later. Same wording in Ottawa Free Press 16 July.

*20/07/1898 Ottawa Free Press Pontiac & Pacific Junction*

The Grand calumet Mining company is rushing its galena ore to Belgium. Another train of 10 cars left Campbell's Bay on the P. & P. J. yesterday for Antwerp, Belgium. The shipment consisted of 200 tons --

*22/07/1898 Ottawa Free Press Ottawa Electric Ottawa, Broad Street*

The loop at the C.P.R. has been re-laid as desired by the city authorities and the cars started running around it this morning.

*22/07/1898 Eastern Ontario Review Montreal and Ottawa*

Mr. H.B. Spencer has stated that the C.P.R. short line will not open for traffic until about August 15th. This is a disappointment to many persons in the Hill. The operating department took charge of the road on Monday last.

*23/07/1898 Ottawa Free Press Belleville Perth*

Ten new cars per day are being turned out of the C.P.R. car shops at Perth just now. Some of the staff work fourteen hours a day so great is the demand for rolling stock.

*25/07/1898 Ottawa Journal Carleton Place Stittsville*

On Saturday night about 11.30 p.m. while the night operator O'Brien was attending to his duties, two masked men walked into the office and ordered him "to throw up his hands". He immediately did so, when they asked him to hand over the money, he declared he had not the key to the till and did not know the combination of the safe, they searched him and succeeded in getting "one cent" and a "jack knife".

Telegraphed Ottawa, search but nobody found.

Also reported in the Ottawa Free Press, same date.

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

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

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

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

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

*26/07/1898 Ottawa Citizen Carleton Place Stittsville*

C.P.R. constables Cowan and Davidson have returned from Stittsville where they were investigating the recent hold up at that station. They were unable to make any valuable discoveries.

*27/07/1898 Ottawa Citizen Ottawa Electric*

Accident to car No. 244 on Sussex, it was going to New Edinburgh.

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

The start.

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

The new road branches off from the CAR tracks a few miles out of Ottawa and runs south to Ramsay's Corners, seven miles from Ottawa. Ramsay's is a small settlement built on a hill. From Ramsay's the road passes through Piperville and Edwards in a level stretch of country. In this stretch there is a straight stretch of track thirteen miles in length. A siding has been put in at Edwards but no station has so far been built. It will probably be a flag station.

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

From Edwards the country steadily improved. The farms look better, are better cultivated and more modern and larger homes have been built. Fruit trees are noticed in abundance. The soil is sandy. The grain throughout this district was in splendid condition until the rain and wind came and knocked it down.

Approaching Russell the track curves and runs through some of the finest farming country in eastern Ontario. Russell is on the south of the track - which passes right beside the Exhibition Grounds. At Russell the first station was reached and a stop of a few minutes was made. Two switches have been built at the station for the accommodation of the trains.

The first station.

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

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

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

Remains of wreck

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

Embrun is built on the banks of the Castor River. The village looks down from a hill upon the surrounding country. High above everything rises a magnificent stone church erected by the Roman Catholics. The church cost \$75,000, and it is certainly the finest edifice on the line between Ottawa and Cornwall.

Embrun's population is considerably above one thousand, around the village and including probably eighteen hundred people find homes. The station is about a quarter of a mile from the village. Beside the station a hotel and general store have been built and an air of progressiveness is apparent about the place. The village boasts two steam saw mills and six cheese factories are tributary to it. Farming is carried on successfully. This section of the country is really beautiful.

Far below the O&NY tracks the Castor River winds among the hills. During the summer it is a quiet stream - not navigable, but pretty. In the spring it rises many feet and is a rushing torrent for several months. Fine trees flank the river on both sides. A steel bridge has been built across the river and is one of the best on the line.

Tobacco is grown

Tobacco growing is extensively carried on in the district around Russell, St. Onge and Embrun, and, as an investment, is one of the best paying of the farm.

Skirting the tracks for a considerable distance are tobacco fields with the tobacco growing finely.

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

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

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

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

It has a cheese board

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

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

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

A Growing Village

The railway passes through swampy land after leaving Finch, and touches Newington, thirty-eight miles from Ottawa. Newington has a grist mill, two saw mills, a cheese factory, three or four churches and a population in the village of about four hundred. It is a growing village, and is in the centre of a good farming country. From Newington to Lunenburg, where the next stop was made, the swampy character of the land changes. The land rises and becomes more hilly.

Fine farms and orchards flank the track. The line runs on without any high grades or sharp curves and when Lunenburg is reached it passes through a stretch of country that looks like a large and well tilled garden.

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

Cornwall reached.

The line curves at Lunenburg and from there into Cornwall runs almost directly south. As the St. Lawrence is approached the land improves and orchards become much more numerous. Black River is crossed ten miles from Cornwall and the line also crossed the GTR tracks not far from Lunenburg. The railway enters Cornwall on the north side and there a station 34x54 has been erected. It contains two waiting rooms, ticket office and baggage rooms.

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

and when completed it will be a most important and valuable bridge.

#### THE CONSTRUCTION WORK

How and by whom the road has been built.

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

The stations along the line are neatly constructed and contain ticket offices, waiting and baggage rooms. They are painted a light yellow colour.

Sixty-five pound rails have been used in the construction of the line. Ordinary switches have been put in and the right of way is fenced with barbed wire.

Whenever a crossing through a farm has been necessary the company has constructed neat gates using patent rollers instead of hinges.

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

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

Another advantage.

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

When the line is completed on the American side from Tupper Lake to North Creek it will undoubtedly carry many tourists from New York through to Ottawa.

The line will be entirely completed at an early date as the construction work is being pushed.

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

Ottawa

Edwards - flag station - 13 miles

Russell - 20 miles

Embrun - 24 miles

Crysler - 31 miles

Berwick - flag station - 35 miles

Finch - 37 miles

Newington - 41 miles

Black River - 47 miles

Cornwall - 57 miles

*27/07/1898      Ottawa Journal                  New York Central*

Letter.

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

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

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

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

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

The first plan is the easiest and the surest.

Yours etc. Fair Play.

*28/07/1898      The Record, Chesterville      New York Central*

To run on Saturday.

New York and Ottawa line will soon start trains.

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

*28/07/1898      Ottawa Free Press                  Canada Atlantic                  Central Depot*

Mr. J.R. Booth wants the use of the entire ground floor of the present Central depot for his railways and the offices of the militia stores will be removed at once. Several days ago Mr. Booth and Lt. Col. McDonald, Director of Stores, went over the ground with a view to choosing a place to store the contents of the stores. The vacant freight sheds were suggested by Mr. Booth, but this, at the time did not meet with Col. McDonald's view, but since that time he has decided to move. The contents of the offices will be placed in the north end of No. 2 shed now partly occupied by the Fruit Auction Co.

It is said that work will be commenced at once to lay tracks in the east side of the present station to accommodate the C.P. and O. & N.Y. railways.

*28/07/1898      Ottawa Free Press                  Ottawa Electric*

Incident with car No. 244.

*28/07/1898      Ottawa Free Press                  Britannia Power Canal                  Metropolitan Electric*

Requesting city for a franchise.

The Ottawa and New York Railway this morning inaugurated a regular service over its line between this city and Cornwall. The first train steamed out at 11.37 a.m. but owing to a delay in the order from Mr. Chamberlain to drive the last spike in the diamond, the time of departure was postponed. She was manned by Joe Bombard, conductor, Albert Murray, engineer, and Douglas Cameron, fireman. Some fifteen passengers made the initial trip to Cornwall. The incoming train left Cornwall this morning at 7.45 and was waiting at the diamond for the departure of the train from Ottawa. Henceforth, the regular service will be put on. The incoming train is scheduled to arrive at 10.30 a.m. and 7.45 p.m. The first train left for Ottawa sharp this morning. The timetable has been arranged so that close connection is made at Cornwall with the G.T.R. for Montreal and Toronto and at South Finch for Montreal by the C.P.R.

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

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

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

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

These times were subsequently shown in advertisements.

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

Magistrate O'Gara fined a workman on the C.P.R. short line at Ottawa for working on Sunday. An appeal to a higher court has been entered.

A seizure was made at Aylmer on Tuesday, when the immovable properties of the Pontiac and Pacific Junction Railway were seized by order of Sheriff Wright. The claim is for \$1,251.26, due the Quebec government for commercial taxes.

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

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

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

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

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

Car No. 29 derailed.

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

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

## DOWN THE LANE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*29/07/1898 Eastern Ontario Review Belleville Perth*

Ten cars a day is the record of the C.P.R. shops at Perth at the present time. The men are working 14 hours a day.

*30/07/1898 Athens Reporter Westport*

Fire on Long Trestle - Noticed by James Cumming (ER) While out to his home at Lyn yesterday on the Grand Trunk train, James Cumming noticed that one of the supports of the long trestle of the B&W Railway was on fire. On his arrival at Lyn he telephoned the head office here and men were sent out at once, with the result that the fire was put out before any damage had been done. The blaze is supposed to have been caused by a spark from an engine.

*30/07/1898 Ottawa Citizen Locksley*

The Pembroke Southern Railway has completed grading 16 miles of the road from Golden Lake. The remaining five mile to Pembroke is also nearing completion. The intention is to extend it still further to Bancroft and Irondale but to do that it is necessary to run over the Parry Sound tracks for some distance. Permission for the same has not yet been granted, it is understood, and may not be for some time.

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

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

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

*30/07/1898 Ottawa Free Press Montreal and Ottawa*

The first train over the Montreal and Ottawa railway left Montreal this morning about half past nine, but it is not know when it will arrive in Ottawa. On board were General Superintendent C.W. Spencer, Supt. H.B. Spencer and other officials of the company.

The train will run over the M. & O. tracks to Hurdman's bridge where it will take the St. L. & O. track at the new junction put in by the Montreal and Ottawa company the Chaudiere junction, and run into the Union depot. As it is a trip of inspection and not a time test, it will likely not be a very fast run.

*02/08/1898 Ottawa Citizen Hull Electric*

It appears that car no 14, running in Hull city, has been condemned as unfit for traffic, its wheels being in a very bad condition. The car is used, notwithstanding, in Hull.

*02/08/1898 Ottawa Free Press Hull Electric*

Yesterday evening at 6.30 a collision occurred on the Hull electric railway, about a mile or two east of Deschenes. As two electric cars were coming in from Aylmer loaded with passengers from Queen's Park, one stopped to let some passengers off. The other car was coming along at a good rate a couple of hundred yards or more. The motorman cut off the current and set the brakes, but the rails being wet from the rain, the car slid along, striking the front one with terrific force, completely demolishing the cabs of both cars. There was no one seriously hurt, although a great number were cut with flying glass and a child who was sitting in the front seat with the motorman was considerably bruised about the body.

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

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

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

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

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

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

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

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

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

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

The opening of the Ottawa and New York Railway marks a distinct advance in the trade development of Ottawa. To the trade of the city is added that of one of the best agricultural districts of this part of Ontario. The country between Ottawa and Cornwall is dotted with beautiful villages and filled with rich farmers.

The farmers in the neighbourhood of Russell and St. Onge are the best in Russell county and Ottawa will deserve a large trade from that district.

The greater benefit will come top Ottawa when the connections through to New York are completed, which will be before the end of the summer. The new route will pass through the heart of the Adirondacks. The road will be a great competitor for tourists travel and its policy will be to bring all to Ottawa, at the edge of the Canadian Adirondacks, the Laurentians.

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

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

Advertisement. Regular trains leave Ottawa Sussex Street Depot, daily except Sunday, for Cornwall and intermediate stations at 6.30 a.m. arriving Cornwall at 10.30 a.m.; and at 5.00 p.m. arriving Cornwall at 7.45 p.m. connecting at Cornwall with Grand Trunk Ry. for points west.

For tickets and information apply at City Ticket Office 39 Sparks St. or at Sussex St. Depot.

A detailed timetable showing times at intermediate stations is also shown.

First train ran Saturday.

The Ottawa and New York Railway was opened for traffic Saturday morning. The first train to Ottawa left Cornwall at 6.30 a.m. For the present, two trains will be run daily.

The Pembroke Southern Railway is nesrly completed from Golden Lake to Pembroke.

Mr. H.B. Spencer and Mr. C.W. Spencer went over the new C.P.R. short line on Saturday to Ottawa. Thetrain ran over the M. & O. tracks at Ottawa and then took the old St. Lawrence and Ottawa track to Chaudiere Junction and from there on to Union Station. The road will be opened officially in two weeks

The Haliburton, Whitney & Mattawa railway is the name of the new line that is likely to be constructed to connect Mattawa with the Ottawa, Amprior and Parry Sound railway at Whitney, and continue on to Haliburton, where connection will be made with the branch line of the Grand Trunk railway.

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

The application of the New York and Ottawa Railway Company for power to enter the city and reach the Central depot over the tracks of the Ottawa, Arnprior and Parry Sound Railway and the C.A.R. and by constructing a track down the canal bank, was argued before the Railway Committee of the Privy Council this morning. Hon. W.S. Fielding, as acting Minister of Transport presided, and Hon. David Mills and Sir Henry Joly were also present. The N.Y. & O. was represented by the president, Mr. C.B. Hibbard, and Mr. Curle, solicitor; the O.A. & P.S. and C.A.R. by Mr. Christie QC., solicitor for Mr. J.R. Booth. His Worship the Mayor Bingham also attended.

The application had been argued at a meeting in June and an order prepared dealing with it; but upon the advice of the Department of Justice, it was not enforced, as the committee making it was not a quorum.

Mr. Hibbard gave evidence in respects of the availability of the tracks in question and their sufficiency for all three railways, and, under cross examination by Mr. Christie, maintained that there were insuperable difficulties in the way of entering by any other route, such as the crossing of city property and ordinance lands. He said there was a draft agreement tentatively in force, by which the O. & N.Y. were using the tracks of the Montreal and Ottawa, otherwise the C.P.R.

Mr. Christie argued at length against the granting of the application, holding that the previous meeting was illegal owing to the fact that only two Ministers were present, whereas three constitute a quorum. He objected also to the shortness of notice in the present case. He held that the applicants already had the power under an interim order to enter the Central station over the tracks of the Booth system but they were not in a position to avail themselves of it. In fact, he contended, the O. & N.Y. didn't want to get into Central station over the tracks of the Booth system, but to reach a station of their own, and he contended that in such case they should expropriate land on their own account on which to lay a track.

Mr. G.A. Mountain, chief engineer of the O.A. & P.S. was called and gave evidence to the effect that at the head of the Deep Cut there was at present room but for three tracks and even when the O'Donnell property at the end of Nicholas street was expropriated, it would only give room for four tracks, all of which would be required by the O.A. & P.S. and C.A.R., in his opinion, for only the other day he had seen the Elgin street station and the Central station tracks all filled up with freight cars. The ground asked for by the O. & N.Y. could not, therefore, be reasonably granted.

Mr. Hibbard cross examined the witness to show that there was more room at the point in question than existed at St. Louis, Mo. station., the largest central depot in the world. Mr. Mountain admitted that with some straightening out there would be room for another track along the canal bank and that much of the present congestion was caused by overflow of freight cars from the Elgin street station.

The hearing lasted from 11 a.m. to 1.16 p.m. at which hour the committee adjourned.

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

Hibbard - nothing new in his evidence.

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

Decision reserved.

Russell Aug. 4. The principal event of last week was the opening of the New York and Ottawa Railway for passenger traffic. There was a large crowd waiting at the station when the first passenger train steamed in. The Union Jack floated from the station flagstaff. A number of our prominent residents took in the first trip to the Capital. Among those on the train were Messrs. A. Heimer, P.R. MacDonald, A. Corecadden, John MacDonald, S. York, D.S. McDugall, M.D.L. Loux and W.H. Lowrie. The road will be a great convenience to the town and the surrounding villages. The first shipment of cheese was made over the road by W.R. Petrie and Co. The product of twenty or twenty-five factories will be shipped from here weekly. In fact Russellites expect the cheese from the county of Russell and a good part of Carleton will be purchased by our enterprising cheeseman, Mr. Birdsall and shipped from here and other stations on this line. A number of carloads of lumber have already arrived at the station for Messrs. Carkner and McMaster.

Metropolitan Electric bylaw read a first time.

It is within the probabilities that the C.P.R. Co. will purchase sufficient land from Mrs. Bonfield for the purpose of erecting a new station and putting in a siding. The land selected will be a short distance below Mr. J.W. Cann's old residence. If these changes are carried out the Village Council will continue the sidewalk on Jon street to the station. We think the general public will countenance the measure, as such a site would be larger, more convenient, and allowing greater facilities for shipping grain and livestock.

The construction train on the Ottawa and New York Railway ran into the station at Chrysler last evening, knocking the corner of the building and demolishing the cab of the engine.

The construction train was running into the siding which is built around the back of the station, in order to allow the passenger train to go by on the main track. The siding track has been placed too close to the station and as a result the accident occurred. Fortunately no one was injured and no damage was done other than shattering the glass in the windows, tearing the corner off the building and smashing the woodwork of the engine cab.

The blow yesterday did considerable damage to the C.A.R. coal sheds on Elgin street, completely unroofing them.

A staff of men commenced work this morning making preparations for the entrance of the C.P.R. and O. & N.Y. there. The old baggage room used by the C.A.R. has been raised (sic) and will be removed. The coal and wood shed belonging to the militia stores will also be removed and the lower flat of the government stores cleared out leaving a small hallway in the centre, opposite the elevator.

It is expected that the south east end of the present building will be used for a baggage room.

Where the baggage room formerly stood the tracks of the new lines will be run, parallel with the Parry Sound tracks.

Mr. J.R. Booth of the C.A.R. and other officials have been busy during the past few days taking measurements and at the present rate of working it will not be long before the double tracks are ready for traffic.

Over three hundred farmers, with their wives and daughters, arrived at the old St. Lawrence and Ottawa station this morning on their way to the Experimental farm.

