

Local Railway Items from Area Papers - 1899

03/01/1899 Ottawa Journal Locksley

The P.S. Railway is now running.

Pembroke is now connected with the O.A. & P.S.

Connection with Toronto by way of the Bancroft road is expected.

Pembroke Jan 2. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1.20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business.

Not satisfied with affording the town a competition line to the east, the company now propose extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Olo, thus completing a direct line to Trenton on Lake Ontario, which will be of immense advantage for the shipment of lumber, ties and pulp wood and will open up a considerable mineral belt.

Connection with Toronto.

By connecting with the Iron Dale and Bancroft and Central Ontario, the distance between Pembroke will be shortened by 150 miles by either connection, and a choice of two routes afforded. It is also expected by the P.S. company that the Grand Trunk will extend their branch, already built from Peterboro' to Lakefield, north-easterly about 35 miles to connect with the Pembroke Southern at St. Oso which will further shorten the distance between Toronto via Peterboro'

Ex-Ald. Poulin of Ottawa is one of the principal stockholders in the Pembroke Southern and with whom are associated W. Russell C.E., Robert Gordon, merchant and ex-Mayor Fortin, all of Pembroke. A circumstance to their credit is that the right of way was secured over the entire distance of 21 1-2 miles, without having recourse to arbitration in a single instance.

Messrs. Russell, Poulin and Co. were the contractors and performed their work expeditiously and satisfactorily. The run over the road yesterday was made in 40 minutes, which is considered fast time for a new road.

05/01/1899 Ottawa Citizen New York Central

While passenger train No. 50 on the Ottawa and New York railway leaving here at 5.15 p.m. was nearing the Dufferin road crossing it ran down an elderly woman named Mrs. Pankaw. She was thrown about fifteen feet and landed in a ditch. The train, which fortunately was running at a reduced speed, was brought to a stop about a hundred feet further on.--The old St. Lawrence and Ottawa line on which the accident happened has been the scene of similar accidents in the past.--

05/01/1899 Ottawa Free Press Ottawa and Prescott Prescott

Benjamin French, late superintendent of the railway, originally known as the "Bytown and Prescott" railway died yesterday morning at the advanced age of 80.--

06/01/1899 Renfrew Mercury Locksley Pembroke

Quite a sensation was caused opposite the Post Office at noon today when the incoming P.S.R. train jumped the buffer at the station and the engine ploughed across the yard and landed about twenty feet over the sidewalk. Strange to say that, notwithstanding the crowd concentrated about the spot at that time, no one was injured. The engine was thrown off her truck, and had it not been for the soft nature of the ground at that spot might have crashed through the Post Office building. The cause of the accident is said to have been the failure of the air brakes to act.

06/01/1899 Renfrew Mercury Locksley

The Pembroke Southern opened for traffic. Pembroke Jan. 3. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1:20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business. Not satisfied with affording the town a competition line to the east, the company now purposes extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Ols, thus completing a direct line to Toronto.--more.

Father and son killed together

County Treasurer Cowan and Holmes Cowan, of the Gilpen House, Meet an Instant and Shocking Death at Ottawa East

Team Running Away Crashed into O. A. & P.S. Express, Killing Occupants of Sleigh, except Driver Who is Fatally Injured

Killed

Wm. Cowan, Treasurer of Carleton County

Holmes T. Cowan, Proprietor of the Gilpen House

Injured

Napoleon Dumais, Coachman

One of the most appalling accidents that has happened to Ottawa for years and which resulted in the death of two of the city's most estimable and best-known residents, occurred this morning at the Ottawa East crossing of the Parry Sound Railway. County Treasurer William Cowan and his son, Holmes Cowan, proprietor of the Gilpen House, were struck by a westbound express train while driving in a cutter and killed outright while Napoleon Dumais, the coachman was fatally injured.

The accident occurred at 8.35 on the Main street crossing. Mr. Cowan, his son and the coachman Napoleon Dumais, left their home on Nicholas street shortly after eight o'clock to attend the funeral of the late Charles A. O'Gara, son of Magistrate O'Gara, at Ottawa east. They drove a splendid pair of horses and all went well until Landriau's corner at Ottawa East was reached, when near this point the horses became suddenly frightened at some object or more probably at the sound of the locomotive whistle and started to run away. The driver held on to the terrified horses and did his utmost to stop them but his efforts were to no avail. The frightened animals dashed down the street at a terrific pace, around Landriau's corner and made for the railway crossing. Just at this moment the 8:30 west bound train of the O.A. & P.S. railway came around the corner going at a good rate of speed. Seeing that an accident would be inevitable unless the horses were stopped the flag man at the crossing shouted to the coachman to stop, but the efforts of the latter were futile and the terrified animals ran into the train striking it between the tender of the engine and the baggage car. The sleigh was instantly turned around and struck the baggage car with terrific force, the occupants being thrown a distance of 75 feet and horribly bruised and cut about the head and face.

The horses were cut off from the cutter and killed immediately. The Messrs. Cowan, who occupied the rear seat in the cutter, were killed outright, but the coachman, Napoleon Dumais, while probably fatally injured, escaped death. He maintained consciousness for about a minute exclaiming. "Where am I?" and "My arm is broken," and then lost reason.

As soon as the driver on the engine saw that an accident would happen, he immediately shut off steam and applied brakes, but not in time to avert the collision. The train was stopped, however, after proceeding about thirty feet from the scene of the accident. The dead bodies were at once taken up and placed in the flag house at the crossing, while Dumais, the coachman, was taken to the hospital. Undertaker S.M. Rogers was summoned and moved the bodies of the dead father and son to his morgue on Rideau street, where an inquest will be held this evening.

The train was in charge of Conductor Bracken and Driver Harry Brown. Both of these officials continued on the trip to Madawaska.

Story of an eye-witness

Albert White a resident of Ottawa East, who was standing near the crossing at the time of the accident, related the following to the Citizen: "I was standing near the flag house on Main street, when I saw the team of horses coming around Landriau's corner at break neck speed. The driver was holding on to the reins tightly and apparently doing his utmost to stop the horses but they kept on running and going faster as they approached the track. The occupants did not appear to make any attempt to jump out of the cutter. At this instant the 8.30 Parry Sound train rounded the curve going at a good rate of speed and I then saw that unless the team could be stopped a bad accident would happen. James Taggart, the flagman was standing near me at the middle of the crossing and he signalled the driver of the cutter to stop, but the latter was unable to do so. Seeing what was going to happen I ran up the street a short distance and jumped for the bridle of the horses as they rushed by, but was too late. The team ran on and just as the engine reached the centre of the crossing the horses ran in between the tender and the baggage car. They were cut off completely from the sleigh, which by this time had turned around and was struck by the baggage car. The occupants were thrown fully 75 feet and when we reached them both father and son were dead. The coachman kept his senses for a minute and then sank into unconsciousness."

The flagman's story

James Taggart, the flagman of the O.A. & P.S Railway at the Main street crossing was seen by the Citizen. He said: "When I first noticed the runaway, the horses were coming around the corner --- and the coachman was jerking them up and shouting "Whoa." As soon as I saw the train coming around the corner I knew that there would be a collision and I waved my flag and shouted to the driver to stop, but he was unable to do so. The team came on faster than ever and the engine had crossed the street when the horses were within twenty-five feet of the team [sic] They kept on and ran in between the tender and the baggage car. The shafts were smashed the horses cut off from the sleigh and badly mangled. The cutter was thrown a great distance and the occupants of the rear seat were killed outright. I did all in my power to stop the team and prevent the accident but was unable to do so."

W. Humpas, of Ottawa East, was near the crossing and saw the accident. The horses were running away and the driver was attempting to stop them. The occupants of the cutter were holding on but did not appear to make an effort to jump out. Mr. Humpa's story of the accident corroborated those of Messrs. Taggart and White.

Gates are needed

The crossing of the Parry Sound railway is situated in the centre of the village of Ottawa East, and although freight trains, expresses and shunting engines are passing up and down at all hours of the day and night no gates have ever been put up, although the necessity was an urgent one. At the side of the road is a little flag house and a watchman stationed there is supposed to give the signals and keep the track clear. The village council of Ottawa East intended to place gates at the crossing and this was one of the improvements suggested during the recent election campaign.. The gates will now be put up, but not until two lives have been sacrificed on account of insufficient protection. Had there been gates at the crossing the horses might have been killed but the occupants of the cutter would probably have escaped with slight injuries.

O.A. & P.S. Official Report

Mr. M. Donaldson, General Superintendent of the Canada Atlantic and the O.A. & P.S. railways, makes the following official statement relative to the accident at the Russell road crossing this morning:

"No. 50 O.A. & P.S. train left Central Depot at 8.30 for Parry Sound, engine 600, Engineer H. Brown, Conductor T. Bracken. While passing over the Main street crossing in Ottawa East, Mr. Cowan's team ran into the side of the train, striking it between the tender and the baggage car. Mr. Cowan and his son were instantly killed and the driver, whose name is Dumais, was seriously injured. The train was immediately stopped, coming to a standstill -- lengths past the crossing, and from the facts, as given -- reported to my office, it would appear that the driver lost control of his horses, which was the cause of the accident. The flagman, J. Taggart, stationed at the crossing, used every effort in his power to stop the team, and narrowly escaped being killed in his efforts to do so. The horses and wreck of the sleigh, and the bodies of Mr. Cowan and his son were found after the collision on the north side of the track some distance west of the crossing.

"Drs. Hanna, Robinson and Small and the ambulance were summoned by telephone immediately after the accident, and arrived within a few minutes. The -- was conveyed to the Protestant Hospital in the ambulance and the bodies of Mr. Cowan and his son were removed to their home by order of the coroner."

Survivor's Story.

Coachman Dumais Tells How the Accident Happened.

Coachman Dumais, the only survivor of the shocking affair, lies at the Protestant Hospital. The poor fellow's sufferings were terrible and made even those accustomed to such scenes shudder as they watched by him. Dumais regained consciousness shortly after 12 o'clock but was so weak that he could only speak in whispers. Mr. William Cowan was driving, Dumais states, and the horses were travelling at an ordinary rate of speed when suddenly something frightened them, they took hold of the bits and dashed off down Main St. at a terrific rate. Mr. Cowan did his utmost to stop the now uncontrollable animals, but all of no avail. Dumais stood up in the sleigh and did his utmost in checking the horses, but even with his assistance the animals could not be pulled up. The occupants could hear the approach of the fast moving train. Every yard brought them nearer the track. The horses became terrified at the noise of the locomotive and Mr. Cowan realized that the only thing that could save them from destruction was to get over the crossing. But the iron monster was the more speedy and the engine had

passed over the crossing when crash went the horses, sleigh and occupants into the rear end of the baggage car. The horses were hurled to the side and the car struck the sleigh with awful force.

Dumais, when he first saw the engine, made an attempt to get out of the sleigh and was about to jump when the collision occurred. To this he probably owes his life. His head is frightfully cut and his right arm it is thought will have to be amputated. The Messrs. Cowan were instantly killed, and it is a source of consolation to their relatives to know that death came with such awful suddenness that there practically was no pain whatever.

Sad Scene at the Homes of the Deceased

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Grief at the Court House

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Inquest Opened

An Inquest in the sad affair was opened at Rogers' morgue by Coroner Freeland this afternoon. The jury is composed of Messrs. A.P. Fournier, George Hollingsworth, High carson, W.R. Striud, H. Baldwin, George McGregor, John Davison, Patrick Brankin. John Thompson, H. Bobier, Samuel Davison, Frank Ladouceur and E. Ladouceur.

Biographical sketches

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07/01/1899 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

The concrete for pier No. 67 [sic] on the Hull side of the Interprovincial bridge will be ready tomorrow. Excavating on the Ontario side continues.

07/01/1899 **Ottawa Free Press** **Canada Atlantic** **Roundhouse**

The work of putting glass in the skylights at the car shops at the Deep Cut is almost completed, but until the apparatus for heating the building arrives no further work will be accomplished.

07/01/1899 **Ottawa Free Press** **Renfrew** **Elgin Street**

At the Elgin street depot of the C.A.R. Co., operations for raising the frames of the new car shops are in full swing/ About 40 men are laying the tracks into the building, which will be completed in almost a month. A portion of the old freight house has been torn away to make way for the new building.

09/01/1899 **Ottawa Free Press** **Buckingham**

The Buckingham branch, C.P.R.. From the station to the village, closes today for the winter.

10/01/1899 **Ottawa Journal** **Renfrew** **Main Street**

It is expected that the fatal accident at Main Street crossing in Ottawa East will result in the installation of gates at the crossing. More.

11/01/1899 **Ottawa Citizen** **New York Central**

Carried 25,000 people

Ottawa & New York Ry. Doing a Large Passenger and Freight Business

The Ottawa and New York railway since the opening of its line from this city to Cornwall on the 29th of July last has carried 25,391 passengers, a remarkably good showing considering that the road is a new one and that the line is incomplete. Traffic has been almost wholly of a local nature and is showing a gratifying increase.

The amount of freight carried since July is understood to have exceeded 25,000 tons.

The opening of the new road has had the effect of brightening up the business of the towns and villages on the line and has also brought a big trade to Ottawa. When the bridge across the St. Lawrence at Cornwall is completed a direct line will then be opened between this city and New York and the competition will undoubtedly be keen.

The officials of the line state that the outlook for the year's business is excellent and the traffic so far has exceeded their expectations. A number of new stations will be put up as the traffic increases.

12/01/1899 **Ottawa Citizen** **New York Central** **Ottawa**

The Ottawa and New York Railway Co. have decided to expropriate a large tract of land situated in Stewarton in the vicinity of the property on which they propose to erect their workshops. The property consists of about seven acres of land and is situated on the Hurdman's Bridge road and belongs to the estate of Archibald Stewart. Negotiations for its purchase have been in progress for several months, but the parties have been unable to reach an agreement and the company will now expropriate it under the railway act. The company will use the property for a part of their car shops and for general purposes. The necessary proceedings will be instituted at once.

13/01/1899 **Ottawa Citizen** **Britannia Power Canal** **Metropolitan Electric**

Now in a position to erect their poles - city would like the wires to be strung on Ottawa Electric wires but expect opposition--

The plant of the Metropolitan Company will cost in the neighborhood of \$280,000. It will have a capacity of 3,000 horsepower but only 2,000 of this will be utilized at first. The main power house is to be located at Britannia, where Mr. Thos. Lindsay says he has more power than he knows what to do with. The power cost \$20,000, but he has since been offered \$80,000 for it. There will be a distributing power house on the canal basin where the power, brought in in high voltage, will be reduced.

The power at the Chaudiere has long since all been taken up --More.

13/01/1899 **Ottawa Citizen** **New York Central**

Mr. George B. Moffatt of New York, chairman of the Board of Directors of the Ottawa and New York Railway Co., is in the city. Mr. Moffatt stated that nothing definite about the company's plans could be stated till the decision of the railway committee on the projects of the company was rendered.

Mr. Moffatt expressed himself as being well satisfied with the year's showing in both freight and passenger departments. As soon as they are sure of their ground the company will push ahead with their building operations.

13/01/1899 **Ottawa Citizen** **New York Central** **Edwards**

Edwards

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

13/01/1899 **Ottawa Journal** **Hull Electric**

The Hull and Aylmer Electric Railway Company has decided to give a faster service between Hull and Aylmer, and with that object in view the gearing on the cars is now being changed. One car, no. 12, has already been equipped with the new gear and has shown a speed of 40 miles an hour. This, it is said, is accomplished without any greater consumption of power.

The principle in the change of gear is that the pinion on the armature is reduced and the gearing changed to meet this reduction. The advantage to the company is that where three cars now give a 25 minute service, two cars with the new gear give the same service. A saving of 14 minutes on a round trip will easily be made.

Ottawa East Fatality

More evidence touching the death of the late Wm. Cowan and his son.

The adjourned inquest into the death of the late William Cowan and Holmes T. Cowan was resumed last night before Coroner Freeland at Rogers undertaking establishment.

The first witness called was Thomas Donoghue, an Ottawa East boy, who was on the south side of the O.A. & P.S. tracks at the scene of the accident last Saturday morning. (Jan 7) He said he saw Cowan's team coming down Main street. The horses were at a trot opposite Fourth street. When the team passed the post-office they were galloping. The train whistled when it was middle way between the semaphore and the crossing. The flagman was in the middle of the road and when the team came closer he waved the flag and shouted. The flagman had walked up the road to meet the team.

James Brown, fitter in the C.A.R. roundhouse, was at the shoemakers shop on Fifth avenue and heard the flagman shouting. The horses were then galloping and he thought at the time that the team was going to knock the man into the engine. The flagman was about seven or ten feet from the rail at the middle of Main street. In answer to a question from Juryman Hollingsworth as to whether the flagman did all in his power to stop the team, the witness answered; "Well, he did more than I would have done."

Mr. John H. Roberts, conductor on the Parry Sound railway, was on Sixth street, Ottawa East, on that morning. He saw the horses running and saw the team then about 65 or 70 feet from the crossing. He did not actually see the collision, but he was sure that the engine had cleared the crossing before the team struck the train. The steam was turned off the engine. In answer to questions from Mr. J.C. Grant, witness said that when steam is turned off there is no unusual escape of steam unless the cylinder cocks are turned. He did not see any unusual escape of steam at that time.

Mr. Albert White, fireman, was leaning against the side of the flagman's shanty. He saw the team trotting the post-office. The flagman was in the centre of Main street about eight or ten feet from the track. When the horses did not seem to be stopping the flagman proceeded up the road a little way to meet them. In answer to Mr. Grant, witness said that the team was trotting when they struck the train. It appeared to him that when he noticed the horses there were two men holding the lines. When the team came opposite the shanty witness jumped out and grabbed at the horses' heads and they swerved to the right.

Mr. James Ballantyne, of Ottawa East, gave evidence to the effect that he had been a member of the County Council and the Council of Ottawa East, and he had never heard of any notification having been given the railway company to put gates at that place.

The inquest was adjourned till the night of Wednesday next week.

14/01/1899 *Ottawa Free Press**Renfrew**Elgin Street*

The work of erecting the frame for the new car shops at the Elgin street depot will be completed by the beginning of next week.

14/01/1899 *Ottawa Free Press**Canada Atlantic**Roundhouse*

The machinery for the new Canada Atlantic Railway shops at the deep cut has arrived, and as soon as the new heating apparatus can be placed in the building, work can resume.

19/01/1899 *Ottawa Citizen**Canada Atlantic**Ottawa, Main street*

Verdict of the Jury in the Cowan Fatality

Two recommendations

Gates at Main Street Crossing and a fence around railroad property.

The adjourned inquest into the death of the late Wm. Cowan and Holmes T. Cowan was resumed last night before Coroner Freeland in Rogers undertaking establishment.

Michael Keeley, cab driver, was about half way between Slatery's corner and the track when the accident happened. The Cowans were ahead of him. He had followed the Cowan team from the Cowan residence and kept about 100 yards behind. His team was trotting. He saw the Cowan team going from the post office to the track, and they were going easily. He heard one whistle before he turned from Fifth street on to Main, but he did not know where the train was, and he halted up slightly. He saw the flagman in front of the horses with something in his hand.

After cabman Dan Holmes and Robert Pettapiece had given evidence, Mr. H.J. Roche, commercial traveller, of Ottawa East testified. He was on the tracks at the crossing on the morning of the accident. He saw the train about three quarters of the distance between Main and Centre streets down the tracks. He looked around and saw Cowan's team near the post office. He saw the flagman after he had crossed the first track and was on the second track.

This finished the evidence, and the jury, after a short deliberation, returned the following verdict.

"We, the undersigned jurymen, have come to the conclusion that Wm and Holmes T. Cowan came to their deaths on the 7th day of January, at about 8.30 o'clock, a.m. on the P.S. crossing on Main street, Ottawa East, through a collision with the O.A. & P.S. railroad train, and believe the same to have been accidental.

"We would recommend that the proper authorities be compelled to erect a fence on the line dividing the railroad property from Fifth street westward from Main, and also that they be compelled to erect gates on the Main street crossing.

19/01/1899 *Ottawa Journal**New York Central**Finch*

A small party from here took in the O&NY excursion to Ottawa on Wednesday 11th inst. to witness the performance of the Circus Girls at the Russell Theatre.

They report very highly of the performance and had the pleasure of seeing the vice-regal party. The train was billed to arrive here at 1.30 a.m. but instead of that it was 6 a.m. before Engineer Murray blew his whistle for Finch.

20/01/1899 *Renfrew Mercury**Chalk River**Renfrew water*

The C.P.R. tried their water crane for filling their engines at the station from the waterworks system on Monday and Tuesday. It is not the crane of usual pattern, but one of experimental character; and, as it caused a very severe shock to the pipe system, the gauge flying from zero to 200 lbs. on Monday and 150 lbs. on Tuesday, the committee caused the water to be shut off until some better machine was provided. The K. & P.R. crane is fitted with a slow screw valve, and its effect upon the pressure is hardly noticeable.

20/01/1899 *Ottawa Citizen**Maniwaki*

--In 1899 the Ottawa and Gatineau road carried 97,500 passengers, an increase of over 11,000 in comparison with the previous year.--

23/01/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Work on pier No. 6 of the Interprovincial bridge will be delayed for a few weeks as the stone from Nepean Point, which was to have been used, has been found unfit for the purpose. The stone will be brought from Terrebonne.

24/01/1899 Ottawa Citizen Montreal and Ottawa Hurdman

Mr. W.W. Young, of the Union Signal and Switch Co. of Swissvale, Pa., is in the city arranging for the installing of one of the company's switch plants at Ottawa East, where the C.P.R., C.A.R. and O. & N.Y. roads cross.

This plant, which is in operation in the railway yards in Toronto and other large centres, is a complex and ingenious arrangement. By it the entire system of switches is brought under the control of one man, stationed in a central tower giving full view of the tracks and switches under his control. The different signals, switches derails, etc. are distinguished in the usual way by the standard colored lights and discs. Each switch is connected to the central tower with levers numbered and colored correspondingly. These are ranged in rows and under the immediate control of the operator. When he wishes to clear a line he works the levers attached to the switches along that line, some of which may be a long distance off. The switches are interlocked both in the tower and at the track, so that the latter is made absolutely safe, which is shown by the connecting signals. Should the operator make a mistake or neglect his duty, the switches through the signals show this end and the oncoming train is brought to a standstill.

24/01/1899 Ottawa Citizen North Lanark Arnprior

The North Lanark Railway, incorporation of which is to be asked for at the next session of the Ontario Legislature, is a scheme now dividing interest in Arnprior with Mr. Mcleod Stewart's undertaking. The railway, if built, is certain to be of immense benefit to Arnprior, as it will open up a section rich in mica, corundum, copper, feldspar, soap stone and white marble. There is also hematite and magnetic iron ore, said by experts to be of better grade than is found in the mines of Bilboa in Spain, whence comes the English supply. Along the line of the proposed road, which is from Mile Lake on the K. & P. Ry. to Arnprior, timber of various kinds is to be had, while there will be considerable to haul in the way of farm produce. Mr. Andrew Bell, C.E. has gone over the route and finds no great engineering difficulties. Behind the promoters is the necessary capital. The scheme carried to a successful issue means a smelting works for Arnprior.

24/01/1899 Ottawa Journal Renfrew Deep Cut

Mr. William H. Young, representing the Union Switch and Signal Company of Swissvale Pa. is in the city in connection with the interlocking switch system which is to be put in at the junction of the railway lines at the Deep Cut. The interlocking system is now in use at nearly all junctions lines in the States. Collisions are impossible with the system. Mr. Young says his company will have the interlocking system in place by May 31st. and work will be begun in April. The plant, he says will be the finest in America.

In the interlocking switch system a building is erected at a point where it commands a view of the tracks on all sides for some distance. A derailing switch is put on each track about 500 feet from the junction. Further down the track from the derailing switch is put a home signal and some distance beyond is the distance [sic] signal. The distance signals are usually green and the home signals red. When a train is approaching the junction and it is signaled to cross, the track is all clear and the interlocking system which connects with all the other tracks shows danger signals on all those lines and any other train attempting to approach would be derailed.

24/01/1899 Ottawa Journal Ottawa Terminal

Proposal to create a terminal company. Big article.

25/01/1899 Ottawa Citizen Ottawa Electric Ottawa Car

The Ottawa Car Company are favoring their friends with a polished steel paper knife with a nicely shaped celluloid handle.

25/01/1899 Ottawa Free Press Canada Atlantic Deep Cut

A new switching plant will shortly be placed at Ottawa East where the New York and Ottawa, C.P.R. and C.A.R. cross before entering the Central Depot. Mr. W. Young, agent for the Union Signal & Switch company, was in the city yesterday making arrangements for the immediate erection of the new plant.

27/01/1899 Eastern Ontario Review Maniwaki

Next summer the Gatineau Valley Railway Co. will build 28 additional miles, extending the road to Maniwaki

27/01/1899 Eastern Ontario Review Hull Electric

The Hull & Aylmer Electric Co have decided to refit their cars so they can run at 40 miles an hour.

27/01/1899 Ottawa Citizen Ottawa Terminal

Ottawa Terminal Railway proposed - more.

28/01/1899 Ottawa Citizen Portage du Fort and Bristol Branch

The Portage du Fort and Bristol Branch Railway will apply for Dominion incorporation next session. The scheme is to construct a railway from Quyon village through Onslow and Eardley to Hull and thence by bridge to the city of Ottawa; also to acquire the rights, franchise, works and approaches of the Deschenes Bridge Company, a line of railway from a point at or near the Deschenes Rapids to the township of Nepean, into the city of Ottawa; also with power to erect a railway and general traffic bridge across the Ottawa River at or near the village of Portage du Fort. The proposal is to extend the railway through to the town of Pembroke.

28/01/1899 Ottawa Citizen Central Counties

An amendment to the charter of the Central Counties Railway Co. will be applied for next session to authorize the company to construct section two of the said railway from a point near the village of Hawkesbury to connect with the Rockland branch of the railway or with the Canada Atlantic, in the township of Cambridge.

28/01/1899 Ottawa Citizen Russell, Dundas and Grenville Cou

An act of incorporation will be applied for next session for the "Russell, Dundas and Grenville Counties Railway Co." for the purpose of constructing a railway from the village of South Indian in the County of Russell, thence through portions of the Counties of Cambridge and Russell, the Townships of Winchester, Mountain and Matilda in Dundas and the Township of Edwardsburg in the County of Grenville, and ending at or neat the town of Prescott.

03/02/1899 Eastern Ontario Review Vankleek Vankleek Hill

There were 20 car loads of freight shipped from the C.A.R. here last week. They consisted of grain and produce of all kinds.

03/02/1899 Eastern Ontario Review Montreal and Ottawa

Mr. C.W. Spencer states that in the spring the fast trains between Ottawa and Montreal via Vankleek Hill will make the trip in 2 hours and 15 minutes. That is 68 minutes from here to either Ottawa or Montreal.

03/02/1899 Renfrew Mercury Pontiac & Pacific Junction

It is expected work on the extension of the P. & P. J. line will begin in the month of March, when the rock cutting which requires to be done will be undertaken. Shawville Equity.

03/02/1899 Cornwall Freeholder Cornwall Street

The Street Railway - Cornwall Electric Street Railway said that they plan to pick up their cars from Ottawa at the O.&N.Y. station soon. These cars were delivered last year from Ottawa.

04/02/1899 Ottawa Journal Hull Electric

Application will be made at the next session of the Dominion Parliament for an act giving effect to an agreement dated the 9th January 1899 whereby the Canadian Pacific Company covenants to sell and convey to the Hull Electric Company the branch railway between Aylmer and the main line of the CPR in Hull for one hundred thousand dollars and for other purposes.

04/02/1899 Ottawa Citizen Canada Atlantic Central Depot

All is ready for the erection of the Central Depot. More - with drawing.

07/02/1899 Ottawa Citizen Maniwaki

Complaints still continue to come in from the Gatineau about the service given by the Ottawa and Gatineau Railway. On Friday night the train, it is said, was held an hour to accommodate the people who were attending the races. Parties able to form an opinion say that there was only one passenger who was on board who was at Aylmer on that day, and on account of one passenger it appears that train was held to the discomfort of the other passengers and to the delay of the mails all along the route.

07/02/1899 Ottawa Free Press Renfrew Elgin Street

At the Elgin street depot the new shop is nearly completed. The wall have been grouted with concrete and men are employed tearing away the old freight sheds. The machinery for the building will arrive shortly.

07/02/1899 Ottawa Free Press Renfrew Ottawa East

Work on the new Canada Atlantic shops at the deep cut will be recommenced this week. The heating apparatus has arrived and is being put in place. The furnace and heating plant is the largest of its class in Canada, and was specially designed for the company by the manufacturers. It will heat the round house, the car shops and the boiler makers apartments.

A building 26 feet long by 14 feet wide has been erected and in this the plant will be placed. It consists of a 35 horse power engine, which operates an immense fan, which turns at the rate of 250 revolutions a minute. The fan is 16 feet in diameter and has 15 blades, each 10 feet 10 inches broad. The engine and fans are erected on a brick base 6 feet 2 inches in height, and extending three feet under the floor of the heating rooms. Connecting the heating rooms and the round house is an air passage 4 feet 4 1-2 inches square and in through this a current of the foul air from the buildings will be carried on through a coil consisting of 1800 pipes, which are heated from the engine. From these pipes the air current is forced into a galvanized iron pipe, 40 inches in diameter, and tapering to 36 inches, which runs through the entire building, distributing the purified hot air evenly to all parts of the structure. At intervals along the large heat conveying pipe are placed elbows, and through these heat will be carried to the pits for the purpose of thawing out engines. By this means, an engine, when coming in, can be thawed out and ready for cleaning in an hour, whereas by the method used formerly a locomotive very often will stand for a day without being properly thawed. Nineteen engine pits will be furnished with heat in this manner. An underground pipe will connect the heating rooms and the large works, and this pipe, besides furnishing the large building with heat, will also supply twelve blacksmiths' fires in the forge. By means of the new heating plant the air in the work rooms will be rendered exceedingly dry and a continual supply of warm air will be distributed throughout the works. In the summer the air passage connection will be placed in such a position as to absorb the foul air in the building and also return a draft of pure fresh air from outside.

08/02/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric

The supply of power for the Metropolitan company will involve the construction at Britannia of an immense canal costing in the vicinity of \$90,000. Tenders for the work will be received up to the 20th inst. and the contract will be awarded within five days from that date. Work will be commenced immediately and rushed to an early completion, enabling the company to supply light. Heat and power to the residents by the end of August. The canal, which will contain the power for the immense power house just below Britannia, will be one of the largest works constructed in this vicinity for years.

From the head of the Deschenes rapids down to their base there is a fall in the water of over ten feet. The power house will be located near the foot of the rapids and, by putting in the canal with its embankments and dams, the company will be enabled to secure and maintain the water at the same level as it is in Deschenes lake, thus counterbalancing the loss of power caused by the fall in the rapids from their head to the base.

