

# Local Railway Items from Ottawa Papers - 1900

**Thursday 01/01/1900 The Equity, Shawville Pontiac & Pacific Junction**

The death is reported at Port Arthur last week of Mr. John C. O'Neil, the well known railway contractor. In company with Mr. Guy Campbell, Mr. O'Neil, it will be remembered, constructed a ten-mile section of the P. & P. J. R.

**Friday 05/01/1900 Ottawa Citizen Ottawa Terminal**

Hintonburg residents are uneasy over the fact that Mr. J.J. Morris of Pembroke, with his assistants, has been engaged in surveying through the center of the village. The survey is said to be in connection with the C.P.R. and the proposed track will run from the C.P.R. west of Queen street, southeast, and then near Concession street, turn straight east and run across the south of the city, either by Paterson's creek or by some one of the streets running east and west to the Central station. The C.P.R. is apparently determined to bring the western passenger trains into the heart of the city in order to compete with the C.A.R. system.

**Saturday 06/01/1900 Ottawa Free Press New York Central**

A correspondent writes the Free Press asking when the Ottawa and New York shops are to be commenced. In order to earn the city's bonus the works must be completed by July 1st, 1900. The correspondent is of the opinion that an announcement should be forthcoming. The general manager of the road was out of town today, but so far as the Free Press can learn, the work is hindered by the delay in reaching an agreement in the railway committee of the Privy Council as to the right of way to the Central Depot. By plans filed at the Registry Office the works are to be built near the head of the Deep Cut, but at present the company is unable to get possession.

The bridge at Cornwall will be finished early in the summer, and the company will need the shops as soon as the entire line is connected and in operation.

**Saturday 06/01/1900 Ottawa Citizen Ottawa Electric**

Two streetcar tracks are being used as far as Sparks street and from there the single track is used as far as Holland avenue.

**Thursday 11/01/1900 The Equity, Shawville Maniwaki**

A G.V.R. locomotive ran over and killed a silver grey fox that was on the track. One of the employees picked it up and received \$100 for the pelt. It again changed hands for \$150.

**Saturday 13/01/1900 Ottawa Citizen Canada Atlantic**

Thirty cars, each forty feet long and with a weight of 70,000 pounds have recently been completed at the C.A.R. car shops for use in Mr. J.R. Booth's log traffic between the upper Parry Sound district and Ottawa.

**Saturday 13/01/1900 Ottawa Free Press Canada Atlantic Central Depot**

The work at the new freight sheds and offices is now all but completed and it is expected they will be ready for occupation within a couple of weeks.

**Saturday 13/01/1900 Ottawa Free Press Canada Atlantic Ottawa East**

The work on the new round house has been completed.

The filling in at Ottawa East and the extension of the yards has been suspended until the spring.

**Saturday 13/01/1900 Ottawa Citizen Renfrew McCauley Central**

A branch line known as the McAulay Central railroad has been built from a point five miles west of Madawaska up to the scene of lumbering operations in the shanties. The line is about ten miles in length and most effectively facilitates the traffic between Ottawa and the lumber camps.

**Saturday 13/01/1900 Ottawa Citizen New York Central St. Lawrence Bridge**

The Ottawa and New York railway has suspended operations on the bridge over the St. Lawrence at Cornwall until spring.

**Saturday 13/01/1900 Ottawa Free Press Renfrew Elgin Street**

At the car shops all the new machinery has been placed in position. The machinery is run by electricity.

The shops have started up again and are turning out three and four box cars a day.

At present the shops are busy fitting up the cars to convey the horses of D battery to Halifax.

**Saturday 13/01/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The winter's work on the Interprovincial bridge and approaches is both interesting to the general public and profitable to the working men engaged thereon. The work along the cliff front is rivaled in point of interest now by that on the bridge proper. On the Hull side of the river the iron work is being placed in position and already the spans rise to an imposing height in the air. The progress during the next few weeks promises to put an entirely different front on the whole structure. Experts on bridge building are engaged on the structure and the ease and confidence with which they work at dizzy heights leaves a great impression on the spectators below. Special machinery has been brought to the aid of the workmen, and the largest girders are handled with comparative ease.

**Monday 15/01/1900 Ottawa Journal Ottawa Electric**

Ottawa to Britannia in an electric car in 25 minutes.

On Saturday, Mr. T. Ahearn, superintendent Hutcheson, Mr. A.A. Dion and a Journal reporter made a trial run over the new suburban line.

The track is laid all the way to the village but the trolley wire has only been strung to a point about half a mile this side - just where the tracks cross Richmond Road. It was to that point that the run was made. From the corner of Bank and Sparks Street to the stopping place the trip occupied 21 minutes. Mr. Hutcheson estimated it would take about four minutes to cover the other mile. Therefore the trip from the city to Britannia village could be put down at 25 minutes.

When the line is in operation it probably will not take as much as 25 minutes, because in the first place the big cars now being built for the service will be more speedy than the one used last Saturday, and in the second place the track will be ballasted which at present it is not.

Probably just at the present time, when shoveling coal into the furnace is the popular recreation, mention of the cool breezes the new line will make possible to sweltering humanity, may not appear quite timely. But the winter is bound to pass, and the hot spells will come again, and then - then the new road will come in for practical discussion.

The new line.

The new line has been laid in pleasant places. Almost all the way the Ottawa River is in sight. The line leaves the city tracks about 200 yards up the spur that runs into Victoria Park. The line runs close to the south side of Richmond Road all the way except for the mile from where it crosses the road till Britannia is reached.

Up to the point where the line crosses the Richmond Road, the run, for a distance of about three miles is through a very picturesque section. There are a number of long grades (and several sharp ones) that give the route a rolling appearance and add zest to the downward runs, for pleasure seeking humanity always likes a spice of danger with its bit of fun. A flying car on a down grade on a hot day is a thing of joy to most people - so long as they feel the chance of accident are only 1 in 1,000.

As to Rails and Cars

Of danger, however, there is not likely to be the one part in 1,000. The rails are extra heavy, 72 pounds to the yard, and the cars will be big 50 foot fellows, On Saturday though the road was not graded, and the car used was only a 38 footer, and one used for late night service from the CPR station, the motion was delightfully even. When the road is put in proper shape and the regular cars are on, the travelling should be a pleasure. The cars being built for the line, will be provided with what is known as swing motion trucks - trucks which prevent the car from feeling the sideward jars and thus make progress so much more steady. The cars will be built much like regular railroad cars. They will be handsomely upholstered and finished in oak.

A feature of the road is the straightness of the trolley poles. There are 350 of them set 80 feet apart. They will be painted white.

A chance for capital.

In connection with the opening of the new road a suggestion may be offered for idle capital. Now that electric cars are about to connect Britannia with Ottawa with a frequent service, low rates and stops at way points, there will likely be a demand for summer residences all along the route as has been the case around Montreal.

Between Hintonburg and Britannia there are many lovely spots overlooking the Ottawa River. The land is high and dry and at many points there are clumps of woods. Beyond Westboro (Skeads Mills) there are many desirable spots.

Some time ago, a director of the electric railway, at a board meeting suggested that the company should invest in land and erect a number of cottages for renting. The idea was considered an excellent one, but it was decided to leave such matters to private capital and enterprise. Capital and enterprise therefore have the floor. It is lot likely the hint will go astray.

Special and local

It is the intention of the company to run two sorts of cars "through" and "local". The first as the name implies will run to Britannia without stops, The other will be for the use of the suburbanites.

**Monday 15/01/1900 Ottawa Citizen Canada Atlantic Central Depot**

Special train takes volunteers for the Boer War. Major Hurdman. Full account. Fifteen car train bound for Halifax.

**Thursday 18/01/1900 Ottawa Citizen New York Central Ironsides Milling Co.**

Ironsides Milling Co. -- Mr. C.B. Hibbard, who is the head of the enterprise, is the late manager of the Ottawa and New York railway

**Friday 19/01/1900 Ottawa Free Press Ottawa Electric Ottawa Car**

The third of the new closed cars, for the Britannia extension, has just been turned out by the Ottawa Car Works, and are to be delivered to the Street Ry. Company. Detailed description.