The excursion was under the auspices of the Cornwall Agricultural society, and was the first over the Ottawa and New York line.

Passengers were taken from all of the way stations between Cornwall and Ottawa, the train arriving in the city only twenty minutes late.

It has been years since the old station presented such an animated appearance and the residents turned out to witness the arrival of the train.

Work on the Hull end of the Interprovincial Bridge is now being pushed by the contractors day and night. In order to facilitate the work of the night shift the Holland acetylene gas generators and gas lanterns have been adopted. Each lantern gives a 50 candle power light and the workmen are very much pleased with the effect. Four of the gas lanterns light the caisson brilliantly giving 200 candle power at a cost of less than four cents per hour.

*11/08/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

Stone for the piers on the Hull side of the Interprovincial bridge is being brought in by the O.A. & P.S. railway from Douglas.

*11/08/1898 Ottawa Free Press Renfrew Elgin Street*

New sheds are being erected on Elgin street by the C.A.R. company near their old depot, in which to store the lumber used in car construction. This was necessitated by the Warren-Scharfe paving company using the ground on Elgin street formerly occupied by the C.A.R. as a site for their granite works.

*11/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge*

Work on the Interprovincial bridge is going on quietly. A few men have been laid off until the right of way along the side of Major Hill Park has been decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yesterday on the fourth pier, and as soon as the park difficulty is settled the work will go on more rapidly.

*12/08/1898 Eastern Ontario Review Montreal and Ottawa Ottawa*

The Ottawa papers announce that the C.P.R. are about to purchase land and erect a new station for their own use in that city. The company are after property near the present C.A.R. station.

*12/08/1898 Ottawa Free Press Montreal and Ottawa Leonard*

Last night part of a train of flat cars engaged in ballasting the Montreal and Ottawa railroad was derailed near Leonard, 12 miles from the city. Some miscreant had placed a plank across the track and piled some stones upon it.--

*12/08/1898 Perth Courier Lanark County Electric*

THE ELECTRIC RAILWAY BY-LAW DEFEATED The by-law proposing to grant a bonus to the Lanark County Electric Railway came to a vote of the freeholders of the town on Friday last, and sustained a defeat by a narrow majority of the votes polled, and also failed to carry by a considerable shortage the necessary one-third of the full vote in the town. There was little excitement over the matter, though the liveries were all at work, mostly, though not all, in the interests of the opposition. Mr. Fowler, promoter, was active in getting out the vote in favor of the by-law, and in this he was assisted somewhat by local friends of the railway, but the enthusiasm, either for or against was not very apparent.

It is quite evident the people of the town, as a whole, are either indifferent or opposed to granting a bonus of this amount to the road. There are some who are opposed to the construction of the road at all; others who were unfriendly because the amount of bonus was raised from \$5,000 to \$7,500, and still others were opposed to granting bonuses to any project whatever. There were some who were apprehensive that their personal interests would be affected by the route being along the toll-road line, and they not unnaturally were adverse to the by-law carrying. Still there was practically a good solid half of the freehold vote who wanted the road in the interests of the town, and were willing to pay what the promoters asked as the town's share. A few public meetings held would likely have added to their number, for a large vote remained unpolled. The following is the vote by subdivisions on the question :-

EAST WARD	Court House	For	30	Against	39
EAST WARD	Engine House	For	27	Against	28
CENTRE WARD	Town Hall	For	11	Against	26
CENTRE WARD	Tay Steamer	For	8	Against	6
WEST WARD	Music Hall	For	34	Against	32
WEST WARD	Allan's store	For	42	Against	30

Total For 158 Against 161

Majority Against 3

*12/08/1898 Eastern Ontario Review Montreal and Ottawa*

It is now expected that the regular train service on the Montreal and Ottawa road will commence about the 25th or earlier.

*12/08/1898 Eastern Ontario Review Montreal and Ottawa Plantagenet*

The M. & O. railway is having difficulty with some of the residents in the vicinity of Plantagenet about encroachments on the Nation river. A government engineer will be asked to investigate the alleged cause of the complaint.

*12/08/1898 Ottawa Citizen Canada Atlantic Central Depot*

The baggage building at the Canada Atlantic is being removed from the side to the end of the depot.

*13/08/1898 Ottawa Citizen New York Central Russell*

Russell Aug. 12. A large quantity of cheese was shipped from here to Montreal this week via the New York and Ottawa railway. The cheese left here in the morning and reached Montreal at 5 o'clock the same day. This is a great improvement as it formerly took two or three days to reach Montreal. In hot weather rapid transit is very important.

A number of our citizens availed themselves of the excursion of the Stormont farmers to the Capital Wednesday. All were very pleased with their day's outing. One farmer who visited the Experimental farm claims that he can give the farm new pointers.

*16/08/1898 Ottawa Free Press New York Central*

Mr. H.F. Balch, contractor for the N.Y. and O. railway was at the Russell today. He states the ballasting of the road between Hawthorne and the C.P.R. connection will be completed by Wednesday or Thursday. The road will then be complete.

*16/08/1898 Ottawa Free Press Ottawa Electric*

Incident with car No. 232.

*16/08/1898 Ottawa Free Press Renfrew*

Mr. H.N. Topley has just returned from a trip over the O.A. & P.S. railway. More.

*19/08/1898 Eastern Ontario Review Maniwaki*

All disputes between the Quebec government and the P. & P.J. and O. & G. Railways regarding taxes have been settled; the government having withdrawn all of its claims. The withdrawal took place on July 30th.

*19/08/1898 Eastern Ontario Review Montreal and Ottawa Leonard*

A C.P.R. construction engine broke part of its driving rod while running on the C/P/R. short line near Leonard. The engine was not derailed nor were the cars thrown from the track. No person was hurt.

Some rascal attempted to derail a train on the C.P.R. short line near Leonard on Friday night last (12/8). The train was derailed but because it was running slowly no one was hurt.

**19/08/1898 Eastern Ontario Review Pontiac & Pacific Junction**

All disputes between the Quebec government and the P. & P.J. and O. & G. Railways regarding taxes have been settled; the government having withdrawn all of its claims. The withdrawal took place on July 30th.

**22/08/1898 Ottawa Journal Canada Atlantic**

The Ottawa and New York and Montreal and Ottawa short line will enter the Central Depot on 28th August.

This was the statement made by an official of the CAR to a Journal reporter today. Both companies have decided to accept the terms of the CAR temporarily until the return of the Minister of Railways who is to have the matter of the terms brought before him for settlement. Preparations are being made for the entrance of these railways now. The baggage room is being enlarged and the superintendent's office and that of the train dispatchers is being moved from Elgin Street to the Central Depot. The superintendent will be located behind the restaurant.

**23/08/1898 Ottawa Journal New York Central**

Work on shops will soon begin.

Plans now before O&NY officials.

The Ottawa and New York Railway will soon be ready to commence the erection of their new shops in Ottawa.

The plans and specifications have now been prepared and are now before the officials and directors of the company for their approval. as soon as these are approved of the work will be commenced.

This information was obtained by a Journal representative last evening when in conversation with Mr. J.O. Hibbard who is an official of the road. Mr. Hibbard also said that the company would run their trains into the Central Depot at an early date. The negotiation for terminal accommodation for the road will be completed in a few days.

Speaking of the progress of the work of the St. Lawrence bridge, Mr. Hibbard said that the bridge was entirely completed over the American channel and that the iron work over the Canadian channel was at present under way.

"If nothing unforeseen transpires," he said, we will have the bridge in use by October first. The ballasting on this end of the line is entirely completed and we are now making first class time between Ottawa and Cornwall. There are eighteen miles of road on the American side of the St. Lawrence which are being completed, and, if nothing happens, we will make connections with the New York Central at Tupper Lake by October 10th. we also find trade on the portion of the line we have in operation most satisfactory.

**23/08/1898 Ottawa Journal Montreal and Ottawa**

The Montreal and Ottawa Railway, the new CPR short line between the Capital and the metropolis of Canada will be opened for traffic on Sept. 4th. The train service will be announced later.

As announced yesterday, the M&O will be able to enter Central Depot on and after 28th inst.

**24/08/1898 Ottawa Citizen Montreal and Ottawa**

The Montreal and Ottawa Railway is being inspected today. The party left Ottawa at eleven o'clock and will go over the line as far as Vaudreuil where it joins the Ottawa and Quebec section. Messrs. C.W. Spencer, general superintendent; D. McPherson, division engineer; H.B. Spencer, divisional superintendent; J.B. Elliott and E. Leonard, superintendent of construction, accompanied the party. It is expected that regular train service will be operated by the 5th of September.

**24/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The last pier for the bridge across the Ottawa river to Nepean Point was sunk yesterday.

**25/08/1898 Ottawa Citizen Montreal and Ottawa**

Messrs. Thos. Tail, general manager of the C.P.R., C.W. Spencer, General superintendent, H.B. Spencer, division superintendent, D. McPherson, division superintendent, J. Elliott, master mechanic, R.W. Leonard, manager of construction, and Government Inspector Johnson, made the inspection trip over the new line of the Ottawa and Montreal Railway, arriving home last evening on express No. 7. The new line between Ottawa and Plantagenet was gone over and everything found to be in a satisfactory condition. The rails are of 73 and 80 pound steel and the road well ballasted. The inspection train was run over some parts of the road at the rate of 65 miles per hour. The line is equipped with McPherson safety switches and frogs and all the modern improvements. The road will open on September 5th.

The road runs though one of the finest farming portions of Eastern Ontario. The county of Russell has never before had the railway accommodation it was entitled to and the new road will be largely patronized by the people in that locality.

The portion of line inspected was particularly that between Ottawa and Alfred, a distance of 42 miles. The other sections of line had been previously completed, and gone over.

After leaving Alfred, where the inspection work finished, head was given to the locomotive, and between there and Montreal an average speed of 64 miles per hour was attained.

It is expected that connection will be made at the Ottawa end into the Central station by the end of the week.

The completion of the link between Ottawa and Alfred puts the while line in working condition, and regular passenger service will commence on September 5th. Two trains a day will be put on between Montreal and Ottawa; from Montreal trains will leave at 9.45 a.m. and at 12.45 p.m., and from Ottawa at 8.15 a.m. and 3.50 p.m. each day.

The timetable, however, may be altered in the near future.

**26/08/1898 Renfrew Mercury Locksley Pembroke**

The station of the Pembroke Southern Railway will be on the eastern side of the bridge.

**26/08/1898 Eastern Ontario Review Canada Atlantic**

The bridge on the C.A.R. between the station and the "Suy" was discovered the other day to be insecure. It is being put in good repair.

First train out of Ottawa will leave at 8 a.m. on Sept.8th (sic)

Note Monday fell on September 5

The first train out of Ottawa on the Montreal and Ottawa line will leave the Central Depot at 8.15 a.m. on Monday September 5th(sic). The first train to arrive over the line will enter the Central Depot at 12.45 noon.

The line is the shortest between Ottawa and Montreal. It is one of the best in Canada and has been equipped throughout in the most modern way. Only the best steel rails have been used, special attention has been given to the ballasting and the stations along the line are well built neat buildings. The line will be included in the division of which Mr. H.B. Spencer of Ottawa is Superintendent.

The opening of the new line will necessitate a change in two of the Montreal-Ottawa trains now running on the North Shore line. The trains which arrive from Montreal at 1 a.m. and which leave Ottawa at 3.45 p.m. for Montreal have been taken off and the trains on the new short line will take their place.

The trains,

The times of the running of the trains on the new line have been arranged as follows.

M&O Line

Eastbound

Local express leave Ottawa 8.15 a.m. arrive Montreal 11.45 a.m.

Through fast express leave Ottawa 3.50 p.m. arrive Montreal 6.45 p.m.

Express leave Pt. Fortune 7.00 a.m. arrive Montreal 8.45 a.m.

Express leave Rigaud 8.05 a.m. arrive Montreal 9.35 a.m.

Mixed express leave Plantagenet 2.30 p.m. arrive Vaudreuil 5.50 p.m.

Mixed express leave Ottawa 5.00 p.m. arrive Plantagenet 7.05 p.m.

Westbound

Through fast express leave Montreal 9.45 a.m. arrive Ottawa 12.45 p.m.

Local express leave Vaudreuil 5.10 p.m. arrive Ottawa 7.45 p.m.

Leave Montreal 5.15 p.m. Pt. Fortune 6.55 p.m.

Leave Montreal 6.15 p.m. Rigaud 7.40 p.m.

Leave Vaudreuil 10.55 a.m. Plantagenet 2.05 p.m.

Leave Plantagenet 7.00 Ottawa 9.15 a.m.

All the abovementioned trains will run daily except Sunday. A Sunday train between Montreal and Plantagenet will make a return trip every Sunday morning. The fast train from Ottawa will make the distance to Montreal in two hours and fifty-five minutes.

The desptchers who will look after the despatching of the trains are Messrs. F.M Spaidal, chief; J.F. Cole; J.L. Bond; R.W. McCormack; W.R. Fowler and F. Dillinger.

27/08/1898 *Ottawa Journal* *Canada Atlantic* *Vars*

Vars. August 25. The first car load of oats of the season were shipped Tuesday by Mr. W.G. Gourley.

29/08/1898 *Ottawa Free Press* *Britannia Power Canal* *Metropolitan Electric*

The franchise which the city council has granted to the Metropolitan Electric company was signed yesterday by the mayor.--

02/09/1898 *Eastern Ontario Review* *Montreal and Ottawa*

The first train out of Ottawa on the M. & O. line will leave the Central depot at 8.15 a.m. on Monday, Sept, 5th. The first train to arrive over the line will enter ther Central depot at 12.45 noon.

02/09/1898 *Eastern Ontario Review* *Vankleek*

On Saturday last a special train ran from Glen Robertson to the Hill to convey a camping party safely home from a pleasant outing at Parry Sound. The party consisted of Mr. M. McCuaig and wife, Capt. Ogden and wife, John Sylvester, W.R. McKenzie and A.N. Cheney wife and daughter. The party were delighted with the week spent in and around Parry Sound. They cannot say too much in favor of the C.A.R. and the accommodation furnished by the company. Of the beauties of the northern country, the boating, fishing, etc., their praise is very great. The same party are fully decided to return to the same place next year and are certain a much larger number will go from the Hill.

02/09/1898 *Renfrew Mercury* *Chalk River* *Almonte*

For the first time in seven years the Almonte C.P.R. station is being renovated and repainted inside and out. - Gazette.

03/09/1898 *Ottawa Journal* *Montreal and Ottawa*

First train on Monday. Everything ready for first train on the M&O to leave Central depot Monday. Doesn't add much.

05/09/1898 *Cornwall Freeholder* *New York Central*

Ottawa-Montreal Societies Picnic Here On Labor Day, 1898

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

<snip>

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

<snip>

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

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

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

Cornwall Freeholder 7 September 1937.

The unique, yet impressive, ceremony of the blessing of a railway was observed yesterday for the first time in Ontario, when His Grace Archbishop Duhamel aided by several members of the local clergy, publicly blessed the Ottawa and New York Railway at Embrun (sic) in the presence of an immense gathering of people, the little village being en fete for the occasion. A special train carrying about 300 excursionists left the Sussex Street depot shortly before nine o'clock, an extra car being provided for the Archbishop and clergy accompanying him. The run was made in about an hour and at the station in Embrun an immense crowd of parishioners of the surrounding country had collected to welcome the distinguished visitors. Immediately after the arrival of the train His grace took the cope and mitre and delivered in English and French an explanation of the significance of the ceremony. The railway was then solemnly blessed and the rails sprinkled with holy water.

The ceremony closed with cheers for Mr. C.B. Hibbard, president of the O. & N.Y., his Grace the Archbishop and Rev. Father Fouget, the parish priest.

A procession was afterwards formed and marched to the Catholic church where a solemn high mass was celebrated by the Rev. Father Lambert, of the University of Ottawa, assisted by the Rev. Father Larose of The Brook and Rev. Father Bourget ?? Regis.

At the throne, His Grace was assisted by Mgr. Routier, while occupying seats within the sanctuary were Rev. Fathers Alexis and Moise, of the Capuchin Order; Mr. C.B. Hibbard, Mr. Herbert of the C.P.R.; O. Guibord, M.P.P., Ald. Durocher, N. Tetreau and Dr. Duhamel.

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

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

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

06/09/1898 *Ottawa Citizen**Ottawa Electric*

Accident to electric car No. 60.

06/09/1898 *Ottawa Citizen**Montreal and Ottawa*

The first regular train over the new short line to Montreal ran yesterday, carrying a large number of passengers. The engine which hauled the first train was No. 379 with M. Corrigan as engineer and D. Louth was the conductor. This train left at 8.15 a.m. The other trains which covered the road for the first day were pulled by locomotive No. 275 with Mills Foster for driver and locomotive No. 381 driven by Charlie Theberge. These trains left the city at 3.50 p.m. and 5 p.m. respectively.

By special arrangement with the C.A.R. these engines and all others connected with the manipulating of the traffic will be installed in the roundhouse at Ottawa East.

The new line is a credit to the contractors, and a tribute to the progressiveness of Canada's greatest railway.

06/09/1898 *Ottawa Citizen**New York Central**Cornwall*

At noon today pier No. two, south channel, of the New York and Ottawa bridge fell, carrying two spans and a large number of workmen. Although figures could not be obtained it is known that the loss of life is very heavy. The accident has caused the most intense excitement in the town. Owing to the inaccessibility of the scene of the accident, only the most meagre account could be obtained.

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

The railway was blessed.

Archbishop Duhamel assisted by a large number of clergy conducted it. Embrun en fete.

The unique ceremony of blessing a railway took place yesterday at Embrun for the first time in Ontario. The railway blessed was the Ottawa and New York line. The affair was carried out with great eclat by the people of Embrun.

About 200 people went to Embrun from Ottawa in the morning. Archbishop Duhamel, the members of the clergy and the invited guests occupied a special car.