There then follows a detailed description of the canal.

08/02/1899 Ottawa Journal Renfrew Deep Cut

Charles Armstrong, of Ottawa East, yardmaster of the CAR, was run over by a shunter at the semaphore near the Deep Cut at 6 o'clock this morning. Died. more.

09/02/1899 The Record, Chesterville New York Central

Cornwall Feb. 3. The result of the investigations made by the O&NY in the south channel of the St. Lawrence River before the river froze up that pier no. 3 which remained standing after the wreck of the bridge last fall, has to be taken down and rebuilt, the construction company being determined that the bridge shall not be turned over to the railway company until everything about it is safe and sufficiently beyond the shadow of a doubt. This will, of course delay somewhat the completion of the bridge.

The Ottawa and New York Company have a couple of gangs of men at work getting out logs to corduroy a portion of their track near Newington, and between the Post Road and Back River. These sections run through a wet swamp and have been sinking somewhat since they were constructed. The logs will be cut 25 feet long and will be put across the embankment, and should make it perfectly solid. The distance to be gone over is about 3,000 yards.

09/02/1899 Ottawa Free Press New York Central Cornwall

A refreshment room has been opened on the Ottawa and New York railway at Cornwall Junction, for the accommodation of passengers to and from Grand Trunk points.

10/02/1899 Eastern Ontario Review Montreal and Ottawa

Mrs. Speel of Montreal gave birth to a child on the C.P.R. train arriving in Ottawa Saturday night. Both are doing wwell at the Ottawa Maternity Hospital.

10/02/1899 Ottawa Free Press Britannia Power Canal Metropolitan Electric

Request for tenders from contractors.

10/02/1899 Ottawa Free Press Other

Report of railways in Quebec (public works) includes:

Canada Atlantic - 53 miles
Pontiac and Renfrew - 5 miles
Ottawa and Gatineau - 56 miles
Ottawa Valley - 6 miles
Pontiac Pacific Junction - 71 miles

14/02/1899 *Ottawa Free Press* *Montreal and Ottawa* *Plantagenet*

C.P.R. to erect a summer hotel at the springs. More.

14/02/1899 *Ottawa Free Press* *Pontiac & Pacific Junction*

Mr. Jos. Murphy, of the P. & P. J. Ry., was taken sick on Saturday morning on his engine. He was brought to his home in Aylmer and is still seriously ill.

15/02/1899 *Ottawa Free Press* *Renfrew* *Elgin Street*

The Canada Atlantic railway car shops are completed and work is started on 500 cars including grain, refrigerator and cattle cars to meet the constantly growing traffic on the Booth system.

17/02/1899 *Cornwall Freeholder* *New York Central* *Hawthorne*

The Ottawa & New York has opened a station at Hawthorne, the junction point of the Canada Atlantic, five miles out of Ottawa.

21/02/1899 *Ottawa Journal* *Renfrew* *Ottawa East*

Mr. Andrew Holland's device for acetylene locomotive headlights was given a successful test in the CAR car shops last evening. Mr. Holland installed his device and compared it with a Wells kerosene burner. More.

The plant used was of the same principle as that now in use on the P&PJ. Full details of operation.

23/02/1899 *Ottawa Citizen* *Maniwaki* *Hull*

Mr. W.R. Kenny, solicitor for the Pontiac and Pacific Junction and Ottawa and Gatineau railways is engaged in searching titles of land in Hull over which the approach to the Interprovincial bridge by the railways will be constructed, After the land is secured, work on the construction of the line will be commenced and completed by the time the bridge is completed in the fall.

24/02/1899 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

Mr. A. Lajeunesse, has started a freight delivery wagon to and from the C.A.R.

24/02/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The Metropolitan Electric company have received fourteen tenders in all for the contract of the construction of the canal at Britannia. Mr. John Aylen, the engineer, is engaged at present examining and comparing the tenders and his report will be forwarded to the directors in the course of a day or two. The directors will then award the contract and the work will be proceeded with at once.

24/02/1899 *Ottawa Journal* *Renfrew* *Ottawa East*

A new painting machine has been adopted by the CAR for use in their workshops. By its use, a box car can be painted in from 15 to 30 minutes while a man would take about 4 hours. Apparatus was given a satisfactory trial yesterday by Mr. C.A. Bruyere, foreman in the CAR paint shops. One side of a car was painted in 7 minutes, a car truck in 1 minute and the end of a car in 2 3/4 minutes.

Compressed air operation. Full details. more.

24/02/1899 *Ottawa Citizen* *Renfrew* *Ottawa East*

The (C.A.R.) company will shortly commence the erection of a large building for the purpose of drying the wood used in the construction of cars. The building will be fitted throughout with a system of hot air pipes. Its dimensions will be about 50x40.

24/02/1899 *Ottawa Citizen* *Canada Atlantic*

The C.A.R. will order twelve consolidated freight locomotives shortly.

25/02/1899 *Ottawa Free Press* *Canada Atlantic* *locomotive*

The Canada Atlantic and Ottawa, Arnprior and Parry Sound railway companies have ordered twelve new consolidated freight locomotives for grain transportation from Depot Harbor to Montreal.

28/02/1899 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

Mr. Bartlett, formerly inspector for the O.E.R., but now superintendent of electric railways, Quebec, is in the city for a few days. He is here to see the Ottawa Car company in connection with some cars they are engaged in building for the Quebec road.

28/02/1899 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

CARS FOR VANCOUVER

Six being Manufactured by the Ottawa Car Company

The Ottawa Car Company have at present under construction six new cars for the Vancouver electric railway and also several cars for the Montmorenci Railway Company. These cars are all longer than the usual street car. Each car is 50 feet in length, and is furnished with a double truck similar to that on the big car used here at night as a combined passenger and mail car. The car company are also very busy with ordinary custom work. The cars at present being manufactured will be the second shipment which has been made to the Pacific coast. The company is becoming popular throughout the Dominion for the high class of work they turn out.

02/03/1899 *Ottawa Citizen* *Ottawa Suburban Electric*

If the Ottawa Suburban Electric company, of which Mr. Geo. E. Kidd is solicitor, secures a charter from parliament at the ensuing session, it is expected that work on the line will be commenced during the summer at as early a date as the necessary arrangements can be made. The company has a strong financial backing and the work, when commenced, will be pushed to completion. It is proposed that the line shall run out the Richmond road as far as Skeads Mills, crossing the river near the Remoux rapids to Windermere, near Chelsea. The road will also be extended from the Experimental Farm into the city by way of Centre street and along the canal to the city post office. The company has had extensive plans prepared and will be ready to commence operations soon after their charter is granted.

03/03/1899 *Ottawa Citizen* *Renfrew* *Ottawa East*

C.A.R. workshops to be operated by electricity. Plant at Chaudiere.

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C.A.R. machine shops and new car works at Elgin street will be supplied with electrical power generated from the Chaudiere at Mr. Booth's mill. --
Canadian General Electric Company -- more.

Bridge is Dangerous.

Hence Ottawa and New York trains will change their terminus.

The Ottawa and New York Railway trains will for the next few weeks leave St. Patrick street bridge instead of the old Sussex Street depot. This has been necessitated owing to the bridge across the Rideau at New Edinburgh being in need of repairs.

This bridge has for the past year been considerably out of order and has been patched up in order to keep it in a condition suitable for traffic. It has now become dangerous and the Ottawa and New York Company in order to avoid any danger of accidents have decided to have their terminus at St. Patrick Street bridge until the necessary repairs are completed.

O&NY advertisement. Timetable on and after Feb 13, 1899. Shows trains leaving and arriving Ottawa, St. Patrick Street crossing, then Hawthorne.

06/03/1899 *Ottawa Free Press**New York Central*

Commencing Monday March 6th and until further notice, the trains of the O. & N.Y. Ry will arrive at and leave from St. Patrick street crossing instead of Sussex street depot as heretofore. St. Patrick street cars pass the crossing.

The Ottawa and New York railway company is using the freight building at the St. Patrick street bridge for a temporary station, while repairs are being made to the New Edinburgh bridge.

08/03/1899 *Ottawa Citizen**Canada Atlantic**Deep Cut wood*

The residents of Ottawa East want the Canada Atlantic coal chute at the deep cut removed. They claim that the affair is a nuisance, from the fact that dust and smoke from it ruins everything in the vicinity, and that it is impossible to draw a loaded sleigh over the roadway there on account of the coating of coal dust on the snow. The trains of coal are hauled up on to the chute and the coal dumped from there so that the dust and light material blow in all directions, and, it is said, ruin clothing hung on the lines and property of all kinds.

--petition--

08/03/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car company have started building operations on two cars intended for use on the electric railways of Vancouver, B.C. The new cars will be 42 feet long and will each contain a smoking room, lunch room and parlour car as they are to be used on a line 24 miles long. The Ottawa Car Co. are also building four cars for the Quebec Electric road.

08/03/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The Interprovincial Bridge is commencing to bear more the semblance of a bridge than formerly. On the Hull side two of the piers are finished, while the third, the channel pier, is only half completed. It is fifty-four feet nine inches in height. Intervening between this and the first pier on the Ottawa side will be a clear span of 500 feet. The coffer dam for the channel pier on the Ottawa side is sunk, and already contains 24 feet of concrete. On top of this is 34 feet of water. Mr. Collingwood Schreiber has ordered all the water to be pumped out, but the contractors are afraid that the coffer dam would not stand the strain of so much water pressure from without. So that this pier will not be proceeded with at present. The two other piers on the Ottawa side are almost complete. A large gang of men are at work upon one which juts out from the rocky embankment at Nepean Point, and seems, for the most part, to be embedded in it. This pier is being constructed out of limestone taken from the embankment and quarried on the spot. Some more of the cliff has yet to be blasted away.

09/03/1899 *The Equity, Shawville**Pontiac & Pacific Junction*

Wednesday's Ottawa Citizen says: The Pontiac and Pacific Junction Railway company is arranging to increase rolling stock for the extension of their line from Aylmer to Hull and Ottawa. A number of new locomotives and several passenger cars to replace those now in use will shortly be ordered.

Work on the Aylmer Hull extension will be commenced in a few weeks. The ties are now being distributed and excavating and grading will start as soon as the snow goes. The line will skirt the banks of the Ottawa river and will run parallel with the Aylmer Electric railway to the interprovincial bridge. It is expected that the work will be completed early in July and the entire length of the road from Ottawa through the Pontiac district to Pembroke will be 113 miles, eleven miles less than the C.P.R. between these two points.

As soon as the road is completed the company will increase its service running two trains per day each way between this city and Pembroke.

09/03/1899 *Ottawa Free Press**Britannia Power Canal**Metropolitan Electric*

Mr. Thomas Lindsay, one of the directors of the Metropolitan Electric Co., has recovered from his recent severe illness. The directors will therefore meet tomorrow afternoon at four o'clock to award the tenders for the new works at Britannia.

10/03/1899 *Renfrew Mercury**Canada Atlantic**shop*

The Canada Atlantic Railway has decided to install the Pintsch system of gas lights in all their first class cars. This light has been in all Wagner and Pullman cars, but not in the first class cars heretofore. The light is strong and the gas burns without odor. Each car has a gas cylinder of its own. There is no danger from fire or suffocation.

10/03/1899 *Renfrew Mercury**Chalk River**Renfrew water*

Two mechanical experts in the C.P.R. works in Montreal were not satisfied with the tests made of the water taking apparatus put in at the station here in connection with the town waterworks system, and which had been condemned by the waterworks committee as putting too great a strain on the pipes. Two of them, Messrs. Horsey and Fulton, visited town on Wednesday and superintended another test; but again the gauges jumped from 50 to zero and then to 100 lbs. pressure as the water was turned on and off again.

10/03/1899 *Renfrew Mercury**Locksley*

The \$20,000 debentures for the bonus of the Pembroke Southern Railway have been sold to a Toronto firm for 105.15. They bear a four per cent interest.

10/03/1899 *Renfrew Mercury**Renfrew**Ottawa East*

Mr. J.R. Booth has arranged to have the C.A.R. machine and car works at Ottawa operated by electricity generated at his saw mill on the Chaudiere, three and a half miles away. About 300 horsepower will be generated at present. It is said that the cost of the power will be about half the cost under present steam methods. The cost of installing the plant will be \$30,000.

An accident which caused much inconvenience to about fifty passengers occurred on the Ottawa and New York railway line about four miles out of the city, near Hawthorne at 8.05 this morning. The train left Ottawa sharp on time at 7.50 o'clock, and while running at a fair rate of speed, one of the tires on a rear driving wheel of the engine broke in two. The result was a great jarring and grinding before the engineer could stop the train, which went some distance before finally being brought to a halt.

Some of the passengers were considerably frightened, but no one was injured. The conductor sent for a wrecking crew. The conductor of the wrecked train had the coaches brought back to within two miles of the city and then placed on a siding and it is stated that he refused to bring the passengers back within the city limits.

Fifteen to twenty passengers walked back to the city, but there are still about thirty stalled on the siding. To those who wished for it the conductor refunded tickets.

The incoming Ottawa and New York was also delayed. Owing to the broken wheel the engine could only be moved a few feet at a time. Up to the time of going to press the track had not been cleared. Conductor J.S. Bucklin had charge of the train.

Business is brisk at the Interprovincial bridge this week. About 20 extra men have been placed on the work on the Ontario side and the abutment will be completed in about a week. The building of the pedestals has commenced and will be completed without delay. Mr. J.P. Dunne stated today that, although there was 22 feet of anchor ice around pier No.2, he did not think the pier would be affected by it in the spring. Work on the Quebec side will be recommenced in about two weeks.

An immense quantity of ties are being hewn this winter in Pontiac county. They are being prepared to replace worn out ties in the P. & P. J. Ry. road bed and also to be used in the extension of the road from Aylmer to Ottawa.

During the past week the new Canada Atlantic work shops at the Deep Cut have been the scene of some extensive work. Everything is in full swing for the completing of the great works before the setting in of the spring trade.

The staff of men has been increased in the new buildings and the erection of four lines of shafting for the purpose of operating the great machines in the shops has begun. Men are preparing the pits for the engines. The transfer table has been put in place.

The Big Steam Hammer

The foundation of the immense steam hammer is being built and the machine will arrive next week. It will be placed on a base 8 feet by 8 feet composed of piles driven 12 feet into the earth and supported by foundations of solid stone and concrete 8 feet in depth. The machine will be 16 feet high, and the hammer, which will weigh 12,000 lbs., will have a striking capacity of 50 tons. The machine will be operated by a large steam cylinder and will be constructed on the most improved principle. Four Bradley hammers will also arrive and be placed next week.

As soon as the frost is out of the ground the work of filling in the gully to the south side of the buildings will be commenced.

The Rideau Round house

In the Rideau Round house everything presents a very busy appearance. The engines are being fitted up for spring and repairs are also made inside the building.

The new fan heating system recently placed in the building is giving the best of satisfaction. Mr. Booth has decided to equip the buildings at the Elgin street depot with a similar apparatus at a cost of \$3,000. A new floor has been placed in the round house and the men are now in most comfortable quarters.

Mr. Booth has announced his intention of placing five new stalls in the round house when spring opens.

At the Elgin street depot the car shops are nearly completed and in a week or so everything will be in readiness for the turning out of first class cars.

The men in the mechanical workshops are erecting first and second class passenger coaches, fixing engines and doing general repair work in order to meet the demand for cars.

The New York and Ottawa Railway company have completed the building of four new piers for the protection of their bridge across the Rideau at New Edinburgh.

Passengers who arrived in the city last night tell of the first accident on the Pembroke Southern Railway, which runs from Pembroke to Golden Lake where connection is made with the O.A. & P.S. line. The train left Pembroke yesterday morning at seven o'clock and when at a short distance out of town, at a point known as "Begg's Farm," ran off the track into a field in consequence of the spreading of the rails. The coaches were partially overturned and traffic on the line was suspended until the wreck was cleared.

The first run which the fire brigade have had in thirteen days took place yesterday afternoon to the Canada Atlantic workshops, caused by the ringing of box 134. On arriving there it was found there was a small fire in the blacksmithing part of the shops, which was put out before very much damage was done. The blaze was caused by sparks from the forge setting fire to the woodwork surrounding.

Pembroke, March 15. - The Pembroke Southern Railway Company had another accident Monday morning, but happily there were no serious results. The morning express had got about two miles out of town when the engine jumped the track and carried the passenger car and one baggage coach along with it. The rolling stock was somewhat damaged, but no lives were lost, in fact, no one was at all hurt. The wrecking train was soon on the spot and the work of getting the engine and cars back on the track has been occupying the attention of the crew all day.

The P. & P. J. Railway Company are erecting a large building at Aylmer in connection with the locomotive shops. The building is about 80 feet in length by 30 feet in width and will be used as a temporary repair shop, since when the road is extended in the spring the whole plant will be removed to Hull.

During the past four days the Dominion Government has been testing the quality of the concrete placed for the foundation of pier No. 2 of the Interprovincial bridge.

Cores are being taken out of the pier with a diamond drill and yesterday a diver was sent down in order to ascertain the solidity of the concrete.

So far everything has resulted most satisfactorily and no fault has been found in the construction. Some doubt was entertained as to the probable settling of the cement as it was not placed on a dry surface, and this has led to the test being made.

The construction of the pier was begun last fall and hopes were entertained by the bridge company for its completion by this spring. A coffer dam constructed of heavy beams and about eighty feet in depth was sunk. Into this mixed concrete was deposited by means of a water tight iron clam which was operated by means of a derrick.

Before operations were commenced, however, the rock at the bottom of the river was sounded with a drill and everything was found to be in first class condition. Considerable difficulty was experienced in settling the coffer dam, as the rock was found to be uneven.

The difficulty was overcome, however, by a diver going down in the uneven parts and placing large bags of cement until the whole surface of the rock was level. The work then went ahead until twenty five feet of concrete had been placed in the dam, and then the government, in order that this might set, had the work suspended.

Mr. Collingwood Schreiber, deputy minister of railways and canals, speaking of the work, said: The Cornwall bridge disaster has been the means of causing the close scrutiny to be observed in the construction of pier No. 2 and everything done must be up to standard or it will not be sanctioned by the government engineer. The specification calls for the concrete for the foundation of the pier being placed on a dry base as this is the surest and safest way, and this has not been done by the bridge company.

Of course the concrete as it has been put in the cofferdam turns out hard, and satisfactory, the work will be passed, but it must be up to the standard.

17/03/1899 *Ottawa Citizen**Other**Arnprior*

According to present indications Arnprior is to have further railway facilities. Mr. W.J. McKeown, of that town, now in the city, states that a line is being projected to Mile Lake a distance of thirty miles. This will tap splendid deposits of iron ore and afford shipping facilities. Besides this a good supply of pulp wood is available for manufacture, and the lumbering and agricultural interests will also be served by this line. It is stated that the chief promoter is Mr. Jas. Bell of Almonte, who has the necessary capital at his call. This road, with the resources it opens up, is bound to create a boom in Arnprior. The O.A. & P.S. has already given the town a considerable impetus.

17/03/1899 *Eastern Ontario Review**Montreal and Ottawa*

The C.P.R. fast train from Ottawa and Montreal has been running at over a mile a minute for several days during the past two weeks. It came from Ottawa one night in 55 minutes.

Owing to the change in time in the arrival of the C.A. R. train at night the evening papers do not reach here. They will likely be sent now by C.P.R. and transferred here for Hawkesbury.

17/03/1899 *Renfrew Mercury**Ottawa Electric**Ottawa Car*

Messrs. Ahearn & Soper, Ottawa, have just been awarded the contract for the equipment of what will be one of the longest electric railways in Canada. The railway will operate between Quebec and Ste. Anne de Beaupre, a distance of twenty-eight miles. The line will afford easy access to the famous Catholic shrine at Ste. Anne. Large excursion trains, each carrying from eight to twelve hundred people, leave Ottawa each summer. The road will be operated by Quebec parties, and the power will be furnished from the Falls at Montmorency. The cars will be constructed and equipped in Ottawa.

18/03/1899 *Ottawa Free Press**New York Central**Central Depot*

The Ottawa and New York Railway Company will commence to run passenger trains to and from the Central depot on Monday. No arrangements have yet been made with the C.A.R. in regard to freight trains.

20/03/1899 *Ottawa Free Press**New York Central**Newington*

An American company has received an option of a large track of bog land on the O. & N.Y. near Newington and intends to turn the product of these bogs into peat. There is an almost inexhaustible supply.

20/03/1899 *Ottawa Free Press**Renfrew**Elgin Street*

The Canada Atlantic Railway Company will build a gas reservoir at the Elgin street depot. It will be used for storing the gas for burning in the new Pintsch light. At present a portable reservoir is being used for bringing the gas from Montreal where it is manufactured.

The Canada Atlantic Railway Company's new vestibule train has not yet made a run, as some additional improvements will be made to the coaches. The wheels on the trucks will be removed and steel tired wheels placed in their stead. The original wheels for the train were ordered from the Krupp Steel Manufacturing Co. of Germany, but were lost on the steamship Labrador,

20/03/1899 *Ottawa Citizen**New York Central**Central Depot*

The Ottawa and New York Railway commenced running its trains to and from the Central depot this morning according to the privilege granted them several months ago by the railway committee of the Privy Council. Trains will leave Ottawa for Cornwall and intermediate points at 7.40 a.m. and 5.10 p.m. and arrive at 10 in the morning and 7.30 p.m.

20/03/1899 *Ottawa Citizen**Ottawa Electric*

Car No. 356 collides with a mail car on Sparks street.

21/03/1899 *Ottawa Journal**Britannia Power Canal**Britannia*

CONTRACT SIGNED

The Metropolitan Electric Co., yesterday signed contracts with Messrs. Brewder and McNaughton for \$127,000 the cost of the proposed improvements at Britannia. Work will be commenced right away

21/03/1899 *Ottawa Citizen**Ottawa Electric*

Car 58 broke down.

21/03/1899 *Ottawa Free Press**Renfrew**Ottawa East*

Mr. Booth wrote asking permission to erect poles on Sherwood street, from Oregon street south to the aqueduct on the Canada Atlantic railway track. He is building an electric line on the C.A.R. and O.A. & P.S. railways, from the Chaudiere to the workshops of the company, and as there are few wires on the street mentioned, he does not see that any existing interest would be prejudiced.

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

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

22/03/1899 *Ottawa Journal* *Ottawa Car*

The Ottawa car Company's building at the corner of Kent and Slater which was badly damaged by fire recently will be replaced by a larger structure and the work of removing the burned portion is now going on rapidly. More details of new building etc.

22/03/1899 *Ottawa Citizen* *Renfrew*

The O.A. & P.S. Railway company issues a writ in the High court of Justice against the St. Anthony Lumber company, claiming an injunction to restrain the defendants from carrying on their works or operating on Rock Creek or from raising the water thereon by driving timber, thus endangering the bridge and line of railway constructed by the O.A. & P.S. Co.

24/03/1899 *Eastern Ontario Review* *Montreal and Ottawa*

An Ottawa paper says:- There are a number of big locomotives in the C.P.R. shops in Montreal, which are having the finishing touches put on them before being sent out. The engines will run on the Montreal and Ottawa line, and some wonderful tiome is expected when the iron monsters are opened up. The Locomotive 306 which has been overhauled in Montreal, has arrived in the city and will run between Ottawa and Montreal until the big flyers are ready for service. The competition between the C.A.R.. and the C.P.R. on the Montreal runnis becoming keener every day and some railroad men say they will not be in the least surprised to see the distanc covered in two hours.

24/03/1899 *Renfrew Mercury* *Locksley*

On Monday morning the Pembroke Southern train had got as far as Biggs' farm, when it commenced to go off the track, owing to the spreading of the rails. The train consisted of engine, one car of brick, one way freight car and the combination passenger car. Strange to say, the car loaded with brick kept the track, but the rest of the train went off, the engine being stopped about four feet from the rail, but was not ditched as the Ottawa papers had it. The train was got on the rails by about six in the evening.

29/03/1899 *Ottawa Journal* *Ottawa Electric*

It is expected that the extension to the company's powerhouse at the Chaudiere will be completed in a few months. In some cases rock has been cut to a depth of forty feet in order to provide for the foundation of the extension and the passage of the water. The new dynamo will be capable of generating about 1,200 horse power electricity.

29/03/1899 *Ottawa Free Press* *Tramway* *Hul Lumber Co.*

The small locomotive of the Hull Lumber Company that attracts such attention during the summer is being overhauled in preparation for the season's work. The tiny engine is the last of a number formerly used about the Chaudiere.

31/03/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. fast train from Ottawa to Montreal had been designated. The "Capital Flyer" the fast train from Montreal to Ottawa is designated the "Metropolitan Limited." These trains are timed to cover the distance in 2 hours and 30 minutes. The fast trains cross here and this is the only stopping place.

31/03/1899 *Eastern Ontario Review* *Canada Atlantic* *Central Depot*

The Central Depot at Ottawa on Monday morning last presented a busy scene. There were three trains for Montreal all standing side by side. The C.A.R. left at 8.25 a.m.; thje Capital Flyer on the C.P.R. at 8.30 and the C.P.R. local at 8.35. The Flyer had a sign board stating "This train stops at Vankleek Hill, Vaudreuil and Montreal." Many of the officials of both roads were on hand to look after their respective interests.

01/04/1899 *Ottawa Journal* *Ottawa Terminal*

Terminal Company not to go on. J.R. Booth to give facilities without it.

01/04/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The last big pier on the Ottawa side of the Interprovincial Bridge was completed today. The corresponding structure on the Hull shore is nearly finished and but a few more smaller piers remain to be laid. The masonry work will commence in a few weeks, as soon as the water goes down, and early in the summer everything will be in readiness for the ironwork. This will not be completed, however, until fall when the top will be put on as quickly as possible.

03/04/1899 *Ottawa Citizen* *Metropolitan Street*

Street railway committee met with Messrs. Benjamin Batson, Arthur Seybold, Joseph Kavanagh, Gerald Bate and G.W. McCullogh. --submitted terms-- Line of railway from Protestant Hospital up Rideau and Wellington to Elgin or Bank (to be double tracked), down Elgin to Exhibition Grounds, this main line to be completed and equipped by September next. Branch lines along Slater street to Richmond road in Upper Town and down Cumberland, King or Dalhousie in Lower Town to be completed and equipped by September 1890. -- the company to provide for necessary crossings if horses are used but if the cars were to be run by electricity the city to assume the costs. -- Provision to be made for a line of workmen's cars. More. Too expensive for the city which was waiting for another offer from Toronto

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

The Ottawa and New York Railway Company will commence the erection of its car shops in Ottawa East as soon as the litigation over the expropriation of the Stewart estate is terminated. This will probably be done in a short time, as the case will be heard at the ensuing high court.

The final plans for the shops have been completed and approved, and while they will not be extensive at first preparations so as to permit of an enlargement at any time when the growing business of the road makes it a necessity. These shops will consist of a roundhouse, car shed and general repair shops. For the present, no manufacturing will be done in Ottawa as the company now has about all the rolling stock that is needed. The cars and engines, however, are on the American side and will not be pressed into use until the bridge at Cornwall is completed and a through service established.

It is expected that the bridge over the St. Lawrence at Cornwall will be completed early in the autumn, as the work on the piers and foundations will be rushed with the opening of spring.

03/04/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The Metropolitan Electric company will in a few weeks place an order amounting to \$350,000 for the machinery in the power house to be erected at Britannia. The power house, when completed, will be second to none in Canada and will be thoroughly equipped with the most improved machinery. The plant will include twenty water wheels of 240 horsepower each, four large generators, two small generators and switch boards, regulating machinery and appliances and safety devices.

Work on the foundation of the power house will be commenced immediately and the erection of the superstructure will be started early in the season. The temporary houses which are being erected are well under way and a large ice house for storage purposes has been erected. The work of cutting the canal was commenced today.

Ald. Fripp will move for an extension of the Metropolitan Electric's charter--

03/04/1899 Ottawa Free Press

Britannia Power Canal

Metropolitan Electric

The work on the Metropolitan Electric Co's power house at Britannia will commence tomorrow morning. Messrs. Brewder and McNaughton, the contractors, have just completed the buildings to house and board 200 men. The buildings comprise a dining hall with a seating capacity of 200, a sleeping house and an ice house, furnished with refrigerators. The company has laid in a large stock of ice. The derricks are being arranged today and about 60 men will be started on the excavations in the morning. By the 18th of the month 300 men must be employed according to the contract. Mr. Patrick Cain, formerly of the Lachine Canal, is in charge of the work for Brewder & McNaughton, while Mr. John Aylen will oversee the work for the Metropolitan Electric company.

04/04/1899 Ottawa Citizen

Britannia Power Canal

Metropolitan Electric

The village of Britannia is a busy place at present. A large force of mechanics in the employ of Messrs. Brewder & McNaughton, the contractors for the construction of the Metropolitan company's power canal, has been at work for some time putting up buildings to accommodate some 300 men and erecting steam plant to facilitate the construction of the canal. The whole work has to be completed by November 13th and the contractors are laying their plans accordingly and putting on a force and plant that will assure its completion by that date. Considering that they will have to move 114,000 cubic yards of solid rock and 28,000 yards of earth, besides laying a large quantity of masonry and concrete and 1,000,000 feet of timber, the time allotted them is short, and their force will necessarily be large. This contract covers the building of the power canal, the masonry dam to regulate the water in it and the foundation of the power house.

The power house work will be let in a separate contract. The plans and specifications are nearly ready, and tenders will be called for before long. It will be a large and handsome structure 450 feet long.

The poles for the company's power line from Britannia to Ottawa and for its lines in the city, are delivered on the ice on the upper Ottawa, having been got out by Ritchie Bros. of Aylmer, and by Lindsay & McAndrew of Renfrew. The poles will be put down and the wiring of the city commenced as soon as the frost is out of the ground.

More.

04/04/1899 Ottawa Citizen

Pontiac & Pacific Junction

Hull

The committee on street and road improvements has heard the arguments in the present agitation respecting the running privileges asked by the Pontiac and Pacific Junction Railway company on Guy street. Mr. Beemer, who is representing the company in the fight, was unable to be present. The company's case was presented, however, and the committee will report to council at tonight's meeting.

05/04/1899 Ottawa Free Press

Britannia Power Canal

Metropolitan Electric

Messrs. Brewder & McNaughton yesterday turned the first sod for the Metropolitan Electric Co's new works at Britannia. Several derricks are in operation and 60 men are excavation for the foundation of the power house.

07/04/1899 Ottawa Citizen

Pontiac & Pacific Junction

P. & P. J. will begin its construction soon.

Four hundred man may find employment on the extension.

The Pontiac and Pacific Junction will commence in about three weeks the construction of its line from Aylmer to Hull. The land has been thoroughly surveyed and being level and largely free from rock can be easily worked. From two to four hundred men will be employed and the work, it is expected, will be completed in about four months. It has not been definitely settled as of yet through what portion of Hull the road will pass on its way to the Interprovincial bridge.