**Saturday 20/01/1900 Ottawa Citizen Pontiac & Pacific Junction**

On the Pontiac and Pacific Junction Railway, which is under the same management as the Ottawa and Gatineau, the passenger list numbered 49,368, an increase of 3,000 over 1898. The line of this road is being extended from Aylmer to Hull and the work, which was commenced last fall, is about completed as far as Deschenes and will soon be finished after the opening of spring, thus furnishing direct communication with the Interprovincial bridge, the first span of which is now in position.--

**Saturday 20/01/1900 Ottawa Citizen Ottawa Terminal**

In an effort to meet city council's wishes C.P.R. is looking for a line next to C.A.R. track.

**Monday 22/01/1900 Ottawa Citizen Ottawa Electric Britannia**

Britannia. Heney and Smith have been awarded the contract for building the pier for the Ottawa Electric railway here. They expect to commence next month.

**Friday 26/01/1900 Renfrew Mercury Chalk River Cobden**

The C.P.R. have workmen employed on the renovation of the station here. - Cobden Sun.

**Saturday 27/01/1900 Ottawa Citizen New York Central**

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

**Saturday 27/01/1900 Ottawa Citizen Renfrew Graham Bay**

The CAR has commenced the erection of a new station at Graham's Farm on the Richmond Road where the line crosses that thoroughfare.

**Saturday 27/01/1900 Ottawa Citizen Ottawa Electric Britannia**

At 2 o'clock yesterday the first electric car reached the village at the C.P.R. station. The men expect to have the trolley wire and cross arms all put up today. Though this is one of the worse days of the season the men are working on the poles showing how anxious the company are to get the line in running order. There will be a car daily each way now for the working men. The men are also stringing a wire for the lights.

Also covered in the Ottawa Free Press, January 29, 1900. - arriving at Britannia station the party was photographed and immediately returned.

**Tuesday 30/01/1900 Ottawa Citizen Ottawa Electric Ottawa Car**

The Ottawa Car Company has commenced the construction of four large open cars for use on the Britannia extension this summer. Each of the cars will be fifty feet in length and will be of a style and will be entirely different from any ever used in Canada. They will each be fifty feet long with an accommodation for sixty passengers and the seats will be arranged on both sides with an aisle in the middle, just the same as an ordinary railway coach. The sides will be open with a heavy wire net covering the lower portion of both sides of the car. The new cars will be ready for use early in the summer.

**Tuesday 30/01/1900 Ottawa Journal Ottawa Terminal**

It is said Patterson Creek route will be adopted by CPR.

**Wednesday 31/01/1900 Ottawa Citizen Sussex Street Rideau River bridge**

Work on the new C.P.R. bridge over the Rideau River below St. Patrick street was commenced on Monday. A large gang of men is engaged at work.

**Friday 02/02/1900 Renfrew Mercury Renfrew Arnprior**

A large addition is being built to the O.A. & P.S. station. - Arnprior Watchman.

**Saturday 03/02/1900 Ottawa Free Press Canada Atlantic Ottawa East**

At the shops in Ottawa East, besides the regular repairs, air brakes are being fitted to all the flat cars and freights. As many as ten cars a day are fitted up with the air brake.

**Saturday 03/02/1900 Ottawa Citizen Pontiac & Pacific Junction**

The Pontiac and Pacific Junction operates 79 miles of railway, has four coaches and four locomotives.

**Saturday 03/02/1900 Ottawa Citizen Maniwaki**

The Ottawa and Gatineau road operates on its line three first class coaches, two combination cars, 8 excursion cars, 6 box, 2 stock, 28 flat cars, 4 locomotives. Sixty miles of road is operated.

**Saturday 03/02/1900 Ottawa Citizen New York Central**

The Ottawa and New York now operates 53 miles of road and when completed will have 79 miles on the American side. The company now has 9 coaches, 2 mail and express cars and 8 locomotives.

**Wednesday 07/02/1900 Ottawa Citizen Ottawa Electric Britannia**

Officials of the electric railway had another trip over the Britannia extension yesterday afternoon and inspected the work. The road, though new, is in good condition and the cars run very smoothly. The contractors have considerable work to do yet before their operations are completed.

**Friday 09/02/1900 Ottawa Citizen Montreal and Ottawa Sappers Bridge**

Within a few days workmen will proceed to tear away the masonry supporting Sappers bridge to provide a passageway to the Central depot for the tracks entering by way of the new interprovincial bridge. The passageway will be 36 feet wide and the full height of the bridge. The latter will be supported by ten immense iron girders, 39 feet in length, two feet high and one foot in width. The girders have arrived and the work will be rushed to completion which, it is expected, will be around April 1st. The masonry in Sappers bridge is of an unusually solid character and the opening of the proposed passageway will entail great labor. It is not known whether the bridge is built of solid masonry or filled in with loose stone. In the latter case the expense and work involved will be all the greater. The girders under Dufferin bridge are six in number, but on account of the increased traffic over Sappers bridge, it was deemed advisable to put in extra ones under that structure.

Logs and timbers are now on the ground to be used in the erection of temporary supports. Arrangements with the government have not been completed for the handling of traffic over the bridge when the construction work is being proceeded, but it is likely that the bridge will be closed against vehicular traffic which will be turned on to Dufferin bridge.

A gang of 220 men is now engaged on the work and the track level has been hewn out through to Sappers bridge ready for ballasting and track laying.

A scheme has been mooted to cover in the space between Sappers and Dufferin bridges and to lay out a square level with these structures. As yet, however, the government has not arrived at any decision in the matter. This square would provide a beautiful breathing spot in the heart of the city and do much to enhance its beauty, as well as to offset the disadvantages arising from the railway traffic below. It has also been suggested that the increased bridge accommodation be thrown open for traffic which is now quite congested particularly on Sappers bridge.

**Saturday 10/02/1900 Ottawa Free Press Renfrew**

A steam shovel is being operated at Simm's pit.

The station which was burned down at Racing River last week was simply a small office. The loss was inconsiderable and it will not be rebuilt until the spring.

**Saturday 10/02/1900 Ottawa Citizen Pontiac & Pacific Junction**

About six weeks after the opening of spring the P. & P. J. extension from Aylmer to Hull should be completed. Three or four miles are done already and the country being level and smooth the work can be finished with relative ease. The company has not decided as to where its Hull terminals will be located, but these will doubtless be in the lower end of the village adjacent to the Interprovincial bridge. The refusal of the city of Hull to sanction the proposed bonus for the establishment of car shops has rendered the plans of the company somewhat indefinite, for the present at least.

**Saturday 10/02/1900 Ottawa Citizen Belleville Perth**

The C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard 30-ton refrigerator cars for freight service and 25 refrigerators for passenger service. The order is to be completed by the first of July.

**Monday 12/02/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Yesterday work was pushed ahead on the Interprovincial bridge. A gang of 200 men were engaged removing the pontoons and superstructure and placing them in position between the piers nearer the Ontario shore. During the day some 2,000 people from Ottawa and Hull visited the scene of operations. Sir Wilfred Laurier drove across during the afternoon.

**Monday 12/02/1900 Ottawa Citizen Ottawa Electric Britannia**

The Ottawa Electric railway company this morning commenced the construction of the big 800 foot pier into the bay at Britannia. A gang of about 50 men and 20 teams were put to work excavating for the foundation and commence the construction. The work will occupy between five and six weeks.

**Thursday 15/02/1900 The Equity, Shawville Pontiac & Pacific Junction**

P. & P. J. timetable advertisement. Shows Wyman's, Tank, Bristol, McKee's

**Saturday 17/02/1900 Ottawa Citizen Renfrew McCauley Central**

There is an unusually large lumber traffic on the line of the CAR at present. About seventy-five car loads of logs are brought down daily over the McCauley Central which connects with the western division of the road.

**Wednesday 21/02/1900 Ottawa Free Press Ottawa Terminal**

While the C.P.R. has its right of way practically all purchased for an entrance across the city by Patterson Creek to the Central depot, on certain properties they had only an option. The company last week renewed the options for a further period.

**Wednesday 27/02/1900 Ottawa Journal Ottawa Terminal**

Another route now proposed by CPR for reaching Central Depot.

The Canadian Pacific Railway has another alternative route in view for approaching the Central Depot.

A route on the south side of the canal has been sized up and a survey is being made. It seems to present very slight difficulties.

The canal would be crossed somewhere about where the present bridge on the Prescott line, or to the east of it, and a route taken through what is known as Wyoming Park. Bank Street road would be crossed at a point between the swing bridge and Billings Bridge. The line would skirt Ottawa East and strike the present line along the canal bank about the head of Nicholas Street.