On the arrival of the train at Embrun at 10.00 a.m. the Ottawa people were met by a large crowd. Not only were the majority of the residents of Embrun present, but many people from neighbouring parishes. As soon as the stop was made, Archbishop Duhamel, arrayed in cope and mitre, spoke a few words in English and in French to explain the blessing he was to perform. He then blessed the railways by singing special prayers and sprinkling holy water. During the course of the ceremony many of the clergy were on hand, and Mr. C.B. Hibbard, president of the railway, attended in his official capacity. At the close of the official function the Archbishop called for three cheers for Mr. Hibbard, and they were given by all with a right good will. Cheers were also given for the archbishop and the Rev. Father Forget, parish priest of Embrun.

At the church

Next the clergy and Mr. Hibbard took carriages and followed by the people in procession went to the Embrun church. There solemn high mass was sung by Rev. Father Lambert, O.M.I. of Ottawa University, assisted by Rev. Father Larose, parish priest of "The Brooks", and Rev. Father Bourget, parish priest of St. Regis.

His Grace, who was at the throne with cope and mitre and the other sacred vestments, was attended by Rev. Vicar General Routhier. Seats in the sanctuary were occupied by Rev. Father Dezaulnac of Cornwall, Rev. Fathers Alexis and Moise, Capuchins of Ottawa. In the lower part of the sanctuary were seated Mr.

Hibbard, Mr. Hebert of Montreal, representative of the Canadian Pacific Railway, Mr. O. Guibord M.P.P., Ald. O. Durocher, Mr. N. Tetreau of Hull, ex-M.P.P.

and Dr. Duhamel of Hull, registrar of Ottawa county. The body of the church and both galleries were crowded with the congregation. A musical mass was given by the members of the choir under the direction of Rev. Father Forget who presided at the organ.

The sermon.

A sermon was delivered in French by Rev. Father Alexis. The preacher answered the charge oftentimes made against the Roman Catholic church that she is opposed to material progress. He cited proofs from the history of the church, enumerated what she had done towards the abolition of slavery and for liberty, equality, fraternity, and civilization in general. He spoke in particular of the Catholic Church in Ontario. He closed his sermon by exhorting his hearers to strive not only for material progress, which may be of great use even in the spiritual order, but above all to work for their own individual, spiritual, moral progress, and for that of humanity, because our last end in this world in perfect happiness with God in heaven.

The sermon in English which was to have been given by Rev. Dr. Fallon was not delivered owing to Dr. Fallon's unavoidable absence.

After mass all directed their steps towards Lussier's Grove, a short distance from the village, where tables were spread for 500 people. No less than 1,800 meals were given on the grounds.

The sports.

Among the sports was a lacrosse match between teams from Duncanville and Cornwall. There was a contest for the most popular of three married ladies, and for the most popular of three young ladies and on this \$800 were realized. The money will go towards paying off the debt on the church. The Union Band of Ottawa rendered music during the day.

Mr. C.B. Hibbard, president of the Ottawa and New York Railway Co., showed the greatest kindness to the archbishop, the members of the clergy and all the excursionists, and was thanked sincerely for this generosity.

The archbishop and his party returned home by special train yesterday afternoon.

The first regular CPR to leave the Central Depot Ottawa pulled out yesterday morning at 8.15 o'clock. Considerable interest was taken in the event by a large number of people who assembled at the station before the train's departure. Quite a large number were on board and journey over the new line.

Mr. H.B. Spencer, superintendent of the line took the trip. Conductor Younger and Engineer Corrigan had charge of the train. It consisted of the regulation express, baggage and passenger coaches.

The first train arrived at 12.45 noon. Mr. C.W. Spencer, General Superintendent, accompanied by Mrs. C.W. Spencer came in on this train. Quite a number of others were on board, among them many Montrealers who wanted to see the new line.

The afternoon train, the fast express leaving at 6.50 o'clock was also well patronized. The 5 o'clock train to Plantagenet was also well-filled.

The splendid road-way solidly ballasted, heavily railed and almost free from grades or curves enabled remarkable time to be made by the through express trains yesterday, and it was evident that the expectation of getting through to Montreal in extremely fast time next year would be amply fulfilled. There is no finer piece of railway in the Dominion. All the CPR men were highly pleased by the showing yesterday.

The I.O.G.T. excursion to Cornwall and the public blessing of the O.&N.Y. line at Embrun yesterday attracted five hundred Ottawans. About half went right through to Cornwall and spent six hours on the river front. They visited the N.Y. & O. bridge across the St. Lawrence and were able to gain an idea of the size and importance of the structure. They spent a pleasant day and returned to the city about 8 o'clock last evening.

About half of the excursionists stopped off at Embrun and attended the blessing of the railway by His Grace Archbishop Duhamel.

Advertisement shows trains leaving from Sussex Street.

Timetable effective September 19

This was the same through to 7 January 1899.

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

An Appalling Catastrophe

Railway Bridge at Cornwall Collapses with Deplorable Results.

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

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

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

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

The dead - full details

The Wounded - full details

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

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

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

Swept down to death.

Full account of the bridge disaster.

Also in Ottawa Free Press, same date.

Injured expected to recover, wreck inspected. More.

Fourteen dead.

International bridge at Cornwall collapses.

A defective pier the apparent cause of a terrible accident - seventeen others injured.

A terrible catastrophe took place at Cornwall on Tuesday when, without a moment's warning, two spans of the new international railway bridge across the south channel of the St. Lawrence River were thrown into the water by the giving way of the pier which supported them in the centre.

There is a long piece - not reproduced here.

Fourteen Dead: International Bridge at Cornwall Collapses

A terrible catastrophe took place in Cornwall today, when, without a moment's warning, two spans of the new International Railway bridge across the south channel of the St. Lawrence River were thrown into the water by the giving way of the pier which supported them in the centre.

Fortunately, the gang of men at work was not as large as usual, the bridge being practically completed, or the loss of life would have been much greater. As it is, the number of killed and drowned is 14, and the seriously wounded 17. A number of others have hands crushed, and are bruised and cut, but did not go to the hospital.

The accident happened a few minutes before noon hour, and several men who had been on the bridge had just walked ashore. Among them was Mr. Simmons, the Phoenix Bridge Company's chief engineer.

To your correspondent tonight he said "I can hardly realize that the bridge is gone. I told Mr.

F.D. Anthony, the chief engineer of the New York & O Company, this morning that the bridge was practically ready for trains to cross. All that remained in their way was the hoisting engines on the shore span. A gang of men were at work taking down the big traveller, and a few riveters were finishing the riveting. I had just gone ashore, and was looking towards the bridge when all at once the pier in the centre of the two south spans seemed to crumble away, and the two completed and finished spans, with the 30 odd men working on them, "tumbled into the water."

Most of the men were caught in the iron, and are 'probably pinned to the bottom of the river which, at this point is over 30 feet deep. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage.

Many of the wounded were hurt by jumping down to the bank.

The news was at once sent to Cornwall, and with all possible speed and care, the wounded were conveyed across Cornwall Island, and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu Hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their sufferings. The following is a list of the wounded:

JOHN WILSON, Malden, Mass., leg crushed; not serious.

GEORGE BLAYOM, Perkinsville, Vt., compound fracture of leg, and body badly bruised.

BERT BRANT (Indian), Deseronto, Ont., arm injured; not serious.

PETER OAK (Indian) Cornwall Island, chest crushed and leg injured.

PETER DAY (Indian), Cornwall Island, scalp wounded; hurt internally. -

M. REAVES (Indian), Cornwall Island, chest crushed; seriously hurt.

ANDY SMITH, Rochester, NY, back injured seriously.

WILLIAM THOMPSON, Montreal, right leg broken, and body badly bruised.

JOHN FRASER, Quebec province, very badly injured; one leg amputated and internally injured.

JOHN BERO (Indian), Hogansburg, NY, hurt internally.

P. DELAHANT Y, Elkhart, Wis, both legs severely cut and one hand smashed.

D. BARTON, Buffalo, NY, both legs cut and badly bruised.

MICHAEL BURKE, Johnsville, Vt, wrist dislocated.

H. LEAF (Indian), Cornwall Island, both hands smashed.

PETER WHITE (Indian), lacrosse player, leg slightly injured.

LOUIS WHITE, the famous Indian lacrosse player, who played for three or four seasons with the Comwells, ankles are fractured and spine badly hurt, besides internal injuries.

The doctors have strong hopes that all of the injured men will recover, although several of them are in a very critical condition.

The following is a list of the unfortunate men who were killed or drowned.

W.J. CUBBY, Paterson, NJ .

W.F. JACKSON, Columbus, Ohio

LOUIS BAUMER, Johnstown, Pa

R.L. DYSART, Tyrone, Pa

J. D. CRAIG, 221 Franklin Street, Detroit, Mich.

PAT MURPHY, .139 Bathurst Street, Toronto, Ont.

TOM BIRMINGHAM, address unknown

DAN HUGHES, Cleveland, Ohio

F. LAVIGNE, Ogdensburg, NY

WILLIAM SHERMAN, address unknown

WILLIAM SAUNDERS, 1410 Fort Avenue, Baltimore Md.

JOHN CLAUSE, Caughnawaga, Que.

HARRY DAVIS, Pittsburg, Pa.

CYRIL CAMPBELL, Cornwall, Ont.

Naturally, there were a number of hair-breadth escapes, as the first intimation the men had of danger was when the pier disappeared like magic, and they were carried with the spans into the water. A few who were very close to the shore span made a dash towards the shore, and some of them escaped. .

William Deacon, of Toronto, who was on the top, says that when he felt the bridge going, he gave himself up for lost. The height of his fall probably saved his life, for when he came up from the bottom of the river he was below the wreck. He managed to crawl up on a small portion of iron which appeared above the water, and was rescued by an Indian who put out from the shore in a boat. Many others had similar escapes. One man who was working directly above the ill-fated pier, says that it seemed to slip towards the south shore. He shouted to his mate: "My God, Jim, look at the pier," and seizing a swinging line jumped into the water. He escaped with a few bruises.

The exact cause of the accident is very difficult to arrive at. The piers of the bridge were built last fall by the SooySmith Company, of New York. The crib work was put together some distance up the river and floated down to the proper location, where it was anchored and sunk to the bottom. The cribs were 62 by 16 feet. They were filled with stone and concrete to within a few feet of the top, after which the water was pumped out and the layers of stone began. The locating of the cribs was accomplished with considerable difficulty, owing to the depth of the water and a ten mile per hour current. The three spans of the bridge were each 370 feet long and about 37 feet above the water. Each of the spans weigh in the neighborhood of 350,000 lbs. The span nearest the American shore settled on the false work, but the centre span toppled over on its side.

The loss, including the necessary delay, is said to be in the neighborhood of \$100,000.

The case of the two foremen, Cubby and Jackson, was very sad. Cubby was married to a Cornwall young lady a couple of months ago, and Jackson was also only recently married. They were fine young men.

Louis White got his injuries while making a desperate leap for life. He was high up on the bridges near the American shore, and with his natural presence of mind took in the situation at a glance, and, running shoreward, he sprang off the bridge on to the rocks on the river bank, nearly fifty feet distant. He is one of the most intelligent and best educated Indians in Canada.

Another pathetic feature is the fact that when the first man to lose his life on the job, William MacAuley, was buried last week, his fellow workmen subscribing \$175, to erect a monument over his grave, little thinking that in a few days many of them would share a similar fate.

Cyrill Campbell, a young man, with his wife, recently returned to Cornwall from Marinette,

Wis., is a native of South Indian, Ont. He was only employed a few days as a painter. Davis was also a painter.

It seems there is a general impression in Cornwall that the piers were not built strong enough in the first place. Concrete was used instead of solid masonry. The piers appeared narrow for the heavy strain that was put upon them. It all seems illustrative that the old way was the best when, by means of a coffer dam an excavation was made in the bottom of a river till rock bottom was reached and then the pier was built up from the inside, which, of course, was dry. The method used in the present instance was to sink a crib to the bottom and fill it up with concrete while it was full of water, at least until within a few feet of the surface, when the masonry was built on top. It is claimed this has been tried and found to be equally as durable and strong as the other plans, but it remains to be seen whether, in the present instance, the strong current of the St. Lawrence has not undermined the crib work and swept it away. Some also think the pier simply collapsed under the great weight, but, of course, there is no means of determining that point. The only evidence is that something underneath gave way, precipitating the upper structure into the river. Through the south channel, where the accident took place, the current is more rapid, and the volume of water going through it is larger than through the north channel. It is by way of this latter that the river steamboats pass, so that navigation will not be interfered with. Only rafts pass down the other. A large outlay will be necessary to remove the debris.

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

Drawing of before and after of the bridge.

*08/09/1898    The Record, Chesterville    New York Central                      Embrun*

Ottawa Sept. 6. A novel ceremony was performed at the little village of Embrun, down the line of the Ottawa and New York Railway, when Archbishop Duhamel, surrounded by a number of clergy of the diocese, called upon the benediction of heaven upon the head of the President of the Ottawa and New York Railway, the road itself, the employees and the rolling stock. There were several thousand people present and a large picnic was held in the afternoon.

Cause Unknown: No Reason yet Assigned for Cornwall Disaster

Nothing new has developed since the accident. Everything is at a standstill, as no attempts have yet been made to rescue bodies. All the injured are doing well, and unless unforeseen complications set in they will recover. Those seriously injured are at the Hotel Dieu, where they are receiving the best of care, and one and all are loud in their praise of the good nuns who are doing their best to relieve the sufferers. Of the twelve men there, but one has had an operation performed, and no other operations are thought necessary. Several others who had minor injuries were fixed up and sent home. On the day of the accident, all the doctors of the town volunteered their services, which acts of kindness has been much appreciated, but now that everything is in hand, Doctors Gravely and Harrison are able to answer all calls.

When the sick were visited yesterday they were found to be cheerful, despite the fact that the doctors were dressing their wounds. Several of the men expressed themselves in strong terms upon the way the piers were constructed, which according to all accounts is the cause of this dreadful occurrence.

#### MR. WILSON'S STORY

Mr. J. F. Wilson, assistant foreman, was standing on one of the fatal spans. He is at the Hotel Dieu but is not seriously injured and will be around again in a few days. The sensation, he says is difficult to describe, when he felt the bridge swaying. He at first thought that some of the false work had given away then it dawned upon him that the pier was going; He had five men near him at the time and, strange to say all escaped, with their lives, while another gang: not far distant were lost. Mr. Wilson fell on the up stream side, and it seems remarkable that he worked his way through the iron obstructions underneath the water and rose fifty feet down the stream. He says he went to

the bottom, and felt something pressing him down, then it lifted, and being released, he gradually got free.

This same man fell from the Victoria Bridge; at Montreal, some three months ago, and got

some slight bruises, he came to Cornwall, and increased his experiences in the perils of a

bridgeman's life. Mr. Wilson says the pier gave way and a brother of his, standing on shore at the time, says it tumbled down like a heap of dominoes. He also brings out a circumstance, that one span had rested on this pier for a month, while the other one was placed there but a few days. Whether this increased weight was too much for it remains to be determined Mr. Wilson evidently had a struggle for his life, for when rescued his shirt and overalls were in ribbons. 'A

#### A NARROW ESCAPE

Mr. G. A. Bloxson occupied a cot beside Mr. Wilson, and by a strange coincidence they appear to have been together during the whole time, and deservedly are so now in the Hotel Dieu. He was close to his friend when a loud report warned him what had happened. Someone yelled, "Jump!" but that was almost impossible when his footing was melting away, and "moving faster than thought. The sensation he experienced could not be described. There was first a violent shock, and in a few seconds the span went down with a loud report. Mr. Bloxson feels sure he struck bottom, for he reached out his hand and got some gravel.

Then, thirty feet under water, he felt his leg pinned by something, and although he received a compound fracture near the ankle, unaided he succeeded in freeing himself, and picking his way through a mass of iron, little by little came nearer to the surface, and great was his joy when he got close enough to the top to notice a

gleam of daylight. Mr. Bloxson also fell on the up side, like his friend. When he was grovelling around the bottom of the St. Lawrence he thought it was all over, but he kept his head, although previously he had taken in a mouthful of water, he pluckily threw it out, and held his breath. When he got his leg free there was still a floor beam on top of him, but that was got rid of. Then, as if fate envied his lot, a big railway tie bounded up from the bottom and struck him in the back, just as he neared the surface. -Of course, this nearly settled matters, but as it turned out, the old bridge had shot its last bolt, and he was soon out of danger.

Like his friend, 'Mr. Bloxson came from the Victoria'-bridge, and was rather severely injured in the side. He, too, came to Cornwall but got worse, and was in the hospital for a month, and only left it a few days ago, when this last mishap overtook him. His shirt was torn, and in fact he was in rags when pulled out. He says his days as a bridgeman are over, and he will try some other means of earning a livelihood. Although his leg is badly crushed the doctors hope to save it.

#### EXPERIENCES OF OTHER MEN

Peter Delahanty was another man who went down. His foot was injured, but he managed to get ashore. He describes the occurrence much as the others. The spar he was on began to sway and then doubled up. He was carried underneath the surface, but disentangled himself and came up. There was something wrong anyway, he says, but he does not pretend to know the cause of the break.

Alfred Fraser, a young man from Woonsocket, RI, is the only one so far who has suffered amputation His left foot was taken off above the ankle by the doctors. He says the span he was on first began to rattle then doubled up, and when half way down to the water, it broke in two, and turned over. As it was going he jumped down stream into a mass of timbers, and going down some 20 feet, was held there. Though his foot was crushed he in some way got it free, and seizing a beam and came to the surface with it. Then he was picked up in a boat. He will naturally discard his present occupation, and expects in time to follow his trade as a horseshoer.

Mr. A. Smith was heating rivets when his attention was called from the work, by the loud noise of the falling bridge. He looked around, and tried to get a hold of something, but could not and fell with the mass of iron and wood. He remembers a sensation of trying to call for help when he was pinned down by a rail. It was across his chest, but the strong current helped him to get it off and he came up, and getting hold of some railway ties, remained there till picked up by a boat.