07/04/1899 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

The Interprovincial bridge company on Saturday last completed the work of placing the concrete in pier No. 2 of the bridge. The cofferdam has been filled with cement to a depth of 70 feet. Mr. Adgate, managing contractor of this branch of the work, stated to the Free Press that in all probability placing the remainder of the stone work on the piers on the Hull side would commence right away. The pedestals on the Ontario side of the river have been completed, also the large abutment for the support of the iron work. No work is in progress on the Hull side of the river.

07/04/1899 Athens Reporter

Westport

B&W Map Guide Published

Mr. E.A. Geiger of the B&W Railway has just completed arrangements for the issuance of a map guide which shows in a very clear and concise way the route of the road and also the various avenues by which a canoe or rowboat trip may be made over the Rideau chain of lakes. The map was drawn by Mr. Fred French, and after being reduced, will be used by Mr. Geiger in advertising the railway and the unequalled fishing and hunting advantages of the vicinity.

07/04/1899 Ottawa Free Press

Ottawa Terminal

Mr. J. Holland's patent acetylene gas headlight for locomotives was again successfully tested yesterday afternoon, this time on the C.P.R. The engine running on the "Soo" line from here to Montreal, which leaves here at 4.25 a.m. was equipped with one of Mr. Holland's headlights, yesterday morning and the light used. It was on the return trip, however, that the practical test was made. When the train arrived here at 1.40 this morning the light was burning brilliantly and had given the test of satisfaction on the trip up. Mr. C.W. Spencer, general superintendent of the C.P.R., who was at the Union depot when the train arrived, was greatly pleased with the new light.

12/04/1899 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

A contract aggregating nearly \$200,000 is being closed this week with the Dominion Bridge company of Montreal, for the iron and steel work on the Interprovincial bridge between Ottawa and Hull.

The contract will include the construction of five immense spans in addition to a great deal of heavy trestle work.

It will be built of the finest grade of steel throughout and the structure will be ready to be placed in position as early in the fall as possible. In the meantime, the stone and masonry work will be rushed to completion in order to be ready for the iron and steel structure.

13/04/1899 Ottawa Free Press

Ottawa Electric

Ottawa Car

The 2 street cars which the Ottawa Car Co. were building for the Quebec Railway have been completed and were shipped on Tuesday. The new cars are handsome and up to date and are the same as are running on the Bank street line.

13/04/1899 Ottawa Free Press

Canada Atlantic

Description of the new vestibule train running between Ottawa and Montreal.

14/04/1899 Renfrew Mercury

Chalk River

Renfrew water

The C.P.R. this week erected another crane for taking water for their engines, at the station here, from the town waterworks system. This one is operated with a screw valve, and does not exert such a jerk on the piping. With one or two slight changes it is probable that this crane will be accepted by the waterworks committee and the taking of water here will begin.

15/04/1899 Ottawa Free Press

Britannia Power Canal

Metropolitan Electric

Work on the Metropolitan Electric Coy's works at Britannia is going ahead rapidly. About 75 men are excavating and over 20 horses hauling out the earth. Mr. John Aylen, the company's engineer is personally supervising the work.

17/04/1899 Ottawa Citizen

Britannia Power Canal

Metropolitan Electric

The scene of operations at the Metropolitan Electric company's works at Britannia is one of bustle and activity. This morning there were 75 men at work removing the shallow layer of earth which covers the rocks at that place so that the drills and shovels can be operated as soon as they are placed in position. A gang of carpenters are at work constructing the frame for the big steam shovel with which the earth and rock will be thrown out of the trench. The shovel is of extraordinary capacity and will be set on rails so that it can be moved about along the canal in the same manner as a railway track. It will be operated by a steam engine which has already been placed in position and the connecting pipe laid.

Another engine is on the ground and will be set up this week. This one is to operate the steam drills by means of which the rock is to be honeycombed for blasting. The drills are of the most modern type and are very speedy. Besides these, Messrs. Bruder and MacNaughton have a great quantity of hand drills, scrapers, cars and other excavating machinery on hand so that the work will be rushed both day and night as soon as the steam shovel is in place. Tomorrow, about fifty teams will be put on to cart away the earth which will be used for levelling up the grounds and making necessary embankments along the canal. The contractors have all the timber necessary for the works piled up on the ice of the Upper Ottawa and this will be floated down as soon as the ice has cleared away. The frost is nearly all out of the ground on top of the rock so that the excavating operations are carried on with ease.

There is a miniature village beside the works made up of substantial modern buildings erected for the accommodation of the workmen. There is a blacksmith shop, carpenter shop, cook house and dining room, store and storehouse, icehouse, barn for the horses and an office. The cooking and dining apartments are very comfortable and convenient and will accommodate a night and a day gang of about 300 men each.

The canal itself will be about 3,000 feet long, extending across a point which juts out into the river just opposite the Deschenes rapids. It will be 150 feet wide and about 14 feet deep, and will be principally rock cut.

Mr. P. Kane has charge of the men for Bruder and MacNaughton and Mr. John Aylen is making the surveys and taking the levels.

21/04/1899 Eastern Ontario Review

Canada Atlantic

Dalkeith

The C.A.R. night train last Saturday night did not arrive until after ten o'clock. A freight car got off the track at Dalkeith.

21/04/1899 Renfrew Mercury

Belleville

Perth car shop

Work was again commenced at the car shops here, at full blast, on the first of the month, and at present there are about 300 men employed.

21/04/1899 Cornwall Freeholder

Cornwall Street

The two street cars, that had been in the Ottawa & New York railway yard all winter, are in the Water street shops getting fitted for trucks and electric machinery.

21/04/1899 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

The spring floods on the Ottawa river have caused work on the Interprovincial bridge to be suspended for about a month. Mr. G. Adgate, managing contractor for the stone work, stated to the Free Press today that the concrete in pier No. 2 would be hard enough by that time to admit of the stone work being placed on it.

26/04/1899 Ottawa Free Press

Cornwall Street

Cornwall

Two new electric cars for the Cornwall road, which arrived from Ottawa last fall and were stored at the O. & N.Y. station, are being fitted up. They will be ready in a few days.

27/04/1899 The Equity, Shawville

Locksley

The train service on the Pembroke Southern Ry. has been somewhat demoralized during the past few days, a bad washout on the line being the cause. The washout is at Quad's Creek, near Golden Lake, and is over a mile in extent - the water being in some places over two feet deep.

28/04/1899 Renfrew Mercury

Belleville

Perth car shop

Thursday last week, a strike by part of the erecting gang in the C.P.R. car shops took place, and made quite an excitement throughout the town. The strike arose out of the claim of the men that extra work was sought to be placed upon them over their contract duties in building the cars by asking them to bring in heavy sills from the yard, when the practice had been to have these pieces, which weighed about 600 pounds, placed conveniently near their work. Next day, the men and the managing foreman met at the shops and the matter was arranged by the foreman cancelling the claims of the erecting gang, and work went on as usual. - Perth Courier.

28/04/1899 Renfrew Mercury

Chalk River

Carleton Place

An old lady entered the C.P.R. station, Arnprior, a few days ago and asked for a ticket to Morphy's Falls. She wanted to go to Carleton Place, which many years ago was known as Morphy's Falls. - Arnprior Chronicle.

29/04/1899 Ottawa Free Press

Renfrew

Elgin Street

At the Stewarton depot the machinery in the new car building shop is in full operation. The demand on the line for freight cars is increasing, and pretty extensive work is contemplated. The construction and repair of a number of fine passenger coaches is under way.

29/04/1899 Ottawa Free Press

Renfrew

Ottawa East

Work in the car shops at the Rideau round house is going forward at a brisk pace. The shafting for the machinery is now all set up, and sheeting the exterior of the great building will soon be commenced.

On Thursday the first engine for repairs was placed in the building. The hydraulic hoist has arrived and during the past two days the foundation and steel girders for the support of this machine have been set up. Several of the larger hammers and other machines for use in the structure are expected to arrive daily.

Yesterday the men were employed setting up an "eye bolt" cutter. This is a most modern machine, having been patented in 1897. It is the only one of its kind in Canada. The mains used to carry the water to the hydrants in the works are being constructed and fire appliances are being built.

29/04/1899 Ottawa Free Press

Britannia Power Canal

Metropolitan Electric

Works at Britannia. The place is now a veritable hive. Full description.

The men and teams are removing rock and are assisted by several steam drills and a steam shovel. A track is being laid, it being the firm's intention to load the rock directly from the excavation to the cars.--

01/05/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric

A great change has taken place at Britannia. The former scene of restful stillness is now the site of throbbing life and bustle. Work on the Metropolitan Electrical company's canal there is in full swing and the shouts of workmen and the hum of machinery are heard from morn till night. The machinery to be scene [sic] includes a steam shovel and drills. The latter are necessary owing to the large amount of rock cutting and the steam shovel is used to hose(?) the excavated rock out of the cutting.

The buildings for the accommodation of the large staff of workmen and for the supplies form a miniature village. These include a blacksmith shop, where the tools used on the rock are sharpened and scrapers, wagons and picks are repaired, a store and storehouse, and dining and sleeping apartments for the men. Excellent food is prepared under the supervision of Mr. John Lish.

There are three drawings"

- steam shovel and rock drill at work at Britannia.
 - workmen's boarding houses erected by the Metropolitan Electric Co.
 - steam engine at work operating a rock drill.
- (the latter has a locomotive boiler outline with a long stack.)

01/05/1899 Ottawa Citizen New York Central Hawthorne

Hawthorne. A good local passenger trade is being carried on daily at the diamond by the Ottawa and New York railway and it is hoped that a station will soon be erected.

02/05/1899 Ottawa Free Press Britannia Power Canal Metropolitan Electric

Visit of civic delegation - fully described.

04/05/1899 Ottawa Journal New York Central Cornwall

Cornwall May 4. Burglars broke into the Ottawa and New York station here last night and blew open the safe and carried off \$300. Entrance was effected by prying open the door with a steel bar taken from the Bridge Company's shops. A hole was neatly drilled in the top of the safe and the door was blown off.

More

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

04/05/1899 Ottawa Citizen Canada Atlantic locomotive

The Canada Atlantic railway has added to its rolling stock two expensive locomotives to be used on its fast express service between Ottawa and Montreal. The engines, which cost \$15,000 each, arrived this morning and will be put into service immediately. They were constructed at the Baldwin locomotive works in Philadelphia, and are of the most modern kind and of the Atlantic type.

Technical details --

The company is having eight large consolidated engines built at the Baldwin works for use in the freight department of the road.

04/05/1899 Ottawa Citizen New York Central Cornwall

Safe crackers secured \$300 from the safe at the Ottawa and New York railroad station here this morning. The job is thought to have been executed by Pare and Holden, the Napanee crooks who broke jail there on Monday, as men answering their description were seen along the railway line yesterday. It is also laid to their charge as it was the work of experienced crack men. No clue has been obtained. A steel bar was used to pry the station door and the safe door was blown off with gun powder. Valuable papers were strewn about but only the money was taken.

08/05/1899 Ottawa Citizen New York Central Ottawa

The Ottawa and New York railway, through a city real estate agent, is negotiating the sale of the property acquired by it for freight terminals and situated in the vicinity of Besserer, Little Sussex and Mosgrove streets, and will seek a new location. This action has been necessitated largely by the urgent need of proper freight terminal facilities which the company does not now possess. The land above mentioned was well suited for the purpose but the right of access has not yet been granted. Last fall the whole matter was argued at length before the railway committee of the Privy Council and it was hoped that an immediate decision would be rendered. But the railway committee takes its time to deal with such matters and the question is still hanging fire, a situation not altogether advantageous to any of the roads whose interests are involved in the issue.

The Ottawa and New York railway holds an option on land near the Canadian Granite company and litigation to compel the specific performance of an alleged agreement to purchase it is now in progress, but the road does not wish to acquire additional property which may eventually prove an incubus through failure to secure rights of access so far denied to the property already in its possession.

The upshot of the whole affair, it is understood, will be that the present terminals will be abandoned and sold out and new property acquired. Negotiations looking to this end are now commencing. The vicinity of the upper end of Nicholas street will probably be the new location of the terminals.

09/05/1899 Ottawa Citizen Canada Atlantic locomotive

The new locomotives purchased by the Canada Atlantic railway were put into service yesterday morning between Ottawa and Montreal.

09/05/1899 Ottawa Citizen Canada Atlantic

There is great activity at present at the car shops of the Canada Atlantic railway, and the industry, which is becoming one of the foremost in Ottawa is being constantly developed. Twenty-five stock cars have been completed and work has just commenced on the construction of twenty-five refrigerator cars. Each of these will be 35 feet in length and will have a weight of 60,000 pounds.

Material is also being prepared for the immediate commencement of work on 500 box cars to be used in the grain and general freight traffic of the road.

12/05/1899 Ottawa Free Press Canada Atlantic locomotive

In the Rideau round house the new engines numbers 219 and 220 which were placed on the line about a week ago, are giving good satisfaction and have made several fine trips on the road.

12/05/1899 Ottawa Free Press Renfrew Ottawa East

Part of the machinery of the Canada Atlantic workshops at the Rideau round house was set in operation Friday. A gasoline engine of 75 horse power has been placed in the building. It will, for the present, be used to operate the tappers, drillers and other small machines.

The electric wires and other apparatus will be in place by the end of next week and by that time the power house at the Chaudiere will also be finished. The Buffalo Forge company's men have been setting in the remainder of the forges and regulating the hot air to be used in the operation of them.

The C.P.R. company's four men are putting in several heavy pieces of shafting and erecting an eight spindle drill a piece of heavy machinery which arrived at the works last week.

The engines which, during the last two weeks have been undergoing repairs in the building are nearly completed and will be on the road again in about two weeks. At present the work is carried on but slowly as the machinery used for the building of engines has not been set in place.

The foundations for the electrical apparatus which will be used to operate the machinery has been built and everything is ready for the introduction of the motor.

12/05/1899 Ottawa Free Press Renfrew Elgin Street

At the Elgin street depot about 30 new cattle cars have been built recently in the car works. The painting and wood work on these cars, which are of 60,000 lbs. capacity, have given employment to a large staff of men.

Next week the building of 26 refrigerator cars will be commenced.

The company have introduced into the building portable machines such as saws, bits, augurs and other contrivances for the building of rolling stock. These machines are operated by compressed air and are designed for speed. About 1,000 cars are daily coming and going to and from the yards and the scene presented is a busy one.

12/05/1899 Ottawa Citizen Chaudiere

It is understood the location of the extension from Stewarton to the Chaudiere has been decided upon and will cross the Richmond Road at a point previously mentioned in the Citizen in close proximity to the branch of the St. Lawrence and Ottawa Railway, thus making one crossing serve for both lines, thereby reducing the danger for accidents from the existence of such necessary evils as railway crossings.

13/05/1899 Ottawa Journal Maniwaki Venosta

Hit by a locomotive.

About a mile south of Venosta the engineer of the up Gatineau Valley train saw a couple of men on the track ahead on Thursday evening walking in the same direction as the train was going. He whistled and one man left the track. The other paid no attention. The engineer, whistled again without effect, then whistled down brakes and reversed his engine, but while still going at a good rate of speed struck the man who was flung 20 feet into the ditch, an apparently inanimate heap.

As soon as the train stopped, officials and passengers ran back and found the victim lying unconscious with a cut between his eyes, another on the side of his head, and his arm doubled under him, apparently broken. The comrade who had been with him, and who seemed half-dazed, said the injured man was a farmer named Jack Hayes who lived near by. Hayes wasn't deaf, but he "had had a drop or two".

The passengers and train crew were debating whether to get Hayes taken home or carry him on the train to Aylwin, ten miles, where the nearest doctor was, when the victim rolled over, staggered unaided to his feet and with an amiable grin remarked:

"Gee, what yer makin' thish fuss 'bout me fur annyway?"

He was shakey and would have fallen again but several pairs of hands caught him. Drawing back the supposed broken arm he said angrily:

"Lem'me 'lone, or I'll punch some o' yer necks."

There was a shout of relief and a rush for the train, which steamed off, leaving Hayes sitting by the track feeling his head cautiously.

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

Mr. A.A. Stuart, chief engineer of the Dagnon-MacLean Construction Co. of New York, has arrived in town and taken charge of the work of the construction of the piers in the south channel of the New York and Ottawa railway bridge. The Canadian Construction Co. (Daly and Reid) have secured the contract for supplying stone for the piers. Capt. Leslie of the Collins Bay Co. has also arrived with his tugs and is now at work blowing up with dynamite the old bridge which collapsed and is now lying at the bottom of the St. Lawrence.

18/05/1899 Ottawa Citizen New York Central Cornwall

Cornwall, May 12. A.A. Stewart, chief engineer of the Degnon-McLean Construction Company has taken charge of the work of rebuilding the piers for the south bridge of the NY&O. Nearly all the machinery for the work has arrived and a good deal of the lumber and other supplies. The Canadian Construction Company has the contract for the stone. The machinery is very heavy, especially that for supplying air for the pneumatic caissons, which is the same as was used for the foundations of the new Brooklyn Bridge, just completed by the Degnon-McLean Company. It will take some days to get the machinery in position, when a large force of men will be set to work.

18/05/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric

Operations are being pushed forward on the work of the Metropolitan Electric company at Britannia. About five hundred feet has been excavated so far on the canal but the work has been retarded considerably owing to the depth of water. As soon as it goes down sufficiently the force of men will be greatly increased. The company will shortly put in a big cable for hoisting purposes instead of carting away the earth as at present. The new arrangement will greatly facilitate the work.

19/05/1899 Brockville Recorder Brockville

Poor Condition of CPR Loop Line

It is rumoured Monday that the CPR intends discarding its west end track for its own traffic, but will use the tunnel exclusively in getting to the waterfront. It is also said that cars to and from the BW&SSM will be ferried from the upper dock to the lower one by the CPR boat.

Some time ago, the local board of trade took up the question of an improvement in the Abbott street and long trestle bridges of the CPR loop line, both of them being reported in a dangerous condition. At the time of action it was reported that the CPR was about to abandon this line altogether and a meeting of the board was called for tonight to talk over the matter. The question, however, seems to have reached the ears of the CPR officials as Superintendent Mooney of the BW&SSM was yesterday notified by Mr. H.B. Spencer that the bridges would be put in order at once.

20/05/1899 Ottawa Free Press Renfrew Elgin Street

At the Elgin street depot several handsome passenger coaches were turned out last week and the erection of several more is under way.

At the new car works about 200 stock cars have been built and these are giving excellent satisfaction on the road. The building of the refrigerator cars is going ahead rapidly, and about 25 will be sent out of the works at once.

20/05/1899 Ottawa Free Press Canada Atlantic Ottawa East

At the Rideau round house the shafting for the new buildings has been set up and several heavy pieces of machinery have been added to the works. The blacksmiths' forges have all been erected and in another week will be in running order. The foundation for the electric motor which will be placed in the east end of the works is being completed. Next week two extra tracks will be built into the works. The drainage system for the buildings has been laid and a gang is employed filling in the ground at the foot of the works. In the round house business is dull at present on account of the precautions taken to have the engines well repaired for the spring work. No break downs have occurred so far this season.

22/05/1899 Ottawa Citizen Maniwaki

The Ottawa and Gatineau inaugurated its Sunday service yesterday. A large number of fishing parties took in the trip.

25/05/1899 The Equity, Shawville Pontiac & Pacific Junction

The P. & P. J. Company have a construction train at work hauling ties, and a force of men at work making repairs on the road.

It is understood an extension of no little proportion is shortly to be made to the new C.A.R. workshops. It will consist of about three hundred feet of additional building to the southern end of the shops. The necessity for the extension has made itself felt on account of the acquirement of more machinery than was at first anticipated, in order to cover a larger scope of the repairing line.

The erection of a building for the making of boilers is also under consideration. This will likely be constructed on the west of the shops.

What with the present facilities and the proposed ones, the people of Ottawa may expect to see here in the very near future no less an industry than that for the manufacture and construction of a locomotive complete in every respect.

There are now five large locomotives in the shops undergoing repairs. They are taken almost wholly to pieces and the work parts being replaced by new ones.

The interprovincial bridge company is working on the Ontario side of the river. Filling in has commenced and a dry wall is being built.

No work has been done on the Hull side of the river as the company's machinery is all under water. The flood is going down rapidly and work on the Hull side will be resumed in a couple of weeks.

The iron work for the bridge is being constructed at Lachine by the Dominion Bridge Co., and will be placed on the piers in September.

A map showing the amount of work done on the piers up to April 20th, 1899 has been completed in the company's engineering department.

Before the Railway Committee this morning the first order taken up was the bill respecting the Portage du Fort and Bristol Branch Railway Company. This road is to run from Hull to Pembroke, skirting the Ottawa river as far as Portage du Fort and crossing at that point to the Ontario side whence it proceeds to Pembroke. Full account.

Up the C.P.R.

Busy Almonte and Carleton Place. .

The C.P.R. is running special refrigerator cars for the transhipment of butter, leaving different districts on different days. That from this section will be a train leaving Pembroke fortnightly. It will leave the county town on Wednesday morning, take up goods at intermediate stations, remain at Ottawa until Thursday morning, and then go on to Montreal.

The garden plot at the C.P.R. station has been made to look very attractive, the flower beds having recently been planted with a beautiful collection of flowers from Mr. C. Scrim's greenhouses.

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

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

The Intercolonial Railway company will, this afternoon, run a train of seven new vestibule cars into Ottawa. These have just been turned out by the manufacturer, and are about to be placed in active service. They will be on exhibition tomorrow morning.

The Hull city council met last night. Mr. H.J. Beemer wrote asking a bonus of \$50,000, together with freedom from taxation for the establishment of the Pontiac and Pacific Junction and Gatineau Valley railway workshops, repair shops, round house and all other necessities of a terminal point for two lines of railway. This independently of the labor and expenditure of construction, will give permanent employment to nearly 50 men, many of whom will necessarily take up residence in the vicinity of the work. A commodious and expensive union station would be built in the heart of the city at the junction of the two lines. The letter was sent to the finance committee.

The Portage du Fort and Bristol branch railway got through the railway committee this morning after a struggle over the clause fixing the point of junction between the proposed new line and the Pontiac Pacific Junction. The principle had been confirmed at a previous meeting of the committee that the P.F. & B. should not be allowed to build a parallel line into Ottawa or Aylmer, but should obtain running rights over the P. & P. J.

On behalf of the P. & P. J. it was contended that the junction should be made at Shawville, while the P.F. & B. people wanted the junction at Quyon, claiming that engineering difficulties made Shawville and undesirable point; the P. & P. J. protested that they should not be subjected to competition between Shawville and Quyon, the most remunerative part of the route. An offer on Mr. Beemer's behalf to secure an engineer's report on the Shawville junction was rejected, and the committee decided, on division, to make Quyon the point of union: and this bill, as amended passed the committee.

Messrs. Belcourt, Champagne and Poupore voted with the minority.

Bill passes committee.

A charter from Quyon to Pembroke.

Very pleased and satisfied were the expressions which marked the countenances of the Portage du Fort, Clarendon Front, Bristol and Quyon gentlemen who returned home from Ottawa on Tuesday evening. And their reasons for feeling elated were undoubtedly good. The railway charter in which these gentlemen were interested, asking for the right to build from Hull to Pembroke, via Quyon and Portage du Fort, passed through the Committee stage of the House of Commons, after a spirited discussion in which a number of members took part. Mr. Poupore, who is anxious to see the P. & P. J. completed, so that his constituents in the western end of the county, who are contributing their share of the bonus and are reaping no benefits, shall have the railway facilities which are justly their due, opposed the paralleling of the P. & P. J. with a competing line and urged as a compromise that the point of junction of the proposed railway should be at or near Shawville instead of Quyon. Mr. Mackie, M.P. of North Renfrew, Mr. Casey and others contended for the route as proposed in the bill, on account of a saving in distance between Pembroke and Ottawa, and the immense water power of the Chats Falls, which in that way could be tapped and utilized, and opposed the Shawville junction idea on account of alleged engineering difficulties. Mr. Blair was opposed to chartering a railway that would closely parallel a road which had been heavily subsidized by Government aid. A vote was finally taken and resulted in favour of the charter extending as far as Quyon, with the provision that if the new company cannot succeed in securing running powers over the P. & P. J. R. from that point eastward, they shall have power to construct a line of their own.

09/06/1899 Ottawa Citizen Prescott White Bridge

Four cars of a C.P.R. freight train were derailed on the Prescott line at the White Bridge over the Rideau near Hartwell's locks last night by the axle of a car breaking. The line was cleared for traffic today.

12/06/1899 Ottawa Journal Renfrew

Account of an excursion in a vestibuled Wagner Palace car arranged by the Minister of Railways and John Booth between Ottawa and Golden Lake. See Ottawa Citizen account of the same day.

12/06/1899 Ottawa Free Press Prescott White Bridge

A large number of people visited the scene of the C.P.R. wreck at the White bridge yesterday across the Rideau. Four cars loaded with coal left the track, one going into the river. The cars were badly smashed and there is coal scattered in all directions. An engine and a wrecking crew were engaged all day yesterday clearing away the wreckage.

12/06/1899 Ottawa Citizen Renfrew

Through the kindness of the minister of railways nearly one hundred senators and members of the house of commons enjoyed a day's outing Saturday at Golden Lake on the Parry Sound division of the Canada Atlantic system. The trip was made on the magnificent train of the Intercolonial railway, which has been on exhibition here for some days, and which, in a week or two, will run regularly between Montreal and Halifax. It consists of Wagner sleeping, dining and first class coaches finished in the most elaborate style. A new Baldwin locomotive was loaned by Mr. Booth to haul the train.

The minister of railways was represented by Mr. Luther B. Archibald, superintendent of the I.C.R. sleeping car service. Mr. L.K. Jones, secretary of the department of railways and canals, and Mr. H.A. Price, district passenger agent at Montreal. The officials of the Canada Atlantic railway who assisted the I.C.R. representatives in looking after the welfare of the guests were Mr. Morley Donaldson, mechanical superintendent; Mr. J.E. Walsh, assistant general passenger agent, and Mr. Carter, travelling passenger agent.

The train made a fast run to Golden Lake, a distance of 85 miles from the capital, where a stay of about one hour was made. The visitors were charmed with the beautiful scenery along the line, and especially with the lovely expanse of water which was the objective point of the journey.

Golden Lake is twelve miles long and derived its name from the autumnal tints of the sumac trees which cover the hills on the north shore. The station on the lake as at the junction of the Parry Sound road with the Pembroke Southern railway, a line just completed to Pembroke, 20 miles distant, which gives that town a competing line with the C.P.R.

After lunch on the homeward trip, the party assembled in the first class car, and Senator Vidal was installed as chairman. Mr. Fraser of Guyslow (sic s/b Guysboro), moved, and Dr. Sproule seconded, a hearty vote of thanks to Mr. Booth for his kindness in placing the line at the service of the parliamentary party for the day.

Senator Primrose supported the motion.

All the speakers extolled Mr. Booth for his enterprise and the energy with which he had pushed his railway on to Georgian Bay.

Mr. Donaldson, in an able manner, acknowledged the compliment to Mr. Booth.

On motion of Mr. McMullen, seconded by Col. Prior, the minister of railways was thanked for initiating the trip and providing for the comfort of the excursionists. The representatives of the two roads were not forgotten. Several speeches were made and there was some good natured badinage between the ministerial members and the opposition.

For instance, Mr. Fraser, in alluding to the splendid train equipment, invited the parliamentarians to visit the Maritime Provinces and to see how the comfort of railway passengers is looked after. Dr. Sproule neatly turned the laugh on the member for Guysboro, by reminding him that Ottawa furnished the major portion of the funds to purchase the cars and added Ontario did not begrudge it.

The party returned to Ottawa at 4 p.m. greatly delighted with the trip and the courtesies extended to them.

13/06/1899 Ottawa Free Press Canada Atlantic locomotive

Six heavy consolidated locomotives are under construction at the Baldwin locomotive works in Philadelphia. The engines will be used on the O.A. & P.S. division of the Canada Atlantic railway. They will be of the latest modern type, and it is expected, will arrive in Ottawa in the course of a month.

15/06/1899 The Equity, Shawville Pontiac & Pacific Junction

Editorial - if the P. & P. J. had finished its line there would have been no need to charter another railway to run parallel

16/06/1899 Ottawa Journal New York Central

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

17/06/1899 Ottawa Citizen Chalk River Arnprior

Arnprior is to have a new C.P.R. station, one which will be in every way up to date. Word has been received from the head office in Montreal that work will be commenced on the new structure at once. The station will be similar to the one at Renfrew. It will be of gray stone, lighted by electricity throughout, have large first class waiting rooms and splendid offices for the station and baggage agent.

This information will be received by the people of Arnprior with no little pleasure. The present station is one of the poorest on the line, and had been an eyesore to the townspeople for years.

19/06/1899 Ottawa Citizen Carleton Place Ottawa, Broad Street

The C.P.R. new flyer, the Imperial, made her first trip into Ottawa yesterday. The train arrived on time and kept to the timetable throughout this division. The Imperial carried a large number of passengers.

20/06/1899 Ottawa Free Press Ottawa Terminal

The first train of the new "Imperial Limited" service passed through the city Sunday westbound at 1.25 p.m.

21/06/1899 Ottawa Journal Sussex Street Rideau River

The old St. Lawrence and Ottawa Railway bridge now owned by the CPR across the Rideau River near New Edinburgh will be replaced shortly by a new steel truss bridge. The contract for the steel structure has been let, and the work will be begun in a short time.

The new bridge will be an ordinary four steel truss structure - each truss one hundred feet long. The Hamilton Bridge Works Company, of which Messrs. Berbridge and Dingman, are local agents, will supply the steel. The estimated cost is \$10,000. The stone piers which support the present structure will be used for the new structure.

23/06/1899 *Ottawa Citizen*

New York Central

An interesting case in reference to the scale of rates chargeable by railway companies and involving other points has been entered in the county court by Mr. W.A.D. Lees, against the Ottawa and New York railway. Mr. Lees, in his professional capacity as a barrister, travels each way between Ottawa and Russell once a week. He alleges that the accommodation provided by the railway is not equal to the passenger charges and on applying for a reduction was refused. Mr. Lee now claims \$198 for tolls and charges "unlawfully, extortionately and unjustly levied on and taken from him for passenger travel between Ottawa and Russell and for damages for such extortionate charges." In addition to \$44.95, the amount of passenger fares paid by him, Mr. Lees also claims \$148.65, three times the above under section 290 of the railway act. The case will largely rest on the claim that the fare by-law of the company has not been approved by the governor in council and, consequently, it is alleged, that it has no legal right to charge fares at all. Mr. Lees states that it is not the company's money that he wants, but the establishment of an equitable rate of fares.