Surveyors are going over the route.

**Wednesday 01/03/1900 Ottawa Free Press Montreal and Ottawa Sappers bridge**

Arrangements are now complete for the prosecution of the work of making a passage way for the railway under Sapper's bridge to the Interprovincial bridge. While the work is in progress the north half of the bridge will be closed to passengers and vehicular traffic, although provision will be made to allow the electric cars, the tracks of which are on the side of the track, (sic) to run. The wooden trestles to be used while the old stone work will be taken away and the steel girders erected instead, are now on the scene, and the work proper will be started in the early part of next week. It will be carried out under the supervision of Mr. Frank Hibbard, engineer.

**Thursday 01/03/1900 Ottawa Free Press Maniwaki**

Arrangements are being made to construct that portion of the Gatineau Valley railroad from its present junction with the C.P.R. to the Hull approach of the bridge. This will be started early in the spring.

**Friday 02/03/1900 Renfrew Mercury Belleville Perth**

A paragraph in the Montreal papers says that the C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard and 30-ton refrigerators for the passenger service. This order is to be completed by the first of June.

**Saturday 03/03/1900 Ottawa Citizen Canada Atlantic**

The standard rules governing the running of all trains as in use on the leading railways have this week been inaugurated on the C.A.R. following a very thorough instructional course during which the employees have thoroughly mastered the new regulations.

**Friday 09/03/1900 Renfrew Mercury North Lanark Arnprior**

A meeting of the directors of the proposed North Lanark railway was held in the town hall here on Thursday morning. There were present: the president, Mr. John Stewart, Waha; Messrs. Andrew Bell, W.J. Wylie, Almonte; Messrs. H.F. McLachlin and James Bell, Arnprior. Resolutions were passed to memorialize the government for the usual subsidy for the railway, and appointing a delegation to interview the government. The following additional provisional directors were appointed: Messrs. A.J. Campbell, A.W. Reid, B.V. Stafford of Arnprior; and Mr. W.H. Wylie, of Niagara. The directors are confident that they will receive the subsidy, and that the present year will see the railway well advanced. - Arnprior Watchman.

**Saturday 10/03/1900 Ottawa Citizen Chalk River**

The C.P.R. is engaged in surveying a new route from Arnprior to Ottawa--The present road from Arnprior to Carleton Junction is somewhat roundabout. The new project is to run parallel with the Ottawa river and between it and the O.A. & P.S. railway traversing the townships of Torbolton, Fitzroy and the western section of Carleton. --

**Thursday 15/03/1900 The Record, Chesterville New York Central Cornwall**

Work on the New York and Ottawa Railway bridge will begin shortly.

The heads of the different companies interested are beginning to arrive and considerable quantities of timber arriving for the cribs etc. necessary for strengthening the pier No. 5, of the bridge across the north channel and the reconstruction of pier No. 8.

The steel work has been shipped from Cleveland, Ohio and will arrive shortly.

The whole of the steel work for the shore span, in the south channel is piled upon the bank and that for the second span is ready for immediate shipment.

It is intended to make a big push to have all the work completed by the 1st July.

W.A. Porter, who will have charge of the erection of the false work says piles will be driven to support the false work the firm being determined to take no chances.

**Saturday 17/03/1900 Ottawa Citizen Canada Atlantic Central Depot**

A gas compression plant has been installed at the C.A.R. Central station for the supply of compressed gas to the passenger cars.

**Saturday 17/03/1900 Ottawa Citizen Chaudiere Chaudiere**

Mr. Booth has 180 cars in service bringing logs from the McAuley branch which is about 138 miles west of Ottawa. About 75 of these cars are unloaded every 24 hours at the Chaudiere, the employees working day and night.

**Saturday 17/03/1900 Ottawa Citizen Canada Atlantic Laurier Avenue bridge**

The bridge over the Canada Atlantic railway and other railroads at Maria street will be rebuilt this summer. Tenders for the work have been called for by the department of public works and the structure which for a long time has been an absolute necessity will be built as quickly as possible.

The present bridge has long since been condemned as unsafe but cannot be dispensed with as a connecting link between Sandy Hill and Upper Town.

**Saturday 17/03/1900 Ottawa Citizen Canada Atlantic Ottawa East**

At the car shops at Ottawa East, four box cars are being turned out completed each day. This has been the case for the past twenty days. One first class coach will be finished about March 20 and another by April 15. At the same time all the stock for the spring passenger business is being renovated and put into shape.

**Monday 19/03/1900 Ottawa Free Press Ottawa Electric Ottawa Car**

The Ottawa Car Works last week shipped two handsome cars to the Niagara, St. Catharine's and Toronto railway. The company has two others nearly completed and will ship them in a few days.

**Monday 20/03/1900 Ottawa Free Press Sussex Street Rideau River**

The new C.P.R. bridge to replace the old St. Lawrence and Ottawa structure across the Rideau river is nearly completed. The last span is being placed and the whole iron structure will be finished in a few days. There has been no interference with regular traffic. The bridge is known as a pin and link one and consists of four sections.

**Wednesday 21/03/1900 Ottawa Citizen Hull Electric Aylmer**

Work is being rushed ahead on the new pier at the hotel Victoria, Aylmer. The pier extends into Lake Deschenes a distance of 300 feet and is being constructed of the strongest crib work.

**Thursday 21/03/1900 Ottawa Citizen Maniwaki**

Construction work on the Ottawa and Gatineau Valley railway which was being carried on above Gracefield has been discontinued. It will be resumed in the early summer.

**Wednesday 21/03/1900 Ottawa Citizen Pontiac & Pacific Junction**

Work has been suspended on the line of the Pontiac and Pacific Junction Railway from Aylmer to Hull, but it will likely be resumed in the spring.

**Friday 23/03/1900 Ottawa Free Press Pontiac & Pacific Junction**

The Railway committee met today when the Pontiac and Pacific Junction bill was further considered.

Mr. Poupore, who had charge of the bill, offered an amendment that the company built the extension from Waltham to Ferguson's Corners before constructing the branch from Shawville to Pembroke, crossing the Ottawa river near Bryson. Mr. Poupore explained the extension from Waltham to Pembroke across Alouette Island would be dropped if the branch from Shawville to Pembroke was granted.

Mr. H.J. Beemer, president of the Pontiac & Pacific, opposed the amendment, stating that he had already got the Pontiac & Pacific into deep water endeavoring to meet the views of the people of Pontiac. Something had to be done now to place the road in a better financial position. The construction of the road to Pembroke would do this. He assured Mr. Poupore that as soon as the branch was built the city (sic) would extend the road to Ferguson's Corners. What the company wanted was to get its head above water, and it would then carry out Mr. Poupore's views. This was satisfactory to Mr. Poupore, who dropped his amendment and the bill was reported

**Monday 02/04/1900 Ottawa Citizen Ottawa Electric Britannia**

Through the kindness of the officials of the Ottawa Electric Railway company, a party from the press gallery of the house of commons, along with representatives of the city papers, were afforded an opportunity on Saturday afternoon of going over the extension to Britannia in one of the handsome cars which the road has had constructed especially for that traffic. Mr. T. Ahearn, president, Mr. J.D. Fraser, secretary, and Capt. J.E. Hutcheson, superintendent of the road accompanied the party and were most courteous in their treatment of the scribes. About twenty-five took the trip, the run from Elgin street to Britannia occupying but 25 minutes.

About one month's work remains to be done before the road is finally completed, but the cars run very smoothly, with the absence of jolting, notwithstanding that this line is as yet unfinished.

At Britannia there is every evidence of preparation for the very large traffic which the company expects this summer. Extending out into the Bay for a distance of 1,020 feet is an immense pier, constructed of stone, at a cost of \$9,000, and which will be used for promenade purposes. In the pier there are three openings to permit of the passing of boats, and at the end a breakwater will afford protection from the ice when it breaks up in the spring. From the end of the walk to the shore the water is only four feet deep and will thus furnish excellent facilities for bathing. The bottom is sandy and the beach will doubtless be the attractive feature of the new summer resort. The company also proposed to put up a large pavilion facing the bay, and a building for ladies and children. Arrangements are also being made for excellent sanitary conditions.

On the return trip, the distance from Britannia to Holland avenue, Hintonburg, was covered in the short space of eight minutes. The line will be opened early in May and the work of completing the construction will be resumed about the middle of this month. A ten cent fare from all points in the city will doubtless ensure popular patronage for the new line this summer. The courtesy of the officials was most heartily appreciated by the newspaper men.