Louis White, the well-known Indian lacrosse player, was on one of the piers that collapsed, but was near enough the shore, so that by one of his oldtime sprints, he jumped in time, and reached dry land. The distance was some seventy feet, and of course, he got badly shaken up, and received some sprains. He does not remember anything after that till he found himself in the hospital. He is doing well.

There are several others walking around town, who were more or less injured, and in fact, one might almost think the-city had just passed through a siege of some sort. Louis David, an Indian went through the whole catastrophe, but is walking about as usual except he has one hand done up in a mere rage of a bandage, because of a few cuts. Fresh cases like this are cropping up all the time.

Mr. Parker talks

Mr. G. W. Parker, presiden of the New York & Ottawa, for which road the bridge was built when seen, expressed his disapproval of an interview, as matters had not reached a point where the public might be informed of the course to be pursued. He said, however, that undoubtedly the bridge would be finished as the company would not let one pier stand in the way of success. He could not say when work would be resumed, it all depended upon the decision of the directors of the road. With regard to the accident, the company had taken all precautions to have the best of materials used and have the best men use it. More than that they could not do.

An eminent engineer had designed the bridge, and the Soosmith Company, which laid the

foundations of the piers had a reputation in the United States second to none in that class of work, as the long list of their structures amply showed. Mr. Parker says the pier that gave out was built last fall, and stood the ice strain last winter to perfection, and that was thought to be the only danger.

When asked if he did not think the superstructure of the bridge being upon it, had caused it to give out, he said he was not a practical bridge builder, but the gentlemen of the Soosmith Company had informed him that the effect would be just the contrary.

Being further asked whether he thought that special conditions existed here rarely found

together, such as the current, had made it inexpedient to employ a concrete foundation, he said that point could only be found out by a thorough examination

However, he had been informed by the Soosmith Company that their faith was such that they would warrant the whole pier to stand if built of concrete.

#### DISCLAIM RESPONSIBILITY

Mr. J. Simmons, superintendent of the Phoenix Bridge Company, emphasized his desire of

an interview by a profound silence that was almost of the grave. Mr. Deans, however, as civil engineer of the company, who appeared eminently qualified to speak, volunteered to remark, that, of course, their work was not at fault. The underpinning had failed and the bridge came down. That was all that could be said. He could not say when the men would be again put to work, they were waiting for the railway people to speak, and until then there would be a standstill. He could not say what was the cause of the accident, in fact, that did not concern them.

The Soosmith people have not yet arrived as they finished their work some time ago. Their one representative here could not be seen, but indirectly it was understood, a cursory examination had been made, and it is claimed that part of the pier under water is still intact. Others say that if the pier is there it is no more than a heap of stones. It should be pointed out that a different contractor built the portion above the water. All this goes to show the great difficulty in arriving at

any correct explanation of the matter.

Seen from the remaining span of the south channel the wreck is but one mass of twisted iron girders. The two spans went into the water as if they were cut clean. The pier that gave out supported them in the middle, and naturally they were torn off. It seems a wonder that the other span was not brought down at the same time.

In order to clear the wreckage it is the general opinion that dynamite will be used. Any other way seems out of the question, at least until the mass has been separated into parts, when it might be raised out.

The physician of the Phoenix Bridge Company, seen tonight regarding the alleged death of Robert Martin, of Montreal, which was reported in a Montreal evening paper, says the story is not true. No man named Martin was hurt, and every man taken from the wreck is alive and progressing towards recovery. -A man named Robert Martin had been employed on the bridge, but the timekeeper says he had not turned up to work for several days prior to the accident, and he does not think he could have been in the wreck.

**09/09/1898 Eastern Ontario Review Montreal and Ottawa**

The new C.P.R short line between Ottawa and Montreal is now in running order. Trains ran through on Monday morning last. The service between Vankleek Hill and Montreal is not as good as it formerly was. The morning train leaves Ottawa every day except Sunday at 8.15 a.m., Plantagenet, 9.16, Alfred 9.25, Caledonia Springs 9.34, McAlpines 9.43, Vankleek Hill 9.48, Stardale 9.54, St. Eugene 10.04 arriving in Montreal at 11.45 a.m. The afternoon train leaves Ottawa at 3.50; Plantagenet at 4.49; Caledonia Springs 5.02 Vankleek Hill 5.13 and arrives at Montreal at 6.45. It does not stop at Alfred, McAlpines, Stardale or St. Eugene. The morning train west leaves Montreal at 9.45 a.m.; Vaudreuil 10.25, Vankleek Hill 11.22, Caledonia Spings, 11.33; Plantagenet 11.47, arriving in Ottawa at 12.45 p.m. This train does not stop at the smaller stations. A mixed leaves St. Eugene for Plantagenet at 12.18; Vankleek Hill 12.55; McAlpines, 1.05 and arrives at Plantagenet at 2.05. A mixed train runs to Ottawa in the afternoon. it passes St. Eugene at 5.55, Stardale 6.04; Vankleek Hill 6.11; McAlpines, 6.15; Caledonia Springs, 7.25; (sic) Alfred 6.33; Plantagenet, 6.42; arriving in Ottawa at 7.45 p.m. There is no Sunday train between Montreal and Ottawa. The Sunday train runs as far as Plantagenet.

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

Cornwall Disaster: Body of One of the Victims Recovered Yesterday

So far only one body of the fifteen men who were killed or drowned in the O&NY bridge disaster has been recovered. It was found this morning about fifteen feet from the American shore, and was pinned down by a steel rail. It was brought to shore without much difficulty and there recognized as all that was mortal of Daniel Hughes, of Cleveland, Ohio. The body was left in the water till coroner W.C. Smith was sent from Winthrop, NY. A jury was empanelled, and after viewing the body and the wreck, the inquest adjourned. The body of Hughes will be taken to Cornwall, and sent from here to Cleveland.

Some of the men who were looking for the bodies think they have located another one, but cannot raise it.

As regards what will be done to the wreck and the rest of the bridge much depends on the result of the inquest. A thorough inspection will take place before the wreck is removed or work resumed on the other bridge. One thing is certain the two spans are a total loss. The iron is in such a shape that none of it will be available for reconstruction, and the removal of it from the bottom of the river will be a very difficult undertaking. As for the pier it is worse than useless, being in the way of a new structure. There seems to be little doubt but that the number of dead and missing is fifteen instead of fourteen. Robert Martin, of Montreal, had been employed on the bridge, but was away from town for several days. Some of the men are positive that he returned to town and went to work on Tuesday morning, but the time-keeper missed him, and so he was not reported in the official death list.

TO MAKE AN EXAMINATION

The disastrous failure of the bridge of the NY&O Railway over the American or south channel of the St. Lawrence River near St. Regis, in the state of New York, the falling of two spans of which resulted in the sacrifice of 14 lives, has given the Minister of Railways and Canals much concern, as this bridge has immediate connection with the railway system of Canada through the O&NY Railway at Cornwall. The minister, even though he has no legal control over the construction of this bridge, it being in a foreign country, feels it very important, that if possible, he should learn the cause of the failure of this structure, and therefore, he has given the chief engineer of his department instructions to send a member of his staff to investigate the matter, Mr. R.C. Douglas, C.E. bridge and hydraulic engineer of the department, has accordingly been detailed for this duty, and leaves tomorrow for the scene of the accident, taking with him the diving staff, and

apparatus used for submarine work on the Lachine Canal.

The Phoenix Bridge & Iron Works, 29 McGill Street, Montreal, are in no way connected with the Phoenix Bridge Company of Phoenixville, PA, the contractors for the bridge at Cornwall. The similarity of the names has in some instances led to confusion.

**09/09/1898 Renfrew Mercury Locksley**

Mr. Neil A. King of Lake Dore, one of the foremen on the Pembroke Southern Railway construction, has completed his work on that line, and left on Saturday night for the Rainy River district with a gang of fifty men, to work for the C.P.R. on the improvements there.

**09/09/1898 Ottawa Free Press Renfrew Arnprior**

Mr. James Keating, of Ottawa, has secured the contract of building a bridge at Arnprior for the O.A. & P.S. railway. He has moved up his derricks and machinery.

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

So far the bodies of six of the unfortunate men who met their death in the collapse of the O&NY bridge have been recovered, but the remaining nine are still at the bottom of the St. Lawrence. The remains of Daniel Hughes, of Cleveland, which were recovered yesterday, were taken to Cornwall after the Coroner's jury had viewed them, and sent to Cornwall for interment. This morning a couple of St. Regis Indians found the bodies of two men who turned out to be Raymond L. Dysart, of Tyrone, Pa, and William Saunders, of 1410 Fort Avenue, Baltimore, MD. The bodies having been found in Canadian waters, Coroner Hamilton, of Cornwall, was notified and ordered the remains to be taken to Cornwall. He decided not to hold an inquest unless requested to do so, and the bodies, both of which are badly decomposed, will be buried tomorrow in Woodlawn Cemetery. This afternoon the body of another man was found near the foot of Cornwall Island, and, like Saunders and Dysart, taken to MA McDonald & Co.'s Morgue. It was identified as the remains of Robert Martin, of Montreal, the man whose presence on the bridge at the time of the accident was in doubt. His remains will be sent to Montreal for interment. Two other bodies found in the river this afternoon about 200 yards below the wreck are detained at the American side till Coroner Smith, of Winthrop, holds an inquest. These bodies have been identified as Patrick Murphy, of Toronto, and John Clause, an Indian from Caughnawaga. They also are badly decomposed.

The Phoenix Bridge Company expect to resume work on the big cantilever bridge over the north channel on Monday. This will be a much heavier bridge than the one destroyed, and contains a cantilever span of 420 feet long.

Mr. R.C. Douglas, C.E. of the Department of Railways and Canals, has arrived in town to make an unofficial enquiry into the accident on behalf of the Dominion Government. He has a staff of expert divers and river men, who will examine the wreck.

The inquest on the body of Hughes has been adjourned to meet in Helena, NY, on Monday.

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

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

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

All but two of the bodies recovered. More.

The Cornwall Disaster: So Far the Bodies of Twelve Victims Have Been Recovered

Yesterday the St. Lawrence gave up several more victims of the O&NY bridge catastrophe. Twelve in all have so far been recovered. Those still missing are Harry Davis, painter, of Pittsburg; Louis Baumer, of Johnstown, Pa. and J. D. Craig, of 221 Franklin Street, Detroit, Mich. In all six bodies were found yesterday. All were picked up in Canadian waters from the foot of Cornwall Island to St Regis. The body of W.J. Cubby was brought to Cornwall on Saturday morning on the same boat that brought the remains of Clause and Murphy, who had been found the previous day near the American shore, and held there pending action by Coroner Smith of Winthrop, NY. Cubby, whose home was in Patterson, NJ, although only 27 years of age, was one of the Phoenix Company's trusted foremen. His remains were in bad shape, and were recognized principally by his clothes, watch and ring His young wife, nee Miss Berth McDonald, of Cornwall, was terribly grief stricken. The remains were interred yesterday afternoon in Woodlawn Cemetery. The body of W.J. Jackson, of Columbus, Ohio, another foreman, was also found, and was taken by Mrs. Jackson, and other relatives to Windsor, Vt, today. Daniel Hughes' remains were shipped to his home in Cleveland, Ohio, Patrick Murphls to Toronto, John Clause's to Caughnawaga, Robert Martin's to Montreal, and Frank Lavigne's to Ogdensburg, NY. The remains of Cyril Campbell and Thomas Binningham were interred this morning in St.

Columban's Cemetery, and those of William Shennan, William Saunders and R.L. Dysait in Woodlawn Cemetery. MA McDonald & Co.'s morgue, where the bodies were laid out, presented a gruesome scene, which will never be forgotten by those who saw it. In almost every case the bodies were so badly decomposed that identification was rendered possible only by the clothes. Cyril Campbell was in his twentieth year. He was a native of Newington, Stormont county, and was married in January at Marinette, Wis. He had been employed as a painter on the bridge. His young wife arrived here only eight days previous to his death. His parents have had a lot of hard luck. Two years ago an elder son was killed in a saw mill at South Indian, and last fall they were burned out and left homeless by the big bush fire. He was a brother of J.L. Campbell, of Cornwall. Birmingham was a native of Dublin, Ireland, and was not known to have any relatives on this side of the Atlantic. Shennan was a native of London, England, and has no relatives here. He was employed for several years by William Davis & Sons, contractors, on the Cornwall Canal.

George H. Parker, president of the New York & Ottawa Company; Sterling Deans, of the Phoenix Bridge Company, and Edwin S. Jarret, of the Soosmith Company, left today for New York, where a conference will be held tomorrow to determine whether the work of completing the south bridge will be at once proceeded with or action delayed until the responsibility for the accident is decided. The foremen of the Phoenix Bridge Company say that the work on the cantilever span over the north channel will be resumed tomorrow morning. R.C. Douglass, the Dominion Government engineer, visited the wreck yesterday, and will continue his investigation tomorrow.

12/09/1898

Ottawa Citizen

Canada Atlantic

Central Depot

The C.A.R. authorities intend putting a stop to the crowds of youths and maidens who make it a practice to promenade at the station previous to the arrival of the Montreal train each evening. Of late it has been almost impossible for passengers to walk along the platform owing to the crowd and last night, Mr. Hicks, an employee of the road, was stationed at the entrance to the station to prevent persons who had not friends coming on the train from entering. It was wonderful, the number of young girls who faced the official, and when stopped, indignantly stated that some of their relatives were coming on the train.

13/09/1898

Ottawa Free Press

Ottawa Electric

Ottawa Car

Six new closed cars are being built by the Ottawa Car company for the electric road. It is expected that they will be finished by the first of November.

13/09/1898

Quebec Daily Mercury

New York Central

Ottawa Sept. 13- The Chief Engineer of Railway and Canals has determined that the Ottawa & New York railway bridge will be thoroughly tested before spans are put up and the bridge used for traffic. To that end, he has ordered that a diamond drill be dispatched to the spot and both piers and abutments be examined. By means of a diamond drill a core can be taken out clear through the masonry from the surface of the pier into the very concrete foundation which rests on the river bed. This will demonstrate the exact quality of the mason work and foundation upon which the piers rest. The drill will be put to work at once.

13/09/1898

Ottawa Citizen

New York Central

Cornwall

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

14/09/1898

Montreal Gazette

New York Central

Cornwall

The Cornwall Disaster: No More Bodies of Those Who Perished Recovered

There have been no developments of any account in regard to the bridge disaster in Cornwall since Saturday. Three bodies still remain in the embrace of the mighty St. Lawrence. The inquest on the remains of the first body found, that of Daniel Hughes, was resumed at Helena, NY, today, Coroner Smith, of Winthrop, presiding. There was an array of legal talent, and all the interested companies were represented. The inquest was adjourned without hearing any evidence until October 5, when it is believed some definite knowledge will be forthcoming. The Phoenix Bridge Company had a small gang of men at work today removing engines from the shore span to the bank.

Until the investigation now being conducted by Mr. R.C. Douglas, of the Department of Railways and Canals, has been completed, it will be impossible to determine the exact cause of the failure of the pier of the New York & Ottawa bridge, the collapse of which caused the terrible disaster of last Tuesday. The wreck occurred in the south channel of the St. Lawrence, which is in the United States territory, so that the submarine inspection of the fallen pier is in a measure being carried on in an unofficial way. The piers in the north channel, however, are on the Canadian side, and the chief engineer of the railways and Canals, Mr. Collingwood Schreiber, has determined that they shall be thoroughly tested before the bridge is used for traffic. To that end he has ordered that a diamond drill be dispatched to the spot, and both piers and abutments examined. By means of the diamond drill a core can be taken out clear through the masonry from the surface of the pier into the very concrete foundation which rests upon the river bed. This will demonstrate the exact quality of the mason work, and the foundation upon which the piers rest. The drill will be put to work at once.

15/09/1898

Ottawa Citizen

Montreal and Ottawa

As a fitting climax to the inauguration ceremonies in connection with the new Ottawa and Montreal short line, the officials of the road introduced a party of Montreal and Ottawa newspaper men to it, at the same time making it an occasion which will remain green in the memory of the scribes for many days to come. Incidentally, of course, the many advantages of the Capital were impressed upon the less fortunate of the party who are by misfortune compelled to reside in the metropolis. This was done with the assistance of the Ottawa Street Railway Company, with whom arrangements had previously been made for a private car. It met the unsophisticated Montreal journalists at the depot, and the Ottawa men immediately let themselves loose in the way of praising their burg.

The car travelled over the many streets, and it is safe to say the many marvelous things presented to the Montreal gentlemen will be long remembered.

The Ottawa contingent was along more for the purpose of explaining the many beauties of this city than anything else, and this they did as only newspaper men can. In order that the strangers might not get lost in the highways and byways of the Capital, the representatives of the Journal, Free Press, Le Temps and The Citizen agreed to go down and chaperone them as it were. A sleeper was side tracked at the Union station Tuesday evening and during the small hours of the morning the local men stole in and went to sleep. At eight o'clock they were awakened in the Windsor depot, Montreal and, accompanied by Mr. C.E.E. Usher, the general passenger agent of the C.P.R., repaired to the palatial Place Viger Hotel where breakfast was partaken of.

On the "inner man" being satisfied, the party journeyed back to the Windsor street station and the return trip was begun. The beautiful view of the Lake of the Two Mountains, Caledonia Springs, etc., were all enjoyed and everyone expressed themselves as more than satisfied with the new line connecting Canada's two great cities.

The short line has already been "written up" in the Citizen and all residents of the Capital are sufficiently familiar with it. Suffice it to say that now Montrealers have so quick a service to the Capital it is to be hoped they will appreciate it.

15/09/1898 *Ottawa Journal*

*Eganville*

*Eganville*

Sept 16. Mr. H.B. Spencer, Superintendent of the CPRy is expected here in a few days for the purpose of taking into consideration the building of a station in the centre of the village, which, if done, will supply a much needed want, and will doubtless increase the business of the railway company as our present station is too far away from the centre of town.