23/06/1899 *Renfrew Mercury*

Chalk River

Almonte

A rather good joke is told on the Almonte people who gathered on Sunday afternoon to see the new Imperial Limited C.P.R. train pass that station to the west. There is always a good crowd at that station, and this day was no exception. Now Almonte is not to be a stopping place for the Imperial, but the mail bags are to be picked up from a crane by an attachment at the side of the mail car. The old mail carrier hitched his mail-bag to the crane, and the Chief of Police importantly told the crowd to "move back;" that there would be a mail bag thrown from the train. The crowd of course moved back. The train came thundering along - and passed by, without so much as throwing out a mail-bag or even deigning to gather up the bag which the mail carrier had hung up! The old man took down the bag, and said that he did not believe that there was anybody on that train!

26/06/1899 *Ottawa Citizen*

Canada Atlantic

Hawthorne

The Canada Atlantic Railway Co. has completed the spur line into the new sand pit purchased lately near Hawthorne and will soon commence to haul sand to the city to grade up the grounds surrounding the shops in Ottawa East to give more yard room there. The pit is about eight miles from the city.

26/06/1899 *Ottawa Free Press*

Montreal and Ottawa

Interprovincial Bridge

The water in the Ottawa river has now lowered sufficiently to allow the interprovincial bridge company to work on pier No. 6. Pier No. 2 will not be completed for some time yet. The bridge builders expect that it will be ready for the iron work by September.

27/06/1899 *Ottawa Citizen*

Pontiac & Pacific Junction

Hull

A meeting of the special committee appointed by the Hull city council to consider Mr. Beemer's proposal re. the establishment of the P. & P. J. railway car works in the city, will be held tomorrow afternoon. The committee will draw up an agreement to submit to Mr. Beemer, and after his approval has been secured, a by-law calling upon the necessary bonus money will be drawn up and submitted to the people. The council is inclined to deal liberally with the promoters of the project.

28/06/1899 *Ottawa Free Press*

Ottawa Electric

The switch at the Union depot was open this morning and car 41 of the OER which was being tested, ran off the track.

29/06/1899 *Ottawa Citizen*

Pontiac & Pacific Junction

Hull

The special committee appointed by Hull city council to deal with the proposal of Mr. H.J. Beemer, to establish car works in Hull, has made its report, and authorized City Solicitor Champagne to draw up an agreement for approval by the council and Mr. Beemer. The committee recommend that a bonus of \$80,000 be granted and exemption from taxation for fifteen years provided at least 50 men are given employment in the new works and also that a Central Station be erected in Hull. Entrance will probably be secured to the Interprovincial Bridge for the Pontiac Pacific and the Gatineau Valley railways. The bonus asked for by the company was \$50,000. The following acted on the committee: Mayor Barrette, Ald. Ste. Marie, Carriere and Burns.

30/06/1899 *Ottawa Free Press*

Ottawa Suburban

A bill for the incorporation of the Ottawa Suburban Railway company occupied the attention of the railway committee of the Commons this morning but was not finally disposed of. More.

30/06/1899 *Ottawa Citizen*

Britannia Power Canal

Metropolitan Electric

Further description of the work of Brewder and McNaughton which was just completing a railway contract in Port Arthur. --As part of the channel has been blasted the required depth, 10 feet, the steam derrick has been moved to another section, where, along with two similar derricks, the immense slabs of rock will be loaded on to train cars and hauled away. Hauling the Rock

A second track is being laid, and when this is completed, there will be nearly two miles of track on which to haul the rock from the field of operations to the different embankments. There are already 28 cars in use, and as they can each carry 30 cubic feet of stone, it can be seen that the work can be proceeded with much better than when only horse carts are in use.

03/07/1899 *Ottawa Citizen*

Canada Atlantic

locomotive

Six new consolidated locomotives for use on the C.A.R. freight service will arrive from the Baldwin works in a few weeks.

04/07/1899 *Ottawa Free Press*

Pontiac & Pacific Junction

Hull

Conditions on which Beemer to settle there. Mr. H.J. Beemer at last night's meeting of the Hull city council presented his statement of conditions in connection with the \$80,000 bonus. The company will guarantee that the extension of the Pontiac and Pacific railway and the Gatineau Valley railway will be made into the city of Hull forming a junction at the approach to the Interprovincial bridge. That a union station will be built at the said junction at a cost of at least \$4,000. That the work and repair shops, roundhouse and shunting yards of the two companies will be established in the city of Hull. That the companies will employ in connection with the repair shops, yards and trains services at least forty men for the first two years and after the first two years at least fifty men per day who shall reside in Hull. With regard to taxation, the company will be exempt for at least 25 years. The by law authorizing the bonus will be submitted to the rate payers on July 20th.

05/07/1899 Ottawa Citizen Canada Atlantic

The Canada Atlantic railway company, owing to its increasing traffic, will this fall commence the erection of large car shops in addition to those already put up. The new shops will be located near the Rideau roundhouse, where the machine shops and repair works of the company are now situated. The new buildings which have been put up this spring at the foot of Elgin street and which are now being used by the company, will be discarded after the proposed new structure at Ottawa East is up. They will then be used by the company for storage or may be available for manufacturing purposes. The site is an excellent one for such use as the railway at the door would afford easy and cheap transportation. When the new car shops, which will be erected and equipped at a heavy cost, are completed, all the works of the company will be adjacent to each other instead of being half a mile apart as at present. They will consist of erecting, woodworking, drying and painting shops, and will run by electricity. In order to make a foundation a great amount of filling in will have to be done and work on this will commence in the near future in time for the erection of the shops to start in November and be completed early in the spring.

05/07/1899 Ottawa Citizen Chalk River Arnprior

Workmen at Arnprior are busily engaged in getting out stone for the new station which will shortly be erected there.

06/07/1899 Ottawa Citizen Hull Electric Conroy mills

The two big saw mills owned by Messrs. Robert and J. Conroy, Deschenes were totally destroyed by fire last evening. The Deschenes company's power house and the grist mill were only saved after the hardest sort of work by the residents of Deschenes. -- The mill had been struck by lightning.-- In addition to the destruction of the mills, two immense water wheels, being erected for supplementary power in the Deschenes power house, were also burned.-- Conroy to rebuild mill.-- While traffic on the line of the Hull Electric company was impeded owing to the collapse of the wires, the company turned out a staff of men who worked all night and this morning at 5.30 a.m. the cars were running.--

07/07/1899 Renfrew Mercury Pontiac & Pacific Junction Shawville

Mr. Hibbard C.E., and a staff of assistants arrived here on Thursday evening last, and on the following morning began the survey if a line of railway from a point a short distance east of the railway station, thence across the country in the direction of Portage du Fort. The object of the survey, we understand, is to demonstrate to the railway committee of parliament that a practicable route can be found for a railway from or near Shawville to Portage du Fort. On Saturday Engineer Dunn reported that the surveying party were getting a good line without difficulty. - Shawville Equity.

07/07/1899 Renfrew Mercury Eganville Eganville

Superintendent H.B. Spencer of the C.P.R. says that the new Arnprior station will be put up with all possible haste - so says the Ottawa Citizen. He told us the same story five weeks ago - that the new station at Eganville would be pushed ahead at once. Still no work has been commenced.

07/07/1899 Renfrew Mercury Portage du Fort and Bristol Branch

The Senate railway committee last week rejected the application of the Portage du Fort and Bristol Branch Railway Company for permission to build from Quyon to Portage du Fort crossing thence to Pembroke. The vote was taken on the preamble of the bill, which was defeated by 12 to 8. The opposition proceeded from the Pontiac and Pacific Junction Railway.

07/07/1899 Renfrew Mercury Locksley

The Pembroke Southern Railway is in first class condition - well ballasted and level. On Friday the distance of twenty miles between Pembroke and Golden Lake was made in thirty minutes. We noticed that the officials were obliging to the ladies, assisting them off the train at stopping places on the route.

08/07/1899 Athens Reporter Westport

About 3,100 boxes of cheese were brought in here yesterday over the B&W and shipped to Montreal.

10/07/1899 Ottawa Free Press Montreal and Ottawa

The utility of the C.P.R. short line between here and Montreal was evidenced yesterday and last night. Yesterday morning a wash out occurred at St. Augustine a station on the north shore line, 30 miles west of Montreal, which prevented all traffic on that line. In consequence of the washout, the Imperial Limited, both east and west bound, were run over the short line, arriving here and at Montreal on time, after going round by Chaudore Junction. Both the east and the west "Soo" trains were also run over the short line this morning. The train from Montreal arrived at the C.P.R. depot twenty minutes ahead of the regular north shore time. The damage has now been repaired and traffic resumed.

10/07/1899 Ottawa Citizen New York Central Cornwall

The north section of the bridge of the Ottawa and New York railway is completed and the iron placed in position. The section over the south channel will not be finished before November.

12/07/1899 Ottawa Citizen Ottawa Electric Aylmer

A gentlemen interested in the Ottawa Electric Railway Company is authority for the statement that the corporation will soon take the preliminary steps to secure entrance to Aylmer, and thus obtain a share of the rapidly growing traffic to that point. Park property would be secured at the summer resort, he stated, and in all probability, the Mulligan or Scott properties would be secured for this purpose. A large hotel would also be erected and various attractions provided. Right of way from the city, it is understood, will be secured over the Pontiac and Pacific Junction Railway Pacific Junction railway, an arrangement with this object in view now being under consideration.

It is altogether likely that should an undertaking be arrive at between the two companies the construction work on the railway and interprovincial bridge will be hastened to completion. Nothing definite yet has been arranged in the matter, but nevertheless the scheme looks feasible. Excellent park accommodation can be secured, and with the rapidly growing needs of Ottawa for such accommodation the proposed project should materialize into a paying venture. Those interested, it is understood, are loath to say anything till plans have reached a more satisfactory stage.

13/07/1899 The Equity, Shawville Hull Electric Deschenes

The two big sawmills owned by Messrs. Robert and J. Conroy, Deschenes were destroyed by fire on Wednesday of last week. Hit by lightning-- Suddenly the big electric light poles which carried the wires supplying power to the Hull electric road, Hull stores and the Victoria hotel, were seen to totter, and an instant later they fell to the ground with a crash. As suddenly did the lights go out and every car on the line stopped.-- more

13/07/1899 Merrickville Star Chalk River Arnprior

The C.P.R. intend building a new station at Arnprior

13/07/1899 The Equity, Shawville Portage du Fort and Bristol Branch

The railway committee of the senate, having thrown out the bill respecting the Portage du Fort and Bristol branch railway, when the report of the committee to that effect came before the senate on Tuesday of last week, Hon. Mr. Vidal moved to refer the bill back to the committee with instructions to consider its clauses. More.

14/07/1899 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Imperial Limited, the C.P.R. fast train across the continent passed through here on Sunday last. There was a wash out at At. Augustine on the North shore. Traffic was transferred to the short line.

15/07/1899 Ottawa Citizen Prescott Ottawa West chaudiere

Work is progressing favorably on the air testing plant at the C.P.R. roundhouse. There will be in all four thousand five hundred feet of pipe in connection with the plant. The brakes on every car will be tested before going out. The company's freight cars are now nearly all equipped with air brakes. After the testing plant is completed a heating plant will be put in. This will enable the men to heat the cars before they leave the yard.

15/07/1899 Ottawa Free Press Hull Electric Aylmer

A good sized row is brewing between the town of Aylmer and the Ottawa and Aylmer Turnpike Road company. It is being tidied over at present by the suggestion of arbitration, but several parties acquainted with the details of the existing differences, state that a big law suit is inevitable with the corporation of the town as plaintiffs and the Turnpike Road company and the Hull Electric Railway company as defendants. It is said the Hull Electric company have threatened to remove their tracks from Main street, Aylmer, and running directly by the river front to the Park on the ground that the Turnpike Road company are forcing them to do so, having had their right of ownership to the road bed of Main street established by a judgment of the Superior court. The ownership is still disputed by the corporation and some of them are now wanting to appeal the judgment. A prominent councillor informed the Free Press yesterday that Aylmer had rights and was going to assert them at any cost. "The railway company," he said, "is making a bluff about taking their services from Main street. They say it would be a saving to them of several thousand dollars a year to run direct to the Park instead of going through the town. If they try that they will soon find Aylmer up in arms against them, and there are many ways, that need not be mentioned, by which the town can retaliate in good order." Another councillor, who is not in favor of litigation, has started a subscription among the inhabitants to purchase the road from the Turnpike company and hand it over to the Hull Electric company. Already a large sum has been promised.

15/07/1899 Ottawa Free Press Canada Atlantic Ottawa East

One of the most extensive schemes which has ever been announced in Ottawa by the Canada Atlantic railway company was started last week. On Monday last, the big steam shovel which has been at work at the upper terminus of the O.A. & P.S. line was brought down and placed in the company's pit at Hawthorne, where it will be used to take out gravel for the filling in of the piece of property known as the "Gully." situated at the Rideau round house. Work will be carried on night and day until completed. It is the intention of Mr. Booth, as soon as the gully is filled, to move the car shops which have been erected at the Elgin street depot over to the new property and there permanently situate them. Each building will be taken across the canal in sections. The concrete walls which will remain where the car shops were situated will, on account of their being fire proof, be fitted up into large houses for the purpose of storing train oils, etc. A new building of large dimensions is to be used for the finishing and polishing of fine railway coaches, will be built at the Rideau round house. The yards at Elgin street will be cleared up and converted into an extensive grounds for the piling and seasoning of lumber to be used in the building of cars and for the storing of iron.

15/07/1899 Ottawa Free Press Canada Atlantic Central Depot

Mr. Donaldson, general superintendent of the company, and his staff of train despatchers are now comfortably situated in the Central depot, having moved from Elgin street early last week.

15/07/1899 Ottawa Free Press Renfrew Elgin Street

Everybody at the car works on Elgin street is busy and about seven new refrigerator and cattle cars were turned out last week. Master Mechanic James Tremble and his gang of men are erecting a new derrick near the site of the old station, and the boiler house for heating of a large lumber drying kiln, has been built. Several new pieces of track for the accommodation of freight cars are being put down, and some heavy consignments of iron for car building have been received.

20/07/1899 Merrickville Star Chalk River Almonte

Almonte is to have a new C.P.R. station this year. The company intends spending \$30,000 on improvements to their property there.

20/07/1899 Ottawa Citizen Carleton Place Ottawa, Broad Street

The sign board at the C.P.R. station which has been somewhat behind the times has been made into a thoroughly up to date affair. Two small iron poles have been erected from which will hang on large tin signs the destination for each train.

21/07/1899 Ottawa Citizen Chalk River Arnprior

Operations have commenced on the new C.P.R. station here.

21/07/1899 Eastern Ontario Review L'Orignal Hawkesbury

Work on the construction of the big bridge of the Great Northern railway at Hawkesbury is retarded just now on account of high water. Mr. A.H.N. Bruce, the engineer of construction, states that the water at Hawkesbury has risen some two feet by the recent rain falls. Where the piers of the bridge go the water is about twenty-seven feet deep and running about ten miles an hour, while at low water it is only 17 feet deep and running about seven miles an hour. Consequently it has been thought advisable to postpone some of the work for a month or so.

It is estimated that the cost of the bridge will be about \$400,000. The section of the bridge across the Grenville canal, according to the profile, is 42 feet above the water, thus allowing all boats to go underneath without any difficulty. The main section of the bridge is 56 feet over low water, with seven spans of 210 feet each.

At the Hawkesbury end there is a tressle [sic] approach of over 2,000 feet in length. Something like 800,000 feet of timber will be used in it. The end next the bridge is 56 feet in height from the base of the rail to the ground and tapers off to twenty-five feet, where the temporary trestle commences. This trestle runs over the streets of Hawkesbury at a height of 24 feet, continuing until the high ground is reached at the back of the town. A staff of men was started at work Monday morning preparing the foundation for this extensive work.

21/07/1899 Renfrew Mercury Chalk River Almonte

It looks as if Almonte will have a new station not later than the year 1900 at all events. Mr. Spencer says that the new C.P.R. station will be an almost exact reproduction of the one at Renfrew, and it will be constructed a short distance east of the present station. - Almonte Gazette.

21/07/1899 **Ottawa Citizen** **Tramway** **E.B. Eddy**

As soon as Mr. E.B. Eddy returns from his western trip a new system for hauling material from the sulphite factory near the end of the interprovincial bridge to what is known as the "Jumbo" warehouse on Bridge street will be inaugurated. The fifteen teams of horses which do the work at present will be dispensed with and in their place a train of cars over a narrow gauge railway will do the work.

A gang of fifty men has been engaged for the last week constructing the road, putting up the platforms and making all the necessary arrangements for the operation of a miniature railway which will be about one and a half miles long.

The rolling stock will consist of a handsome little steam engine called the "Nettie", after Mr. George Milne's daughter, ten box, eight flat and six coal cars.

These will be used in carrying pulp and pulpwood, coal, sulphur and all the materials used in the factories at each end of the line. The locomotive will be in charge of Mr. Alex Chapman, formerly engineer of the Hull Lumber company, and he will have as his fireman Mr. Achilles Drapeau.

Mr. George Milne is superintending the construction of the road, of which Messrs. Kelly and Larose, who are known as the "MacKenzie and Mann of Hull," have the contract. It will be finished by the last of next week and will be a novel venture on the part of the enterprising firm.

The engine bears the coat of arms of the company and each car will have the name E.B. Eddy Co. (Limited)" painted on the sides in large gold letters.

22/07/1899 **Ottawa Journal** **Ottawa Electric**

Sunday cars tomorrow. Confirmed by 24 July 1899 edition (Monday)

22/07/1899 **Ottawa Free Press** **Britannia Power Canal** **Metropolitan Electric**

Messrs. Brewer and McNaughton, the contractors, are making rapid progress with the power stream of the Metropolitan Electric Co. at Britannia. Most of the Deschenes mill men are employed and the rock is being taken out rapidly. The crib work will be commenced next week. The timber for the work is already on the ground.

24/07/1899 **Ottawa Journal** **Tramway** **E.B. Eddy**

The E.B. Eddy Company has constructed twenty-five freight cars for use on the new railway line between the sulphite works and the paper mill. The new cars are fourteen feet long, six wide and eight high. The operation of the new line will do away with the waggons and trucks which have hitherto been used to carry freight from mill to mill. Small locomotives will draw the cars. The line, which has an outlet near the match factory runs down along the Ottawa River through the Hurdman lumber yards.

The E.B. Eddy company will soon erect a new steel bridge over a certain arm of the river to accommodate the freight line.

26/07/1899 **Ottawa Free Press** **Pontiac & Pacific Junction**

Work on the construction of the Pontiac and Pacific Junction Railway from Aylmer into Ottawa, has commenced, and according to what is heard, the extension will be materialized before a time calculated upon by certain parties whom, it is said, do not view the project with a great deal of favor.

The scene of the commencement of the work is Mr. Ritchie's farms, and the route, according to profile, is between the line of the Hull Electric company and the Ottawa river.

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The construction of the former line, while a matter of much interest to Ottawa people, is especially so to the people of Aylmer, many of whom are highly exercised over reported opposition to the line by the Hull Electric company. From the state of things springs the rumor that the work of extension is a bluff on behalf of the company. More

26/07/1899 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

As to the Interprovincial bridge, Mr. Beemer said the masonry work was practically completed, only half a pier remained to be finished. This would be done as soon as the river subsided a little. The manufacture of the iron superstructure was being proceeded with satisfactorily.

26/07/1899 **Ottawa Free Press** **Maniwaki**

A staff of men also started work this morning on the extension of the Gatineau Valley Railway Company from Gracefield northwards to Maniwaki, a distance of some 30 miles. This work will go on steadily until completed.

27/07/1899 **Merrickville Star** **Havelock** **Havelock**

The C.P.R. Co. are installing air appliances in the yards at Havelock for the purpose of testing and charging all the trains.

The C.P.R. Co. bridge gang under the supervision of foreman Thomas Kimberly of this place are engaged in the erection of the new coal chutes in the yard at Havelock.

27/07/1899 **The Equity, Shawville** **Hull Electric** **Aylmer**

As a result of the lawsuit between the Hull Electric Railway Co. and the Aylmer Macadamized Road Co., in which judgment was rendered in favour of the latter, the Electric Co. are removing their tracks from the main street of Aylmer. Hereafter it is the intention to utilize the old C.P.R. track. The outlook for the business men of Aylmer is a blue one, the enlivening influence of the car traffic having a good effect upon business.

27/07/1899 **Ottawa Citizen** **Tramway** **E.B. Eddy**

--To facilitate the work in the paper mills the company have constructed a narrow gauge railway from the paper mills to the sulphate plant, about three quarters of a mile down the Ottawa river. This road runs along the river bank and is entirely within the company's property. A steel bridge will also be erected across a branch of the river where the road runs. Special engines and cars are also being built for use on this line. There will be three different styles, box, flat and ump [sic] and these will be used to transfer the pulp, coal, wood, rags etc., to the paper and other adjacent mills. The operation of this line will ensure a savings of time and expense and will do away with the cumbersome carts now in use. Larose and Kelly are the contractors for the road.

28/07/1899 **Renfrew Mercury** **Chalk River** **Arnprior**

A busy scene is presented to the eye on the site of the new C.P.R. station. A large staff of men are engaged completing the excavations and in laying the foundation stones. For this purpose a large derrick is used and the stones, which are of unusual size, are thus lowered into their places. Mr. Munro intends rushing things and already a large amount of the necessary material is on the ground. - Arnprior Watchman.

29/07/1899 **Ottawa Citizen** **Canada Atlantic** **Ottawa East**

The filling up of the gully at the Rideau roundhouse is now fully under way and will occupy about sixty days before it is completed. The steam shovel is at work at the pit at Eastman's Springs and two ballast trains are kept busy hauling the earth to the Rideau yard.

29/07/1899 **Ottawa Citizen** **Canada Atlantic** **Central Depot**

On Tuesday last the officers which were in the despatching building at the Stewarton yards of the C.A.R. were moved down to the Central Depot. The rooms back of the station department have been converted into neat and commodious offices. Among the others who will occupy quarters at the new rooms is Mr. M. Donaldson, superintendent. The mechanism which directs trains over the whole system will also be directed from a room at the southeast corner of the station, where the despatchers will be located. The offices of the roadmaster, Mr. J. Graham, is also located in the building. The changes made recently in the Stewarton offices will permit of some new departments being opened up at the old building. It is expected that the stores office will shortly be moved over into the office vacated by the superintendent.

29/07/1899 Ottawa Citizen Carleton Place Chaudiere

The compressed air apparatus at the C.P.R. is about completed and will be moved to the station next week. The C.P.R. company is erecting a large sand house near the round house. It will have a capacity of ten car loads. Sand will be dried by steam and raised up to the top by air. Large chutes will convey the sand to the engine box. This is a great improvement upon the former way which necessitated the carrying of sand in pails to the engine. The house will be ready in about three weeks.

29/07/1899 Ottawa Journal Britannia Power Canal Britannia

THE METROPOLITAN.ELECTRIC CO'S CANAL

A Largo Sized. Cut Through the Rock. The Machinery and Labor Employed.

The harsh clank of the derrick chains and the sharp hiss of escaping steam from the engines, mingle not unpleasantly with the boom of the Britannia rapids. The work of the Metropolitan Electric Company at the village by the lake goes merrily along, and there is no apparent decrease of activity or curtailment of extent. The work is certainly an immense undertaking. On first viewing it the beholder sees a confusion of railway tracks, men, engines, pumps, steam drills and tons upon tons of solid rock, Yet on a little observation this confusion resolves itself into a concentrated and determined effort to overcome nature's difficulties. The whole work is to dig a canal out of the living rock, over a quarter of a mile long, one hundred and fifty feet wide at the narrowest part, and with a depth of fourteen feet and over. Yet to do this will necessitate the removal of one hundred thousand cubic yards of solid rock and piling it up along the sides of the cutting. No light, task this, even for the meet modern methods of the nineteenth century.

As to the Canal

This canal runs parallel to the rapids and with but a few feet of rock between the two. The work at present being done is at the lower end of the cutting. One hundred and fifty men are employed, two pumps are kept going incessantly, two large steam derricks are used and two powerful steam drills keep pounding holes for the dynamite constantly.

Along each edge of the excavation runs lines of track. The two big steam derricks hoist loads of rock up from the cutting into one of the half dozen cars or so on the tracks. When loaded these run partly by gravity as the track slopes down hill, partly by horse-power and partly by steam cable between the rails.

The derricks with their engines are placed upon tracks which they move along as the work advances. The derricks are of the most modern kind, and a load can be lifted and put into a car, the return journey made by the derrick and another load attached ready for lifting, all within the sixty seconds.

All around there are hundreds of tons of rock lying. This has been piled as a rule along the edge of the cutting. The rock breaks off in thin wide ledges usually not more than a couple of inches thick.

Keeping Water Out.

The nearness of the rapids and the cracks in the rocks makes it necessary for two steam pumps to be kept going night and day to keep the canal dry. The system of pumping is simple. Two wells are dug in the lowest part of the canal, and into these the surplus water is run. It is then pumped out and reaches the rapids through wooden troughs. Each of the pumps has its separate engine.

There are one hundred and fifty men employed. When they are working altogether it resents a busy scene. The Journal representative stood in one place and counted one hundred men all within a very narrow radius. There are blacksmiths, engineers and firemen, foremen, carters, drill men and laborers. The laborers, of course, form the great majority and are English, French and Italian, with a preponderance of the latter nationality. These laborers get paid \$1.25 each day for work from 7 a. m. till 6 p.m., and seem to be content.

Contractors Brewder and McNaughton stay on the work most of the time to supervise. They are busy men. The men live in a camp, built by the company. They are quiet and do not in the least disturb the peace of the pretty village by the lake. The men say they are well treated by their contractors, and in all, the work seems to be conducted on a first-class basis.

01/08/1899 Ottawa Citizen Tramway E.B. Eddy

The new line of railway running from the sulphate mills to the Chaudiere paper mills is being operated as far as completed. The company is waiting on the Electric Railway company, with which arrangements are being made for the installation of a diamond crossing at Bridge street. When this (is) completed the Eddy line will be extended along by the paper mills parallel to the Hull and Aylmer electric tracks.

03/08/1899 The Equity, Shawville Pontiac & Pacific Junction

Work on construction of the Pontiac and Pacific Junction Railway from Aylmer into Ottawa has commenced, and according to what is heard, the extension will be materialized before the time calculated upon. The scene of the commencement of the work is on Mr. Ritchie's farms and the route according to profile is between the line of the Hull Electric company and the Ottawa river.

04/08/1899 Ottawa Citizen Chalk River Arnprior

The foundation of the new station at Arnprior has been completed and the framework is being put up.

04/08/1899 Renfrew Mercury Chalk River Arnprior

Work on the new C.P.R. station is progressing well, the foundation being nearly completed. - Arnprior Watchman.

04/08/1899 Ottawa Journal Renfrew Elgin Car shops

The old CAR roundhouse, latterly used as a work and repair shop, situated on Argyle Avenue between the canal and Elgin Street was completely gutted by fire between three and four o'clock yesterday afternoon. Several freight cars nearby were destroyed and some iron railway appliances and implements damaged. The loss which amounts to between \$7,000 and \$8,000 is fully covered by insurance. The blaze originated in the engine house at the west end of the building.

04/08/1899

Ottawa Citizen

Renfrew

Elgin Street

An old landmark and a relic of the days when the Canada Atlantic railway first gained access to the city was destroyed yesterday afternoon by fire which broke out shortly after 3.30 o'clock. The building was the old wooden roundhouse of the company, lately used as a workshop, just across from the old depot. The fire started in a pile of shavings at the eastern end of the building and just in rear of the boiler house which contained the engine used to operate the machinery in the shop. The fire was noticed by nearly all the employees in the building at the same time and the company's hose was put to work at once and an alarm sounded from box 134, corner of Argyle avenue and Elgin street. On Chief Provost's arrival he saw that there was great danger of a bad fire and pulled the second alarm. By this time, although the sections of the brigade then on hand had got down to work, the fire spread with lightning rapidity on the oil-soaked walls and attacked a train of about nine freight cars which were standing on an adjacent siding. Lurid flames and volumes of inky black smoke, rolled up in columns of imposing grandeur and attracted a large crowd.

The Lafrance engine on its arrival was taken to the bridge across the canal leading to Ottawa East and the big intake pipes dropped over the railway into the canal. Two lines of hose were then attached and a full head of steam turned on, and in a few minutes two magnificent streams were being turned on the flames from the engine. Six other streams from neighboring hydrants were utilized, but the building continued to be consumed like tinder for some time. A locomotive was attached to the burning freight train but the chief saw that the cars already on fire might ignite others if hauled into the yards, so the order was given to have the train left where it was till the fire was extinguished.

About half an hour after the alarm was turned in the firemen began to get the better of the fight and in an hour and five minutes the return blow was struck. The building is a complete wreck but owing to the fact that the immense quantity of water thrown kept the valuable iron and metal work inside comparatively cool the damage will be considerably less than was at first supposed. The principal machines of value in the building were an axle lather, a wheel press, boring machines and drills, and the engine and boiler used in operating them. There were also five forges and a large quantity of car wheels, trucks, springs and car fittings which if course will not be much damaged.

The burning rolling stock consisted of four Grand Trunk cars, one Philadelphia and Reading car, and one C.A.R. stock car, containing lubricating oils. The others were all loaded with new wheels to be used at the construction shops.

The loss on cars will be about \$3,000 as the company will receive \$250 for the trucks returned to the other roads. The cars are covered by a blanket policy of assurance. When new these cars were valued at \$650. The loss on the building and machinery will be about \$5,000 making a total of \$8,000 which is covered by insurance.

There were twenty men employed in the building principally machinists. Some of the latter lost their coats which they had left off to work, so fast did the flames spread. Mr. Gait, the engineer off the stationary engine, lost a \$10 bill which was in the pocket of his coat.

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The trucks of the train of burned freight cars were hauled away from the side of the destroyed building as soon as the fire was extinguished.

04/08/1899

Ottawa Citizen

Pontiac & Pacific Junction

On the vote for a subsidy of \$3,200 a mile for the extension of the line of the Pontiac and Pacific Junction Railway from Aylmer to Hull, Dr. Sproule said the vote was a needless waste of public money, as a line over the same ground had been sold to an electric company, Mr. Blair said it was true the Pontiac and Pacific Junction company had used this line before it was sold to the electric company, under an arrangement with the Canadian Pacific railway company which formerly owned the road. It was impossible for the Pontiac and Pacific Junction company to obtain running rights over the road now as it was not considered wise to allow the company to run its cars over an electric line on which the cars ran every five or ten minutes. It would be a menace to human life.

Dr. Sproule said that when the Hull Electric company was looking for an amendment to its charter last session it was claimed that this line was an outlet for the Pontiac and Pacific Junction road and that an arrangement existed for hauling the passengers and freight of that company line over the line.

Mr. Ingram wanted to know if the Pontiac and Pacific Junction company had not begun work on the line it was proposed to grant subsidy to.