Also covered in the Ottawa Free Press, same date.

**Wednesday 04/04/1900 Ottawa Citizen Sussex Street Rideau River bridge**

In blasting for the channel one of the piers under the C.P.R. bridge was moved several inches, although it was heavily constructed of stone. Traffic has been suspended until the bridge inspector reports on the matter. City Engineer Galt examined the structure this morning and states the pier has been moved but the bridge itself has not been damaged. The C.P.R. has notified the city engineer that the corporation will be held responsible for any damage that may have been caused.

Also reported in the Ottawa Free Press, same date. - structure moved two inches.

**Thursday 05/04/1900 Ottawa Citizen Ottawa Electric Britannia**

One of the new Britannia cars that have been built by the street railway company was given a trial run up Sparks street this morning to test the efficiency of the Westinghouse air brakes with which it is equipped. The brakes worked in a satisfactory manner. The car was switched on the track beside the post office and in coming out to return along Sparks street the front wheels took right track but the rear wheels took another track. The car was backed up and the second time the rear wheels followed the front ones alright.

**Friday 06/04/1900 Ottawa Citizen Ottawa Terminal**

The C.P.R. has removed its option on certain property between Isabella and Catherine streets in connection with the proposed route across the city. No definite plan however as to the route to be followed has been announced as yet.

**Friday 06/04/1900 Ottawa Journal Ottawa Terminal**

It is learned today that the Canadian Pacific Railway is again figuring on getting an entrance to the city parallel with the tracks of the Canada Atlantic Railway. It is learned that within the past few days that the railway company has renewed its options for properties along Isabella Street and with this renewal it seems likely that the CPR intends getting into Centre Town that way, in preference to alternative routes which were under consideration.

**Saturday 07/04/1900 Ottawa Citizen Maniwaki**

The Ottawa and Gatineau railway has ordered four new cars for excursion purposes. The cars will cost about \$1,200 each.

**Saturday 07/04/1900 Ottawa Citizen New York Central**

The question of freight terminals is still before the Ottawa and New York railway. The railway has not yet given its decision as to the right of the company for approaches to its property near the Central depot and it would appear that no ruling is to be made considering the fact that the case was argued nearly two years ago. The expropriation of land near the Deep Cut was not successful and the whole matter of terminals remains where it has been for months. When the line is completed some more definite and satisfactory arrangements will necessarily have to be effected.

**Wednesday 11/04/1900 Ottawa Free Press Ottawa Electric**

The railway company will shortly erect a new car shed. The present sheds, which really consist of three departments or sheds, are inadequate to provide the necessary accommodation for the increased rolling stock. The new shed will be about one third the size of the present one. The question of site is now under consideration.

**Friday**      **13/04/1900**      **Renfrew Mercury**      **Chalk River**      **Almonte**

A report has been in circulation here this week to the effect that the C.P.R. Co., in spite of the many promises that have been made the past year or two regarding a new station for Almonte, are going to allow the ramshackle building that is now doing duty to remain as it is for a further period. This idea was strengthened on Saturday last, when a number of C.P.R. painters arrived here and painted "ALMONTE" in large letters on the south end of the old barracks - as if travellers are not familiar with the station from its reputation as the worst possessed by any town along the line. Our townspeople, business men in particular - have been indignant at the thought that a new station for 1900 is likely to be broken; and the town council has taken steps to call attention to the disgrace to the town that the present building is - a disgrace to the big railway corporation as well; and there is no doubt that if the rumor should prove to be correct, a deputation of red hot citizens will give the C.P.R. authorities a lively interview. - Almonte Gazette.

**Saturday**      **14/04/1900**      **Ottawa Free Press**      **New York Central**

Some months ago the Ottawa and New York railway purchased from the Canadian Granite company eight lots of their property at the canal basin, the consideration being \$30,000. Subsequently litigation arose over the purchase, and as a result the Ottawa and New York assumed possession of the entire property, fourteen lots in all, on condition of the granite company withdrawing their suit. It is understood that negotiations have just been concluded whereby the O. & N.Y. have disposed of the entire property to Mr. J.R. Booth who becomes owner of all the fourteen lots.

The figure at which the change was made is said to be \$35,000.

Mr. Booth was seen by the Free Press today but he had no information to offer about the purchase for a few days yet.

The Canadian Granite company, the sale of whose plant and stock was held Wednesday, have until May 1st to remove all effects belonging to them. It is understood Mr. Booth will erect new freight sheds on the property. The present accommodation has long been cramped and inadequate and the securing of the Granite company property, which faces on Nicholas street, Court House avenue and James street (a continuation of Wilbrod street) will afford Mr. Booth's road ample room.

**Saturday**      **14/04/1900**      **Ottawa Free Press**      **Canada Atlantic**      **Central Depot**

Speaking of the proposed new Central depot today Mr. Booth said he was glad the contract for the militia stores building had been let. He hoped the contractors would push operations with all speed in order that he might get to work on the new station as soon as the government stores were removed. Asked if he had any intention of acquiring the burned Howe block in order to afford him more room for a station site, Mr. Booth said he knew nothing of the matter at all.

**Tuesday**      **17/04/1900**      **Ottawa Free Press**      **Ottawa Electric**      **Britannia**

Contractors Heney & Smith have a large number of men at work on the Britannia extension. The steam shovel is now at work in the gravel pit west of Britannia. An engine and long train of flat cars takes the gravel down to where it is needed. There is considerable ballasting to do on the road.

**Thursday**      **19/04/1900**      **Ottawa Citizen**      **Ottawa Electric**      **Britannia**

Heney and Smith, the contractors, have a large gang of men at work on the electric line to Britannia. The workmen are engaged in ballasting and leveling the track.

**Friday**      **20/04/1900**      **Ottawa Citizen**      **Ottawa Electric**      **Britannia**

The new pavilion which the Ottawa Street railway company is erecting at Britannia is well advanced and will be completed by the time the extension is ready to be operated. It is situated adjacent to the promenade pier which extends out into the bay for over 1,000 feet.

**Friday**      **20/04/1900**      **Renfrew Mercury**      **Chalk River**      **Pembroke**

The work of renewing much of the timber on the C.P.R. bridge across the bay here has been done in quite a thorough manner. Pembroke Observer.

**Friday**      **20/04/1900**      **Ottawa Citizen**      **New York Central**

The Ottawa and New York railway is making arrangements to move its car and mechanical shops from Santa Clara, New York to Ottawa in the latter part of July or early August. Negotiations are now going on for a site for a location and it is expected that one will be purchased very shortly. A large building will then be erected according to the plans which have been prepared and the plant installed. About 125 hands, it is announced, will be employed in this department of the road.

The first locomotive that the company has brought from the American side arrived in the city this morning. It is of a somewhat unique pattern and it is said to be the first double stack engine used in Canada. The two small smoke stacks which take the place of a large one increase the draft, thus causing a great degree of heat and producing more steam. The locomotive is not a heavy one but is calculated to run at a rapid speed. It will be pressed into service on the Ottawa and Cornwall division of the line.

**Friday**      **20/04/1900**      **Ottawa Free Press**      **Portage du Fort and French River**

Portage du Fort and French River railway bill defeated in committee by 19 to 21.

**Saturday**      **21/04/1900**      **Ottawa Citizen**      **New York Central**

The entrance of the Ottawa and New York railway to its freight terminals and the conditions upon which the property can be reached is likely to be determined within a short time. The announcement is made that Mr. J.R. Booth has acquired a large portion of the O. & N.Y. freight terminal property back of the Central depot and to which the line has so far been unable to obtain right of approach. The C.A.R., by acquiring the property will, it is understood, consent to the O. & N.Y. coming in as tenants subject to whatever conditions may be imposed. It is also rumored that the C.A.R. will make provision for the Ottawa and Gatineau freight terminals by acquiring the additional property.

**Thursday**      **26/04/1900**      **Ottawa Journal**      **Prescott**      **Chaudiere**

The CPR station on the Chaudiere and all the freight houses were destroyed. Both railway companies on the Chaudiere had engines at work at removing the cars.

**Saturday**      **26/04/1900**      **Ottawa Citizen**      **Montreal and Ottawa**      **Interprovincial Bridge**

An increased staff is now engaged on the interprovincial bridge erecting the iron work and making rock excavations. A large steam drill is being used at the stone work at Nepean Point. Operations are so far advanced that the usual rise of water in a few days will not interfere with the work to so great an extent as formerly.