15/09/1898 *Ottawa Journal*

*Montreal and Ottawa*

Newspaper day on the CPR

Montreal and Ottawa reporters go over short line.

New property of the company under journalistic eye - something about the new Hotel Viger in Montreal

The new short line of the Canadian Pacific Railway from Ottawa to Montreal was yesterday "passed upon" by the newspapermen of the capital and the metropolis.

The Moguls of the company had been over the road before it was opened to the public on September 5, and had decided they were the owners of a piece of property upon which they might safely ask the criticism of the newspapers.

So it was arranged that each of the principal papers of Montreal and Ottawa should be requested to allow a representative to become the guest of the company and take a trip over the new line.

The run was made yesterday in a Pullman car attached to the regular morning train from Montreal. The train leaves there at 9.45 and reaches Ottawa at 12.45.

When the party arrived at the Windsor Street station, Mr. C.E. Usher, general passenger agent of the C.P.R. was on hand with cabs and a hatful of pleasantness, and took them to the Place Viger Hotel, the new hostelry the CPR has built on Craig Street, near St. Denis, in conjunction with the new CPR East End depot.

This hotel, which is intended as a rival (or better) of the swell Windsor Hotel was opened about two weeks ago.

At the Place Viger breakfast was served.

The Hotel Viger

Full description omitted

The Railway Station

The railway offices occupy half of the ground floor, on the side next Lacroix Street. The ticket department is laid out with all the ornateness that modern railway ideas could suggest. The rotunda is not as large as that at the Windsor Street station, but the trappings quite as up to date, The baggage room to the left of the ticket office is unusually roomy.

Further details omitted

The Hotel

Details omitted

The trip.

When the train left Windsor Street depot it had on board representatives of the Star, Herald, Gazette, Witness, La Presse, Le Monde, Le Minerve, La Patrie of Montreal and the Free Press, Le Temps, The Journal of Ottawa. Mr. Usher and Mr. Lalande, travelling passenger agent, were along to show off the fine points of the road. As far as a description of the road is concerned that is not necessary here. When the road was inspected by the company a month or so ago, a Journal man was along and wrote up the country through which the line passes.

A few words are however in order so far as the road bed is concerned. Since the company's inspection the ballasting has been completed. Yesterday the train ran delightfully smoothly. Though the trip, 112 miles was made in three hours, a time of about 38 miles per hour, including stops, there was practically no jarring, even on the rear car where the newspapermen were. The 72 lb. rails and the careful way the road was built, with a view to a 2 1/4 hour service next spring. Officials of the company made a special run to Ottawa one day last week in two hours and a quarter. They say the train "ran like a bird."

The party, on arrival at Ottawa, were taken to the Russell House where luncheon was served. Afterwards, Mr. J.E. Parker, city ticket agent, assumed charge and took "the boys" as he called them, over the city on the electric cars. Those who had not been to this handsome town of ours seemed to be much struck with the beauties on every hand, and at the go aheadness apparent.

At 3.50 the Montreal men, accompanied by Mr. Usher took the train back to the metropolis. Mr. H.B. Spencer, superintendent of the line was at the station to see them off.

The outing was a pleasant one.

The train crew on the up trip was an all Ottawa one. It consisted of Conductor Alex. Younger; Baggage man W. Perry; Brakeman E. Yale; Engineer C. Theberge; Fireman C. Carrouth. Porter W.H. Post of Ottawa was in charge of the special parlour car.

15/09/1898 *The Record, Chesterville*

*New York Central*

The Cornwall disaster. No more bodies found.

Piece not reproduced.

16/09/1898 *Renfrew Mercury*

*Locksley*

Mr. Harry Jamieson has the honor of making the first shipment over the Pembroke Southern Railway. On Friday he shipped four carloads of cattle at Foster's ax factory for Buffalo.

20/09/1898 *Ottawa Journal*

The streets today are filled with visitors. Every train coming in brought hundreds of visitors to the city.

The great rush was at the CPR union depot, when about 2,900 passengers were landed in the city. The Prescott train, which is the first to arrive in the morning, brought a large crowd. Following this came the special train from Apple Hill with about 300 passengers. Then there was the Brockville mixed, with two extra cars and the regular Winnipeg train from the west with ten cars, or four more than the usual. Altogether about 2,900 came to the city by those lines of the CPR. At the Central Depot the rush was unprecedented at so early date in the fair. The special from Hawkesbury brought in 18 car loads containing some 1,400 and the Boston eight cars crowded to their utmost. Six hundred people came to the city over the line of the OA&PS Railway.

The Montreal and Ottawa CPR line brought in on the special and regular trains about 500 passengers.

The Ottawa and New York brought to the city from Cornwall and intermediate points some 750 people.

The total of all arrivals today amounts to about 6,000 people. By boat and other means of conveyance several thousand more came in. This far exceeds the number who arrived in the city on the Tuesday of Fair Week last year. There were no special trains on this day last year and very little rush to the city from any points. The street cars are taxed to their utmost capacity carrying the passengers to the grounds.

23/09/1898 *Renfrew Mercury*

*Belleville*

*Perth*

The C.P.R. engine house, which has modestly stood its ground, without intruding itself on public notice, for the past thirty-eight years, has been reshingled. Perth Courier.

23/09/1898 *Eastern Ontario Review*

*Vankleek*

*Vankleek Hill*

Seven full car loads of freight came into town in five days last week over the C.A.R.

The C.P.R. company are building a very fine residence for section man Farrell. It is at the side of the track near the station.

The C.P.R. company have put in a second tank and stand pipe at the station here. The company now has an abundant supply of water here.

A very nice job has been made of repairing a portion of the road leading to the C.P.R. station. Graveling and grading has caused the improvement.

Car No. 49 derailed.

The official inspection of the Ottawa and New York railway was made today. A special train left at 8.40 this morning having on board Mr. E.B. Johnson, government inspector; Mr. Geo. Parker, president of the New York and Ottawa Construction company; Mr. C.B. Hibbard, president and general manager of the New York and Ottawa railway, and Mr. F.D. Anthony, chief engineer.

The road was inspected from Ottawa to Cornwall in compliance with government regulations. The roadbed was found to be in excellent shape. The ballasting has been completed and the road is in fine condition for speed. When the bed becomes thoroughly settled the company intend putting on a fast train which will cut down the time between Cornwall and Ottawa considerably below any previous year. The great advantage, however, will be apparent when the bridge over the St. Lawrence is completed, and the fast service put on to New York. Already the road has worked up a big traffic with local points between Ottawa and Cornwall, and the cheap Saturday rates are proving a boon to merchants.

The O.& N.Y. Bridge

First Train Passed over on Saturday Last - The New Route to New York to be opened on Monday.

The O&NY Bridge is now so near completion that trains have been run over it and on

Monday next a regular service will be opened between Ottawa and Tupper Lake, N.Y. the present Southern terminus of the line. A freight train was run over to the United States side of the river on Saturday, it being the first train to cross the bridge. Several passenger cars were taken over on Monday in order to carry an excursion to Malone for the Fair. The bridge being too narrow to admit of a walk being laid inside the structure for the accommodation of employees in the event of a train being stopped while crossing and the train hands being required to leave the cars or engine, the officials of the Dept. of Railways and Canals requested the company to build a walk along one side of the bridge outside of the iron work. This is being done and the walk is to be completed in a couple of days. The final inspection of the bridge was made this week by Mr. R.C. Douglas, C.E., of the Department of Railways and Canals, and all will be in readiness for the formal opening on Monday next. There will be two express trains a day from Ottawa connecting with the NY Central at Tupper Lake for New York and two trains passing here every day for Ottawa. Going South the morning train will leave Cornwall at 9:25 a.m., connecting with the NTYC at Tupper Lake at 12:10, reaching New York at 9 p.m. The evening train will leave Cornwall at 6:29 p.m., reaching Tupper Lake at 11 p.m. and New York at 7:30 the following morning. Coming North passengers will leave New York at 6:40 p.m., arriving in Cornwall at 8:01 the following morning; or leaving New York in the morning and arriving in Cornwall at 4:10 p.m.

This will cause a change in the local time table, the express trains for Ottawa leaving at 8.01 a.m. and 4:10 p.m. A mixed train will leave Cornwall for Ottawa at 4:20 p.m.

Advertisement of a great excursion to Kingston on Tuesday Oct. 18 on the occasion of the consecration of the Most Reverend C.H. Gauthier DD. From stations between Dalhousie Mills and Merrickville.

A large number from this village and vicinity took advantage of the cheap rates offered by the O&NY and took in the Central Canada exhibition held in Ottawa Sept 16 to 24th. They returned in high spirits and speak well of the entertainment at the Capital and seem to have got "their money's worth."

The C.P.R. company have greatly enlarged their platform at the depot here. It is now much more convenient

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

The garden of the C.P.R. station here has been looking beautiful for some weeks. The season has been particularly favorable for the growth and coloring of the grass, and the beds of flowers laid out by florist Scrim are handsome. There has been much debate whether the white caps that have been growing so plentifully within the enclosure are mushrooms or toadstools. Perhaps there are both. Anyway, some folks who have hopped over the fence and plucked some of them are living yet.

A few days ago Mr. D. McDougall, of maxville, had five cattle killed by a freight train.

A quantity of freight was shipped from the diamond last week to Montreal by the C.A.R. wayfreight.

Bridge Disaster

George Bloxom, one of the men who was badly injured in the recent O&NY bridge disaster, had his leg amputated at the Hotel Dieu Tuesday morning. The leg was broken at the ankle and badly lacerated and a consultation of the medical men resulted in a verdict that it would have to go. The bones were terribly crushed and would not knit. The leg was cut off a short distance below the knee. All the injured men are doing well.

Mr. Douglas of the Department of Railways and Canals, who has in charge the investigation of the piers and foundations of the Cornwall bridges, on behalf of the Government, will have the necessary machinery on the ground next week. The operations will be looked after by Mr. Weller of the Canal Engineering staff here. \_

A medical gentleman, who bothers himself a little over psychological problems, was talking to one of the bridge victims who still remains in the Hotel Dieu, the other day, and asked him to say what he thought about when he was falling. "Well Doctor," said the victim, "it would take me an hour to tell what passed through my mind in a second." "When you got to the bottom of the river," again queried the doctor, "did you make any resolve?" "Oh yes!" "Well, what was it?" "Well, doctor, I made up my mind I would hold my breath till I bust."

The removal of the wrecked spans of the south channel bridge is a pretty heavy job, a huge gamble in fact, and though a number of interested parties have visted the spot hardly any two of them agree as to the means to be pursued to take the enormous mass of steel out of the river. It is likely the contract will be let within a day or two and the operation will be viewed with much interest as the conditions are very peculiar. Mr. Thomas, manager of the Sooysmith work, has been in town this week getting ready to clear off the debris from the old pier and to rebuild it. He will probably begin work very shortly, it being the intention to lose no time in completing the bridge.

03/10/1898 *Ottawa Citizen* *Ottawa Electric*

Accident to car No. 240.

06/10/1898 *The Record, Chesterville* *Ottawa Electric* *Ottawa*

Conductors discharged.

Nineteen Electric Road Men No Longer in the Co's Employ.

Ottawa Oct. 1. There was quite a flurry in electric street railway circles this morning. Nineteen men received notice that their services were no longer required. Among the dismissed were several of the oldest men on the road who are charged with carrying passengers free.

Several prominent union men were dismissed. Two of the dismissed men informed the Free Press that the charge of carrying friends free is true and can be made against almost every conductor on the road. A number of the men discharged were receiving 15 cents an hour, and it is stated will be replaced with men at 13 cents an hour.

It is usual, after the rush of summer and exhibition week to lay off some of the spare men, but the dismissals this year have been in an unusual scale.

07/10/1898 *Eastern Ontario Review* *Belleville* *Perth*

A library and reading room has been started in connection with the C.P.R. shops at Perth.

07/10/1898 *Ottawa Free Press* *Canada Atlantic* *wood*

The Canada Atlantic railway company has bought a large sand hill from Thos. Mackay at Eastman's Springs. The hill is about a mile from the main line and switches have been built in to it and trains are hauling sand to Ottawa East, where it is used for filling up the ravine between the tracks of the O.A. & P.S. and those of the C.A.R. When the place is filled up it will give additional space for the grounds connected with the shops, the construction of which is now going on. The company is also constructing a large coal chute over the C.A. tracks at the deep cut which will be used for coaling engines.

12/10/1898 *Ottawa Free Press* *New York Central*

The engineering staff of the Ottawa and New York railway commenced work this morning surveying the route of the proposed independent freight terminal which the company intend establishing in Ottawa.

The company has had permission for some time to enter the Central depot by giving the Canada Atlantic company a week's notice but decided to delay entrance until the freight terminal was obtained as it would prove inconvenient to have the freight and passenger terminals too far apart. An official of the company stated this morning that the freight terminal would have been obtained long ago, and the shops and round houses erected had it not been for vexatious obstruction which the company has had to fight from the beginning. It is understood that most of the property required for the freight terminal has been secured, including the property of the Granite company, Mr. John Heney and T.G. Brigham. Any property which is being held at too high a figure will be expropriated at once. The company have permission from the government to lay a track beside the Canada Atlantic tracks and the work of survey started today.

The car shops will be started in a few weeks as soon as the property is secured. It is probable that the freight line will be completed by the first of November.

13/10/1898 *Ottawa Citizen* *New York Central*

The New York and Ottawa Railway Company has men at work laying out the ground for the location of their freight sheds at the canal basin.

14/10/1898 *Eastern Ontario Review* *Montreal and Ottawa*

One of the finest sleeping cars in America has been placed on the C.P.R, short line between Ottawa and Montreal and is connected with the afternoon train. The sleeper is lighted with electric lights, has two state rooms, a smoking room and eight sections.

15/10/1898 *Ottawa Journal* *Canada Atlantic* *Deep cut*

The Ottawa East Council last night decided to write to Mr. J.R. Booth asking him to meet the council on a suitable date to arrange for a way for foot passengers across the tracks at the Deep Cut and to rectify the condition of the bridge at the head of Nicholas Street. As the matters are now the Ottawa East people are practically prevented from crossing the tracks and are thus greatly inconvenienced and the planks in the bridge are not in too safe a state.

Superintendent promised to have the whistles abated. All trains entering and leaving the city both night and day generally blow their whistles...

More.

18/10/1898 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Company are building a lunch car for the St. Albans Lunch Car Company. The car is to be shipped in the course of a few weeks.

The Ottawa, Arnprior and Parry Sound railway company have made a new bid in their effort to prevent the Ottawa and New York company from building an independent freight terminal to the canal basin. The Free Press published last week about the Ottawa and New York agents buying and serving notice of expropriation of properties belonging to John Heney, the Granite Company, T.G. Brigham and others in order to secure a right of way into the proposed site for the freight sheds. This morning Christie, Greene and Greene issued a writ in the High Court of Justice in behalf of the Ottawa, Arnprior and Parry Sound Co., asking for an injunction to restrain the Ottawa and New York company from building a freight line, and also for a declaration that the lands involved are not subject to expropriation under the terms of the Railway Act or otherwise. The writ also asks for damages.

The Ottawa and New York company have an order from the Dominion government giving them the privilege of expropriating property and building the line, and it will be interesting to see whether the courts will interfere with an order of the government or not. Part of the lands for which expropriation papers have been served were to be used for the purpose of earning the bonus granted by the city of Ottawa, and as the work has to be completed by July of next year, the delay occasioned by legal proceedings may prove annoying. It is understood that the Ottawa, Arnprior and Parry Sound company appealed the order of the Railway committee giving the rival line the privileges objected to, but that the government sustained the committee.

21/10/1898 *Ottawa Journal**Kingston (CN)**Lyn*

Brockville Oct 21. The excitement over the attempted train wreck on the Grand Trunk between here and Lyn on Tuesday evening has not subsided, and although the police are working carefully on the case no developments have been made. Chief Rose hinted yesterday that a slight clue had been obtained, but further than that he would not say anything. It is possible that some arrests may be made before many hours. The railroad company has sent on Detective Holman to assist in the investigation.

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

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

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

The Ottawa, Arnprior and Parry Sound Railway, through their solicitors, Messrs. Christie, Greene & Greene have issued a writ in the High Court of Justice against the Ottawa and New York Railway asking for a declaration of the lands over which the O. & N.Y. propose to enter the Central depot are not subject to expropriation under the Railway Act or otherwise. The property involved in the case was recently purchased for the purpose of entering the Central depot and erecting freight sheds. Plaintiffs also ask for damages for the work already done and for an injunction to restrain further operations.

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

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

We had purchased property fronting on Little Sussex and Besserer streets over a year ago for freight houses but were prevented from reaching them by the erection of large freight sheds by the OA&PS. Now having purchased other lands east of Mosgrove Street we merely seek an entrance to them upon reasonable terms.

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

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

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

The O. & N.Y. railway have applied for an injunction to restrain the O.A. & P.S. from erecting buildings or carrying on any work on the their proposed route. The motion will be argued at Toronto on November 4th.

25/10/1898 *Ottawa Free Press**Carp, Almonte and Lanark*

The people along the line of the proposed Carp, Almonte and Lanark railway are bestirring themselves with a view to putting the project into early effect. The line would branch from the O.A. & P.S. road at Carp and run through Lanark county to Almonte and tap the C.P.R. near Madoc. It is claimed for it not only that it would open up an exceptionally valuable piece of new country but would provide the shortest possible route between Ottawa and Toronto. The promoters have had their charter for some time and the surveys of the route have been completed.

25/10/1898 *Ottawa Free Press**Maniwaki**Chelsea*

Mr. Chas. E. Robitaille, formerly train dispatcher of the C.P.R. at Buckingham, Que., and who is cousin of Mr. Emille Robitaille of Rideau street, has arrived from Quebec and has been appointed station agent at Chelsea for the Gatineau Valley railway.