Mr. Blair said that work had already started on plans approved by the department. There was an arrangement at present whereby freight of the Pontiac and Pacific Junction company was hauled over the Hull Electric company at night, but it was not a satisfactory arrangement.

The vote was then allowed to pass.

05/08/1899

Ottawa Free Press

Renfrew

Elgin Street

Twenty-two new box cars for grain are now being built for the western division, and as soon as completed will be immediately used, while the shops will continue building others. A number of 70,000 pound box cars will also be built.

05/08/1899

Ottawa Citizen

Canada Atlantic

Ottawa East

The work of filling in the gully of the Rideau yards is progressing favorably and quite an embankment of earth has been made along the eastern side of the curved Parry Sound tracks which bound the gulch on one side. According as the embankment is extended tracks will be laid along its outer edge and on these the loaded ballast trains will run and the earth will be continually dumped to the outer side extending the embankment until the gully has been filled.

05/08/1899

Ottawa Citizen

Canada Atlantic

Heavy steel will soon be laid on the C.A.R. from Bearbrook to Ottawa which will complete the heavy rails to Coteau and will of course permit of faster running time.

The work of filling in the gully at the Rideau yards is progressing favorably and quite an embankment of earth has been made along the eastern side of the curved Parry Sound tracks which bound the gulch on one side. According as the embankment is extended tracks will be laid along its outer edge and on these the loaded ballast trains will run and the earth will be continually dumped on the outer side extending the embankment till the whole gully has been filled.

05/08/1899

Ottawa Citizen

Canada Atlantic

Rideau Workshop

On Tuesday last the hydraulic lifting machinery at the C.A.R. Rideau workshops underwent a severe test when one of the largest compound engines was raised off the rails to repair the trucks. The monster locomotive, No. 693, which weighs 120 tons, was raised about four feet and the wheels removed for repairs. The apparatus with which this was accomplished consists of eight upright iron columns, four on each side, reaching across from the tops of which are four steel girders to which are attached an equal number of twelve-inch cylinders six feet long. From the latter four hangers descend and in lifting the locomotive these attach to cross beams which have been placed under it. The operation of a small pump then puts the hydraulic mechanism in motion and gradually raises the iron monster from the rails.

This was the first of the large class of locomotives to be raised by the machine, which, however, has been in use for some time past on the smaller class of engines.

There are in the Rideau round-house ten of the most modern type of locomotives turned out by the Baldwin works. The height of drivers adapts them more specially for passenger work, but they can also be used for freight hauling purposes. These engines will be found very economical both as to time and fuel as the devices with which they are fitted make the consumption of water and coal minimum, while producing a maximum degree of power and speed. Thus the ordinary locomotive consumes four tons of coal in making the trip to Montreal, while one of these will use only about two tons. The water tank will carry enough to make the trip to Montreal without stops. There are also two hollow staybolts through the sides of the firebox which communicating with the outside air are said to have the effect of making the fuel burn with less smoke, thus increasing the heating properties of the coal. These engines are valued at about \$11,500 each. They are too high to pass under what is called the St. Anne's bridges, but this structure is being rebuilt to accommodate the passage of the new locomotives.

The company are filling around the new shops. At the lower end of Ottawa East the ground is being levelled and filled in, and new lines of tracks laid. This will greatly relieve the pressure in the city yards.

The mechanical shops are also very busy preparing the iron work for the new cars.

The damage by fire at the C.A.R. yards by Thursday's blaze in the old roundhouse will be much larger than at first estimated. The iron work which was contained in the building was very much damaged and it is thought the loss will amount to between \$15,000 and \$20,000.

OER decided on route of line to Britannia.

Wreck at St. Polycarpe. See accident file. Full account in August 10 edition.

Also covered in Ottawa Free Press, same dates (August 10 shows a plan of the wreck).

C. A. R. FAST EXPRESS JUMPS THE TRACK

Five People Are Dead and Three Injured as a Result of a Wreck at St Polycarpe.

Two Were Instantly Killed and Three Died Shortly After Being Taken From the Wreck.

The Dead.

GEORGE McCUAIG, fireman, Ottawa East.

EDWARD STARRS. Bay street, Ottawa.

WILSON O'CONNOR, in company with Starrs.

JOSEPH ROCHETEAU, Champlain street, Montreal.

MISS ROCHETEAU. Champlain street, Montreal.

The Injured,

ELLEN McDOUGALL, Maniwaki, burned, will recover.

ELLEN RYAN, Maniwaki, burned, hands and face.

BRIDGET RYAN, Maniwaki, burned.

The above li a list of the dead and injured in an appaltnq accident which occurred on the Canada Atlantic railway this morning..

The express train leaving Montreal at 9.40 and due in Ottawa at 12.10, jumped the track at St. Polycarpe, near Coteau, with the above painful result.

George McCuaig, of Canal road, Ottawa East, locomotive fireman, was crushed to death beneath his engine, and one of the passengers killed outright. . Three other passengers died shortly after the accident.

The train was composed of an engine, baggage car, second class car. one first class car, two parlor cars and an I.C. R. coach and a sleeper. Only the last two cars remained on the track the other being piled in the wreck.

The train was a through express and one of the fastest run by the road. It left Montreal as usual at 9.40 this morning with a heavy passenger list including, it is presumed, several Ottawa people. It was in charge of Conductor James Clark. The other hands were Engineer Robert Orr, George McCuaig, fireman: Jno.

Clarke, brakeman; Wm. A. McQuestion, baggageman, and Alexander Milne, express agent. The engineer was only slightly injured, while, with the exception of McCuaig, the other train hands were fortunate enough to escape.

The part of the road where the acciden happened is perfectly level, without ditches, and covered with 72 pound rails. Ten minutes before the accident occurred the express which left Ottawa at 8.45 this morning passed over the spot.

Only meagre details were obtainable this afternoon, and officials of the road here are unable to account for the most fearful calamity that has ever happened on their line.

In addition to the wrecking train from Ottawa, two crews were ordered out from Coteau and the line is expected to be cleared in a few hours. The passengers, as well as those injured, will be brought to Ottawa as soon as possible.

Six doctors were on hand from the neighborhood.

The Dead Fireman.

George McCuaig, the fireman killed at St. Polycarpe this morning, was a young man about twenty-two years of age. He resided on the canal road, Ottawa East, and is a son of Mr. McCuaig, employed with Bryson, Graham & Co. He had been employed on the road as fireman for over a year and was a steady and industrious young man. McCuaig left Ottawa at 4.20 last night.

News of young McCuaig's death was quickly conveyed to his parents, who were nearly hysterical with grief over the shocking new.

Edward Starrs, one of the victims of the wreck, was an express man residing with his mother, Mr. Mary Starrs, at 259 Bay street. He had been out of the city for a few days and was returning home from a vacation.

Wrecking Train Sent.

As soon as intelligence of the accident was received a wrecking train was quickly made up and left for the scene of the disaster, followed immediately by a number of passenger cars to convey the injured and others to Ottawa. Dr. Powell was quickly summoned and went to St. Polycarpe at 11.30 a.m. in company with Mr. Morley Donaldson, superintendent of the road; J. E. Walsh, passenger agent, and Mr. F. H. Chrysler, the company's solicitor.

Passed Over the Switch.

The crew of the Boston express, due In Ottawa at 11.20 a.m. and which left Montreal 90 minutes ahead of the wrecked train, knew nothing of the disaster till their train arrived in Ottawa. Everything was in good shape when this train passed through St. Polycarpe Junction. The junction had recently been fitted with a new style of switch, which heretofore had given entire satisfaction.

Returning From the Shrine

The list of passengers included several pilgrims returning from Ste. Anne de Beaupre, who went on the excursion from Ottawa to that place on Monday. None of these, as far as can be learned, were Injured. Every one on the train was more or less severely shaken up. but the above is an accurate list of the dead or those who sustained injuries of any account.

How It Happened

The accident, it is said, was due to the switch being open, and again it is supposed the cause was the spreading of the rails or a broken rail. As yet no word has been received from the wrecking train sent to he scene of the disaster.

The train with the dead and injured and the passengers is expected to arrive in Ottawa at 5.30 this afternoon. Until then full details of the accident and how it happened cannot be obtainable.

Ottawa Electric announces construction of extension to Britannia.

FIVE KILLED FOUR INJURED

Canada Atlantic Train Wrecked This Morning. One Ottawa Man Killed and Another Injured

This morning when the Montreal and Ottawa express of the Canada Atlantic Railway was speeding into St. Polycarpe station the engine left the track taking with it the baggage car and second class coach.

The fireman, Geo. McCuaig, of Ottawa East, and one unknown second class passenger were instantly killed. The engineer Robt. Orr and five second class passengers were seriously injured. The only information which can be had concerning the accident is a statement given by Mr. C. J. Smith, general freight and passenger agent for the company.

Mr. Smith's Statement.

When seen by a Journal reporter Mr. Smith said:- "The accident, as far as we can learn at present, occurred at 10.35 this morning. The train left the track just outside of St. Polycarpe station which is about five miles on this side of Coteau Junction. The engine, the baggage car and second class car left the track and turned over on their sides, while the first class coach, the Montreal chair car and the Intercolonial sleeper remained on the rails. The fireman, Geo. McCuaig and one unknown passenger were killed, while Robert Orr, the engineer, and five passengers, whose names we cannot get were seriously injured.

"Doctors from Alexandria, Coteau and St. Justine were sent to the scene as soon as possible to attend to the injured.

A Train Sent Out

As soon as the word reached Ottawa," said Mr. Smith, "we sent out a special train with Dr. R.W. Powell, Superintendent M. Donaldson and general passenger agent, J. E. Walsh, to look after the passengers, and attend to the injured. The wrecking train was also sent out at once.

A Mystery.

"The cause of the accident is something which leaves us at a loss to account for. The road for seven miles on either side is level, and heavily ballasted. The rails are also very heavy, and as we considered, the most secure on the line.

Peculiar.

"The peculiar point is that while the engine and the first two cars left the track the remaining three cars remained on. This is the first serious accident to a passenger train which we have ever had."

Three Hours Delay.

The wrecked train was due to arrive in Ottawa at 12.10, but was delayed by the accident, for over three hours.

A RAILWAY SUPERSTITION.

There will be uneasiness among the C. A. employees for some time now owing to a general superstition among the railroad employees that accidents never come singly. In the experience of the road it is said two other accidents usually occur within a short time of the first accident. One of the employees to-day told the Journal that the men noticed this peculiarity and would look for the accidents.

CONTRACTOR STUART ON BOARD.

Contractor Wm. Stuart, of Ottawa, is known to be on the train, but as he was travelling first class it is not thought that he has been injured.

LATER, 2.30 P. M.

Chief Despatcher Duval, of the C. A. R. has received the following report from the wreck: Ned Starrs, of 298 Bay street, Ottawa, and a friend by the name of Wilson O'Connor, along with J. Rocheteau and daughter, of Montreal, have died from the injuries sustained in the accident.

O'Connor's place of residence is not known to the railway officials.

Rocheteau and his daughter come from Champlain street, Montreal.

These are injured, but will live: Ellen McDougal, Ellen Ryan and Bridget Ryan, all of Maniwaki. They are badly burned. The special train with the injured will arrive in the city about 4.30.

THE INJURED EMPLOYEES.

Robert Orr, engineer of the C. A. R., who had charge of the train and was injured, lives at 471 Gladstone avenue. He is one of the oldest and most reliable men on the road. He is not fatally injured.

George McCuaig, the fireman, was unmarried, and lived with his parents in Ottawa East.

10/08/1899 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

About 60 men will be placed at work on the Ontario approach to the Interprovincial bridge in a few days. Engineer Heney states that it is the intention to rush the work ahead as fast as possible. All the necessary rock cutting and road building from Nepean Point to Rideau street will be completed this fall. The right of way along the crest of major Hill park has been secured, and there is no further obstacle in the way of the work.

The steam hoists and other machinery in use on the Hull side will be put in operation on the Ontario work as the Quebec approach is nearly finished.

10/08/1899 Ottawa Journal

Ottawa City Passenger

Rockcliffe

The new street railway extension to Rockcliffe is most popular. A number of excursionists daily take advantage of it, and fully appreciate the boon of the picnic ground at the other end.

(part One)

JUMPS THE TRACK

Eight people Are Dead and Four Injured as a Result of a Wreck at St. Polycarpe Yesterday Morning.

Seven Died From Scalds - Cause of the Accident a Mystery - Statements of the Engineer and Others.

Lists dead and injured

Dead. 8; injured. 4.

Such is the result of the appalling accident which occurred at St. Polycarpe junction yesterday forenoon by the wrecking of the C. A. R. limited train, bound from Montreal to the Capital.

Two of the eight victims, George McCuaig, Ottawa East, and Edward Starrs, of this city, were instantly killed. The other six have died since their removal from the wreck.

The injured have all been removed to Ottawa and have been placed in the city hospitals or are receiving medical attention at their homes.

The accident occurred at 10.43 a.m. The fast express, at that hour, having orders from Coteau to Alexandria, was passing through St. Polycarpe at a rate of fifty miles an hour, when suddenly at the eastern switch at the entrance to the station yard the locomotive left the track, derailing with it a baggage car, a second class car and a first class passenger coach which were immediately behind the locomotive. Two Pullman coaches which made up the rear of the train, remained on the track.

The first and second class coaches were unusually well filled with passengers, as many of those on board were returning excursionists from St. Anne de Beaupre. All the passengers who met their death were in the second class coach which was hurled with great force against the derailed locomotive. These victims wedged into the car, all perished from the effects of escaping steam from the engine. Fireman McCuaig was crushed to death beneath the locomotive.

THE ENGINEER'S STORY

Mr. Orr Cannot Explain What Caused the Wreck

The man best qualified to tell how the wreck occurred is Robert Orr, the engineer of the ill-fated train. Mr. Orr was brought to Ottawa last evening, and is now confined to his bed at his home on Gladstone avenue. He is suffering from strained tendons in the left leg, caused by dragging his foot which was unaccountably held, from the wrecked cab by main force. Mr. Orr's face is also badly scalded. It will be about three weeks before he is able to be out again.

"How do you account for the accident?" asked the reporter.

"I cannot account for it at all., replied Mr. Orr. "We were making regular running time not going as fast as we do at many other places on the line: not as fast as we do even at the point going the other way, because we were going upgrade. But the rate of speed has nothing to do with it. The accident would have been just as bad at half the rate of speed. The track at that point is in the best of condition - having steel rails, lots of ballast and good ties. I have never, myself, felt the lightest shock there. The switch, too, was all right. No one can tell how the accident happened, because nobody knows. In my whole experience I only remember one instance in which a similar accident occurred. It might not happen again in twenty years."

Speaking of the sensation he experienced at the time of the accident, Mr. Orr said: "I can't just describe my feelings: it all happened so quickly. The whole thing seems to me now like a dream. One moment there was the monotonous throb of the engine as it forged ahead; the next moment it jumped from the track, plunged ahead a few rods, lunged into the ditch and we were enveloped in steam and surrounded by debris. At the first intimation of danger I shut off the steam, and had partially turned on the air brakes. In doing this I hurt my right thumb, which, as you see is badly swollen. At the same time. I attempted to drag the fireman out of danger with my left hand. I saw him fall the other way and tried to grab him but failed. My left leg was pinioned, and the steam kept puffing into my face. I turned the other way, and then did all I could to free my left foot. I resolved to drag myself out at all costs. Anything to get away from that awful steam; anything to keep myself from suffocating to death. Finally, I did so. It was marvelous how I escaped at all. The cab is a total wreck. There is nothing left but the number plate on the side upon which I was sitting - nothing else."

OBSTRUCTION IN THE "FROG."

Mr. J. W. Smith Thinks This Caused the Accident.

Mr. John W. Smith, private secretary to the general manager, of the C.A.R. company, was among the passengers on the wrecked train, and had a miraculous escape. He was returning from Old Orchard Beach. Mr. Smith being an old railroad man, and well acquainted with the construction of locomotives, frequently rides on one when making a trip. Yesterday morning he talked with Engineer Robert Orr in Montreal while the latter was oiling up his engine, and was about to get on it when he noticed Mr. F. W. Powell, and went with him to the Pullman. Later on, when near Coteau, Mr. Smith started to go ahead, and get the fresh air on the locomotive, but as if forewarned that something would happen, he returned to the Pullman. A few minutes later the crash occurred, and in all probability his decision to remain in the car resulted in his life being saved.

Mr. Smith last night gave a Citizen reporter a description of the frightful calamity of which he was a witness

"We left Montreal," he said, "sharp on time, at 9.40, and the train was proceeding at its usual rate of about fifty miles an hour at the time of the accident. I was sitting in the Pullman just as we passed St. Polycarpe station I felt a sudden jolt, followed by a crash and the noise of escaping steam, our car was lifted off the track, but remained on its wheels. As soon as possible I went out and ran to the head of the train to see if the engineer was hurt. I found the tender lifted completely over the locomotive, the baggage car at one side of the tender, and the second-class coach butted up against the boiler. The end of this car was torn out, and the whole enclosure was like a seething cauldron, the steam completely filling it, and scalding those who were so unfortunate as to be inside.

"Look After the Fireman."

"I ran over to Bob Orr, the engineer, picked him up, and carried him over to the fence. He was badly shaken up and very weak, and I procured a stimulant for him. Orr said, 'Look after the fireman.' McCuaig was pinned beneath the second-class car and was dead.

"I then went to that car and helped to get out two or three of the injured passengers. After this I telegraphed to Ottawa for assistance and sent to the village for doctors and a priest, who were quickly on hand. As soon as the physicians arrived the injured were removed to the hotels. Starrs, O'Connor, Rocheleau and McCuaig were dead then. Mrs. Rocheleau and daughter and Bridget Ryan died at the hotel.

"Just as soon as possible we commenced to get the wreck cleared up and before the wrecking crew arrived from outside the section men connected the main track with the siding and thus provided a way for the passing of the trains.

"As soon as the dead and injured were removed I started to find out the cause of the accident. I examined the switch and found it all right, but a part of the frog was torn out. In my opinion the accident was due to some obstruction in the frog. A little piece of iron in it would have caused the accident. A careful examination, however, failed to give any explanation..

"Shortly after this the relief train arrived from Ottawa, and everything was done to relieve the sufferers, who were sent on to Ottawa as soon as possible.

Groans of the Dying.

"I'll never forget that sight," continued Mr. Smith: "the groans of the injured and dying, with their bodies horribly scalded, the shrieks of excited women and children, the hissing of escaping steam, and one body pinned beneath the wreck. It was something terrible. It was all done in an instant, and with awful suddenness. The employes of the road worked like Trojans to relieve the passengers, and, while injured themselves, did everything in their power to alleviate the sufferings of others.

"The train," said Mr. Smith, in conclusion, "was running at its usual speed, not extra fast, and the rails, frog, ballast and everything were of the best class, so that it is impossible to account for the accident."

BRAVE WILLIAM McQUESTION!

Although Badly Scalded He Walked a Mile to Flag an Approaching Train

Mr. John H. Roberts, of Ottawa East, who is a conductor on the C. A. R., was a passenger on the express. He was on his way from the lower St. Lawrence, accompanied by his wife, daughter and little niece. He was sitting in the first class coach when the engine took the fearful leap. He states that the sensation was that of the train rocking violently for a second or so and then coming to a sudden standstill. His wife and daughter were in the Pullman and were thrown over the seats. None of the passengers in the first class car were injured but were considerably frightened.

The miraculous escape of the baggage man, John McGillis, was accounted for by the fact that the car which he and the express messenger, Wm. Milne, occupied

went to the north side of the track, while the second class coach followed the engine on the south side, and striking the top of it smashed in the steam dome, allowing the live steam to escape into the car.

Wm. McQuestion, the brakeman, was sitting on the outside of the seat which Starrs occupied. Mr. Roberts states that McQuestion worked like a hero. He assisted in taking out the passengers from the car filled with scalding steam. This was all accomplished in about ten minutes and then McQuestion walked back a mile and flagged the Boston train which was coming.

Mr. Roberts had just left the second class coach a few minutes before the crash occurred.

The scene of the wreck was visited by hundreds of people from all the surrounding districts. The women acted as nurses and did everything possible to ease the sufferings of the victims.

Baggage man's Story.

Mr. J. McGillis, the baggage man, stated to a Citizen reporter that it all occurred so quickly that he did not know anything till he got out of his car which was lying partly on its side. McCuaig was caught about the body and chest, between the brake beam and wheels of the engine. And his death was instantaneous.

AS VIEWED BY OTHERS.

Passengers State Railway Officials Did Everything Possible for Sufferers

Mr. Boyd Edwards was returning from Riviere du Loup in company with his mother, Mrs. J.C. Edwards. They were in the first class coach when the smash-up occurred and were thrown from their seats to the floor but escaped without any injury. Owing to the accident the front door of the car would not open and a little difficulty was experienced in making an exit.

They finally got out by the rear door and all those in the car escaped.

Mr. Edwards states that the sight of the people being scalded to death by the escaping steam and the shrieks of terrified survivors, was of a most appalling character.

After the excitement was somewhat allayed, the ladies returned to the Pullman and remained there until the passenger train arrived.

Frightfully Scalded.

Mr. Samuel Davison, hotel keeper, of By ward market square, was in the first-class coach. He felt the heavy jolt, but was not thrown from his seat. Mr. Davison said he got out just as soon as possible, and found the tender and baggage car beyond the engine and everything in an uproar. McCuaig, the fireman, was then pinned beneath the locomotive, and those passengers who were in the second-class coach and were not dead already, were frightfully scalded. All the cars except the two rear ones were off the track, with their wheels partly buried in the earth.

"That man McQuestion," said Mr. Davison, "is a hero. He was badly scalded about the head, but took his handkerchief and wrapped around it and then ran down the track with a red flag to signal the special train returning from Ste. Anne de Beaupre, which was then in sight. Had he not done this the train would likely have crashed into the wreck, and resulted in an additional disaster.

"About fifty men were brought up from the elevator at Coteau and helped to clear the track and assist those who were injured. The railway employes were wholly unable to account for the accident. They worked nobly and did everything in their power for the victims."

SAD SCENE AT CENTRAL DEPOT.

Injured Child's Cries Brought Tears to Many Eyes.

The scenes at the Central depot when the train which carried the passengers and injured rolled in at 6.15 yesterday evening, was one which will long be remembered by those who witnessed it. The platform was crowded with two thousand curious people, who struggled and fought frantically for places of vantage from which to get a glimpse of those who had been injured. Lined up along the outside of the platform were the ambulances from the various hospitals and several undertakers' wagons. At some distance from the ambulance seven shell coffins lay in three express rigs of a local undertaker, ready to be shipped to St. Polycarpe, in which to place the remains of the dead victims.

The injured were in the last car which had been converted into a temporary hospital.

Robert Orr, the engineer, was assisted out first, and placed in a hack. Then William McQuestion came out on the platform, was helped down, and placed in St. Luke's hospital ambulance, and removed to that institution. Next those who were more seriously injured were attended to and lifted out tenderly and placed in the ambulances.

On a cot in the rear of the hospital car there tossed restlessly a little form which was taken up carefully by Mr. Thomas Kane, the engineer, and placed in the ambulance. The little fellow was Conrant Rocheleau of Montreal, whose father, mother and sister had been killed outright. The poor little fellow cried piteously and the sight of the big, burly engineer carrying him out was one which touched every heart.

Long before the train arrived the area around the station was besieged by hundreds of people, and when the injured were being removed, it required the greatest effort of the police to keep them away till the victims could be placed in the ambulances.

When everyone had been removed the regular 6.45 train backed in, and the seven coffin shells were put in the baggage car to be taken down to the scene of the accident.

STEAM RETARDED RESCUE.

Mr. F. W. Powell, a Passenger, Describes the Scene After the Wreck.

Mr. Frederick W. Powell, manager of the Rideau Lumber company, was one of the passengers in the Pullman car on the wrecked train. "We were not even badly shaken up," said he. "When the catastrophe happened the cars made one or two jumps as the steam brakes were put on. And then we stood stock still. With Mr. J.W. Smith, the general manager's secretary, who was in the car with me, I rushed out and beheld the wreck. On the right hand side of the track the engine was in the ditch, leaning towards the track, with the second-class passenger car almost on top of it, and partially upon the track. To the left was the express and baggage car, and this we subsequently ascertained, had gone over the other two. In some miraculous fashion the express and baggage-men had escaped all injuries. We, of course, immediately set to work to rescue those who were imprisoned within the passenger car, and which was rapidly tilling with steam. Notwithstanding our utmost endeavors, even these efforts were unavailing in some instances. The Grand Trunk sent down its steam derrick from Montreal. It is a beautiful machine; it could easily lift this house and place it on the other side of the street with the greatest ease. The work that it performed soon resulted in the track being cleared of the wreckage."

AID TO THE SUFFERERS.

Many Doctors on Hand to Lend Medical Assistance

The wrecking train left the C. A. R depot about 11.45 a.m. It had on board, besides the railway surgeon, Dr. R. W. Powell. Messrs. Edson J. Chamberlain, general manager; Morley Donaldson, general superintendent; George A. Mountain, chief engineer, and J. C. Walsh, general passenger agent, and F. H. Chrysler, the company's solicitor. As this was the first time in the history of the line that any of the company's passengers had been killed, the officials naturally were in a great state of mind. Messrs. Chamberlain and Donaldson had just returned from Parry Sound, and scarcely more than an hour elapsed before they were started off upon the new and more serious errand. Dr. Powell, of course, went down on behalf of the railway company. The general manager's car was attached to the wrecking train, and all of its occupants were, as a consequence, most comfortable. The train reached St. Polycarpe about 2 o'clock This train was followed about a mile in the rear by a special passenger train, to bring those who were impeded in their journey to the city.

On arriving at the scene of the disaster it was found that the wounded had been well cared for having been comfortably esconced in beds in the two hotels. Local physicians and those from the surrounding district, among the latter being Dr. MacDermid, Maxwell [sic]; Dr. McMullan, Alexandria; and Dr. Perrier, Coteau, had already dressed the wounds.

"The injuries," said Dr. Powell, "were chiefly occasioned by steam. The cupola of the engine was knocked off by the second-class passenger car as it was impelled along by the momentum of the cars behind, and the sides of this car being displaced in the general wreckage, the steam from the engine's boiler rapidly affected those within. The inhaling of the steam and the direct scalding occasioned their death. The six then dead were laid in the freight shed when we arrived: the wounded had been removed to the hotels. Much praise is due to the resident physicians for their promptitude in relieving the sufferers, and the company's officials were assiduous in their attentions. Nothing was left undone on the part of the latter to mitigate the effect of the injuries the unfortunates had sustained. A Miss Ryan, of Maniwaki, was in a dying condition when the train left for this city, and I did not think we would be justified in attempting to remove her. Instructions were, however, left by the railway authorities with the local physicians to give her every attention."

DESCRIPTION OF THE WRECK.

Coaches Badly Smashed Up -The Work of Rescue

A Citizen reporter arrived on the scene of the disaster shortly after six o'clock. All was indescribable disorder. The magnificent rolling stock which made up the wrecked train, and which ordinarily presents such an appearance of unmovable strength, was hurled off the track, and piled up on all sides as if by a giant's power. The train as it sped on towards the fatal spot, consisted of the eight-wheel Baldwin express locomotive No. 264. and tender, a baggage car, second class car. first class coach and the vestibuled cars Cascapedia and Fironza. the former of which belongs to the Intercolonial railway.

When the engine took its awful plunge, followed by the tender, the coupling between the latter and the baggage car snapped short, and the car shot off the track on the opposite side to that taken by the locomotive. The baggage car crashed through the end of a freight car standing on an adjoining siding, and landed in the ditch on its side. As stated above, John McGillis, baggageman and Alexander Milne, express messenger, who occupied the car, escaped with only a severe shaking up.

Unfortunately for the occupants of the second class car, it did not follow the preceding baggage coach when it left the track, but continuing partly on the rails, came into violent contact with the derailed engine. The front trucks of the first class car were buried in the roadbed but this car and the two vestibule cars were left on the track, although partly forced off their trucks.

The occupants of these escaped without injury.

About the wreck is an aspect of ghastly grandeur. The iron work of the engine and coaches and even the rails themselves, are distorted and displaced, while the second class coach and box car present a sorry appearance, the wood work in both being badly shattered, and the fixtures in the coach scattered in every direction.

10/08/1899

Ottawa Citizen

Canada Atlantic

St. Polycarpe

(Part two)

"Will No One Help Me."

The story of the eye-witnesses of the disaster is a tale of an awful scene.

Charles Paris, colored porter on the vestibuled car Cascepedia, stated to the Citizen reporter that he was standing in his car when the crash came. "I was taken off my feet and thrown over four seats," he stated. "When I regained my feet. I made a rush for the doors, but found both stuck fast. I shouted to the brakeman, who released me and I then made a rush for the second class coach."

"Mr. Paris was the first to the rescue of the imprisoned passengers and he did gallant work. He states the coach was a very inferno of scalding, blinding steam, and dense black smoke. The air resounded with the shrieks, moans and piercing cries for help from the careful of men. women and children.

Porter Paris and Brakeman McQuestion, with great presence of mind, broke open the windows and by thus providing for the escape of the death dealing steam arnd smoke, lessened the danger for those inside.

Paris was attracted by the pitiful appeal for help made by a woman in the rear of the car. "For God's sake." she screamed "will no one help me and my children." The porter caught her by the shoulders and dragging her through the nearest window, carried her to an adjacent field. He returned to the wreck and assisted in freeing the children and another woman.

The trainmen were now joined in the work of rescue by several of the townspeople and section hands. As the steam dome of the boiler had been broken in by the roof of the car, the blinding, scalding steam continued to pour through the car, greatly hampering the work of rescue. Several of the rescuers were beaten back, and though they could hear the piercing cries of pain and the appeals for help, they could not in the disorder, increased by the clouds of steam, see to go about the work systematically or speedily.

Mr. John Durrett, porter of the vestibuled car Fironza, stated to the Citizen reporter that he was standing in his car when the crash came. "It was a terribly sudden one.and threw me headlong to the side of the car. When I recovered myself I rushed at once to the second-class coach. The scene there, he states, was one of wildest chaos, the occupants being shut in in a very cauldron of steam, suffered intensely, and their shrieks and appeals, high above the sound of the escaping steam itself, were piteous to hear. Mr. Durrett took part in the work of rescue, and he states the other trainmen did heroic service. The presence of mind of brakesman McQuestion and Porter Paris, who broke in the windows he said, saved several lives, as it freed the coach of the steam and also gave the rescuers a better opportunity to reach the victims.

Died at His Post.

Fireman MrCuaig was struck down at his post of duty. When found after the accident, it was seen that his body was wedged in between the cab of the engine and the ironwork of the second-class coach. He was badly cut about the head, his skull was crushed in, and his body also severely cut. When the body was freed from its encumbrances after three hours work, it was almost unrecognizable, as the face was completely covered with mud and blood. The rescuing party was forced to tear away the woodwork [sic] of the coach and dig away the earth to get at the body.