**Saturday**      **26/04/1900**      **Ottawa Citizen**      **Pontiac & Pacific Junction**

The Pontiac and Pacific Junction will resume work in a few weeks on the extension of its line from Aylmer to Hull. As a considerable part of the work is already well advanced about six weeks should finish it.

**Thursday**      **26/04/1900**      **Ottawa Journal**      **Ottawa Electric**      **Chaudiere**

Account of the great fire - an electric car which had been stopped opposite Booth's will probably be destroyed.

**Friday 27/04/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

A Citizen reporter came close to being scorched when giving his office details of the fire from the C.P.R. station. When he left the building it was enveloped in flames, while on nearly every side fire was raging and an escape was effected just in time.

The C.P.R. train service was uninterrupted today. A small office in connection with the roundhouse on the Richmond road was improvised as a station. The trains both going from and coming into the city were crowded. The roundhouse was not injured as was at first reported.

**Friday 27/04/1900 Ottawa Journal Maniwaki**

The Gatineau Valley train did not go up last night. Ottawa and Gatineau Railway regular passenger train will leave site of old CPR union station on time 5.20 this afternoon. No freight accepted. (on account of the Ottawa-Hull fire).

**Friday 27/04/1900 Ottawa Citizen Chaudiere Chaudiere**

The C.A.R. bridge through the lumber yards at the end of Division street was not destroyed, and at about 10 o'clock an engine with several cars attached, passed over it. Passing between two walls of smoke and flame, the cars and engine formed a peculiar silhouette against the red sky.

**Friday 27/04/1900 Ottawa Citizen Renfrew**

The trains on the Parry Sound were cut off yesterday afternoon, a man being sent out to flag the mixed train, which is due about 5 o'clock. The lumber piles were then on fire on both sides of the tracks.

**Friday 27/04/1900 Cornwall Freeholder New York Central**

The first American locomotive was brought over to this side last week and it is the first double stack engine to operate in Canada.

**Wednesday 28/04/1900 New York Times New York Central**

Henry W. Gays, President and General Manager of the New York and Ottawa Railroad, was appointed receiver of that line yesterday by Judge Lacombe of the United States Circuit Court, on the application of Alanson T. Enos of Englewood, N.J., a judgment creditor of the company. Mr. Gays filed a bond of \$50,000. (more)

**Saturday 28/04/1900 Ottawa Free Press Ottawa Terminal**

C.P.R. estimate of losses due to fire is \$300,000. This includes station, structures, track, freight sheds and freight for which it is responsible.

**Tuesday 01/05/1900 Ottawa Free Press Ottawa Electric**

The Ottawa Electric street railway set a large number of men to work this morning restoring their track, poles and wires from Mackay's mill to the terminus of the line in Hull. A car will be taken across the river today on a boat and ?? other side of the burnt bridges to the Hull terminus.

Passengers using the green line will be given transfers. On arrival at the ? bridge they will then only have to go about 100 yards to the bridge at the bulk head which is 34 feet wide (this part is mixed up) They can then take the car on the other side of the bridge, the transfer being good to ride into Hull.

More details about temporary arrangements as a result of the fire.

**Thursday 03/05/1900 Ottawa Free Press Sussex Street Rideau River**

The new four hundred foot bridge of the C.P.R. across the Rideau river near Sussex street is now completed. The finishing touches were put on the structure yesterday. The pin is known as pin and link one, is built of iron and consists of four spans. It rests upon three piers and two abutments. The work of placing it in position has given employment to a large number of men. The Hamilton Bridge Works company had the contract, which was looked after by Messrs. James Hill and Jas. A. McGill. --

**Thursday 03/05/1900 Ottawa Citizen Prescott Chaudiere**

Interview with Tait and Spencer. C.P.R. would rebuild provided they had some assurances that they would not be surrounded by lumber piles again. Mr. Tait said that prompt action would be required, as the company could not long continue unloading passengers with a tent as station accommodation.

**Thursday 03/05/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric**

The Metropolitan Electric company have some 110 men working at Britannia. The water is high and some temporary dams have been built, to keep it from falling into the pit. Rock cutting is the principal work being carried on at present. A locomotive and fifteen cars are drawing stone to rip-rap the embankment. Three steam drills are also at work. The crib work is being pushed ahead rapidly.

**Saturday 05/05/1900 Ottawa Citizen Chaudiere Chaudiere**

The Canada Atlantic damage consists principally in misplaced tracks and the upset condition of its yards at the Chaudiere. The flatcars and lumber loaded on them were removed from the yard as soon as the fire commenced to spread.

**Saturday 05/05/1900 Ottawa Citizen Maniwaki Chaudiere**

The Ottawa and Gatineau Railway lost twelve flat cars. Its passenger coaches in the yard at the Union depot were removed in time to prevent their destruction.

**Saturday 05/05/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

(C.P.R.) .. The trains are now running to the old site of the depot as usual.

**Monday 07/05/1900 Ottawa Free Press Hull Electric Hull**

The electric cars are now running down Main street as far as the ferry landing.

**Monday 07/05/1900 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic Railway company have almost completed rebuilding the trestle work in the rear of the old Martin, Warnock and Company's mills, which was destroyed in the fire. As soon as the rails have been laid over this trestle the Canada Atlantic will be able to run their trains to the Chaudiere again.

**Monday 07/05/1900 Ottawa Citizen Pontiac & Pacific Junction**

About four hundred passengers arrived here on the excursion train from Waltham on their way to Hull to visit the scene of the fire. It is the intention of the P. & P. J. railway company to hand over a large percentage of the receipts for relief work.

**Friday 11/05/1900 Renfrew Mercury Kingston (CP) Renfrew**

A locomotive from the Kingston Locomotive Works came out this week on the K. & P.R. for transfer to the C.P.R., who were to carry it on to Portage La Prairie, where it would enter service for the Manitoba & Northwestern.

**Friday 11/05/1900 Renfrew Mercury Eganville Eganville**

The C.P.R. Co. is making some local improvements. Men are at work planking the railway for several hundred feet east of the post office. - Eganville Enterprise.

**Saturday 12/05/1900 Ottawa Citizen Ottawa Terminal**

The heavy loss sustained by the Canadian Pacific in the fire is likely to temporarily derange any plans which it has had for securing a right of way across the city and connecting the transcontinental line with the short line running into the Central depot.

**Monday 14/05/1900 Ottawa Citizen Carleton Place Chaudiere**

Excavation work commenced this morning for the erection of the new freight sheds in the Canadian Pacific yards. -- Contract for the masonry has been let to Mr. Thomas Tompkins of Brockville and the frame work will be performed by the company.--

Plans for the new station have not been completed but it will be build after the Place Viger station in Montreal--

The building of the station would in no way interfere with the C.P.R.'s plans regarding the proposed Central depot.

A new line will be built from a point on the main line near the Mechanicsville crossing connecting with the Prescott line. This will form a Y and will greatly facilitate the handling of trains entering and leaving the new station.

Also covered in Ottawa Free Press, same date.--The new station will be built about 300 feet south of the old one. It will face Broad street and lie between the waterworks aqueduct and the C.A.R. tracks. The site will not be far from the Richmond road.

**Wednesday 16/05/1900 Ottawa Citizen Canada Atlantic Ottawa East**

The new building that is being constructed by the C.A.R. near the roundhouse is just about completed. It will be a great convenience and a source of pleasure to the workmen as it will contain reading, smoking and dining rooms and will be provided with baths. Its twelve rooms or so will be heated with hot air and an engine has already been placed in position to force the air through the pipes. The rooms on the ground floor are very spacious and will likely be used for storing purposes. The building throughout is exceedingly well lighted by large windows placed at frequent intervals. When finished it will be a very bright, cheery place in which the men may spend their leisure time.

**Wednesday 16/05/1900 Ottawa Journal Pontiac & Pacific Junction**

Sunday trains.

Pontiac Pacific Junction Railway Sunday trains May 20 and 27. Special trains will be run on Sunday next, May 20th and the following Sunday, May 27th leaving Aylmer at 10 a.m. and returning arriving Aylmer 7.23 p.m. stopping at all stations. P.W. Resseman.