27/10/1898 *Ottawa Free Press**Hull Electric*

An important question is to come up at the next meeting of the Hull Electric Co'y. A project is on foot to alter the cars now in use so that they can be run at 40 miles an hour. By doing this less cars will be required and therefore less men. It will be decided at the next meeting of the directors.

27/10/1898 *Ottawa Free Press**New York Central*

The Ottawa and New York company issued a writ asking that the Ottawa, Arnprior and Parry Sound railway be restrained from further interference from the land required for the right of way of the proposed independent freight terminal. It is alleged that the Parry Sound company have commenced the construction of a coal chute on the ordinance land at the head of the "deep cut", designed by the Ottawa and New York for their car shops and the writ asks for an injunction to restrain further interference and also that the Parry Sound company be ordered to remove the obstruction. The company also asks the authority of the court to take immediate possession of the property surveyed for the freight line. The New York company propose reaching their freight shed independent of the Booth system, and will get in the freight line over the C.P.R. short line from Hurdman's bridge, to the head of the "deep cut", where the independent line begins. The line will run to a point north of the Maria street bridge.

28/10/1898 *Eastern Ontario Review**New York Central**Ottawa*

The C.A.R. has been refused an injunction to prohibit the O. & N.Y. from proceeding with their terminal arrangements at Ottawa.

28/10/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

A very heavy train, loaded with passengers, went through here to Ottawa on Monday morning, There were two baggage cars. On board was an opera company on their way to Ottawa.

The OA&PS appears determined that the O&NY shall not reach Central Depot unless they accede to OA&PS terms.

Some weeks ago the O&NY purchased a property near the Central Depot for the purpose of erecting freight sheds and gaining a connection with the Central Depot. The OA&PS however are of the opinion that they can prevent this, and with this end in view a writ was issued in the High Court of Justice this morning by Christie, Greene and Greene acting for the OA&PS against the O&NY claiming unstated damages and asking for an injunction restraining the O&NY from:

1. Commencing, carrying on proceeding with or continuing any expropriation proceedings under the Railway Act.
2. From trespassing upon occupying or interfering with in the whole or in part the lands and premises now in the lawful occupation of the plaintiffs under their grants etc.
3. From locating, building or constructing a railway line upon or over the said lands and premises or upon or over any parts of the property.

And for a declaration that:

1. Defendants have no right to expropriate.
2. The said lands are not liable or subject to the expropriation provisions of the Railway Act.
3. Defendants have no right to build or construct or locate a line over the said lands.

Mr. C.B. Hibbard could not be reached for comment.

31/10/1898

*Ottawa Citizen**Ottawa Electric*

Accident to car No. 40.

01/11/1898

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

O&NY Buildings.

The construction of the Ottawa and New York Railway machine shops will be begun as soon as the Central station question is settled. The shops will start near the Deep Cut and will be of considerable size. A big freight shed will be built on the company's land near the granite company's works on Nicholas Street.

02/11/1898

*Ottawa Journal**New York Central*

Albany NY. Nov 2. Supreme Court Justice Chester rendered a decision today, which, if it is sustained by the higher courts will prevent the connection of the New York and Ottawa Railroad at Long Lake with the Adirondack Railway at North Creek and thereby frustrate a plan for shortening the riding distance from New York City to Canada by 59 miles.

04/11/1898

*Renfrew Mercury**Renfrew**Renfrew*

Business must be booming at the O.A. & P.S. station at Renfrew. A long new siding is being laid down this week; and the bright woodwork of a new cattle-slip shines out and shows from the other end of Elizabeth street.

04/11/1898

*Ottawa Citizen**New York Central*

Before the Deputy Clerk this morning Mr. C.B. Hibbard, president of the Ottawa and New York Railway was examined for discovery in the case of the O.A. & P.S. railway v. the O. & N.Y. railway.

04/11/1898

*Huntsville Forester**Renfrew*

During the season of navigation now closed the Ottawa and Parry Sound railway has carried twelve million bushels of grain and one hundred thousand tons of flour, glucose, pork, etc., from Parry Sound via Ottawa and its eastern connections.

04/11/1898

*Eastern Ontario Review**Canada Atlantic*

The C.A.R. company will not increase the wages of the men at present but will give them new rules to work under, The new rules are in compliance with the request of the men.

05/11/1898

*Ottawa Free Press**Maniwaki*

Mr. H.J. Beemer, speaking of the rumored proposal to convert the Gatineau Valley railroad to an electric line as far as Wakefield, said today that there is little probability of it being done. The company are devoting all their energy to building the Interprovincial bridge, and intend extending the road on the present basis as soon as possible.

05/11/1898

*Ottawa Free Press**Canada Atlantic**Central Depot*

One hundred men are employed ballasting and improving the yard at the Central C.A.R. depot.

05/11/1898

*Ottawa Citizen**New York Central*

An important meeting of the railway committee of the privy council will be held on Tuesday to consider an application by the O. and N.Y. railway and the C.P.R. for an adjustment of the terms for the use of the Central depot.

By an order of the railway committee on the 11th of June last the C.P.R. and the O. and N.Y. were allowed to enter the Central depot on a deposit of \$1,500 per month as security for compensation. It was thought by the railway committee that the roads would reach some agreement in the meantime, but all efforts in this direction having failed, the matter will now be settled definitely by the committee.

The O.A. and P.S. railway will also move to rescind an order of the committee made on Sept. 27 of last year empowering the O. and N.Y. to lay a track over the O.A. and P.S. property in order to reach the freight terminal purchased by the O. and N.Y.

07/11/1898

*Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Work stopped on Pier no 2.

Details not taken.

Owing to decision of Chief Engineer.

07/11/1898

*Ottawa Citizen**Hull Electric*

The Hull and Aylmer electric cars are now provided with headlights which will make the motorman to see distinctly many hundred yards ahead. Five lamps of 14 candle power are placed together before a very strong reflector.

07/11/1898

*Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The work on the pedestals of the Interprovincial Bridge piers on the Hull side is about completed and will be finished by the end of the month. Work on the piers has been suspended for a day or so on account of the foreman Adgate having to leave the city.

08/11/1898

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

Collapsed structure being raised - More.

The case in which the Booth lines and the Ottawa and New York railway are interested came up before the railway committee this morning. Mr. Osler Q.C. and Mr. Christie Q.C. appeared for the Booth system Mr. Lash Q.C. and Mr. D'Arcy Scott for the Ottawa and New York road. Mr. Booth was present as also Messrs. Parker and Hibbard of the O. & N.Y.

At the outset Mr. Osler suggested that the question of the use of the terminals at the Central station might, for convenience, be taken up first. Mr. Booth conceded the right to the C.P.R. and the O. & N.Y. to use the terminals, and the only question at issue was the amount to be paid and the accommodation wanted. He suggested that the question of terms should be referred to Mr. Schreiber or other union engineers for his report before the committee took action on the application.

Mr. Blair said it might be well to take up the cases in the order they stood on the paper.

Accordingly the application of the Parry Sound railway for a revocation of the order permitting the O. & N.Y. to build a separate track along the canal bank to get access to their freight terminals on Besserer street was taken up first.

Mr. Osler, at considerable length, argued that the railway committee, in granting permission last August to the O. & N.Y. to build an independent track, had violated the leases held by Mr. Booth, and infringed on the jurisdiction of the governor-in-council. The governor-in-council had dedicated this strip along the canal bank for a certain positive purpose. Mr. Booth had covenanted with the crown to excavate the whole strip hence the railway committee had no right to interfere with a crown covenant. Mr. Booth was under an obligation to build a retaining wall along the east side of the strip leased but the action of the committee in August had rendered that impossible. He admitted that the freight sheds of the Booth lines were on the reserve on sufferance only, and until the crowd (sic) demanded their removal. Mr. Booth was subject to call by any railway company for accommodation for passenger purposes and the leased strip could be used for passenger traffic only.

Mr. Blair thought it reasonable that the O. & N.Y. should have access to their own lands over the strip.

Mr. Osler, continuing, said that there was no urgency on the matter. He therefore urged that if the committee had any doubts as to its legal position the opinion of the supreme court might be secured. He claims that the action of the railway committee was void, as no order in council had been passed authorizing the O. & N.Y. company to lay the tracks in question.

O. & N.Y. contentions

Mr. Lash Q.C., for the O. & N.Y. said Mr. Osler had emphasized the point that the committee had violated a lease from the crown. His reply to that was, no lease from the crown could repeal the railway act. Under the railway act, he claimed that the O. & N.Y. company had proceeded properly, and that the committee had ample jurisdiction. Continuing, Mr. Lash said it would evidently suit the purposes of Mr. Osler to have this question postponed indefinitely. He had urged that this point be referred to the supreme court. Mr. Osler's clients had placed every obstruction in the way of the O. & N.Y. company, and seemingly desired to continue that obstruction. He held that there was no reasonable doubt about the validity of the order and thought the company should dismiss the application. What Mr. Osler said in relation to freight rights of the Booth system was diametrically opposite to their previous contention.

Mr. Blair - Sometimes counsel are driven into admissions. (Laughter).

Mr. Lash, in conclusion, pointed out that after the O. & N.Y. railway had acquired land for freight terminals the Parry Sound railway, contrary to its lease, constructed a building across the strip which the committee had allowed the O. & N.Y. company to take.

Mr. Blair - What kind of building?

Mr. D'Arcy Scott - a coal chute and trestle.

Mr. Blair - Well, that is not treating the order of the committee with respect.

Mr. Christie - The statement about the building is absolutely true.

Mr. Lash - I am surprised to hear that remark.

Mr. Mulock - There is a misunderstanding somewhere.

Mr. Blair - I shall certainly cause an enquiry to be made.

Judge Clark for the C.P.R. said the chief objective of the lease of the reserve was for the purpose of a central union passenger station. He thought permission to the O. & N.Y. to run a freight track should be limited until such time as it might be required for passenger purposes.

Mr. Lash said he had no objections to this change.

Mr. Osler contended that the coal chutes were being erected at the spot chosen long before the O. & N.Y. came in, but the building had been delayed owing to a squatter being on the lands. He claimed that the Parry Sound railway was not within thirty feet of the O. & N.Y. strip.

Mr. Lash asked for a speedy decision, Mr. Blair said the committee would take the case up immediately but he could hardly promise a decision this week.

Mr. Mulock said considering Ottawa's growing importance as a railway centre, the point should be made perfectly clear now as to the ultimate use of the property.

The committee then adjourned.

There was a great crowd of railway men and railway lawyers at the meeting of the Railway Committee yesterday afternoon. The Ministers present were Mr. Blair, chairman, Mr. Mills, Mr. Tarte, Mr. Mulock and Sir Henry Joly. The greater portion of the sitting was taken up in considering the P. & P.J. railway to cross the tracks of the Hull Electric and the Canadian Pacific railways. Mr. Ferguson, Q.C. and Mr. Belcourt, M.P. appeared for the P. & P.J.; Mr. Osler Q.C. for the Hull Electric Company and Judge Clarke for the C.P.R. Mr. Ferguson stated that this application had been partly heard at a former meeting when the suggestion was made that the case should stand over to see if the P. & P. J. could dispense with some of the more dangerous crossings. He had now to announce that the company proposed to build along the Ottawa River, but would not construct level crossings at Bisson's where the crossing would have been over the Canadian Pacific main line and another crossing of the Hull Electric at Hull. Three level crossings were still unavoidable, one in the station yard at Aylmer, a crossing over the Deschenes lumber siding and a crossing of the Hull Electric branch line on Brewery street, Hull.

Mr. Osler's objections.

Mr. Osler said the route chosen by the P. & P. J. was unnecessary and uncalled for. The back route would be a mile shorter and was quite practicable. It would cost more for grading but less for right of way and balancing one against the other the back route was the preferable as it would do away with the dangerous level crossings. He strongly objected to the proposed crossing in the Aylmer yard, because it was an acute angle.

Mr. Blair inclined to the opposite view, as the electric cars at that point must necessarily be running slow.

Mr. Osler said, however, that the electric cars would be running at full speed at that point. Continuing, he objected to the interposition of a railway between the electric road and the river front.

Mr. Blair - That point does not impress me as being a strong one.

Mr. Osler - But it impresses our company as being a serious detriment to their business. He said the Hull Electric Company had offered to allow the P. & P. J. to use its tracks between Aylmer and Hull, the P. & P. J. to pay a rental of 2½ percent, per annum and its share of the taxes. The reply of the Pontiac Company was that the offer of the Hull Company was so indefinite as to the extent of which it could use the tracks that it could not be entertained. Continuing, Mr. Osler said this was a stock jobbing matter. The Pontiac Company would get bonuses to the amount of \$9,200 per mile, and if the road were built for \$16,000 or \$17,000 per mile, and bonded for \$25,000 per mile, the difference between the cost of the bonds and the bonus would represent so much profit to the Pontiac Company.

Mr. Ferguson thought this was a branch of the matter with which the committee had nothing to do.

Mr. Osler. But I propose they shall have something to do with it.

Mr. Ferguson's argument.

Mr. Ferguson said the northern route was entirely out of the question. The Pontiac Company, in the first place, did not hold a charter for the back route. Then the grades on the Hull Electric road were unsuitable for a steam road. The Pontiac Company, as an independent trunk line, running through an extensive stretch of country, should have an independent entrance to Hull and Ottawa. He objected to the Pontiac Company's trains being run simply at the convenience of the Hull Electric Company.

Mr. Tarte expressed the opinion that it would be more dangerous to run the steam cars over the whole of the electric road rather than to cross only at two points on the level.

The report of Mr. H.F. McLeod on the northern route was read. He said such a line would be 7.55 miles long and would cost not more than \$130,000.

Mr. Ferguson, resuming his speech, said Mr. Osler had talked about the financial arrangements of the Pontiac Company. The Hull Company had spent a large sum of money uselessly on their road, and now wanted to tax another company in order to meet their expenses. The Hull Company had not paid, and it was doubtful whether it would ever pay, as it had been built in advance of the needs of the country.

Mr. Beemer heard.

Mr. Beemer said it would be utterly impossible to sandwich in express trains between electric cars running every few minutes. He would not undertake such a service.

Cross examined by Mr. Osler, Mr. Beemer admitted that a portion of the electric road was formerly operated by the C.P.R. as a steam road; \$60,000 was voted by the provincial Legislature for the purpose of purchasing the line from the C.P.R. when the Hull Company intervened and bought the line, necessitating the construction of an independent line by the Pontiac Company. The estimated cost of the line was from \$110,000 to \$115,000, outside the extras for the overhead crossings.

Mr. Osler, resuming his speech, said this scheme was not in the public interest at all; it was simply a scheme to make money for the promoters. There was not sufficient traffic for two roads, and therefore the Hull Company objected to its property being destroyed.

Mr. Belcourt said Mr. Osler had endeavoured to lead the committee away from the application before it. The Pontiac road was senior to the Hull road. When the Hull Electric railway was built that company knew the Pontiac charter existed, and therefore that company could not now set up the plea that its business was being interfered with. He submitted that the committee had no right to order the Pontiac company to deviate its line 1½ miles to the north.

The committee reserved its decision.

Dispute about routes.

PPJ-HER issue before the Railway Committee

Exerpts.

PPJ application was for three crossings, one at Aylmer, one at Bisson's and one in Hull. PPJ wants to continue its line from Aylmer south of the HER along the Ottawa and across the Hull station of the CPR. HER objection was that the crossings were needless as the company could follow another route - one mile shorter from Aylmer to Hull.

HER had offered the PPJ the use of the Hull tracks on condition that the PPJ pay 2 1/2% per annum, half the taxes, capital and repairs according to traffic. PPJ gets a bonus of \$6,000 per mile from Quebec and \$3,200 per mile from Federal Government. Bonding would amount to \$25,000. Road would cost \$16,000 - easy to see why PPJ wanted to build its own road.

Beemer claims it would be unsafe to send electric and steam cars over the same tracks. had originally been intending to purchase the CPR but had been forestalled by HER.

PPJ also wanted to cross the CPR at Hull and CPR claimed that a high level crossing would have to be put in.

Entrance to Central Depot - Basis will be decided today.

Details not taken.

The Ottawa and New York Railway carried 1,200 people last week on their line between this city and Cornwall. For the past month the passenger traffic has averaged 130 per day. The freight traffic is also increasing rapidly. The company has recently ordered two new Pullman trains and two heavy engines.

Now that the question relative to the entrance to the Central depot by the railway lines running into Ottawa has been largely determined by the action of the railway committee of the privy council, work on the new union station will be commenced at an early date.

Speaking to the Citizen today, Mr. J.R. Booth stated that the new depot would be located on the site of the present one, and work would be started as soon as the militia department secured other quarters for militia stores and vacated the premises.

It is understood that the department is now negotiating for the purchase of the Salvation Army building on Queen street, and if the deal is effected they will take possession of their new quarters at an early date. To meet the demand for railway accommodation work will therefore be commenced as soon as the arrangements can be made, and the union station will be one that will meet the increasing requirements of the various roads running into the city, and be worthy of Ottawa as a growing centre of railway operations. The corporations by which it will be used being the wealthiest in the country, and the city already having contributed \$50,000 for the purpose, the new station will be constructed on an elaborate scale, such as will meet the requirements for years.

The Ottawa and New York railway will commence running into the present central station as soon as the railway committee of the privy council gives its decision on the question of freight terminals.

10/11/1898 *The Equity, Shawville* *Hull Electric*

The Hull Aylmer electric cars are now provided with powerful headlights, which will enable the motorman to see distinctly "five acres" ahead. Five lamps of 16 candle power are placed together in a very strong reflector. As a motorman said, "Any man who will not see it deserves to be killed."