John King, brother-in-law of the dead fireman, heard of the accident in Montreal. whither he had proceeded from Ottawa. He caught the wrecking train out of Montreal, and after the rescue of his young relative, took charge of the body and brought it to the sorrow-stricken home.

The only eye-witnesses of the disaster were Station Master St. Amour and two young lads who were on the station platform. Mr. St. Amour states that the whole thing was like a flash. He saw the engine rear up and topple over, but at this sight he turned and fled, fully expecting that the oncoming train would crash through the station.

G.T.R. Sends Assistance.

On the first news of the disaster Assistant Superintendent Herbert, of the G. T. R. wired from Montreal an offer of the company's wrecking apparatus. This was forthwith accepted and the well-equipped auxiliary arrived at the scene of the wreck at 1 p.m. The C A. R. auxiliary from Ottawa, with the officials and medical men. arrived about 45 minute later. The movable parts of the rolling stock were placed aside, and the baggage car shifted to permit of the buiding of a temporary track around the wreck Thus through traffic was established. The wreck, it is expected, will be all cleared away early this morning, as by means of the powerful G. T. R. lifting crane, the coaches and engine can be hoisted into position for removal. The assistance of the G. T. R. was very valuable, as considerable time was saved by the wrecking gang's early and effective work. Fortunately none of the wreckage took fire, as is the case so often. Had this occurred the horrors of the situation can scarcely be pictured, there being but poor means to fight the fire foe.

The damage to the rolling stock is about \$12,000.. The second class coach is a complete wreck, but the remainder of the train, with the exception of the engine, can be repaired at slight expense. The trucks will have to be repaired and the coaches replaced on them

Scene Viewed by Hundreds.

All day long the scene of the disaster was visited by throngs from the country side and neighboring towns. Many of the returning pilgrim from Ste. Anne de Beaupre walked from Coteau Junction, five miles distant, while others came up from Montreal. The bodies of the seven victims were conveyed to the freight shed, where they were held awaiting the coroner's inquest. They were in a row in the dimly lighted room, and covered by rude shrouds. All were badly scalded about the face and arms, but bore no other signs of the disaster.

General Superintendent Donaldson, of the C.A.R., was on the scene overlooking the work of clearing the track. To the Citizen reporter. Mr. Donaldson said the stretch of road bed where the accident happened, was one of the best constructed on the line, "I have investigated everything thoroughly." he stated, "and cannot account for the accident in any way." The joints of the frogs were all in perfect shape. The guard rails were in place and no broken rail could be discovered at the scene of the accident.

THE INQUEST

Jury Brought in a Verdict Against the Company

At 4.30 in the afternoon a jury was empaneled by Coroner Edward McMahon of Montreal. The remains of the seven victims of the wreck having been viewed, and the evidence of the train hands and others taken, after thirty minutes' deliberation, the jury brought in a verdict censuring the company for running trains at a high rate of speed over a roadbed not suitable for such purposes.

The cause of death of the seven victims was given as scalding.

The most important evidence was that given by Mr. Thomas Stapledon, the station agent at Coteau. In his opinion the accident was due to the presence of some obstacle in the frog, which caused the engine to jump the rails. Mr. Stapledon thought this might have been dropped in accidentally, or with the intention of wrecking the train.

John Rheau, section foreman, testified that the roadbed was in first-class shape and had been inspected just before the accident. He stated it would require at least sixteen poor ties in a rail-length to weaken it.

Superintendent Donaldson gave evidence to the same effect, as also did Isaac Johnston, engineer, and T. Marteau, sectionman

Dr. Jean Prieux gave medical testimony, he stated the victims died from internal and external injuries, directly due to scalding. As the jury was composed of Frenchmen the evidence was taken in that language. The following composed the jury: Joseph Pharand (foreman), Fabrian Beriault, A. Ranger, A. Carrier, Alex. Blondin, Ophia Beriault, Dolphin Monpetit, Andrew Paquin, Jean Amlancort, Etienne Avon, Wilbrod Joly, Alex. Methut, J. Gladin, F. Cholette, E. Lalonde.

10/08/1899 *Ottawa Citizen**Canada Atlantic**St. Polycarpe*

THE CONDUCTOR'S STORY

Rescue of the Dead and Dying From the Second Class Wreck

Conductor James Clarke, who was in charge of the ill-fated train, when approached last evening on his return to Ottawa, desired to remain silent, but this morning consented to an interview as to the accident. He said: "My train left Montreal on time, also was on time leaving Coteau and when the accident occurred we were only making our schedule time of about 55 miles an hour.

"On leaving Coteau I went through the second class car picking up the tickets. The first passengers I met in this car were three ladies from Maniwaki coming from St. Anne de Beaupre. They happened to occupy the smoking compartment of the car. I invited them to come to the rear end of the train and left Brakeman McQuestion with them to bring them back. I got through taking up the tickets in the first class coach and was entering the Pullman when I felt the crash. I knew from the way the brakes went on the train was ditched. I immediately made my way out of the train and ran direct to the front end to see if the engineer and crew were safe. Engineer Orr was sitting in the ditch close by the engine. I helped him out into the field and in doing so gave a glance to see where the fireman was. I could not see him.

"I immediately went into the second class car through a window. The car was full of steam. I broke several of the windows. Brakeman McQuestion and Express Messenger Milne entered the car with me. We were the only three people in the car to help the passengers. We did all we could to get the people out and at last succeeded. The heat was terrible and the escaping steam so saturated our clothing that it was soaking wet when we got through.

"There were nine persons in the car. We took out the women and children first. As soon as I entered I noticed Starrs sitting in his seat. He was then dead. O'Connor was sitting in the same seat with him, but still alive. Getting out the women and children we then turned our attention to O'Connor. He died shortly after being taken out.

"After getting everybody out of the car I examined the track. It was in the finest condition, the best bit on the line and could stand any amount of speed. One could not run a train fast enough at that point to derail it. I examined the 'frog.' There was no mark on the point of the 'frog,' but a portion of it was torn out such as might be caused by something dropping from the front of the engine and wedging in the 'frog,' thus derailing the train.

"Had the engine turned to the right instead of to the left no one in the second class coach would have been injured, but turning to the left, as it did, the engine discharged its full boiler of steam into the coach where the passengers were."

Conductor Clarke sent for the Bishop of St. Polycarpe, who came within five minutes after the accident and gave the necessary attendance to the victims before they died.

Conductor Clarks [sic] has been running on trains for 13 years and this is the first serious accident that has ever happened to his train.

THE EIGHTH VICTIM

Conrand Rocheleau Dies in Water Street Hospital

Conrand Rocheleau, the eighth victim of yesterday's railway disaster, died this morning at 6.30 at the Water street general hospital. The little fellow's death removes the last of the Rocheleau family which left Montreal for Ottawa yesterday and the most of whom were dashed from time to eternity without a moment's warning. Little Rocheleau suffered terribly at the hospital during the night and gradually grew weaker until relieved by death. The body was taken to Montreal this morning and was accompanied by Mr. J. L. St. Jean, of St. Patrick street.

Today everything is quiet along the line of railway. The trains left and arrived on time but the passenger list was not large, owing not so much to the accident as to the fact that travel is rather quiet at present on all the roads..

More - not transcribed

12/08/1899 *Ottawa Citizen**Ottawa Electric*

An odd accident happened to car No. 223 on the Bank street line about 4 o'clock yesterday afternoon. A painter entered the car and placed a can of turpentine under the seat. The can came in contact with part of the machinery, which, acting like a live wire, ignited the contents of the can. In a short time the seat was ablaze and dense smoke pouring out of the car. It was thought that the assistance of the brigade would be required but at the corner of Slater street a few bucket fulls of water were secured which quenched the blaze.

15/08/1899 *Ottawa Citizen**Pontiac & Pacific Junction**Grand Calumet mine*

President Beemer, of the Gatineau Railway company, and Superintendent Resseman and party went over the P. & P. J. railway on Friday to inspect the Grand Calumet mine.

15/08/1899 *Ottawa Journal**Montreal and Ottawa*

Two hour passenger train service between Ottawa and Montreal on the M&O Short Line will be inaugurated by the CPR next week.

16/08/1899 *Ottawa Free Press**Pontiac & Pacific Junction**Hull*

The Hull city council last night authorized Mayor Barrette to sign the agreement with H.J. Beemer which calls for the extension of the lines of the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway to a terminal point near the Interprovincial bridge. The agreement will then be sent to Mr. Beemer for his signature, and when his signature is obtained a bylaw will be submitted to the electors for their approval. The agreement calls for a bonus of \$30,000 to Mr. Beemer, to defray the expenses of the extension. Mr. Beemer agrees to build a station to cost at least \$4,000 at the terminus, to have the workshops, shunting yards etc., in Hull; to employ 40 residents of Hull during the first two years and fifty men afterwards and to have all the works completed by the 30th day of September, 1900. Should the by law be defeated by the people the contract will be void.

It is expected however that the people will vote in favor of the bonus as the additional labor employed and the boom that will follow, having the terminus in Hull will do a great deal to advance the city.

17/08/1899 Ottawa Free Press Ottawa Electric Ottawa Car

Two of the magnificent cars manufactured by the Ottawa Car company for the Vancouver Electric Railway company, were shipped from the city this morning. They attracted no little attention while being taken to the freight yards of the C.P.R. and many pleasing expressions were heard on such unique work being turned out by a local industry. The cars resemble to a remarkable degree the elaborate coaches of a steam railway company.

17/08/1899 Ottawa Citizen Montreal and Ottawa

The Canadian Pacific sleeping car service between here and Montreal leaving here at 4.10 a.m. and Montreal at 10 p.m. will be discontinued after Sunday next. The new C.P.R. fast train will arrive here today at 12.15 p.m. This train will be composed of entirely new coaches and one of the most powerful engines on the C.P.R. will pull it.

18/08/1899 Eastern Ontario Review Vankleek Vankleek Hill

Agent Tomkins of the C.A.R. has been hiring men and sending them to Parry Sound this week to assist in handling grain.

18/08/1899 Ottawa Citizen Ottawa Electric

Controller of car No. 245 burnt out on the Chaudiere line.

21/08/1899 Ottawa Free Press Ottawa Electric

Accident to car No. 248.

21/08/1899 Ottawa Citizen Ottawa Terminal

To facilitate the movement of freight between the Union depot and the Sussex street station the C.P. Railway Co. has decided to build a short line across the country on the east side of the Rideau River.

The new line will branch off from the Prescott line some distance of the white bridge over the Rideau River. It will then skirt away from the river till it reaches a point on the Montreal and Ottawa railway near the junction of that road and the Ottawa and New York railway. The remainder of the distance will be covered as at present.

Operations will be started as soon as the surveys are submitted and agreed upon.

The road has been marked out by surveyors and will cross the continuation of Bank street just east of Billings Bridge.

The right of way, with the exception of a few lots, has been purchased.

The growth of the C.P.R. freight business has been such as to necessitate the establishment of the shortest line with the least possible delay.

22/08/1899 Ottawa Citizen Renfrew Elgin Street

The C.A.R. company has commenced to clear away the debris of the old roundhouse on Elgin street which was partially burnt in the recent fire. The ten box cars which were also caught in the flames have been shunted on to a siding in Bronson's old lumber yard. The wood will be removed and the trucks and fixtures returned to the companies owning the cars. It is not likely the site of the roundhouse will be built on, but will probably be used as a storage ground for trucks, rails etc.

22/08/1899 Ottawa Free Press Prescott White Bridge

The C.P.R. are making preparations to construct a piece of road from a point on the St. Lawrence and Ottawa track, south of the white bridge to connect with the New York and Ottawa railway. The object is to give a shorter route between the C.P.R. Union depot and the Sussex street freight sheds. At present a train, to get to Sussex street from the Chaudiere has to go out to Chaudiere junction and take the St. Lawrence and Ottawa track to Lower Town. This roundabout will be very much shortened by the contemplated connecting line.

23/08/1899 Ottawa Citizen Ottawa Electric Ottawa Car

Mr. E.A. Wallberg of New York has closed a contract with the Ottawa Car Company for the installation in the works of the fan system of heating and ventilation. This system, which is similar to the one now in operation in the C.A. railway shops, is described as a modern and very complete one.

24/08/1899 Ottawa Citizen Ottawa Terminal

Proposed new direct line between Ottawa and Brockville to give G.T.R. a direct link to Ottawa.

25/08/1899 Eastern Ontario Review Montreal and Ottawa Ottawa

Mr. John Morrow, the C.P.R. agent, has been in Ottawa this week purchasing right of way for a short line the company is building between the two stations in that city.

25/08/1899 Ottawa Citizen Ottawa Electric Britannia

Ottawa Electric plans for Britannia extension filed today.

25/08/1899 Ottawa Citizen Pontiac & Pacific Junction Grand Calumet mine

The Grand Calumet Mining company has a gang of men engaged working a new vein 80 feet long and of varying width on the Calumet Island. A large quantity of ore is now ready for shipment and will be taken out to the P. & P. J. railway in a few days.

25/08/1899 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

There is no doubt but that the new train put on by the C.P.R. short line between Montreal and Ottawa is the finest train in Canada to-day. It is well worth a trip to the depot here if for no other purpose than to see the train.

25/08/1899 Ottawa Citizen Maniwaki Hull

The directors of the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway have agreed to the terms of the Hull city council relating to the bonusing of the company for the establishment of a union depot and workshops in that city. The contract is now signed by Messrs. Beemer and Maltby, of the railways, and Mayor Barrette and City Clerk Boull, of the corporation. At the next meeting of the council arrangements will be made to have a by-law submitted to the ratepayers along the line of the contract. This calls for a bonus of \$30,000 for which workshops, etc., employing 40 men will be established.

25/08/1899 Ottawa Citizen Canada Atlantic Ottawa East

The men in the C.A.R. railway company's Ottawa East car shops and round house in Ottawa East, are very busy at present. Work has commenced on the addition to the round house, made necessary by the increased traffic. This building when completed will provide accommodation for eleven engines: the present building houses nineteen. This addition will be nearly half the size of the present building. Workmen are also busy installing a system of incandescent lighting in the round house. The work will be completed next week, when 110 lights will be available. The electric motor in the car shops is in operation, and the two in the car works will soon be in readiness. The power is being transmitted in special wires from the Chaudiere.

About three hundred men are employed in the roundhouse and shops.

At the car works, fifty refrigerator cars, the same number of stock cars and about one hundred and twenty grain cars have been turned out this season, beside several baggage and high class passenger coaches. The freight cars are turned out at the rate of four cars per day. They are of 60,000 pounds capacity and of modern design. About 500 will be built altogether.

The first two of the eight large, modern locomotives ordered from the Baldwin works Philadelphia, for the grain traffic, arrived at the local headquarters today. They are veritable iron giants, weighing 130 tons each, and standing 14 feet in height. They are of the four cylinder consolidated type, and are fitted with ten wheels. These engines are designed to effect a marked saving in fuel and water. They have a hauling capacity of 1,400 tons, whereas the present engines on the Madawaska division, are only capable of taking a 1,100 ton load. On account of their great weight, the bridges have, where necessary, been strengthened. To provide for their accommodation a 75 foot turn-table was also brought along. It was built by the Dominion bridge company of Lachine, and will be forwarded to the terminus at once. The locomotives were built at a cost of \$11,500 each, and are the equal of any on the continent.

26/08/1899 Ottawa Free Press Canada Atlantic Ottawa East

The work of extending the yards in Ottawa East is progressing rapidly. The steam shovel is now at work levelling and filling at the east of the village, and as soon as this work is finished a couple of new tracks will be laid.

26/08/1899 Ottawa Citizen Montreal and Ottawa

A small staff of men yesterday commenced excavation work to provide an entrance for the Pontiac and Pacific Junction and Ottawa and Gatineau railways to the Central depot from the Interprovincial Bridge. The line will run along the foot of Majors Hill Park and will not interfere with the scenic beauties of that place. The original plans, if carried out, would have had this effect, and would have cut into the park at a number of places. The latest plans, which have been approved, provide for the line extending only along the outskirts of the park. The old stone house at the foot of the locks will have to be removed and a trestle will be erected over the gap near Nepean Point. Engineer Dunne [sic] is in charge of the work. It is proposed to shortly increase the staff of men engaged in the work of construction.

26/08/1899 Ottawa Citizen Canada Atlantic Ottawa East

The Canada Atlantic railway will not rebuild the car shops at the foot of Elgin street which were destroyed by fire a few weeks ago. The new shops erected this summer at Ottawa East and Stewarton will provide adequate accommodation and facilities for manufacturing purposes for the present.

It is proposed to commence the construction of another large building at Ottawa East adjoining the round house and when the structure is completed the one at Stewarton will be rented for a manufactory of used for general storage purposes.

28/08/1899 Ottawa Citizen Carleton Place Ottawa, Broad Street

When the Toronto train was being backed into the Union depot Sunday morning at 6.20 it was shunted too far and ran the rear sleeper up on the guard at the end of the rails, breaking part of the guard and the rear steps. The people who were in the sleeper were considerably scared for a while as they thought there had been a collision.

28/08/1899 Ottawa Citizen Renfrew

Yesterday a trial was made on a train over the O.A. & P.S. railway of the new Westinghouse quick action brake, for use on passenger trains. The test was made on a special train which at times attained a speed of 65 miles per hour, while at no time was it less than 57 miles. In every instance where the brake was applied it worked satisfactorily. It is, therefore, altogether likely the new brake will be fitted to all the passenger trains. At present it is not in operation in Canada, but on the New York Central and other leading railways of the United States the brake is giving great satisfaction. Messrs. Morley Donaldson, general superintendent, James Ogilvie, superintendent of motive power and Jos. E. Duval, train despatcher, were on the special train and followed the tests closely throughout.

30/08/1899 Ottawa Free Press Canada Atlantic locomotive

The Canada Atlantic yesterday received four more of the large Mogul engines from the Baldwin locomotive company of Philadelphia. The first two locomotives Nos. 696 and 697, which were received last week, made their trial trips yesterday to Madawaska. The trials were satisfactory and as soon as the bridges and trestles are put in proper condition the engines will be used.

30/08/1899 Ottawa Citizen Tramway E.B. Eddy

The E.B. Eddy Co. of Hull has let the contract for the erection of an iron bridge over the arm of the Ottawa River known as Wright's bay. This bend in the river is being spanned to provide a passageway for the new railway from the sulphite mills to the paper mills at the Chaudiere. The bridge will be 100 feet long and built on the most up-to-date pattern. It will be capable of bearing the heaviest engines and cars and thus prove suitable for all purposes. The contract has been let (to) the Phoenix Bridge Co. of Montreal and work will be started on the bridge this fall.

31/08/1899 Merrickville Star Ottawa, Brockville and St. Lawrence

New Railway.

We are glad to announce that the prospects of a competitive line of railway running through a village are very bright and that in the near future we will see a reduction of rates in the express and freight, a junction and the direct connection between Brockville and Ottawa through Merrickville. Notice of application to the government for "an act to incorporate a company to construct a railway to run either by steam or electricity from Ottawa to Brockville and to expropriate land, water power and construct power for development, etc. etc." is now published on behalf of the proposed company. Merrickville will now in all probability have an opportunity to secure what is virtually a Grand Trunk line of railway, making a junction with the C. P. R. here. By this the village will have unexcelled opportunities for growth, a better attractiveness to manufacturers, a shorter route to Brockville or Ottawa, and better rates of traffic than any other inland town in eastern Ontario. With our water power, our Rideau route and two railroads surely we could make a village so attractive that the population would so increase that the agitation for a high school would become a unanimous demand and we would soon throw off the stagnation that has been weighing upon us. We hope that the projected route will be constructed and that no one, no matter how warped in his selfish contentment he may be, will object to a proposal which would result in our advancement as a village, and which would make enterprise that as yet cannot be imagined by the older inhabitants.

01/09/1899 Ottawa Citizen Canada Atlantic Ottawa East

Building operations on the large addition being erected at the C.A. railway round house are being pushed ahead rapidly. All the nine pits have been dug and the foundation timbers are being laid. Lumber is on the ground and work will be commenced on the frame in the course of a week.

The six new locomotives already received at the Ottawa East round house from the Baldwin iron works, Philadelphia, have been fitted up by an expert sent ahead from the works. The six have been given their trial run and found satisfactory. As yet, however, their drawing power has not been fully tested.

The Ottawa East railway yards are the scene of great activity these days. Two trains are steadily engaged hauling gravel to fill in the Rideau ravine where the new works will be situated.

01/09/1899 Renfrew Mercury Belleville Perth water

The stone is on the ground for the foundation for the new water tank at the C.P.R. depot. The ravages of time are telling on the one used at present, and besides the company has decided to have the water supplied to the tank from the waterworks. The new structure will be a substantial one.

02/09/1899 Ottawa Journal Renfrew Elgin Street roundhouse

The CAR authorities have decided to erect a new building at the Rideau roundhouse for the general stores, mechanical draughting and instruction offices. Most located in the offices near the old Elgin Street station.

Eight new engines to be used for the grain traffic have arrived at the Rideau roundhouse.

OA&PS rapidly losing its identity owing to the act of parliament authorizing that the Booth system shall be known as the CAR. All cars turned out in the shops are being lettered CAR whereas previously some of them bore OA&PS.

02/09/1899 Ottawa Citizen Montreal and Ottawa

The first move towards bringing the line of railway from the Interprovincial bridge into the city was made today. Seventeen men started to make the grade immediately north of the Dufferin bridge. They are under the foremanship of Morris McWilliams. The work is being started just where seventy-six years ago, some filling was done to make the roadway up to Rideau street. One who saw the work done, John Shorey, was present his morning when operations commenced. Several feet below the surface was found some hemlock bark, in a perfect state of preservation, where it had lain for over three quarters of a century.

From the Interprovincial bridge to the Union depot will be a double track situated on a roadbed thirty-six feet wide. To accommodate these, a section of the wall flanking Major's Hill park at the southern end, about twelve feet in depth, will have to be cut away. For ninety feet in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge has already an open space through which the rails may run, but it will be necessary to construct an arch beneath the Sappers Bridge. This will be done of stone and iron.

02/09/1899 Ottawa Free Press Renfrew locomotive

The new freight engines will greatly facilitate the handling of grain on the western division. These engines are capable of hauling from thirty to forty loaded cars. The bridges and trestles have been enlarged and strengthened and the engines, in the course of a week or so, will be put on regularly.

06/09/1899 Ottawa Free Press Tramway Bronson

Ottawa Electric writes to the city objecting to Bronson Co.'s request to lay tracks on Middle street.

06/09/1899 Ottawa Citizen Ottawa Electric Britannia

Heny and Smith awarded the contract for grading and laying of ties and rails on the Britannia extension.

06/09/1899 Ottawa Citizen Tramway Bronson and Weston

The following letter from Mr. James Q. Fraser, secretary of the Ottawa Electric Railway company was referred to the railway and lighting company: "The attention of the board of the Ottawa Electric Railway company having been drawn to the proposed by-law of the city authorizing the Bronson company to lay and operate a railway on Middle street, I am directed to say that the giving of this authority as proposed would, as the board considers, be inconsistent with the provisions of its agreement of the 28th June 1893 with the city. The agreement provides that the company may, with the consent of the city corporation, run its railway upon any of the streets of the city of Ottawa, other than those specifically mentioned and that, if any other company, individual or firm proposes to construct a railway on any such streets, the corporation shall first give the option of doing so to this company, and that only in the event of its not exercising such option after notice shall such other company, individual or firm be allowed to construct a railway on such streets. If, notwithstanding the company's present notice of objection, the corporation still proceeds to grant any such right as proposed to the Bronson company, it shall at any rate be stated to be subject to the provisions of the agreements with this company, and to the privilege being withdrawn in the event of it being found that the granting or enjoyment of it is an infringement of interference with the rights of the company under its agreement with the city.

07/09/1899 Ottawa Citizen Ottawa Electric Britannia

Heny and Smith, the contractors for the electric railway extension to Britannia, broke ground for the work near Holland avenue, Hintonburg, this afternoon. The commencement of work was attended by no formalities, only the contractors and workmen being present. It is intended to rush the work ahead with a large gang of men and horses and it is said no time will be lost now the work has commenced.

08/09/1899 Renfrew Mercury Kingston (CP) Kingston water

The K. & P.R. have agreed to pay the city of Kingston \$250 a year for water for their engines - four to six a day. It will cost the city \$230 to put in the necessary connections.

08/09/1899 Eastern Ontario Review Montreal and Ottawa

A slight accident to the engine of the C.P.R. fast express on Saturday evening delayed the trains several hours.

09/09/1899 Ottawa Free Press Canada Atlantic Ottawa East

New instruction offices and a supply building will be erected near the round house in Ottawa East as soon as possible. The increase in traffic predicates a large number of men and the present instruction offices are not as suitable as desired. The building will be three stories high. Appointments will be fitted for the draughtsmen. The instruction offices will be fitted with brakes and different mechanical devices, with which employees will be required to become familiar.

The work on the new round house is being rushed so as to have it ready by this fall. The present round house is not large enough to contain the engines now on the road. The new addition will provide accommodation for nineteen engines.

The shops are busy turning out new cars and have enough work on hand to keep them busy for the entire fall and winter.

09/09/1899 Ottawa Citizen Canada Atlantic Ottawa East

Plans have been drawn up for the new supply building and instruction offices to be erected by the C.A. railway company near the Rideau round house. The building will be a three storey one and part of it will be fitted up as a school of instruction. Here the railway employees will familiarize themselves with the construction and uses of the various mechanical devices including the different styles of brakes. Apartments will also be fitted up for the use of the draughtsmen. The new offices, which will be complete in every detail, will be erected as soon as possible.

11/09/1899 Ottawa Journal

First trip of an automobile in Ottawa streets. Thomas Ahearn was in charge.

11/09/1899 Ottawa Citizen Ottawa Electric

Incident with car No. 61.

12/09/1899 Ottawa Citizen Other Ottawa Car

The automobile again attracted considerable attention on the streets this morning. It runs very silently, but the speed can be increased to fifteen miles an hour. Mr. W.W. Wylie manipulated the carriage during the run this morning.

12/09/1899 *Ottawa Free Press* *Pontiac & Pacific Junction* *Aylmer*

Mr. Helebard, engineer of the Pontiac and Pacific Junction Railway, with a staff of assistants, went out to Aylmer this morning to lay out some more work for the men engaged on the construction of the branch from that town to this city.

14/09/1899 *Ottawa Citizen* *Other* *Ottawa Car*

Mayor Payment and Mr. T. Ahearn had a trip around the city this morning in the automobile.

14/09/1899 *The Equity, Shawville* *Pontiac & Pacific Junction* *Shawville*

The sectionmen of several divisions of the P. & P. J. were concentrated at Shawville last week for the purpose of putting in a new siding, with the object of giving better facilities for handling the increased grain and stock output at this point.--

15/09/1899 *Renfrew Mercury* *Locksley* *Pembroke*

From this week's Standard. We are credibly informed that the Pembroke Southern Railway has been leased to the Canada Atlantic Railway Company for a certain number of years. This will in no wise hinder the building of the proposed road from Golden Lake to Bancroft so as to give us close connections with Toronto, but will rather materially assist that scheme, as it will enable the projectors of the new road, who are nearly all connected with the P.S.R., to devote their whole energies to its construction. The leasing of the P.S.R. by the C.A.R. will give us the benefit of through connections to New York and other points made by the latter railway.

15/09/1899 *Eastern Ontario Review* *Vankleek*

The C.A.R. are putting in a new siding at the pulp mills.

16/09/1899 *Ottawa Citizen* *Renfrew*

The Canada Atlantic railway is arranging to put in a new siding on its line between Bank and Concession streets, owing to the large traffic at that point. It will also be used by the Bellhouse Dillon Co. which proposes to erect an establishment near Concession street in connection with the paving business which it is carrying on. The new siding is also likely to have the effect of relieving the congested state of traffic in the yard above Stewarton and may somewhat lessen the traffic across Bank street.

16/09/1899 *Ottawa Journal* *Britannia Power Canal* *Britannia*

STRIKE AT BRITANNIA

There is a strike on among the 150 men employed on the Metropolitan Electric Company's work at Britannia. Then men have not yet received last, month's pay, and on this account they quit work at noon yesterday. They say they will not again start until their money is forthcoming. A deputation of the laborers waited on President T. Lindsay, of the Metropolitan Company yesterday, and asked for their wages, but they claim the money was not forthcoming. They were not satisfied with Mr. Lindsay's promises that the back wages would soon be paid, Up to noon to-day there was not much likelihood of the men returning to work.

16/09/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Pontiac and Pacific Junction railway is making good progress on the work of preparing an entrance for its line to the Central depot along the foot of Major's Hill park. A staff of men is busily engaged in making the necessary excavations and rails have been distributed during the past week between Nepean Point and the depot. On the Interprovincial Bridge very satisfactory progress is being made and the stone and masonry work is advancing towards completion. The iron superstructure is in course of manufacture by the Dominion Bridge Company and will be completed during the winter. It will be placed in position as soon as possible and the line bridge will then be ready for traffic.

16/09/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The men employed on the Metropolitan company's works at Britannia quit work yesterday at one o'clock, and a deputation waited upon President Lindsay in reference to securing last month's wages, owing to them by Messrs. Brewder and McNaughton, the contractors who gave up the work last week. The deputation claimed that, as the company had taken over the work, and was going to complete it, the company should pay the men for the work done. President Lindsay assured the men that the money was lying in the bank to pay the back wages, but in order to protect itself the company would not be able to pay until the company had obtained the necessary order from the court, there being a number of liens on the money held back by the company. He pointed out besides that the company had not the proper pay sheets in its possession. This assurance was thoroughly satisfactory to the deputation, and work will be resumed without any delay.

The company has increased considerably the force since taking over the work, and hopes soon to have over 500 men at work in order to furnish light and power before the end of the year.

With this end in view President Lindsay has given an order to Messrs. Chitty & Co., of Montreal, to secure 200 extra men. There are about 250 now employed. The wages being paid is \$1.40 per day to laborers and \$1.65 to river men. It has been found impossible to find enough laborers in Ottawa, hence the appeal to those resident in another city.

18/09/1899 *Ottawa Journal* *Carleton Place*

1,300 from Armprior came to Ottawa on Saturday to visit the Central Canada Fair. Two trains to the CPR station then streetcar. Paid for by McLachlin - things had been going well at the mill recently.

18/09/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

There is now no strike at Britannia, so far as the Metropolitan company is concerned. Messrs. Wanless and MacMillan were engaged in paying off all the men who were under employment up to Friday at noon. The company will now commence with a clean sheet - those who like to work will be given employment, those who are dissatisfied will be ordered away from the scene of operations entirely.