**Thursday 17/05/1900 The Record, Chesterville New York Central Cornwall**

Proceedings have been taken by the New York and Ottawa Railway Company against the Collins Bay Rafting Company respecting the removal of the wrecked bridge at Cornwall, on the claim that the work is not completed in time. The suit is to recover the deposits made by plaintiffs in the bank at Cornwall.

**Friday 18/05/1900 Renfrew Mercury Prescott Chaudiere**

The C.P.R. is this week starting work on its new freight sheds and station in Ottawa. The new station will be nearly three times as large as the old one, and about 300 feet south of the old one - between the waterworks aqueduct and the C.P.R. track. Two plans for the superstructure are under consideration. One, all stone, three storeys. The other, stone foundation, with a brick superstructure.

**Friday 18/05/1900 Renfrew Mercury Winchester Smiths Falls**

Work has been commenced on the foundation of the new C.P.R. offices. The new building is to be of wood, 40x60 feet, two storeys high and very ornate in appearance. It will be heated by steam from the engine house direct, and will be well ventilated, and lighted by electricity. On the ground floor there will be the telegraph office, trainmaster's offices, bridge and master builder's office and a conductor's room. Upstairs there will be the dispatchers' room, the chief dispatchers' office, the superintendent's offices and the divisional engineer's office. It will cost \$5,000 and will be ready for use in July. At the old tea shed there will be another platform, where all the trans-shipping will be done. It will be 500 feet long. The yard here will be enlarged by the addition of six new tracks, all south or west of any track at present in the yard. One track will be run on the outside of the new freight shed, that is, between the freight shed and Herbert street, close along the edge of Herbert street, and will be a great accommodation for freight handlers. It will be 880 feet long, and freight cars can be loaded or unloaded anywhere along it directly to or from the cars. In fact this can be done from both sides of the cars if Herbert street is graded six to eight feet wider to run right up to the new track. Among the six new tracks there is to be one to a machinery platform, where machinery will be loaded and unloaded. On the new track west of the freight shed, which will be known as the business track, there will be a large derrick erected for the handling of heavy freight. The appropriation for all this will be \$16,000. - Smiths Falls Record.

**Friday 18/05/1900 Ottawa Journal Carleton Place Ottawa, Broad Street**

It was reported in the city today that the contract for the erection of the new Canadian Pacific Railway depot has been awarded to Mr. Thos. Thomkins of Brockville and that no time will be lost in starting to work. Mr. Thomkins constructed most of the CPR depots in the north west and BC as well as the hotel at Vancouver belonging to the same company. He was in the city a few days ago.

**Saturday 21/05/1900 Ottawa Citizen Canada Atlantic Ottawa East**

The car shops of the Canada Atlantic Railway have just turned out a landscape passenger car, seventy feet in length. It is finished on the outside in birch and presents a fine appearance. The coach is divided into three apartments, first and second class with baggage in between. It is not improbable that the company will manufacture most of its cars in future as the shops are well equipped and the staff sufficiently skilled to turn out the best of workmanship.

The Canada Atlantic will probably erect this summer a large paint shop in connection with its buildings at Ottawa East. The proposed structure will be about 300 feet long and 70 feet wide. In addition to the painting department it will contain room for construction purposes and will materially add to the car building facilities of the road. It is likely that the shops at Elgin street will be discarded in the near future in order that all the manufacturing buildings may be adjacent to each other.

**Monday 21/05/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Plans for the new C.P.R. station were brought to the city today--

**Monday 21/05/1900 Ottawa Journal Carleton Place Ottawa, Broad Street**

It is claimed the city council will have to practically settle tonight the question whether or not Ottawa is to have a handsome new Canadian Pacific Railway depot on Broad Street or a much more modest structure than the company has at present in contemplation.

The situation is said to be practically this: The CPR will not make any great expenditure in connection with a depot building if it is to be menaced by the piling of lumber. The company feel that while not discussing the piling of lumber generally, that where extensive improvements which will be of great benefit to Ottawa are contemplated, that it is fairly entitled to the necessary protection.

No agreement with Booth regarding the stacking of lumber. Will not affect CPR policy in regard to the proposed central depot at Sappers Bridge. Anxious to join in the erection of a central station.

The plans for the new station proposed by the CPR replacing the one recently destroyed were on exhibition at Union depot grounds. More.

**Thursday 24/05/1900 Ottawa Free Press Ottawa Electric Britannia**

Britannia line will open tomorrow.

**24/05/1900 Athens Reporter Westport**

It was reported that the B&W cheese train brought in 1,549 boxes of cheese on Friday.



**Friday 25/05/1900 Ottawa Journal Hull Electric Aylmer, Queens Park**

Queens Park, Aylmer was visited by several thousand people on the 24th. The cars of the Hull Electric Railway were packed to their utmost capacity. Three and four in quick succession were not sufficient and the electric engines were called into service.

Although there is quite a large gap between the end of the service on the Ottawa line and the Hull company's line, several thousand people walked the distance and made the trip to Queen's Park.

**Friday 25/05/1900 Renfrew Mercury Chalk River Almonte**

The Gazette learns from a prominent C.P.R. official that Almonte, Carleton Place and Cobden are down on the list for new stations like those at Perth and Renfrew. Owing to the immense amount of work to be done at Ottawa because of the late fire it is unlikely that the smaller stations will be built this year. The demand is greater here, let it be known.- Almonte Gazette.

**Friday 25/05/1900 Ottawa Citizen Ottawa Electric Chaudiere**

By June 15 it is expected communication by electric cars between Ottawa and Hull will be re-established. The Dominion Bridge Company has a gang of men at work repairing and replacing the trestle work under the O.E. railway on the Quebec side.--

The footpaths will be separated from the roadway and tracks by a railway.--

**Friday 25/05/1900 Ottawa Journal Ottawa Electric Britannia**

Opening of Britannia line. Between 12,000 and 15,000 were carried over the new extension. Park not quite completed. Fine overhead foot bridge.

**Monday 28/05/1900 Ottawa Journal Ottawa Electric Chaudiere**

The passengers on the Pontiac train as well as the Aylmerites are sorely inconvenienced by being obliged to walk through Mr. Booth's lumber yard to connect with the Ottawa cars. The Hull Electric Company has offered to lend a car for connection between Eddy's Corners and McKay's Mill. It is claimed here that the track can be made perfectly safe in three days so that the great inconvenience to the public is considered entirely unnecessary

Saturday June 9. The people of Aylmer and the passengers by the PPJ Railway greatly appreciate the convenience arising from the repair of the OER from Eddy's Corner to McKay's Mills and the resumption of traffic on that piece of road.

**01/06/1900 Canada Lumberman Prescott Chaudiere**

Article - aftermath of the fire

**Saturday 02/06/1900 Ottawa Citizen New York Central**

The Ottawa and New York railway has two fine passenger trains turned out from the shops on the American side some months ago that will be pressed into service as soon as the bridge at Cornwall is completed. No time, it is stated, will be lost in establishing through traffic. It is hoped to complete the bridge by the middle of July.

**Saturday 02/06/1900 Ottawa Citizen Renfrew**

Through the kindness of Mr. J.R. Booth arrangements have been made for an excursion of newspaper men of the parliamentary press gallery and the city papers to Depot Harbour today. The party will be the guests of the road and will inspect the freight handling facilities at the western terminus afterwards visiting the far famed Algonquin Park. The return to the city will be made tomorrow evening. For the trip a magnificent train with sleepers will be provided..

**Saturday 02/06/1900 Ottawa Free Press Tramway Bronson**

Railway and Lighting Committee - Mr. E.H. Bronson was present and said that the application of his company was in line with their efforts to promote a large carbide industry which would run all the year and employ as many men as the saw mills formerly did. It was necessary to have their line extended. He did not think that the wear on the roads by the cars would be any greater than drawing with heavy wagons. He desired to lay a switch on Middle street to connect with the street railway tracks at the slide bridge.

Ald. R.J. Davidson said the application would be considered when it was known whether the Street Railway company had power to run freight cars on the streets.-- Matter held in abeyance.

**Saturday 02/06/1900 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic railway have not yet decided where they will rebuild their Chaudiere office. The agent is at present stationed in a car.

**Monday 04/06/1900 Ottawa Free Press Renfrew**

Account of a trip to Parry Sound for members of the parliamentary press gallery on Saturday and Sunday.