10/11/1898 *Ottawa Citizen* *New York Central* *Central Depot*

The Railway Committee of the Privy Council at its session yesterday afternoon practically disposed of the long standing difficulty between the Parry Sound, Canadian Pacific and Ottawa and New York railways relative to the use of Central Depot. The outcome of the arguments in the case is the establishment of the principle that each of the outside companies will come into the depot on the payment of their proportionate share of the maintenance. The details of the arrangements of the companies yet remain to be settled and pending this an interim order has been issued with the above effect. The C.P.R. will use the station and pay monthly their share of the running expenses which are to be estimated on a wheelage basis. The fact that this road has paid \$1,500 per month for the use of the station is regarded by the committee as sufficient security for their share of the rental until the matter is finally determined.

The Ottawa and New York Railway will use the station on paying their proportion of the running expenses with the other companies on a wheelage basis, and pending the final adjustment of affairs will pay \$250 per month security for rental.

The O.A. & P.S. Co. will submit to the C.P.R. and the O. & N.Y. Co.s a scheme relative to the amount to be paid by them for the expenditure already made by Mr. Booth in securing the entrance to the Central Depot. As far as the principle is concerned the difficulty is practically settled and in a few weeks it is hoped the complete details will be effected,

Suggestions to the committee

At the meeting of the Railway Committee yesterday afternoon Judge Clarke appeared for the C.P.R., Z.A. Lash, Q.C. and D'Arcy Scott for the O. & N.Y. and B.B. Osler, Q.C., and John Christie for the O.A. & P.S.

Judge Clarke explained that the application before the committee was for a further hearing relative to the terms and conditions upon which the Ottawa and New York Railway Company and the C.P.R. should have access to the Central Depot. In opening Judge Clarke devoted some attention to the question which had been raised earlier as to whether the C.P.R. and other companies shall or shall not be direct lessees from the crown in precisely the same way as the Parry Sound Co.

As a suggestion to fully cover the ground Judge Clarke suggested that an order be issued by the terms of which the C.P.R. and Ottawa and New York companies shall be entitled to use the line in question. If that were done the C.P.R. would attend to their subsequent rights.

Under such an agreement the rights of all parties concerned would be fully guaranteed. As to the terms upon which the C.P.R. and the O. & N.Y. shall have the use of the station approaches Judge Clarke thought that there were two main points to be considered, the interest on the capital expended in building the line and the proportionate cost of maintenance. The amount of \$1,500 per month was far too much but had been agreed to as a temporary arrangement. As to the capital account and the proportionate shares thereof it was important to ascertain the exact figures of the investment. From this too the cost of the freight terminal must be eliminated. The O.A. & P.S. Co. having declined to supply any information as to the cost of building the line in question, the C.P.R. had prepared an estimate of the cost of building the road and terminal in question.

Mr. Z.A. Lash, Q.C., who appeared for the O. & N.Y. stated that his company had endeavored to secure information as to the amount expended by Mr. Booth in the construction of the Central Depot and the approaches thereto. They had been met by an absolute refusal to supply these figures. So far as the case of the O. & N.Y. was concerned the first and most important point to be ruled upon were questions of principle.

At the suggestion of the Hon. Mr. Blair, Mr. Osler, on behalf of the O.A. & P.S. was next heard. His clients were not present in a hostile and unreasonable spirit. They were, however, impressed with the infinite nature of the propositions put forward by the applicants. Mr. Osler suggested that an not unreasonable scheme would be to hand the matter over to competent engineers to value the privileges now sought. The applicants could then say how many sidings and just what accommodation was sought for.

On a wheelage basis.

Judge Clarke explained that the accommodation sought for would fluctuate with the requirements of the service. The C.P.R. would pay its proportion of the expense. There should be no difficulty in arranging the whole thing on a wheelage basis.

Hon. Mr. Blair - It seems to me that the companies could well exhibit a greater disposition to get together in this matter.

Mr. Osler - Let them prepare a scheme and we will meet them fairly.

Mr. Lash stated that all the O. & N.Y. asked was that the committee settle the principle and the details could be arranged afterwards.

Judge Clarke suggested that the interim order be continued until a definite proposition could be arrived at. The rival companies would endeavor to settle the difficulty among themselves, and each submit a scheme to this end.

Mr. Blair enquired how long it would be before the companies could do this.

Mr. Osler stated that the C.A.R. would make the station proposal in a fortnight or three weeks. He thought that in the meantime the O. & N.Y. should put up \$4,000 security as a search of the registry office failed to show that they had any property in sight.

Mr. Lash resented the insinuation that the O. & N.Y. was not a strong financial institution. On the contrary, they had gone ahead with their work and expended thousands of dollars in carrying it forward. The O.A. & P.S. had refused to furnish any information relative to the question at issue and he had computed the total operating expenses to be \$23,000 per year. Of this amount, he thought the C.P.R. should be \$6,000, the O. & N.Y. \$2,500 and the O.A. & P.S. and C.A.R. \$13,083. The O. & N.Y. proposed that their road should pay its proportion of the running expenses and their proposition was a fair one which should be accepted by the committee. The company should not be asked to make a deposit because of Mr. Osler's sneers as to its financial standing.

Mr. J.R. Booth asked the committee to consider the terms of his lease of the property and of the enormous expense incidental to the construction of the approaches thereto. What had been done was in the best interests of the city. The O.A. & P.S. Company asked for the peaceable enjoyment of what it was entitled to. He had no objection to other companies entering the Central Depot providing he was repaid for the expenditure he had made on the property. After a few incidental remarks by counsel the above interim order was issued and the committee rose.

10/11/1898 *Ottawa Journal* *Canada Atlantic*

Central Depot Entrance - Equal rights for all lines.

Exerpts.

Railway Committee orders yesterday that the approaches to Central Depot should be used by all roads equally on a wheelage basis.

O&NY if it uses the station to pay \$250 a month rental and the cost of the operations and maintenance on a wheelage basis.

Note \$3,000 per month rental asked by OA&PS was for both O&NY and CPR combined (\$1,500 each)

Work on the Interprovincial bridge has been resumed. Mr. Beemer today denied that the work on pier No. 2 had been shut down by the government on account of defective concrete. Pier No. 2 is the most extensive work of its class in Canada and is built 76 feet below the surface of the water. About 25 feet of concrete has been placed in the pier and it is of such immense dimensions it was thought advisable to cease work in order to give the material a chance to set. It was also proposed by Mr. Schreiber that the coffer dam should be pumped out and the remaining 50 feet of pier built on a dry surface. Some time will elapse before this can be done. In the meantime, Mr. Beemer says, everything is turning out satisfactory to the government and the bridge company are fulfilling their contract according to the specifications. No fault has been found by either the government inspector or the company's man. The coping for pier No. 4 has arrived and will be placed by next week.

The O&NY are grading the yard at the station and improving the way to the freight shed.

Mr. C.B. Hibbard, president of the New York and Ottawa railway, informed the Free Press this morning that he will not run trains into the Central station until after the decision of the railway committee on the application for freight terminals. He wishes to inaugurate the passenger and freight business at the same time. The application by the company for an order to obtain immediate possession of the property required, will be heard in Toronto tomorrow.

The railway committee of the privy council has promptly decided the application of the P. & P. J. railway to cross the tracks of the Hull Electric Railway with their proposed new line between Aylmer and Ottawa. The necessary permission has been granted.

The work of constructing the new machine shops for the Ottawa and New York railway will be commenced at as early a date as possible after the present matters at issue are settled. The shops will be located on the grounds purchased by the company in the vicinity of the Deep Cut and will take up a large space. The works will afford employment for a large staff of men. A large freight shed will be constructed on the property of the company adjoining the Canadian Granite Company on Nicholas street, and work on this will be commenced as soon as the question of approaches thereto is determined.

The O.A. & P.S. company has conceded to Mr. J.A. Campbell, sufficient ground near the station here for the erection of weighing scales. Arnprior Watchman.

The C.A.R. have had very heavy freight the past week. There are large shipments of lumber from Hawkesbury.

The construction of the Ottawa and New York railway machine shops will be begun as soon as the Central station question is settled. The shops will stand near the deep cut and will be of considerable size. The big freight shed will be built on the company's land near the Granite company's works on Nicholas street.

Toronto Nov. 11. In the private chambers Chief Justice Meredith heard four motions by the principals in the case of the Ottawa, Arnprior and Parry Sound railway v. Ottawa and New York railway. The trouble arises over a strip of land along the canal leased by the O.A. & P.S. railway but now claimed by the O. & N.Y. railway under an order from the Railway Committee of the Privy Council. B.B. Osler, Q.C. appeared for the plaintiff and B. Blake Q.C. for the defendants. The plaintiffs moved for a judgment and for an injunction restraining defendants from prosecuting their expropriation and taking possession of the land. This was followed by a motion by the defendants for possession of the strip in question prior to the prosecution of the expropriation proceedings under the provisions of the Railway Act. A motion was also filed by the defendants for an injunction restraining the plaintiffs from interfering with them in attaining such possession and from building trestle tracks etc. across the right of way.

After hearing argument the Chief Justice enlarged all motions until Thursday next in any event and thereafter until the decision of the Railway Committee of the Privy Council upon the re-hearing before them last Wednesday is given.

Mr. Andrew Holland of the firm of A. Holland & Sons, Sparks street has gone to Aylmer today where he will test the new acetylene gas headlight for locomotives. The test will be made upon one of the P. & P. J. locomotives.

Pembroke Nov. 15. The first train on the Pembroke Southern pulled into town early last evening. There were no preparations made to greet its arrival, but its brilliant light throwing its rays far into the night attracted the attention of pedestrians on Main street.

Today eight car loads are expected by the Pembroke Furniture Company. Empty cars are also to be brought for the lumber company who intend making a large shipment by the new road.

Mr. J.R. Booth says Union Depot will cost \$130,000, to be built next spring. More.

The Railway Committee of the Privy Council have granted the application of the P. & P. J. R. Co. to cross the tracks of the Hull Electric Railway Co. with the proposed new line from Aylmer to Hull.

It is rumored that the C.A.R. will put on an early morning train from Hawkesbury to Coteau to connect with the G.T.R. train for Montreal. This would land Vankleek Hill passengers in Montreaol at about 9 o'clock in the morning. The evening train returning leaves Montreal at 5 o'clock and reaches here at 7.30. It is also reported that the afternoon train will run to Alexandria so that the C.A.R. fast trains will not have to stop at Glen Robertson. Time will thus be saved. On the Hawkesbury branch this would necessitate two trains - a freight and passenger, instead of at present, a mixed train.

The first train on the Pembroke Southern pulled into the county town on Monday evening. There were no preparations made to greet its arrival.

The long drawn out fight of the C.P.R. and O. & N.Y. Co. for an entrance into the Central station at Ottawa seems to be nearing a close. The whole question was finally thrashed out before the Railway Committee on Wednesday, with the result that the outside companies are to be allowed access to the centre of the city on payment of a proportionate share of the maintenance and the details will be settled later. The C.P.R. will pay its share to be estimated on a wheelage basis and the O. & N.Y. will pay \$250 per month pending the final adjustment of the details, and will secure immediate access to the central depot,

**18/11/1898 Eastern Ontario Review Montreal and Ottawa**

A new time table went into effect on C.P.R. here on Monday last. The train from Montreal to Ottawa will pass here about 11.10 instead of 11.22 as formerly. The afternoon train from Ottawa to Montreal will in future stop only at Vankleek Hill and Vaudreuil. The morning now does not stop between here and Ottawa.

**18/11/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

The morning train on the C.P.R. left Montreal on Wednesday ast 10 minutes late and arrived here 3 minutes ahead of time. The 57 miles was covered in 62 minutes and stops were made at Montreal Junction and Vaudreuil. This waas running at a rate of over a mile a minute.

**18/11/1898 Eastern Ontario Review Vankleek Vankleek Hill**

Material has been received at the C.A.R. depot to make extensive repairs to the station and surroundings.

**18/11/1898 Renfrew Mercury Locksley Pembroke**

It is expected that the rails will be laid to the bridge by next week. In the meantime the foundations are being laid for the station, which is to be built of brick, a little to the south side of the bridge. The building will be about 52x30, and will be built with due respect to the want of the travelling public. The freight shed, on McKay street, 100x30, is well under way, and work will soon be commenced on the roundhouse, which is to be situated near Hunter street. Pembroke Standard.

**18/11/1898 Renfrew Mercury Eganville Eganville**

The name of the Eganville branch railway has been changed on the timetables of the C.P.R. from the A. & N.W. Ry. to the Eganville branch of the C.P.R., and the name of the junction to Eganville Junction. A new timetable went into effect on Monday, the afternoon train leaving here ten minutes earlier, or at 3:50, instead of at four as heretofore. The trains on the main line, with which our branch connects, have not been changed. Eganville Enterprise.

**19/11/1898 Ottawa Journal Ottawa Terminal**

When the new Central station is built and the various railroads have made arrangements as to running rights etc. it is likely all CPR trains will run into Central station. This will bring the through traffic from the west right into the heart of the city. The CPR may build a line from the present CPR Union depot to the Central depot. Several routes have been surveyed but the one which will be followed has not yet been chosen.

**22/11/1898 Ottawa Free Press Canada Atlantic**

The work of ballasting the C.A.R. yards is completed and a number of men are employed sinking four new underground drains. A new signal house is being erected for the accommodation of the switchmen for the winter.

Double bricking the round house has been completed. On account of the inconvenience arising from the lack of space in the roundhouse, five new arches will shortly be erected, making accommodation for a few more engines. The work on the coal chute will be finished this week. In the new machine shop everything is ready for the machinery, which will arrive shortly. The frame work of the new repair shop is completed, and a number of men are employed sinking piles for the erection of the new hydraulic hoist. This machine will be used for lighting (sic) locomotives and will be capable of hoisting 150 tons. The company will use this shop for making and repairing engines and for the construction of all machinery to be used on the line. About forty engines are now in the shop for repair. A new additional machine shop will shortly be erected by the Canada Atlantic Railway Co. at the deep cut. The building material has arrived and work will be commenced in the course of a few weeks. This shop will be used for the repairing and cleaning of engines and will contain all the latest modern appliances for handling locomotives.

**22/11/1898 Ottawa Free Press Ottawa Electric Ottawa Car**

The Ottawa Car Co. yesterday completed two fine new cars for the Cornwall street railway and shipped them to that place over the O. & N.Y.

**23/11/1898 Ottawa Journal New York Central**

Mr. George Parker, President of the NY&O is in the city giving evidence in a lawsuit now going on in Ottawa. Speaking to a Journal reporter Mr. Parker says that the work on the railway bridge at Cornwall is going ahead satisfactorily since the terrible accident in the south channel. One span of the north channel bridge has been placed and another is being put in place this week. Mr. Parker is hopeful of a favourable decision on the O&NY case now before the railway committee.

**24/11/1898 The Equity, Shawville Locksley**

The first train on the Pembroke Southern Railway pulled into town on Monday evening of last week.

**25/11/1898 Renfrew Mercury Kingston (CP) Renfrew water**

Mr. Folger of the K. & P.R., was in town this week, completing arrangements with the town officials for the taking of water for the railway. There has been some delay in securing the proper "crane", but that is to arrive this week. Getting water before the train starts will shorten the time of the K. & P.R. run by some twenty minutes or more.

**26/11/1898 Ottawa Free Press Vankleek Hawkesbury**

The Canada Atlantic round house at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines which was completely destroyed.

**28/11/1898 Eastern Ontario Review Vankleek Hawkesbury**

Fire broke out in the C.A.R. round house on Wednesday (26/11) night about nine o'clock, completely destroying the building and rendering useless the engine and tender which had just been housed a short time before. It appears that the watchman, who had been working in the round house, had occasion to go over to some cars a short distance away. He had only been gone a few minutes when he noticed flames shoot up from the middle of the round house just about where the cab of the engine would be. He made a dash for the round house, jumped into the cab of the engine intending to run the engine and tender out and save them, when part of the burning ceiling fell on him and he had to jump to save himself. Fortunately he escaped uninjured. Owing, it is supposed, to the presence of oil about the building, in an incredible short time it was completely enveloped in flames. The passenger cars standing close by the side of the round house were in danger of being fired, but were pushed out of harm's way. The fire engine was brought out but from the first it was evident nothing could be done to save either the building or engine, besides it was found there was danger of explosion of the boiler or of some casks of oil which were in the building. A little over half an hour after fire started the wall towards the east end fell in, followed by the end of the building about ten mionutes later, and about 9.45 the whole building was level to the ground leaving the engine and tender exposed. After the building fell the fire engine was brought into use to put out what remained of the fire. The loss will be in the neighborhood of \$10,000.

**01/12/1898 The Equity, Shawville Montreal and Ottawa Interprovincial Bridge**

The sixth pier of the Interprovincial bridge was commenced today. Work has also been commenced on the large abutment to pier one at Nepean Point. This is for the purpose of holding the span. The work on the approaches on the Hull sideis being rapidly carried to completion.

**01/12/1898    The Equity, Shawville    Pontiac & Pacific Junction**

Wednesday's Ottawa Journal says: - the P. & P. J. Railway Company is now awaiting the signing of the order permitting them to cross the Hull Electric Company's tracks and then work will be continued on the proposed line from Hull to Aylmer.

Several thousand feet of rock cutting has already been done, and it is likely rock cutting will be continued all winter.

**01/12/1898    The Equity, Shawville    Pontiac & Pacific Junction**

A permanent messenger has been placed on the P. & P. J. Railway by the Dominion Express Company. This official will look after all the express matter, and if needs be, procure articles of any kind that parties may require to get from Ottawa, and have them brought up same day. This may be done by handing the money and a memo of what is required to the messenger, and he will attend to the purchase.

The P.P. passenger train is now provided with an acetylene gas head light, installed by Mr. Andrew Holland. The exceedingly brilliant light is easily distinguishable from the old oil lamp.

**02/12/1898    Eastern Ontario Review    Vankleek    Vankleek Hill**

It is stated around town that the C.A.R. will put a free bus in service in town. The move has been under consideration by the company for some time.