One hundred and seventy-five men in all were paid this morning. As they filed through the office they were each of them asked if they would work. Some of them said they would, while the majority maintained that their course would be governed entirely by the action of their comrades. Conversation with the men by a reporter disclosed the fact that not a few of them had any idea of the proposition made by the company. President Lindsay drove out to the works this afternoon, so that it is not unlikely that many of the misconceptions that exist will be obliterated.

New Men at Work

About half past one o'clock this afternoon Engineer Aylen started a few men and horses to work. The former strikers stood on a mound of stone to the south. They offered no interference. "Let them fire away for the afternoon," said one of the loiterers; "it can do no harm." This observation would seem to indicate that the truce is only for the time being, and there is consequently no telling what may happen when the company undertake to replace the men.

Engineer Aylen asserted that he feared no trouble, and that he would have 75 men at work during the progress of the afternoon. It is unlikely, however, that he will have so large a percentage. The great majority of the men were very positive upon the point that they would not work until the back pay was given them. All morning close upon 200 men were in the vicinity of the office. They stood about in little knots of twos and threes and chatted over the situation. Some of the more sportive amused themselves by shying stones at a glass bottle, evidently in anticipation of the human objects they will have as targets later on. But the company's officials will take every precaution against harm coming to those under their employment.

18/09/1899 Ottawa Citizen Ottawa Electric

There was a collision on the Rockcliffe electric line yesterday afternoon just past the turn below the entrance of the drive at Government House. Car 242 was going down to Rockcliffe, followed by car 220. The first car stopped just past the turn to let some passengers off, when car 220 came up and dashed into it breaking the fender. The motorman reversed his motor so quickly that it burned out and ran backwards for some distance from the impetus. The flames shot up into the air and gave the passengers the idea that the car was on fire, and they tumbled out pell mell, but no one was hurt.

18/09/1899 Ottawa Citizen Locksley

The Canada Atlantic railway today assumes control and management of the Pembroke Southern road in accordance with negotiations that have been in progress for some time. The road has been leased for a period of five years and the employees were notified on Saturday that they will be governed by the management of the C.A.R.

The Pembroke Southern railway is a short line extending from Golden Lake on the O.A. & P.S. railway to the town of Pembroke a distance of twenty-one miles. It was completed about a year ago and since that time has been operated by the contractors under the direction of Mr. S.R. Poulin. The line traverses a country very thinly settled but as the land is suited for farming the road will doubtless have the effect of opening it up for settlement.

The railway will be operated as a branch of the O.A. & P.S. line, thus affording a through trip between Ottawa and Pembroke via this road. The distance from this city is about the same as by the C.P. railway.

It is proposed to inaugurate a new train service and it is likely that in a short time some of the trains that now run through to Madawaska will stop at Pembroke. The Pembroke Southern is a great convenience to the residents of the section of the country through which it traverses and now that it has been taken over as part of the Canada Atlantic system the general accommodation will doubtless be much increased.

18/09/1899 Ottawa Free Press Locksley

The Pembroke Southern, a short line of railway from Golden Lake to Pembroke has been leased to the Ottawa, Arnprior and Parry Sound for a period of five years. This road is twenty-one miles in length and has been in operation for a little over a year, the contractors having full control. This road joins the Parry Sound at Golden Lake and has since opening practically been a branch of the Parry Sound. For some time the Canada Atlantic have been negotiating for control of the road. The negotiations have been completed and the road passes into the control of the Canada Atlantic. It is proposed to inaugurate a special service and run through trains from Pembroke to the city.

18/09/1899 Ottawa Citizen Britannia Power Canal Britannia

Strikers almost cause riot in Britannia

Journal may be sued

Metropolitan Company will serve a notice of suit for libel

A riot was narrowly averted at the works of the Metropolitan Electrical company at Britannia Saturday morning. The cause of the trouble was an attempt on the part of the company to put on 75 additional men. The strikers seeing this move became defiant and threatened to stone the new-comers. So dangerous did the situation appear to be that the company in order to avoid trouble withdrew the new men. These men it is claimed, were not put on to replace the strikers but to hurry up the work.

The strikers have engaged Mr. L.S. Smith as their solicitor.

This morning the company will again endeavor to put new men to work and if any interference is made on the part of the strikers, the county constabulary will be called upon to maintain order. The company is willing to let any men of Brewder and McNaughton's gang go to work this morning if they desire to do so.

A libel suit

Mr. Thos Lindsay President of the Metropolitan Electric company will this morning, on behalf of the company have a notice of suit for libel served upon the Evening Journal. The alleged libel consists of certain allegations made in the Journal on Saturday to the effect that the men went on strike because the company owed them a month's wages. The company claims that it is Brewder and McNaughton, the contractors who owe the men.

Mr. Lindsay in the following letter gives the company's side of the case

Ottawa Sept 18th 1899

Editor Citizen.- In view of the false statements and misrepresentations that appeared in the Evening Journal of Saturday regarding the strike on the works of the Metropolitan company at Britannia, for which the Journal will have to answer in the courts, I claim the privilege of publicly stating the facts of the case in your columns:-

1st. Owing to the contractors, Messrs. Brewder and Mcnaughton not pushing these works with proper despatch, the company took over said works and the plant of the contractors under the terms of the contract, on the 7th of September.

2nd. The company therefore on Saturday last owed the men employed by it one weeks pay, which it is paying at once, though by its engagement the company is only under obligation to pay every two weeks

3rd. The net regulating workmen's liens required the company to retain fifteen per cent of all money earned by the contractors to protect workmen - and such fifteen percent has been duly retained and it is believed the same is sufficient to pay the workmen thirty day's wages, and should it not prove sufficient the company has a reserve fund. The men that it will make good the difference.

4th. The workmen made affidavits as to the amounts due them by the contractors, but Mr. Brewder, of the firm of Brewder & McNaughton, notified Mr. A?? The Vice President of the company, not to pay the men on their affidavits as they were not correct.

5th. Messrs Brewder and Mcnaughton have refused to deliver to the company, or to the solicitor employed by the workmen, the pay sheets, or copies of the same, for the last thirty days the men worked for them, to the end that the men might be paid at once.

6th. The law allows thirty days' notice in which to register liens on said fifteen per cent., and consequently the company could not, with any regard to its own interests, pay out this fifteen per cent, before the expiration of thirty days.

7th. To prevent the hardship that this delay of thirty days would occasion the workmen, I offered, and I still offer to advance sufficient of my own money to purchase at par the claims of the men for wages for said thirty days and if the pay sheets had been furnished by the contractors and said claims duly recorded the workmen would have in this manner, been paid by now and they can secure payment as soon as these formalities have been complied with.

In view of these facts the public will appreciate the motives of the Journal in persistently slandering the Metropolitan company and misrepresenting its affairs.

Yours faithfully T. Lindsay, President Metropolitan Electric Company.

19/09/1899 Ottawa Free Press Britannia Power Canal Metropolitan Electric

Six special constables filed up at the Metropolitan works at Britannia this morning. They were there to prevent any interference on the part of the striking workmen, but there was no disturbance whatsoever. The men who wished to return to work did so without any attempt being made to interfere to molest them. Nearly all returned to work, in addition to thirty-five extra. All is quiet today.

A large number of men were paid yesterday and almost all of these were among those taken on today. More.

19/09/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric

The strike at Britannia is now practically settled and work on the Metropolitan company's canal there was recommenced this morning. One hundred and fifty of the old men were re-engaged, and 35 new men in addition were given employment. About 15 are still disaffected.

President Lindsay has himself individually undertaken to purchase 50 per cent of every claim, or he will pay 100 per cent on every claim for which a lien has been registered. About 80 per cent of the old men have sworn out liens. So that President Lindsay's proposal cannot but be viewed as exceedingly fair.

Magistrate Smith, of Carleton county, is acting on behalf of the ex-strikers, and he had it arranged that men would go to work yesterday morning. They would have done so, it is said, had it not been for the interference of one Doyle, who has been a prominent ring leader among the men who caused the trouble.

20/09/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

All is quiet at the Britannia works of the Metropolitan company; 175 men are under employment. A special trainload of men from Montreal passed through the city to Britannia this afternoon; there were 150 laborers on board.

All the men who had liens on Messrs. Bruder and McNaughton's funds, were paid up in full by President Lindsay personally last night. It took until 12.30 a.m. to dispose of the last applicant. Others who have claims will swear out liens today, and those, which will doubtless include all who are personally disaffected, will be paid off tonight.

22/09/1899 *Renfrew Mercury* *Pontiac & Pacific Junction* *Shawville*

Section men of several divisions of the P. & P. J. R. were concentrated at Shawville last week for the purpose of putting in a new siding, with the object of giving better facilities for the handling of grain and stock output at this point. It may be said also that the company have made new and larger stock yards here, and thus have rendered the work of loading the cars more convenient than formerly. - Shawville Equity.

22/09/1899 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

Mr. E.A. Wallberg, of New York, has just closed a contract with Mr. J.R. Booth to equip the C.A. railway repair shops with the fan system of heating and ventilation. This is the system that has already been introduced with successful results into the car shops and roundhouse. The new plant will, however, be much larger than the present ones. --

23/09/1899 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

At the shops in Ottawa East engine No. 624, the one that was in the wreck at St. Polycarpe, is being repaired and it will soon be in running condition. The two cars which were smashed are also being repaired.

The superstructure of the addition to the round house is now being erected and it is expected it will be completed by the first of November.

23/09/1899 *Eastern Ontario Review* *Lachute* *Lachute*

A fatal accident in which three people lost their lives occurred at Lachute mills Monday evening about twenty minutes after eight. A man named Sauve, formerly of Hawkesbury, who has been working at the railroad bridge under construction by the Great Northern Railway Co., had gone on Monday morning to Hawkesbury to bring his wife and child and personal effects to Lachute. Just before he came to the C.P.R. track, he lost control of the horses and they bolted across the track immediately in front of the local going east which was descending the steep grade from St. Phillips. Emergency brakes were immediately applied but it was too late to save the people in the rig. The engine struck the express fair in the middle and the occupants, Sauve, his wife and child were immediately killed. The child's body was picked up about 60 feet from the crossing, the man's body was found lying in the bushes ninety feet farther on the foot of the grade slope and the woman's body was found near the semaphore between the bridge, four hundred and fifty feet from the scene of the accident. The horses escaped without a scratch. The woman's body was badly mangled and the man had a large hole in his chest but the baby was apparently untouched and Drs. Christie and Menzies, who were early on the spot, say that it must have died of shock. Madame Sauve was a Miss Fleurent, formerly of Carillon and lately of Point Fortune and Hawkesbury. Her parents reside at Point Fortune and she was well known there.

26/09/1899 *Ottawa Free Press* *Montreal and Ottawa* *Hurdman roundhouse*

The Canadian Pacific railway has commenced the erection of a round house at Hurdman's bridge. It will be located between the C.P.R. and the C.A.R. bridges and will have four tracks leading into it.

26/09/1899 *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

Some fine new stands for numbering the tracks at the Union depot have been put up by the C.P.R. These consist of two upright iron bars connected with a cross piece to which the number painted on a piece of sheet iron is attached. The ends of the uprights are finished in brass and the stands form quite an artistic design.

26/09/1899 *Ottawa Citizen* *Pontiac & Pacific Junction*

The construction work on the Pontiac and Pacific Junction railway line from Aylmer to Hull is being pushed ahead and the men are now working at a point two miles this side of Deschenes.

28/09/1899 *Merrickville Star* *Winchester* *Merrickville*

The gang of painters in the employ of the C.P.R., who at present are giving the bridge a new coat of paint. Went out on strike yesterday morning because they were not paid during wet weather. They are back at work again this morning and the strike is declared off.

29/09/1899 *Brockville Recorder* *Westport*

Mr. Robert Hervey seeks to Recover Possession of the B&W. Says the conditions under which it was handed over have not been complied with - No trouble to raise capital to extend the line (From Friday's daily)

A rumor was current on the streets today that a somewhat interesting lawsuit was likely to come up at the next sitting of the court of chancery for these united counties. It was stated that Mr. Robert Hervey, a former well known resident of this town, was about to enter an action against the Philadelphia Investment Company, to recover possession of the Brockville, Westport & Sault Ste Marie Railway, of which he was the chief promoter. A Recorder representative called on Mr. Hervey and elicited the following facts in connection with the case. Mr. Hervey admits that he is considering the advisability of entering an action against this company to compel them to fulfill the terms of their original agreement. It seems that when this company took the road back it was expressly understood that it was to be put through to Sault Ste Marie, and the road was to be fully equipped with first class rolling stock and to have a good train service. These conditions have not been fulfilled and Mr. Hervey thinks that the company are not entitled to hold the road under the circumstances. He also states that if the court should decide the matter in his favor, that no difficulty would be experienced in procuring the necessary capital to put the road through to the points it was originally intended it should reach. More of this case will likely be heard of in a few days.

30/09/1899 *Ottawa Free Press* *Chalk River*

The Canadian Pacific railway company is making many improvements in the way of new stations and the like in the towns along the line. A new stone station is almost completed in Arnprior. The old station at this place will be used as a freight shed as soon as the new one is furnished.

Stone is being quarried for another new station at Almonte. This station will be about twice the size of the one at Arnprior of which the Arnpriorites are beginning to be so proud.

At Smiths Falls a new chute is being built and the tracks and switches are being rearranged, necessitating an expenditure of some \$30,000 to \$40,000. These changes are being made owing to a scarcity of room at present.

Another plant for the testing of air brakes is also being installed.

Twenty-eight hundred and fifty feet of inch gas pipe for this purpose is also being put down throughout the yard. Hitherto the brakes were tested by the engine after the train was made up. In future the brakes will all be tested before having the engine attached so that there will be no delay in making repairs to the train.

30/09/1899 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

The C.A.R. will very shortly commence the erection of a large building adjoining the Rideau roundhouse. It will be 200 feet in length and thirty feet wide with two stories in one portion of it. The building will be used as a storehouse replacing the one destroyed by fire some time ago and will also contain the offices of Mr. Ogilvie and his assistants. A new track will be put in from the main line of the road the new warehouse.

30/09/1899 Ottawa Citizen Renfrew Elgin Street

The Canada Atlantic railway is turning out from 16 to 20 freight cars per week from its shops at the bottom of Elgin street. The facility with which the cars are manufactured is surprising and is accounted for largely by the experienced hands and the most improved machinery that is employed. The shops are divided into departments from the lumber yard to the finishing room and as soon as one part of the car is done it is moved along rails to another section of the building where work is continued up to the finishing.

Motive power for the shops is now furnished by electricity and it is working most satisfactory. A three hundred horsepower motor has just been placed in position in the Rideau roundhouse.

30/09/1899 Ottawa Citizen Canada Atlantic Central Depot

Work will start on new Central Depot as soon as Militia stores is vacated - More with drawing.

04/10/1899 Ottawa Free Press Ottawa Electric Ottawa Car

The first of the quartette of electric coaches to be placed on the suburban line to Britannia is nearly completed at the Ottawa Car Works. Two other coaches are well under way and will be finished in ample time for the opening of the road. The beauty of the cars is only being realized in the finishing touches are being adjusted and the ensemble effects brought into full view. Instead of having a name for each car there will be painted on the side "Britannia-on-the-Bay". This is a catchy name and resembles the hyphenated cognomen of another provincial summer resort "Niagara-on-the-Lake."

Each car will be double seated throughout containing 28 seats and will carry 56 passengers comfortably. The vestibules are unusually large and will accommodate a number more in a crowd.

One of the novel features will be an electric push button at the side of the car opposite each seat. All the passenger will have to do is to push this button when he or she desires the car to stop. These buttons are the same as in C.P.R. sleeping cars.

Interiorally all the cars will be finished in oak and on the outside there will be the regular dark coach finish canvas, painted is also used on the inside. This will make the conveyance perfectly moisture proof. Small electric heaters will also be placed under each seat. The cars will be equipped with a Westinghouse air brake and will also be provided with an air brake whistle for use in the country. A gong will be used in the city. A little motor will keep up the supply of air, and, if the motorman used, say 10 pounds of air in stopping the car, this motor will work up to the maximum pressure. Everything in connection with the equipment and construction of these coaches is the most modern out.

04/10/1899 Ottawa Free Press Ottawa Electric Britannia

Heny and Smith, the contractors, are making good progress in the extension of the electric line to Britannia. They have 250 men employed and about 50 teams. Grading, rock cutting and completing the culverts is now being done. About 1 1-2 miles have been graded so far. A track will be laid in the ballast pit. The whole line will be ballasted and an engine for hauling the cars which convey the gravel. There is only one grade on the whole line where there will be much cutting.

04/10/1899 Ottawa Citizen Tramway Ottawa Waterworks

The waterworks committee met yesterday afternoon to open tenders for the supply of a quantity of steel rails to be used in the construction of the extension to the pump house. Council will be recommended to accept the figure of \$490 submitted by Mr. Alex Fleck.

05/10/1899 Merrickville Star Winchester Merrickville

C.P.R. CHANGE

A change took place in the C.P.R. time table., on Sunday, Oct. 1st. 'By the new table the midnight train and the early train east do not stop here for passengers as heretofore. A person wishing. to go to Montreal on the 4.00 a.m. train must go to Smiths Falls on the local in the evening and wait there until morning. -This point a one of the best paying stations on the O. & Q. line and surely we should receive a little consideration at the hands of .the Company. The agreement with the Company, however, only calls for one through train east and west each day. This we now lave but when we consider that Merrickville ranks either third or fourth, between Montreal and Toronto in the matter of cash returns, we do not think we would be asking too much to have the two above mentioned trains stop here. Quite a number of commercial travellers visit this place finish their business (if they are working west) by the time- the local through here at 8.33 in the evening, or else wait until noon the following day. These men are not taken into, consideration at all, and it is through them, indirectly, that three-quarters the freight to this point is consigned. Another point, "drummers" are charged at the rate of two cents per mile while opera troupes, etc., are only charged one-and-a-half cents. Surely it is not right to charge more for a necessity than a luxury. The new railway from Brockville to Ottawa, through here, cannot he put into operation any too soon if the rights of the people of this section of Ontario are to be respected. It would mean that this would be a junction point and all trains on both lines would be compelled to stop.

06/10/1899 Ottawa Citizen Montreal and Ottawa

Good progress is being made on the railway construction work below the Dufferin Bridge. Two lines of track have been laid on which the waste material is carried away. Dump carts are also pressed into service for this purpose. Daily, Dufferin Bridge is lined with a throng of curious ones watching the workmen below.

06/10/1899 Ottawa Free Press Tramway E.B. Eddy

A box car laden with freight from the E.B. Eddy Company's establishment jumped the track early this morning at a point where the rails from the company's factories connect with those of the Ottawa Electric company. A defective frog is said to be the cause.

The only damage done was to the wooden bridge work underlying the tracks.

Mr. J. Ahearn, foreman of the car buildings, had a staff of men promptly at work, with jacks and other appliances, and it was not very long before the car was raised and placed on the rails again. While the work was in progress the passenger cars of the street railway were unable to go the whole distance to the Hull terminus.

06/10/1899 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The condition of the road leading to the C.P.R. station is simply disgraceful. Unless something is done very soon the road will be impassable. The breaking down of vehicles is a common occurrence on this piece of road. The worst piece lies in the township of West Hawkesbury.

06/10/1899 Ottawa Citizen Canada Atlantic Ottawa East

Yesterday the Canada Atlantic Railway company commenced the erection of a large two and a half story building at Ottawa East running parallel with the Parry Sound tracks, which is to be used as an extension of the shops.

The new structure, which will be completed in about six weeks, will contain the general stores for the road; and instruction office, a dining room for the men who take lunch at the works and the mechanical office.

The instruction office has been rendered necessary from the fact that the company is introducing a new code of international trainmen's rules and all employes in that department will be required to pass an examination in the technical department of the signals etc., in use on trains. Formerly the trainmen on the C.A.R. had several codes which were rendered necessary in running over the various connections but the new rules are international and will be uniform on all roads.

As soon as the building is completed the mechanical office, now at Stewarton, will be removed to the new building.

07/10/1899 *Ottawa Citizen* *Canada Atlantic*

Work on the extension to the roundhouse - all ten engine pits have been completed--

Walls will prevent the spread of fire--

work has commenced on the extension to the machine shop--

About 45 men are employed in filling in the ravine where these new buildings and others are being erected. So far, the ravine, which is about 14 feet deep and a quarter of a mile long has been filled in for a distance of 150 feet. When the work is completed 150 feet more ground will be accessible for building purposes.

The sand and other material used in filling in the waste ground is procured at the Hawthorne pits, two long trains making a trip each hour [sic]--

The C.A.R. is rebuilding the old Parry Sound Colonization Railway cars that stood for a long time on the north side of the canal. They will be used to store supplies etc. These cars are the pioneer ones of the road.

07/10/1899 *Ottawa Journal* *Canada Atlantic*

CAR workshops in Ottawa East will be fitted out with additional new machinery next week. Wheel bore, driving wheel lathe, turret lathe. Electric transfer table in the shops for moving locomotives around. Only one in Canada. New shops near Rideau roundhouse.

12/10/1899 *Merrickville Star* *Chalk River* *Almonte*

The Ottawa Free Press says that stone is being quarried for the new C.P.R. station for Almonte, and that this station "will be about twice the size of the new station at Arnprior, of which the Arnpriorites were beginning to be so proud."

12/10/1899 *The Record, Chesterville* *New York Central* *Berwick*

We ought to have a cattle-yard for shipping cattle, hogs, lambs etc. at the O&NY station. Such would be in the interests of farmers. Other places are doing a good cash business, and there is no reason why the experiment should not succeed at Berwick.

14/10/1899 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

In about two months time the four cars being built for the new Ottawa-Britannia electric belt line will be placed in service. One of the cars is the combination baggage and passenger car that formerly met the trains at the depots. This car is 35 feet long and will seat 40 passengers. It will be fitted up in elegant style and will be in reality a new car. The three other cars are 50 feet in length and seat 40 passengers. All the cars will be painted in the Pullman green color, an olive green, and will be fitted with new style vestibules. Some artistic examples of wood carving are to be seen on these cars. Each seat is provided with a push button placing the passengers in communication with the motorman. To better advertise the line each car will bear the name of the new terminus, Britannia on the Bay.

Work is being pushed ahead on six combination baggage and passenger cars for the Quebec city suburban line and repairs are being made to several cars of the Ottawa Electric Railway company. --

The car company will not engage in the construction of automobiles during the coming winter but further orders for cars from outside cities are expected.

14/10/1899 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

The filling in of the big ravine in the Rideau yards of the C.A.R. is now just about completed. The filling in of this patch of waste land increases the area of the yards by about 40 acres, as before the work was done the land was too low and swampy to be of any value. It is on this area that the addition to the shops described in the Citizen a few days ago is being constructed. Piles are being driven into the fresh earth which has been dumped into the ravine and the new building will be erected on these.

16/10/1899 *Ottawa Free Press* *Britannia Power Canal* *Metropolitan Electric*

Work on the construction of the Metropolitan company's establishment at Britannia is going ahead at a good rate/ Mr. Thomas Lindsay, the president, informed the Free Press today that three car loads more of machinery were on their way from the west for the works.

17/10/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. H.J. Beemer, president of the P. & P. J. and Gatineau railways, is in the city. Seen by the Free Press, Mr. Beemer stated that everything was going along most satisfactorily towards the completion of the branch of the P. & P. J. railway, between Ottawa and Aylmer and the Gatineau Railway northwards to the village of Maniwaki.

"These works," said Mr. Beemer, "together with the interprovincial bridge, are all going along nicely, and will be completed at the same time next summer.

Their intended completion at the same time has been an important aim of our companies, and, I think a most advisable one, too. It is a mistake to unduly hasten to completion any of the works in particular when it is known that they are to be operated to the advantage of each other. For instance, the interprovincial bridge would be off little service now, compared to what it would be if there were ready railway communication to run over it, and this railway service is being pushed along just as rapidly as to have it completed at the same time as the bridge. In order to do this we found it necessary to increase the number of men, both between here and Aylmer and above Gracefield on the Gatineau line, and this has been done. However, this is a matter of engineering calculation, and the labor and material required for the respective works, is left entirely with the civil and mechanical engineers in charge of the enterprises.

20/10/1899 *Ottawa Journal* *Chaudiere* *Chaudiere*

The C.A.R. company is constructing an office at the Chaudiere to replace the stationary car which is used for that purpose at present.

20/10/1899 *Ottawa Citizen* *Pontiac & Pacific Junction* *Aylmer*

Aylmer. The P. & P. J. Co. are building a new workshop as it has had to remove its old one in order to make space for the line which is being extended to Hull.

21/10/1899 *Ottawa Citizen* *Montreal and Ottawa* *Rideau Canal locks*

The greatest interest is being taken in the railroad construction work being carried on below Sappers Bridge and along the canal. Good progress is being made as the weather continues fine. The contractors complain of a dearth of laborers, however, and are not able to rush the work as fast as they would like to. The rock cutting made necessary to establish a right of way necessitates extensive blasting operations which are carried on night and day. Danger signs are placed at the north end of Major's Hill park and men are almost constantly sounding warning blasts on the fog horns.

21/10/1899 *Ottawa Citizen* *Ottawa Electric* *Britannia*

Messrs. Heney and Smith, who have the contract for constructing the Ottawa Electric Railway company's extension to Britannia, are rushing that contract on to an early completion. The undertaking was commenced on September 8th. Though it was agreed to have it completed by Nov. 7th, that date is likely to be exceeded by a couple of weeks. Even this, however, will involve very speedy construction. By Nov. 10th the four and a half miles of track will be entirely laid and part of the ballasting done; by the end of the same month the whole work will be completed. Besides the mileage under the contract, Messrs. Heney and Smith have had to build one and a quarter miles of track into the gravel pit. Along the route there have been encountered some engineering difficulties. At Holland's farm some 30,000 yards of grading through gravel and boulders had to be performed. At Westboro, near Cole's farm, there was a cutting in rock of between ten and twelve feet, and a filling on an average of fourteen feet. One mile of the track is already laid at the Britannia end and yesterday men started to lay the ties at the Experimental farm. There are under employment 285 men, 45 teams and 42 carts. John Smith is the walking boss, Neil McCorney the time-keeper and Duncan Garley the track layer.

23/10/1899 *Ottawa Free Press* *Ottawa Electric* *Britannia*

Description of progress on the Britannia line.

--A half mile track has been laid at Britannia to the gravel pit to obtain ballast. A C.P.R. locomotive, thirty one flat cars, a ballasting plough and a steam shovel have been procured for ballasting as soon as track enough is laid to operate the two trains, which the flat cars will form--

23/10/1899 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Works (Limited) has received a large order for cars from a large American syndicate of contractors, of which Mr. J.A. Powers, of Troy, N.Y., is the head man. Mr. Powers is superintending the erection of an electric road at St. Catharines, and has ordered four fine cars of the same design and construction as the Britannia cars. The Ottawa Car Company secured the preference over all American car builders owing to the excellence and up-to-date build of their cars. An extension is now being erected to the car construction shop, which will make the full depth of the shop 122 feet. The company expects to have the order from Mr. Powers filled in a couple of months.

The work of installing the new Buffalo blast system of heating and ventilation is going ahead. Contracts have been awarded for the boilers, while the fan and pipes are being made in Buffalo. The new heating system will be in operation by the middle of November.

24/10/1899 *Eastern Ontario Review* *Canada Atlantic* *Casselman*

Casselman

Mr. Coupel has just entered upon his contract to supply the tank with water. This is a new arrangement as up to the present the company have had their own pump house engineer.

Mr Lisle Rice, who has had charge of the C.A.R. pumphouse here for several years leaves for Ottawa this week, where he intends taking up the machinist trade, He will work in the C.A.R. shops there.

Mr Dewar who has been in town for the last three months superintending C.A.R. works, has left, the work having been completed.

26/10/1899 *Ottawa Citizen* *Belleville* *Perth car shop*

Perth. A number of men is engaged extending the waterworks to the C.P.R. car shops. When the work is completed the shops will have first class fire protection.

27/10/1899 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

Work is progressing very slowly on the Great Northern bridge over the Ottawa here, the depth of water and swift current is giving much trouble.

27/10/1899 *Renfrew Mercury* *Winchester* *Smiths Falls*

The old coal chutes at the C.P.R. are being torn down and new ones erected nearer the round house. A lot of expensive improvements are being made about the C.P.R. yards here. - Smiths Falls News.

27/10/1899 *Renfrew Mercury* *Pontiac & Pacific Junction*

The Pontiac Railway Company, which is anxious to complete its branch between Aylmer and Hull, now under construction, were looking for twenty-five men last week, in order to prosecute the work with greater despatch. Owing to the scarcity of men this fall the task is somewhat difficult. - Shawville Equity.

27/10/1899 *Renfrew Mercury* *Belleville* *Perth*

There are at present 203 men employed in the carshops. - Perth Courier.

27/10/1899 *Perth Courier* *Belleville* *Perth*

WATERWORKS FOR C.P.R. PROPERTY - the C.P.R. managers have signed a ten year contract with the Water Company here (The Canadian Electric and Water Power Co.) for a supply of water for the carshops, the engine-tank and the station, and workmen are now engaged in digging the main trenches and putting in the pipe. The carshops will be gridironed with waterpipes and well supplied with hydrants, so that for the uses of the shops and fire protection there will be ample provision. The old water-tank at the station will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that the company will require here about 25,000 gallons per day.

27/10/1899 *Renfrew Mercury* *Renfrew* *Arnprior*

There is a rumor in circulation that the O.A. & P.S. company will build a new and more pretentious depot here. The present building did very well in comparison with the old C.P.R. station, but now that the latter company has favored us with such a handsome structure, the rival line is considering the advisability of doing likewise. - Arnprior Watchman.

28/10/1899 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

A new wheel lathem the largest in Canada, is being erected at the shops.

The superstructure of this new addition is complete and the men are now engaged in putting on the gravel roof. It was hardly expected that the superstructure would be up before the snow fell, but owing to the lack of space the work was rushed to completion and the engines will be housed there next week. This work on the new offices and store houses is being rushed and the superstructure is going up fast.

At the yards, the work is almost finished, the ground now being almost level, and the additional tracks have been laid. The filling in is complete.

28/10/1899 *Ottawa Free Press* *Renfrew* *Galetta*

At Galetta, the company have increased their yard capacity by the addition of a new siding. This also makes it more convenient for shipping.

28/10/1899 *Ottawa Free Press* *Hull Electric* *Aylmer*

--Mr. Ritchie (ex-mayor of Aylmer) states that it is now settled that the Hull electric company will continue to give service on Main street, and not remove their tracks as proposed. --

02/11/1899 *Ottawa Citizen* *Montreal and Ottawa*

--Here where the workmen cling like flies to the face of the cliff below Major's Hill park and opposite the foot of the locks, picking away and blasting the time work rock, a veritable mare's nest was found a short time since. --

Very flowery

picks struck massive masonry--

four large slabs of dressed stone placed in position as though sealing the mouth of a cave, treasure house or tomb.--

disclosed only a very small chamber, empty as a melon patch after a Negro festival--

Spring of clear bubbling water--

--this was Colonel By's spring, which in the early days of Bytown, was known far and wide for the purity of its crystal stream.--

-- the steam engine and flat cars are expected today.