**Monday 04/06/1900 Ottawa Citizen Ottawa Electric Chaudiere**

A foot bridge has been completed across the lumber slides on the site of the Chaudiere bridge destroyed in the fire. This establishes direct communication with Hull. The O.E. railway company has a gang of men at work repairing its tracks on the Quebec side and when this work is completed, a car will be placed on the line between the Hull terminus and the McKay mill. This car will connect with the regular line on the Ontario side, the connecting link being the footbridge just completed which is 500 feet long.

**Monday 04/06/1900 Ottawa Citizen Renfrew**

Full account of the press trip from Ottawa to Depot Harbour. Two Pullman sleepers and Mr. Booth's private car.

**Tuesday 05/06/1900 Ottawa Free Press Montreal and Ottawa**

No time has been lost in constructing the subway under Sapper's Bridge for the railway approach to the Interprovincial bridge since the work was commenced a short time ago. Men have been engaged almost night and day on the work, and it is expected by the engineer, Mr. Dunn, to be completed in the course of two or three days.

The portion of the approach between the subway and the Interprovincial bridge along Major's Hill Park and Nepean Point, is also well under way. It is calculated that this will be finished a little time before the completion of the bridge.

Just as soon as it is completed steps will be taken to beautify the edges of the cliff by foliage and to make it even more picturesque than before the railway enterprise was started.

**Tuesday 05/06/1900 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

The Metropolitan company is having a survey made for the purpose of aiding it to put up a fence around its 60 acres of park land adjacent to the works. The president, Mr. T. Lindsay, visits the works almost daily and many other Ottawans also visit the scene of the company's present operations and are interested by the magnitude of the task that has been undertaken. The rock is being taken out rapidly and as soon as the water in the river goes down a large staff of workmen will commence to erect the power house. This work will therefore likely begin in about two weeks.

**Tuesday 05/06/1900 Ottawa Citizen Carleton Place Britannia**

The C.P.R. has again opened up its gravel pit near Britannia and a large force of men is employed in excavating it and loading it on the cars. Workmen on the C.P.R. are putting in new ties and a new crossing just opposite Britannia post office.

**Tuesday 05/06/1900 Ottawa Citizen Ottawa Electric Britannia**

The pier is not quite finished yet but will be likely completed before the end of the week  
The ground near the pavilion is being leveled and when this has been done it will be sodded. Gravel is being obtained from the C.P.R. pit  
The high bridge over the C.P.R. track is to be lighted up.

**06/06/1900 Brockville Recorder Ottawa, Brockville and New York**

A bill for the incorporation of the Ottawa, Brockville and New York Railway Company passed the railway committee of Ottawa. The company contemplated the construction of an electric line from Ottawa to Brockville.

**Wednesday 06/06/1900 Ottawa Free Press Ottawa, Brockville and St. Lawrence**

Bill reported in parliament. Originally known as the Ottawa, Brockville and New York.

**Wednesday 06/06/1900 Ottawa Citizen Ottawa Electric Chaudiere**

Ever since the fire the electric street railway company has been busy repairing the bridge from what was McKay's offices to Hull. A car has been taken over and will run between these points. A temporary walk is being built over the slides so that passengers for Hull will have but a very short walk to transfer from one car to another. The work will be completed today.

**Friday 08/06/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The high water in the river has interfered to some extent with work on the Interprovincial bridge but the pontoons have been moved from the Ontario side and placed in position further out in the stream to enable the men to proceed with the work on the cantilever span. Construction work is now being pushed ahead on both sides of the bridge.

**Friday 08/06/1900 Ottawa Citizen Montreal and Ottawa Sappers bridge**

In a month's time it is expected the excavation work under Sapper's bridge will be completed and the whole bridge thrown open to traffic. Already five out of the eight large girders have been placed in position to support the bridge. These are 34 1/2 feet long, 8 inches wide and 24 feet high. Nearly 25,000 cubic feet of rock has to be removed to make an opening the necessary width and height. Inside the supporting walls under the bridge loose rock was piled by the early builders and this was topped off with about a foot of clay. The workmen now engaged in removing this rock are building new walls of rock the full depth of the bridge, 24 feet.

Work was started on May 7 and a gang of 16 men have been engaged steadily ever since.

**Saturday 09/06/1900 Ottawa Free Press Ottawa Electric Chaudiere**

An electric car was started running between the Chaudiere bridge and Hull on Thursday much to the convenience of Hull passengers. The electric railway act is much appreciated.

**Monday 11/06/1900 Ottawa Citizen Carleton Place Richmond Road**

The crossing of the Richmond road by the C.P.R. is assuming a more critical state. The city engineer this morning barricaded the tracks so as to prevent any trains being run over them until such time as agreement is arrived at between the company and the city and is ratified by the council.--

**Friday 15/06/1900 Ottawa Citizen New York Central**

The Ottawa and New York railway today closed a deal which has been under consideration for many months. It has acquired from Mr. Archibald Stewart the tract of land west of the Hurdman road between the Rideau river and Ann street, embracing eight or ten acres. The site will be used as the location of the freight terminals. It will be remembered that the terminals acquired adjacent to the Central depot could not be reached owing to the fact that the approaches were controlled by other railway corporations. It was necessary therefore to seek a new location for the purpose.

Negotiations are also in progress for the purchase of property within the city limits for the erection of the company's car shops. It was stated today that the arrangements would be concluded shortly and the shops erected between now and the autumn.

**Friday 15/06/1900 Ottawa Free Press Ottawa Electric**

Incident with car No. 202.

**Saturday 16/06/1900 Ottawa Citizen Chaudiere Bridge Street**

City council agrees to let Mr. Booth cross Bridge street.

**Tuesday 19/06/1900 Ottawa Citizen Carleton Place Britannia**

The C.P.R. station has been overhauled and refitted and is now a very handsome little structure.

**Thursday 21/06/1900 The Record, Chesterville Prescott Prescott**

A consignment of nine carloads of raw silk and two carloads of straw braid was crossed from Prescott to Ogdensburg on Wednesday of last week from China and Japan destined for New York. The consignment was valued at \$1,000,000.

**Friday 22/06/1900 Ottawa Journal Carleton Place Ottawa, Broad Street**

It is reported today that the contract for the new CPR station on Broad Street has been awarded to Contractor Piggott of Hamilton. The station will be of white brick with stone trimmings as already described in the Journal and the building alone will cost about \$40,000.

**Friday 22/06/1900 Renfrew Mercury Kingston (CP) Renfrew**

Several of the K. & P.R. passengers came into town on Thursday evening on a hand car. A large Canada Atlantic engine had run off the track at the junction and the K. & P.R. express could not make the two mile run into town for some hours.

**Saturday 23/06/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

According to a prominent businessman in the city, it was rumored in Montreal that the contract for the new C.P.R. station has been awarded to Lyons & White of Ottawa. It was stated that the difference between the figures of this firm and those of contractor Piggott, of Hamilton, was only \$10. More.

**Saturday 23/06/1900 Ottawa Free Press Ottawa Electric**

The Ottawa Electric railway is running its second trolley wire from the Chaudiere bridge to Hull. It is expected that a second car will be put on between the bridge and Hull shortly.

**Monday 25/06/1900 Ottawa Citizen Prescott Chaudiere**

The C.P.R. is after increased yard facilities in connection with the new Union station which it will build this summer. The company has made application to the city for privilege of putting down additional tracks over the aqueduct. There are already two tracks at that point. The C.P.R. claims that under an agreement with the Canada Central railway, the original owners of the property, the corporation was given right of way for the aqueduct on the understanding that if more tracks across it were necessary they could be obtained. The city engineer will look up the agreement.

**Monday 25/06/1900 Ottawa Free Press Ottawa Electric**

For some time past the directors of the Ottawa Electric Railway Company have felt the need of additional car shed room owing to the increases in their rolling stock. The present sheds are altogether inadequate. The question of a suitable site has been under consideration for some time.. It was at first thought that the piece of property that the company owns just at the entrance to Rockcliffe Park would be a desirable location, but the directors have now changed their minds and will build the new sheds on the Britannia line, not far from Holland avenue. Work on the new structure will begin in the fall.

**Monday 25/06/1900 Ottawa Free Press Carleton Place Chaudiere**

The new freight sheds of the C.P.R. are ready to be occupied.

**Monday 25/06/1900 Ottawa Journal Pontiac & Pacific Junction Shawville, Aylmer**

A special train took Sir Charles Tupper to Shawville from Aylmer. A special train from Waltham brought large parties from all the towns along the line. The platform was banked in flowers of great beauty and variety.