**02/12/1898    Eastern Ontario Review    Lachute    Lachute**

The safe in the C.P.R. station at Lachute was blown open last week. The burglars secured \$100.

**02/12/1898    Renfrew Mercury    Vankleek    Hawkesbury**

The Canada Atlantic roundhouse at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines, which was completely destroyed.

**02/12/1898    Eastern Ontario Review    Montreal and Ottawa**

From Vankleek Hill to Ottawa in 60 minutes - that is the time a special train with Lord Strathcona and Mount Royal on board made on Friday last. The time from Montreal to Ottawa was 2 hours and 12 minutes. The train left Windsor station at 12.38½ p.m., arriving in Ottawa at the Central station at 2.51 p.m. covering the distance, 111 miles, in two hours, twelve and one-half minutes. This includes the five minutes taken up to starting and slowing down as well as the taking of water at Vankleek Hill.

**02/12/1898    Renfrew Mercury    Kingston (CP)    Renfrew water**

The taking of water by the K. & P.R. engines from the Renfrew water works system, instead of stopping at Reid's Lake, permits the line to cut some minutes off the time of arrival and departure of the trains from Renfrew.

**02/12/1898    Ottawa Citizen    New York Central    Embrun**

Cornwall Dec 1. The cases brought against the Ottawa and New York Construction Company and Balch and Peppard by the friends of J.W. Rombough and George W. Greene, two of the men who were killed in the Embrun accident in June last, were completed here this evening. The cases have occupied the court all week and it was not until a very late hour tonight that the jury were ready with their verdict. The verdict was for \$4,000 damages, allowing \$2,500 for the plaintiffs in the Rombough case and \$1,500 for the plaintiffs in the Green (sic) case. Although the actions were brought against the two companies, Balch & Peppard and the New York and Ottawa Co., the jury exonerated the N.Y. & O. Co. from any blame and placed all the damages on the shoulders of Balch & Peppard. The friends of the young man Chrysler, who was killed in the same accident, brought an action also but it was thrown out yesterday morning, the judge holding that they had no cause of action, whatever. There are several legal complications between the two companies and the case will, in all probability, be appealed. MacClennan, Q.C. and Cline for Rombough. Mogo and Beatty for Greene. Caeselle, Q.C. and Anglin for Balch & Peppard. Leith, Q.C. and Pringle for N.Y. & O. Co.

**02/12/1898    Ottawa Citizen    Renfrew    Madawaska**

The company is also erecting a large number of private dwelling houses at Madawaska for the accommodation of the employees there.

**02/12/1898    Ottawa Citizen    Canada Atlantic    Coteau wood**

A large coal chute, similar to the one here, is being built at Coteau and will be operated by a 15 horse power gasoline engine.

**02/12/1898    Ottawa Citizen    Renfrew    Elgin Street**

The Canada Atlantic Railway company are tearing down a number of the small store rooms in the Elgin street and on their site will erect a large shop for the erection of freight cars for the spring trade. About five hundred cars will be constructed this winter.

**05/12/1898    Ottawa Citizen    Canada Atlantic    De Beaujeu**

Sunday morning at 3 o'clock a C.P.R. train going east ran into a Canada Atlantic freight which was crossing the diamond at St. Polycarpe Junction, cutting through it and knocking part of the train off the track.

The engine and part of the C.P.R. train also left the track, and struck the station, moving it about three feet. The tracks at that point were blocked for some time yesterday, but the C.A.R. company had everything removed for the passage of the Montreal train leaving here yesterday morning at 8 a.m.

The exact cause of the collision is unknown but was probably caused by the failure of the working of the C.P.R. signals. The C.A.R. train was moving slowly, and was almost stopped when the other engine crashed through the centre with the above results. The trainmen on the C.P.R. engine had a narrow escape but fortunately no one was injured.

**05/12/1898    Ottawa Journal    Canada Atlantic    De Beaujeu**

A CPR freight train pitched into a CAR freight train at St. Polycarpe Junction yesterday morning and wrecked an engine, a number of freight cars and the station house at the junction. Several CPR men were somewhat injured. The CPR engine is a total wreck, several freight cars are ruined and six loaded cars belonging to the CAR were damaged. One car loaded with hay was completely demolished and two others loaded with structural iron for the Hawkesbury pulp mills were very badly damaged. None of the CAR train hands were hurt.

The CPR train from Toronto to Montreal had to come by way of Ottawa yesterday.

**06/12/1898    Ottawa Citizen    Hull Electric    Gilmours Mills**

Some time ago the Hull City Council requested the Hull Electric Co. to run two cars between Gilmours Mills and the railway station. A reply was received yesterday that the company could not do this without building another track.

The Line Completed

Engineer Asked to Inspect the Pembroke Southern Railway.

Mr. Robert McCallum, engineer of the Public Works Department, has been notified by telegraph that the Pembroke Southern railway is completed and ready for inspection. The new line runs between Golden lake, on the Ottawa, Arnprior and parry Sound railway, and the town of Pembroke, and is about 27 miles in length. The contractors were Messrs. Poulin, Russell and Co. of Pembroke. Mr. McCallum was asked to make his inspection to-morrow, and was told that a special car would be in waiting to convey him from Ottawa to Golden Lake. He will, however, not be able to leave for a day or two, as owing to Sunday's storm it will not be possible to thoroughly inspect the line at present.

07/12/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Construction work on the Interprovincial Bridge is, for the present, practically confined to excavating for the shore pier on the hull side, the mason work of which will be proceeded with during the winter.

Of the five water piers four have been complete. Operations on the fifth have been suspended pending completion of some arrangement with the chief engineer of the Railways and Canals Department for testing the work already done upon it. More.

Cornwall collapse, diamond drilling, so far well executed.

08/12/1898 *The Record, Chesterville* *New York Central* *Cornwall*

The Cornwall Bridge

Some of the pontoons of the wrecked span removed.

Cornwall 2 December. The anchor span of the north bridge of the O&NY on the north side of the channel has been completed and cleaned up, and the false work removed. Nothing now remains to finish the bridge but to throw the cantilever span across the gap of a couple of hundred of feet or so as to connect with the work already finished on the south side. Mr. Hendershot who has the contract for rip rapping the piers of the Cornwall railway bridges has nearly completed his work on pier No. 8 in the north channel.

Air was pumped into some of the pontoons attached to the wrecked span in the south channel and it moved down 300 or 400 feet and stuck there. Capt. Leslie has been working at it since to get the rest of the pontoons filled and expects to have the huge structure in a safe place in a day or two. It is said the south end of the span is badly smashed.

08/12/1898 *Ottawa Journal* *Canada Atlantic* *Deep Cut wood*

The residents of Ottawa east who have to pass along Nicholas Street at the foot of Deep Cut have a grievance against the CAR. They complain that the recently erected coal chutes are a nuisance to passers by as, when the engines are being loaded with coal the dust floats across the street and anyone who happens to be passing is covered with coal dust.

More.

09/12/1898 *Ottawa Free Press* *Pontiac & Pacific Junction*

Mr. A. Holland, who has lately been making a test of his acetylene gas generators on the P. & P. J. Ry. for the purpose of utilizing the light for locomotive head lights, has received work from the master mechanic of the road that the apparatus is working admirably, the frost not appearing to affect the gas in any way.

09/12/1898 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

The engine and tender damaged by the fire which destroyed the round house two weeks ago, has been taken to Ottawa to be repaired, It is expected that it will be on the old route again soon.

09/12/1898 *Eastern Ontario Review* *Renfrew*

James McFall of Plantagenet, section man on the Ottawa, Arnprior & Parry Sound railway, while propelling a hand car near Kearney a few days ago, fell underneath it, the wheels running over his face and the back of his head. He was taken to Ottawa Saturday last in charge of his father, and was taken to the Water street hospital.

10/12/1898 *Ottawa Free Press* *Ottawa Terminal*

Reference to the Canada Gazette, proposed charter for a railway by steam or electricity from Ottawa to Meach's Lake, by way of Kingsmere; also to construct branches to Hog's Back, Graham Bay, Aylmer and Hull. More.

13/12/1898 *Ottawa Free Press* *Chaudiere* *Duke Street*

A new cabin has been built at the C.A.Ry. crossing at Duke street. It is much larger than the old one and contains a fine stove and is very comfortable.

16/12/1898 *Ottawa Citizen* *Locksley* *Pembroke*

Work on the Pembroke Southern Railway is being rapidly pushed forward. It is expected that the work of ballasting the road will be completed this week.

16/12/1898 *Renfrew Mercury* *Belleville* *Perth*

The Perth carshops are likely to be kept busy this winter. Orders are now in for 300 box cars, 60 coal cars and 50 flat cars. The shops are at present capable of turning out 12 cars per day.

17/12/1898 *Ottawa Free Press* *Renfrew* *Elgin Street*

At the Elgin street depot everything is in readiness for the new car shop which will be erected there, and operations will commence in a week or so. Several cars of new machinery arrived yesterday and the remainder will be here in a week or so. Considerable delay was experienced with the machinery, as special plant was required for its manufacture, and this could not be had readily. A large number of hands will be required to work on this building, as it will be rushed up without any possible delay. The company have equipped the line with new hand cars. These cars are all manufactured at the shops in Ottawa, and are of the latest improved design, being fitted up with ball bearing wheels and calculated to run at a speed of 30 miles an hour. Mr. Booth, in conversation with the Free Press, said:- "Very few people realize the extent of the work now going on, and it is only strangers that readily appreciate it. A little disappointment was experienced on account of the season closing in so rapidly, as the work was expected to be further advanced before winter. The extensive operations at Depot Harbour last summer were the means of interfering with the operations of the line at this point also. This work will employ upwards of 600 men during the winter and will be a great boon to the working classes of this city."

Work on the new Canada Atlantic buildings at the deep cut have been suspended for a few days, on account of the recent cold snap. The severe frost interfered with the work of draining the immense building. Mr. J.R. Booth, who was seen by a Free Press reporter, stated that the work would be continued in a few days. An immense heating apparatus has been ordered and as soon as this arrives work will proceed again. The work of boarding and grouting the large machinery building has been completed and the foundations for the different mechanical apparatus have been sunk. The glass for the skylights on the buildings, which has been imported from Belgium, will be here in a few days. Considerable trouble was experienced in getting the goods, on account of the unusual size and quantity required.

The ditching in the building is almost completed, and as soon as the heating apparatus arrives, will be proceeded with. The excavating for the new repair shop has been suspended on account of the frost setting in so suddenly. Work on the dump has ceased also and will not be continued until spring opens. The work of erecting the new addition to the round house will not be completed until April next.

At the Interprovincial bridge work is going on steadily. On the Ontario side of the river about 100 yards of stone for use on the piers have been cut. Excavating for the pedestals is being pushed forward. On the Hull side pier No. 6 is being erected. Preparations for placing the concrete are being made. The pier will be 31 feet long and 13 feet wide at the base, tapering to a width of 8 feet at the top. When the ice on the river is sufficiently strong the work of drawing stone from Nepean Point to the Hull side of the river will be commenced. This stone will be used for building a large protection wall for pier No. 6. The stone at the Point has been found to be exceptionally good for building purposes.

An Ottawa paper says that last year the Ottawa and Parry Sound railway company purchased 500 freight cars and last spring it had to rent 500 more to move the grain from Chicago and Duluth which shippers found cheaper to tranship and send across Canada, thereby saving 400 miles in distance than to take around by the lakes. During the past summer the same railway had 85 engines in commission, most of them large moguls, and from twelve to twenty trains passed eastward over the road every day. More remarkable still, the west-bound freight business from New York to Chicago over the Parry Sound route went as high as \$25,000 a month. These figures are indicative of the trend of trade seeking its natural outlet to the seaboard. The same paper calls attention to the fact that of the 440 miles that forms the route from the Georgian Bay to Montreal, 351 miles consist of navigable waters. Twenty miles of canals will be required and the remaining 60 miles of river will need some improvement to make it navigable.

Mr. D.B. Russell of Pembroke, part owner of the Pembroke Southern Railway, is in town. This line, which is nearing completion, is 21 miles in length and runs from Pembroke to Golden Lake on the O.A. & P.S. Ry., thus affording connection with the latter road. By this new route, the distance to Ottawa is 104 miles, exactly the same as by the C.P.R. The company have also completed an up to date station at Pembroke. It is situated in the centre of the town and is one of the finest in the district. The inspectors passed over the road last week and pronounced it ready for traffic, which will be commenced by the New Year if not before. Mr. Russell is engaged in another railway scheme which will be announced later.

The Perth car shops are likely to be kept busy this winter as there are orders for 300 boxcars, 80 coal cars and 50 flat cars. Owing to lack of room in the shops, the cars are being sent to Toronto for painting, which will cause the laying off of a number of painters. The shops are at present capable of turning out 12 cars a day.

The Pembroke Southern railway, which will run from Pembroke to Golden Lake, on the Parry Sound railway, a distance of 21 miles, will probably be open for traffic by the new year. By the new line the distance between Pembroke and Ottawa will be 104 miles, exactly the same as by the C.P.R.

Pier No. 6 on the Hull side of the Interprovincial bridge will be ready for concreting next week. The frosty weather has had no effect on the work. Steam pumps are working night and day in order to keep down the water. On the Ottawa side excavating continues.

Petition to save the appearance of Major's Hill park.

The pumps for draining the water from the excavation made for pier No. 6 on the Hull side of the Interprovincial bridge will be kept working day and night until the pier is completed.

The last survey of the P. & P. J. Railway Company for the projection of their line from Aylmer to Hull has been made. From Aylmer down to Squaw's Bay the line will run between the river and the Hull and Aylmer electric road. At Squaw's Bay it will cross the electric road by an overhead bridge and, continuing towards Hull, will cross the Aylmer road above the toll-gate, also by an overhead bridge. It will then cross Eddyville and Brewery creek diagonally and skirt the city on the north side running near the baseball grounds. It will then make a junction with the O. & G.V. railway and cross into Ottawa via the Interprovincial Bridge.

The Ottawa Car Company are at present building seventeen new cars for the Quebec Electric Street Railway Company. The cars are built on the same plan as the last cars constructed for use in this city. They are finished in first class style as to wood work and painting and are elegantly upholstered. The cars are about three feet shorter than those used in Ottawa and five of them are closed cars which will be used this winter, while the other twelve are open and are intended for use next summer. The first cars will be completed about January 1st, and will be shipped as soon as finished.

The company has finished a car for the Palace Car Café Company which has lunch cars on the streets of nearly all the large American and Canadian cities and it is also endeavoring to introduce the scheme in Ottawa having applied to the city council during the year. The car is in reality a large moveable restaurant, containing a small stove, refrigerator and all the necessities for getting up a meal in the shortest possible time. The cooking utensils are all bunched in one end of the car and are shut off from the rest of it by a counter running crosswise. The other end is fitted up with seats along a narrow table projecting from the sides of the car upon which the lunch is served. The car is taken out at night only and is hauled by horses around the city and those who work late or who wish to have something to eat before retiring, board the car and are served with a light lunch at a very small price.

The car which is on exhibition at the Car Company's works, is enclosed by beautiful stained glass windows and is a model of first class workmanship.

P.S.R. Timetable issued

Fast trip to Golden Lake on Christmas

The Handsome New Station - Fine New Engine - Opening Monday.

A visit to the Pembroke Southern Station on Tuesday showed the building to be receiving the finishing touches under the skilled hands of Messrs. William Spalding & Sons and their men prior to the advent of the painters. The interior, like the exterior, is extremely neat, showing beautiful design in paneling and an entirely nice effect generally. There are four apartments in the new building - office, waiting room etc. Then, following a walk out to the roundhouse, between an quarter and a half a mile distant, and along the track were gangs of men busy putting it in fine order. The tank is situated along the track some distance back from the station and looks very neat in its fresh coloring. The roundhouse is situated almost due south of the cathedral and is quite an extensive affair. At it was the new engine, no. 16, which arrived here on Christmas Day. It is a magnificent engine, polished so bright that many parts reflect like a mirror. In charge were Conductor P. Sullivan, Driver John Findlay and Fireman Dan Smith. The new engine runs at the rate of over 60 miles an hour. The old engine, no. 494, was run out to Golden Lake on Christmas Day and the new engine brought in to take its place. A small party was taken out in a box car, and had the pleasure of being drawn back by the new engine. On this occasion, driver Findlay was absent in Ottawa, and Fireman D. Smith handled the throttle with Eddie Sweeney firing. The new engine ran out to Golden Lake in twenty-eight minutes. The distance from Pembroke is twenty-two and a half miles and the P.S.R. track joins the Ottawa, Arnprior and Parry Sound track about half a mile from the village.

Mr. W.D. Cunneynworth of Owen Sound, the agent who is to take charge, is expected to arrive in Pembroke today.

There has been bustling and bustling around the station here all week and the road will be opened for passenger and freight traffic Monday next, with everything in the best of order. The announcement printed in last observer (missing in microform) about the proposed Toronto, Lindsay and Pembroke Railway Company, has created great interest in this section. Already people have visions of a trough line to Toronto, which will shorten the distance nearly one hundred miles.

The public will hear all about the opening of the P.S.R. in the next Observer.

Beginning on Monday, the trains on the Pembroke Southern will run as follows:-

LEAVE PEMBROKE ARRIVE IN OTTAWA

7.00 a.m. 10.40 a.m.

2.00 p.m. 5.50 p.m.

LEAVE OTTAWA ARRIVE PEMBROKE

8.30 a.m. 12.10 noon

4.25 p.m. 8.10 p.m.

Freight leaving Montreal early in the morning will reach Pembroke the same evening.

In next Observer a full timetable will be given. In the meantime, the public will please, govern themselves by the above timetable.

*31/12/1898 Ottawa Citizen*

*New York Central*

Judgment was handed out by Justice McMahon at Osgoode Hall today dismissing the suit of Breviere and McNaughton, sub-contractors of the Ottawa and New York railway construction, against Messrs. Balch and Peppard, a dispute as to the excavation work on the railway.