The work has been greatly delayed on account of the contractor's inability to secure cars. This has been owing to the car famine which exists on all railways. The track laying for the whole four and a half miles is about half done. The ballasting will now be proceeded with.

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A line of track has been laid from the Britannia end of the line to the big gravel pit. After the rails are all laid the construction of the electric portion of the road will be undertaken.

03/11/1899 *Renfrew Mercury**Chalk River**Almonte*

Mr. J.W. Munro has been awarded the contract for building the new C.P.R. station at Almonte. - Pembroke Standard.

03/11/1899 *Ottawa Citizen**Renfrew**Bank Street*

An effort will be made shortly by the residents of the southern section of the city to have a local station established on the Parry Sound railway at Bank street. At present the people of this district are put to a great deal of inconvenience by being carried past their destination down to the Central depot. A station at the Bank street crossing, they feel, would not only be very advantageous as a conservator of time, but it would go a long way towards building up a portion of the city at present only sparsely populated. They intend, therefore, to petition the Canada Atlantic company at an early date to have a depot erected as indicated.

04/11/1899 *Ottawa Citizen**Maniwaki*

The Ottawa and Gatineau Valley railroad will continue all winter the work on the extension of its line from Gracefield to Maniwaki. There is a great deal of rock cutting and blasting to be done and the cold weather will not interfere with such operations. From Gracefield about five or six miles of grading is well under way and by next fall it is hoped that the iron horse will make its appearance in Maniwaki and the northern districts of Quebec, one of the finest resorts in the country for tourists and sportsmen, but unfortunately handicapped for want of proper railway facilities.

04/11/1899 *Ottawa Citizen**New York Central*

The freight terminal question is a problem that the Ottawa and New York railway is experiencing considerable difficulty in solving. At the present time, or until the bridge over the St. Lawrence at Cornwall is completed and through communications with New York is established there is perhaps no urgent necessity for freight terminals, but in the meantime, if the company had the property, it would proceed with the erection of its car shops, which would give employment to Ottawa labor and, incidentally, add to the prestige of the capital as a railway center. When the O. & N.Y. people proposed to enter the Central Depot it acquired suitable property for its freight terminals near the property of the Canadian Granite company. The road, however, has been unable to gain access to the property and has since turned attention to another site in Ottawa East and instituted proceedings of expropriation. In this, however, it has been defeated and matters are now at a standstill although the company is naturally anxious to secure a site and has a large amount of money to spend in its proper equipment. Work on the bridge at Cornwall is proceeding very satisfactorily but the job is a big one and the thorough manner in which the work is being done, considerable time must necessarily be occupied.

06/11/1899 *Ottawa Citizen**Pontiac & Pacific Junction*

The Pontiac and Pacific Junction Railway company is rebalasting its road at different points between Aylmer and Shawville with the intention of making it uniformly even and easy for travel. Work on the extension between Aylmer and Hull is being proceeded with at a very satisfactory speed and when the line is completed, which will be early in the year, it is proposed to provide a much better and faster train service than at the present time. Instead of only one train a day there will likely be two each way, especially in the summer months, the arrangement being similar to that on the Ottawa and Gatineau road. The masonry work on the Interprovincial bridge is now about done and iron for the basic superstructure has arrived and will be placed in position. Fort Coulonge - it is rumored the C.P.R. will shortly acquire the Pontiac and Pacific Junction Railway in order to shorten the distance between Pembroke and Ottawa.

08/11/1899 *Ottawa Free Press**Pontiac & Pacific Junction**Aylmer*

Mr. Robt. Bradley, late inspector for the city on the asphalt pavements, took a gang of fifty men up to Aylmer this morning to work on the extension of the P. & P. J. railway from Aylmer to Hull. Mr. Bradley will have charge of the grading, track laying and ballasting of part of the road.

09/11/1899 *Ottawa Citizen**Maniwaki*

A party of 18 Italians left Hull on Tuesday night for Gracefield, where they will engage in the construction work of the Ottawa and Gatineau Valley railway. This will make a gang of over 50 men engaged on the work. Progress is slow owing to the rough country.

09/11/1899 *The Record, Chesterville**Belleville**Perth car shop*

The CPR have signed ten year's contract with the Canadian Electric and Power Co. of Perth, for supply of water for the car shops, the engine tank and station, and workmen are now engaged in digging the main trenches and putting in the pipes. The car shops will be gridironed with water pipes and well supplied with hydrants so that for the uses of the shop and the fire protection there will be an ample supply. The old water tank, now at the station, will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that at Perth the railway company will require 25,000 gallons of water per day.

10/11/1899 *Ottawa Journal**Montreal and Ottawa*

The CPR has decided on building a spur line from a point up near Dalhousie Ward on the old St. L&O Railway tracks to the new CPR roundhouse at Hurdman's Bridge. The work of construction will shortly commence. The tracks of the new line will run down across Dalhousie Ward, through Ernest and Clemow Street, across Patterson Creek, along George Street (Stewarton) back of the Metropolitan grounds, and will strike Ottawa East at the canal on the Patterson property, north of the Graham property, will run down between the O'Gara and Graham properties, through McDermott's and Lees premises to the roundhouse. This will necessitate the filling in of part of Paterson's Creek, and the construction of a new railway bridge across the Canal.

The railway company has purchased the right of way through some of the necessary properties and secured options on the rest. The right of way alone will cost between \$60,000 and \$70,000.

The new line will be built for the purpose of shortening the distance between the CPR roundhouse on Richmond Road to the roundhouse at Hurdman's bridge, which will be used for housing the engines of the short line between Ottawa and Montreal. A shortening of distance to the extent of about 12 miles will thus be effected.

10/11/1899 *Eastern Ontario Review**Vankleek*

The trial of two little boys summoned by the C.A.R. detective for throwing stones at passing trains, was laid on Friday last before the local magistrates. Owing to the extreme youth of the boys they were allowed to go under suspended sentence on their fathers paying a fine of \$2 each and the costs of the case. Mr. Donaldson of the C.A.R. appeared on behalf of the company, but owing to the boys being so young did not press the case.

10/11/1899 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Reeve Flood has been examining the road leading to the C.P.R. station this week. He will endeavor to have some repairs made if the C.P.R. company will lend some assistance.

13/11/1899 Ottawa Citizen Tramway Eddy, E.B.

The E.B. Eddy Co. of Hull has decided to purchase another locomotive for use in its yards, the present one not being of sufficient capacity.

13/11/1899 Ottawa Citizen Pontiac & Pacific Junction

The Pontiac and Pacific Junction Railway company has decided to expropriate a portion of the property of Mr. M. Mulligan of Aylmer, in the extension of its line to Hull. The property is situated to the south of the old C.P.R. road. An adjoining lot belonging to Mr. Ritchie will also be expropriated and right of way established as far as Deschenes. There will probably be arbitration over the company obtaining a quarter-mile strip of land belonging to Messrs. Conroy and situated east of Deschenes and which property now divides the two branches of construction.

14/11/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric

Thomas Whitely, an employee of the Metropolitan Electric company, was seriously hurt at the Britannia construction works this morning. The unfortunate man, whose place it was to look after a small shunting engine, was caught between the engine and a large pile of wood standing near the track. --injuries, hospital etc.

17/11/1899 Renfrew Mercury Belleville Perth

The C.P.R. carshops here are turning out seventy box cars per week, or over eleven each day. - Perth Courier.

17/11/1899 Renfrew Mercury Renfrew Eganville

The O.A. & P.S. railway company, not having room for the amount of freight handled, have commenced the erection of an addition to the freight shed at the depot here. It is our opinion that if the C.P.R. does not build a station here the O.A. & P.S. shed, even with the addition now being added, will not be able to hold all the freight. - Eganville Star.

17/11/1899 Eastern Ontario Review Vankleek Dalkeith

A car loaded with cheese ran off the switch here one evening this week. At traintime a crowd, large enough to eat the contents gathered to run it on again. The engine, did not, however, require their assistance.

17/11/1899 Renfrew Mercury Tramway

While at work in the canal last week the dredge Otomac struck some unusual obstacles in the bed of the canal. The dippers scraped and scratched, and the vessel strained from stem to stern. But the snag had to come. Judge the crew's surprise when when there was brought to the surface rail after rail, thirty feet long, bent and twisted into every shape, then some cars came up next; in fact the whole paraphernalia of a construction train except the engine. The dredge men were puzzled over the strange haul they had made, some arguing that the presence ages ago of some prehistoric race which had use dthe railroad in an attempt to make of Point Iroquois an island: others scout this poetic view, and define the discovery of the remains of the plant used by the deceased Elliot Brothers, when the canal was first constructed in the middle of the century; while one matter of fact fellow suggested that it might be the railroad and rolling stock of the Gilbert Dredging Company, which has been submerged in the flood that filled the dry canal last spring. - Iroquois News.

17/11/1899 Renfrew Mercury Chalk River Arnprior

The new C.P.R. depot will soon be ready for occupation. - Arnprior Watchman.

17/11/1899 Eastern Ontario Review Canada Atlantic Alexandria

The C.A.R. fast train left the track at Alexandria last Monday (13/11) owing to the switch breaking. The coaches and track were damaged but no passengers were injured.

17/11/1899 Ottawa Citizen Pontiac & Pacific Junction Aylmer

Mr. John McGovern has sold his property here near the Aylmer station to the P. & P. J. Co. The company was obliged to purchase the property in order to procure the right of way for its new line to Hull.

18/11/1899 Ottawa Free Press Locksley Golden Lake

The gaining of control of the Pembroke Southern has greatly increased passenger and freight traffic. The company will build two flag stations along the road as at present there are but few stations, and the farmers have to drive a long distance to ship their produce to markets. A new station will also be erected at Golden Lake. Mr. Wm. Sparling, of Pembroke, has been given the contract.

18/11/1899 Ottawa Free Press Ottawa Electric Britannia

The work on the Britannia extension is going ahead with a rush. A steam shovel is at work about half a mile southwest of the terminus at Britannia. The shovel loads a flat car every minute and two trains of flat cars are at work. The ballasting has commenced from the end of the western terminus. The track laying and grading is nearly completed for the whole length of the line. Ballasting is now the principal work.

18/11/1899 Ottawa Citizen New York Central Russell

Russell. The directors of the O. & N.Y. railway have promised to deliver over 30 car loads of gravel to Russell station for the improvement of the road from the station to the town and are now making good their promise. A number of car loads have been delivered already and more are to come on Thursday. The townspeople are drawing it from the station on to the road gratis.

18/11/1899 Ottawa Citizen Tramway Ironsides

Smelter to be erected at Ironsides in connection with the reopening of the West Hull iron works. -- the necessary plant, consisting of hoisting engines, derricks, tramways etc. will be installed at the mines forthwith by J.H. Retford & Co. of Cleveland, Ohio--

20/11/1899 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Car Works will be even busier than ever this winter. The order for four long cars for the St. Catharines and Niagara river road has been duplicated so that the company will have to manufacture eight cars of the same style as those now being turned out for the Britannia line. The Hamilton and Grimsby road, which recently ordered two cars from the company, sent word this week increasing their order to four. This speaks well for the excellence of the cars turned out in Ottawa.

22/11/1899 Ottawa Journal Ottawa Electric Britannia

The steam shovel in use at Britannia by the Ottawa Electric Railway for taking out ballast for the Britannia extension is the largest of its kind used around here. The other day it was timed and filled ten flat cars with box sides in ten minutes.

Two locomotives and about forty cars are in use ballasting the line and it is expected that by Thursday one of the tracks, the work of laying which has been going on from the other end will be joined, finishing the connection between Ottawa and Britannia. About two hundred men are now employed rushing the work, which will be completed as soon as possible.

23/11/1899 The Equity, Shawville Pontiac & Pacific Junction

It is gratifying to note the improvements that are being made to the line of the P. & P. J. Railway, in the way of placing new ties, renewing culverts, ballasting, etc. For some years past the road has been somewhat neglected, and the work of repairing it has been undertaken none too soon. --

23/11/1899 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Street Railway company this week placed an order with the Ottawa Car company for four new open cars which will be run next summer over the Britannia line.-- Another order has also been placed for a long closed car. This will make the rolling stock of the Britannia extension consist of five open and four closed cars.

24/11/1899 Ottawa Citizen Hull Electric Hull

Workmen are engaged elevating the tracks of the Hull Electric railway where they are laid alongside the tracks of the Ottawa electric railway at the Hull depot on Bridge street. The change in the level of the tracks was made necessary, as the grade before was such as to prevent the Aylmer cars running into the depot in safety. A serious accident was narrowly averted six weeks ago, since when the Aylmer cars have stopped on the opposite (side) of Bridge street. Now, however, they will be run alongside the depot where the Ottawa cars stop.

24/11/1899 Eastern Ontario Review Vankleek Hawkesbury

The stage line between here (Hawkesbury) and Vankleek Hill will be established at once. The stage will meet all C.P.R. fast trains and will carry passengers, express and baggage. Mr. D. Themens will operate it.

24/11/1899 Ottawa Journal Ottawa Electric Ottawa Car

Two closed cars for use this winter on the Britannia extension of the Ottawa Electric Railway are nearing completion at the works of the Ottawa Car Co. They will be as fine as any cars used on any electric road. Includes a detailed description.

24/11/1899 Eastern Ontario Review Vankleek Vankleek Hill

The C.A.R. depot presents a busy sight now nearly every day. Messrs. Revary and Vrevier are shipping large numbers of cattle and Mr. John Node is having large quantities of hay shipped.

25/11/1899 Ottawa Citizen Pontiac & Pacific Junction Interprovincial Bridge

The first of the iron work for the Interprovincial bridge of the P. & P. J. and O. and G. railways will be placed in position early next month, and the structure, which has been under construction so long, will then more than ever take the form of reality. The Dominion Bridge Company, of Montreal, which has the contract for the manufacturing of the iron work, has sent up six barge loads, and the stone work in the river and on the Hull side are in readiness to receive it. At the present time rails are being laid on the Hull side to facilitate the easy transportation of the heavy iron work from the C.P.R. north shore line to the bridge. The iron work is of a heavy type, built to withstand almost any pressure, and the task of erecting it will be by no means an easy one. The preparatory work, which is mostly being carried out on the Quebec side, is progressing very satisfactorily.

27/11/1899 Ottawa Citizen Pontiac & Pacific Junction Aylmer

A gang of men was busily engaged on Main street on Thursday afternoon in laying the crossing for the new line of the P. & P. J. Railway. While preparing for the evening train on Thursday afternoon one of the P. & P. J. locomotives was delayed about half an hour owing to a farmer from Black Bay having had the misfortune to upset a load of hay on the railway crossing on Victoria street.

27/11/1899 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

A great many people yesterday visited the construction works of the Interprovincial Bridge on the Hull side. Details of wooden structures supported by four scows. The Hull Electric Company have built a spur line from Laurier Avenue to the bridge for the unloading of the iron. No expropriation has been made in Hull yet.

27/11/1899 Ottawa Citizen Tramway Perley & Pattee

The maxim that "it never rains but it pours" had a singular interpretation this morning at the Perley lumber yard alongside the Ottawa river off Wellington street from Pooley's bridge. At one side of the tramway which leads from Wellington street to the docks along the Ottawa lay a horse which had dropped 20 feet from the bridge alone and on the other side was Godias Pelletier of Hull who tumbled from the same place about an hour later. The horse was dead but Godias was still in the ring though considerably battered from contact with planks and stones which lay around the place on which he fell. -- The horse was owned by Mr. George Kingsbury of Victoria avenue and was one of a team which was being driven by J. Brooks down to the docks to unload a lumber barge. Brooks had proceeded to where the tramway branched into two roads and had taken that to the left instead of the one to the right, which he should have taken. The yard foreman was present and told him that the proper road to the docks was to the right. Brooks then attempted to back up his horses, but evidently made a slight slip in calculating where the tail end of the wagon was heading for as it went over the side of the tramway. Brooks still sat on the wagon and urged the team forward, but the wagon continued its downward course, and not till he was within a couple of feet of going over did the driver jump. The wagon and team went over the side and struck the earth and pieces of broken plank 20 feet below with a crash. One of the animals struck its head on a plank which projected from a pile and was killed instantly. The wagon was lying on top of the other, but when released, the animal got up and was apparently only lightly injured. Pelletier was a shipper employed in the yard and walked down the tramway about an hour after the horse had the tumble. He stopped at the other side of the tramway to look over and losing his balance went down head first. The place where the team went over is the exact spot in which Alexander Crepin met his death over a year ago while driving a load of lumber down the tramway. Crepin's wagon went to the side on which Pelletier fell over.

28/11/1899 Ottawa Journal Ottawa Terminal

CPR have acquired the land to run a line along Paterson's Creek and under Bank and Elgin Street. CAR should also run in the same corridor - would do away with the need for subways.

29/11/1899 Ottawa Journal Ottawa Terminal

Railroads negotiating. CPR wants to use CAR tracks - otherwise will use Paterson's Creek.

29/11/1899 Ottawa Journal Britannia Power Canal Metropolitan Electric

Ten Engines at Work - But the Rock Cutting on the Metropolitan Canal is Slow Work
Ten engines are at work in different parts of the Metropolitan Electric Co.'s work at Britannia and a couple of rigs are required all the time to draw coal for operating the engines. About two hundred men are at work and the rock cut in the canal is a little more than half finished. There is still a great amount of cutting to do and the work is so large that the progress seems slow. A Britannia resident who has been watching the progress of the work during the winter says that the balance of the cutting cannot be finished this winter.

29/11/1899 Ottawa Journal Ottawa Electric Britannia

The rails for the second track of the OER extension to Britannia have been laid and the ballasting is being rushed as fast as forty cars can be loaded and drawn off by two locomotives. The work of planting the trolley poles is going ahead also and it is anticipated that the line will be in operation before Christmas.

30/11/1899 *Ottawa Free Press* *Ottawa Electric*

Incident involving car No. 21.

30/11/1899 *Ottawa Citizen* *Ottawa Terminal*

C.P.R. seeking right of way across city - opposition to a second crossing of Bank street.--

30/11/1899 *Ottawa Citizen* *Ottawa Electric*

Accident involving car No. 21.

01/12/1899 *Ottawa Free Press* *Pontiac & Pacific Junction*

The work of grading the roadbed on the Pontiac and Pacific Junction Railway between Deschenes and Aylmer was completed last night, and the laying of rails will be proceeded with at once. The latter will take about two weeks to complete.

Mr. Francis A. Hibbard, chief engineer, informed the Free Press today that the accomplishment of the large amount of work performed was due to a great extent to the favorable weather conditions during the past couple of months for railway construction. It was not likely the work of construction between Deschenes and Hull would be proceeded with this season, although some of the rock along the route might be blasted out during the winter.--

01/12/1899 *Ottawa Citizen* *Ottawa Terminal*

C.P.R. secures right of way from Rideau Canal to Preston street via Patterson's Creek.

01/12/1899 *Eastern Ontario Review* *Montreal and Ottawa*

A fast train went over the C.P.R. short line Sunday. The company think that the engineers are not making the best time possible on these trains, so an inspector was sent over the road to make a test.

01/12/1899 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

The C.A.R. intends to put in more sidings here for the accommodation of the many shippers

01/12/1899 *Renfrew Mercury* *Pontiac & Pacific Junction*

It is gratifying to note the improvements being made to the line of the P. & P. J. Railway, in the way of placing new ties, renewing culverts, ballasting, etc. For some years past the road has been rather neglected, and the work of repairing it has been undertaken none too soon. With the Aylmer division completed and the bridge at Ottawa open for traffic a great improvement will have been accomplished on the present method of getting freight into and out of Ottawa.

01/12/1899 *Ottawa Citizen* *Pontiac & Pacific Junction* *Aylmer*

Aylmer. Mr. J. Maloney, our former popular skating rink manager has been appointed by Mr. J.R. Beamer [sic] to attend to the new flag station, which has been built here, where the new line of the P. & P. J. crosses the electric company's tracks.

02/12/1899 *Ottawa Citizen* *Ottawa Electric*

Accident to car No. 50.

02/12/1899 *Ottawa Free Press* *Ottawa Terminal*

Mr. George E. Kidd, the barrister, has a bright idea to solve the difficulty of level crossings in connection with the entrance of the C.P.R. He suggests that the line be extended from the connection at Daen's [sic] Lake along Centre street to the Exhibition Grounds.

This would cause it to traverse a ravine and no level crossings would be required. There is a large indentation along this district and this would make a splendid natural entrance.

Mr. Kidd says the Canada Atlantic Company should be forced to go in that direction also and remove its tracks from the heart of the city.

The tracks would also be of great benefit to the Exhibition, as all stock and exhibits could be unloaded directly at the ground.

02/12/1899 *Ottawa Citizen* *Maniwaki*

The Gatineau railway company has nearly completed about eight miles of grading on its extension from Gracefield to Maniwaki and the work of stone cutting and blasting will be continued during the winter months.--The company proposed to have three stations between Gracefield and maniwaki, one at Bouchette and the others on the Blue Sea Lake which is a favorable resort for sportsmen.--

04/12/1899 *Ottawa Free Press* *New York Central* *Sussex Street*

A loaded coal car owned by the O. & N.Y. railway ran off the track near the old St. Lawrence and Ottawa railway station and tore up several yards of tracks.

04/12/1899 *Ottawa Free Press* *Ottawa Terminal*

Article on C.P.R. plan to enter the city.

05/12/1899 *Ottawa Citizen* *Pontiac & Pacific Junction* *Aylmer*

Engaged on the construction of the Pontiac and Pacific Junction Railway at and near Aylmer are about 50 Italians.--housed in comfortable vans convenient to their work--

On Sunday last the Italians gathered in a van as is their wont to hold a general good fellowship meeting. One of the members entertained his fellow laborers by reading the war news from the Citizen-- all joined in the singing the National Anthem--

08/12/1899 *Ottawa Free Press* *Ottawa Electric* *Britannia*

Work on the extension of the electric road to Britannia is going ahead. The laying of the double tracks has all been completed with the exception of 300 or 400 yards. The principal operation now consists of putting up the poles for stringing the wires. The engine and trains of flat cars are kept busy carrying gravel.

11/12/1899 *Ottawa Citizen* *Pontiac & Pacific Junction*

The P. & P. J. Railway company has its new line completed as far as Deschene, a distance of about three miles. They do not intend to lay any more rail before spring.

13/12/1899 *Ottawa Free Press* *Canada Atlantic* *Maria street*

With a terrific crash a massive iron chimney fell from the roof of a new boiler house just constructed by the C.A.R. company near Maria street bridge, at about a quarter past one o'clock today, tearing away a part of the building and smashing the derrick and other apparatus. The men were engaged in lifting the chimney and putting it in position at the time. They had almost got it perpendicular when orders were given to lower it a little in order to swing the bottom to the correct position. No sooner had the men commenced to comply with the order than the whole thing commenced to sway. The next moment the heavy derrick smashed and the chimney fell with great force. In the end it was twisted and bent to such an extent that it will have to be repaired at the factory.

Fortunately no one was hurt in the accident.

13/12/1899 *Ottawa Citizen*

New York Central

The case of Lees v. the Ottawa and New York railway company was the most important one on the docket. It was taken up before a jury and finished yesterday afternoon. In the case, Mr. W.A.D. Lees, a barrister of this city, sued the railway for \$49 the amount of fares paid by him for passage between Ottawa and Russell. He claimed that on account of its tolls not being approved by the governor-in-council the railway had no right to charge him fare, but should carry him for nothing until such time as the rules were regularly sanctioned. This was not done, however, until recently, owing to the inactivity of the railway committee of the privy council, the road having made application for such approval a year or so ago. The defending company claimed that, while according to the technical construction of the law, it did not have the right to collect fares, it was entitled to retain them when the passengers voluntarily paid for their tickets, and this Mr. Lees had done. The rates charged were the same as on the C.A.R. system and lower than on some sections of the O.A. & P.S.R. division. Judge Mosgrove decided that the matter was purely a question of law, and took the case from the jury, entering judgment for the plaintiff, for the amount claimed, with costs. He declined to entertain the contention of the defending company that when the passenger voluntarily paid his fare, before the tolls were approved, the railway was entitled to retain it.

The railway company will immediately appeal from the judgment.

Also covered in the Ottawa Free Press, same date.

14/12/1899 *Ottawa Free Press*

Pontiac & Pacific Junction

On the Pontiac and Pacific Junction Railway the work of construction is practically completed from Hull to Deschene. From the latter point to Aylmer rock excavation will also be carried out (this winter).

14/12/1899 *Ottawa Free Press*

Maniwaki

Mr. Guy C. Dunn, chief engineer of the Gatineau Valley railway, informed the Free Press today that it was the intention of the company to go ahead during the winter with the excavation of rock on the route of the extension of the road between Deschenes and Maniwaki [sic]. The principle work of this character is in the vicinity of Pilne Sea Lake and the surveys and other preliminaries for the work are now being attended to by Mr. Hazen, engineer, and a staff of assistants.

14/12/1899 *The Record, Chesterville*

New York Central

There is probability within the next year that the Ottawa and New York Railway will be taken over by the CPR. The enterprise of the latter road and the desire to extend its powers is well known. Speaking of the matter a leading official of the O&NY Railway stated that at present no negotiations were in progress, but the acquisition of the road by the CPR would not be an unreasonable proposition, nor was there any reason why the line should not be disposed of.

14/12/1899 *Ottawa Free Press*

Montreal and Ottawa

Interprovincial Bridge

The work on the construction of the approaches to the Interprovincial bridge will go on during the winter months so that they may be expected to be advanced pretty well to completion during the springtime.

The Dominion Bridge Company have just finished building two trusses on the Hull side ?? erected on barges, and the work on the superstructure will be started upon the arrival of the next consignment of iron from the company's establishment. Mr. H.D.N. Bush is the resident engineer for the work and Mr. Findlay superintendent.

14/12/1899 *Ottawa Free Press*

Canada Atlantic

Maria street

The large iron pipe which fell from the roof of a boiler house of the C.A.R. near Maria street bridge yesterday afternoon, while in the course of erection, was promptly removed from where it fell to the factory to be straightened out and repaired.

15/12/1899 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

The C.P.R. have shipped 14 car loads of gravel to the station here for the purpose of making a road from Vankleek Hill to the depot. The township of West Hawkesbury have had men at work this week drawing the gravel. It is thought that when this is properly spread the road will be made tolerably good.

16/12/1899 *Ottawa Citizen*

Renfrew

Golden Lake

Golden Lake. Work has commenced on the erection of a new station at Golden Lake on the Parry Sound division of the C.A.R. It is now the junction of the main line and the Pembroke Southern Railway, which was taken over some time ago by the C.A.R. and is being operated very successfully.

19/12/1899 *Ottawa Citizen*

Ottawa Electric

Britannia

The first car over the Ottawa Electric railway extension to Britannia was run out yesterday by Mr. J.E. Hutchison [sic] superintendent of the system, and Mr. T. Ahearn. The car was taken directly from the sheds and run to Bakers bush within about a mile and a half of Britannia. The road bed was found in good condition and the part of the road which is yet under construction will be completed in a short time.

Also covered in the Ottawa Free Press, same date.

20/12/1899 *Ottawa Citizen*

Pontiac & Pacific Junction

Hull

During the winter construction operations on the P. & P. J. railway extension from Aylmer to Hull will be conducted at the large rock cut near Hull. Ballasting and track laying will be resumed in the spring. Although no plans have been submitted it is likely the Hull station will be erected near Laurier avenue, where the P. & P. J. railway and the Ottawa and gatineau Valley railway come together at the approach to the Interprovincial bridge.

22/12/1899 *Ottawa Citizen*

Pontiac & Pacific Junction

Aylmer

The P. & P. J. railway company is having a new turntable built here. It is a great improvement on the old one and adds greatly to the looks of its premises.

28/12/1899 *Ottawa Free Press*

Ottawa Electric

Britannia

Mr. Edward A. Evans, chief engineer and manager of the Quebec city, railway light and power company, is in the city and yesterday afternoon was taken over the greater part of the Britannia line in one of the handsome new cars. At 3 o'clock the car left the post office. Superintendent Hutcheson was at the controls and on board were President Thomas Ahearn, Messrs W.Y. Soper, Roberts Allen, Ed. A. Evans, G.H. Perley, Inspector Ingram and a Free Press representative. The new car, which is 40 feet long, being 10 feet shorter than the three other Britannia closed cars, ran with perfect satisfaction. The trip over the extension was made as far as Bake's Bush - about a mile and a half this side of Britannia.

The trolley wire has now been temporarily strung to this point on one of the poles and notwithstanding that alignment of the rails has not been made as yet and the overhead wire is only held in position temporarily, a good time was made. The rails were practically all laid for the double track and the work of ballasting is being proceeded with. The greatest grade, which is only a three percent one, is at Holland's cut.

The view from the car along the route is a charming one and a magnificent perspective is also obtained of the Ottawa river. The line of vision is not impeded, the centre pole construction being an important feature. The poles support iron brackets which hold in position the trolley wires. The poles will be painted white, with black butts. The fence posts will also be similarly painted.

On the way back an exciting race took place between the trolley car and the locomotive which, on the other track, was pushing four or five flat cars loaded with gravel. The motor kept ahead for a considerable distance and would have won out had not the trolley pole left the overhead wire near the finish.

The trip back to town was made in about twenty minutes.

The Britannia extension will be in operation at the opening of spring. Contractors Heney and Smith are rushing the work. The road bed, when completed, will be on a par with the rolling stock - the best and most complete possible. The new 1,800 h.p. generator is now being installed in the company's new power house, which will be finished early in the spring. The Britannia cars will all be equipped with electric heaters placed directly under the seats. The electric button, opposite each seat, by which passengers may signal the motorman when they wish to get off, is also an up to date convenience.

28/12/1899 The Equity, Shawville Pontiac & Pacific Junction

During the winter construction operations on the P. & P. J. railway extension from Aylmer to Hull will be conducted at the large rock cut near Hull. Ballasting and tracklaying will be resumed in the spring. Although no plans have been submitted it is likely the Hull station will be erected near Laurier avenue, where the P. & P. J. railway and the Ottawa and Gatineau Valley come together at the approach of the Interprovincial bridge.

29/12/1899 Renfrew Mercury Kingston (CP)

Last week the K. & P. Railroad company added three new steel bridges along the line of the road. These replaced the wooden structures near Robertsville and two between Sharbot Lake and Clarendon. The new bridges are permanent affairs and will resist floods and spring freshets.

29/12/1899 Ottawa Citizen Ottawa Electric Britannia

Henev and Smith are closing down their work on the Britannia line for the winter. A large number of men were laid off last night. Owing to the difficulty of ballasting with frozen gravel it is altogether probable that the work of levelling the track will not be resumed until next spring.