**Monday 25/06/1900 Ottawa Citizen Renfrew Renfrew**

C.A.R. Picnic to Renfrew.

The first train for Renfrew left Ottawa at 7.20 a.m. On board were at least 1,500 people. Other trains left at 8.15 a.m., 9 a.m. and 12.50 p.m. In all, probably 4,000 people were conveyed to Renfrew from Ottawa. More.

The time for departure came all too quickly and all were sorry when the trains began to leave for Ottawa. The first left at 4 p.m. but not many left Renfrew by that however. The second departed for the capital about 7 p.m. and it took away about 1,000 excursionists. The last pulled out at ten o'clock and it was so crowded that the platforms between cars had to be utilized. --

**Tuesday 26/06/1900 Ottawa Citizen Ottawa Electric Britannia**

A new switch is being placed in position near the platform. It is intended to serve for the sidetracking of a sufficient number of cars to convey the people back to Ottawa after a band concert.

**Thursday 28/06/1900 The Record, Chesterville New York Central Cornwall**

An iron worker named Thomas employed on the rebuilding of the O&NY international bridge across the channel, Cornwall, fell off the big traveller Saturday and was killed. His body was carried away by the current.

**Saturday 30/06/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

The excavation work has been started for the new Union station and work on the foundation will commence shortly. --

**Saturday 30/06/1900 Ottawa Free Press Ottawa Electric Chaudiere**

The Electric Railway Company have erected a temporary waiting room and shelter at the end of the bridge for the convenience of Hull passengers. Two cars are now running from the bridge to Hull and the long wait previously experienced by passengers is avoided.

**Thursday 05/07/1900 Ottawa Citizen Carleton Place Chaudiere**

The C.P.R. is proceeding with the construction of its bridge over the waterworks aqueduct in order to provide the additional accommodation for its tracks. Question as to whether need to obtain permission of the city.

**Monday 09/07/1900 Ottawa Free Press Carleton Place Ottawa, Broad Street**

Work on the new station will be commenced this week by the contractors, Messrs. White and Lyons. Local labor will be exclusively employed and the excavation pushed as rapidly as possible.

**Tuesday 10/07/1900 Ottawa Free Press Ottawa Electric Ottawa Car**

The already large rolling stock of the Ottawa Electric Railway Company is to be increased by eight new cars. The order for them has been placed with the Ottawa Car Works and work commenced. The new cars will be closed ones, each thirty feet long and fitted up in the most up to date manner. They will be ready for use this fall.

The Ottawa car Works has also received an order for four more fifteen bench open cars for the Niagara, St. Catharines and Toronto Railway.

During the past week the company shipped three closed cars, each fifty feet in length, to Quebec City.

Four cars were shipped to British Columbia for use on the Vancouver railway system. One handsome combination mail and passenger car was sent to Berlin and Waterloo.

**11/07/1900 Ottawa Journal Canada Atlantic**

Electric lights and electric fans add a great deal to the pleasure of travelling on railroad coaches and the Canada Atlantic has commenced installing such on some of their cars. Mr. M. R. Shedd, of the Gould Electric Car Lighting Company, of Depew, NY, is in the city installing the plants in several of the cars, among them Mr. Booth's official cars "Opeongo" and Mr. E. J. Chamberlin's car, No. 99.

**Monday 16/07/1900 Ottawa Free Press Ottawa Electric**

Incident with car No. 64.

**Tuesday 19/07/1900 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

At least seven eighths of the work on the Metropolitan company's undertaking has been already completed. Over 100,000 cubic yards of stone have been taken out of the cut, and there remains about 45,000 cubic yards to be still removed. On the present payroll are 174 men and in two weeks time 500 more will be engaged in the work of constructing the power house. The entire work will be completed in about three months. The stone that has been blasted to make the channel has been used to construct an embankment that is 53 feet high. Its length is about 600 feet now, and it will be considerably extended. The most expensive part of the work that has yet been performed was the construction of the crib work in the river. It was very difficult to get the structure bolted securely to the solid rock. ---

Three hundred car loads are taken by the company's little railway system to the end of the embankment.--

**Monday 23/07/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range**

A large gang of men started today to build the two miles of double track for the electric railway that will be necessary to connect the terminus of the present railway at Rockcliffe Park with the Rockcliffe rifle range.

It is necessary that this road be completed by the last of August in order that it may be available for the Dominion Rifle Association matches which start on August 28. So an extra large gang has been put on. Under the superintendence of Mr. J.E. Hutcheson the work will be rushed through with the greatest of speed. The road starts from the Rockcliffe pavilion and winds its way along the cliff on the outside of the forty-four foot right of way around the park coach road. Then it finds its way down the cliff by means of a trestle and across the Bronson and Keefer lands. Then another trestle will be necessary to carry the road across the outlet of McKay's lake. Then the railway will be run along what is known as the sand ridge road and up to the Aberdeen pavilion and the range.

A large loop will be put in on the range so the car will be able to make the turn without turn of trolley.

The road will be a very pretty and picturesque one and will probably present the greatest engineering difficulties of any line of street railway yet built in Ottawa.

**Tuesday 24/07/1900 Ottawa Citizen Carleton Place Chaudiere**

The C.P.R. freight staff is still working in the passenger cars which were converted into temporary offices after the fire. It is expected that the new brick offices will be ready for occupancy in a few days.

**Wednesday 25/07/1900 Ottawa Free Press Ottawa Electric**

Incident with car No. 228.

**Wednesday 25/07/1900 Ottawa Journal Maniwaki Gatineau Junction**

Will build a tunnel.

Gatineau Railway Loop to Interprovincial Bridge

An underground passage will be built to avoid the Canadian Pacific Railway tracks.

Nearly all of the land required for the right of way of the Gatineau Railway Junction with the tracks of the Interprovincial Bridge has been secured and it is expected that work will be begun on the connection in a few days. The curve necessary for the connection will be begun about four thousand feet north of the present junction of the Gatineau Railway with the Canadian Pacific, and in passing the latter company's tracks a tunnel will be used. The work will be rushed to have it completed by December this year.

**Thursday 26/07/1900 Ottawa Free Press Carleton Place Ottawa, Broad Street**

Description of new Union station.

**Friday 27/07/1900 Renfrew Mercury Chalk River Arnprior**

The apparatus on which is suspended the mail-bag for the Imperial Limited to take on the fly is faulty in that the wind sometimes knocks off the bag. Messrs. J.H. Hopewell and Sylvester Grace have invented a contrivance which sets at naught the wind's playfulness and they hope to make some filthy lucre out of it. - Arnprior Chronicle.

**Friday 27/07/1900 Ottawa Free Press Ottawa Electric**

Some of the electric cars which are used on the Somerset street line are too high to pass under the Parry Sound bridge on Holland avenue. Several of the signs showing the routes have been torn off the cars.

Work has commenced this morning on the construction of the new barns of the Ottawa Electric railway on Main street, Hull. The contractors are Mr. Crane and Messrs. Lowe. The plans of the building were drafted by Mr. James Mather and show a most substantial structure. It is expected to be finished by the 1st of December.

**Friday 27/07/1900 Ottawa Free Press Pontiac & Pacific Junction**

Mr. H.J. Beemer has acquired all the property wished for for the passage of the bridge through Hull. The approach to the bridge is in the shape of an inclined plane 4,500 feet long, beginning on Duke street and ending at the Matthews shops near the C.P.R.

**Saturday 28/07/1900 Ottawa Free Press Pontiac & Pacific Junction**

A ballast train has been hauling ballast for the continuation of the railroad line from Deschenes to Hull. That part of the road from Aylmer to Deschenes was built last year and all that remains to be done is to continue it to Hull.

**Monday 30/07/1900 Ottawa Journal Carleton Place Britannia**

A stone weighing between three and four hundred pounds was placed on the Canadian Pacific track near Britannia some time on Saturday night and it is alleged that the object was to wreck the Soo Express which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow going freight train and although the engine was damaged it kept the rails and no one was hurt.

**Monday 30/07/1900 Ottawa Citizen Pontiac & Pacific Junction**

The P. & P. J. company's ballast train began to haul last week ballast for the continuation of the construction of the line from Deschenes to Hull.

**Thursday 31/07/1900 Ottawa Journal Ottawa Electric**

OER plans for rebuilding power plant. Long article.

**Wednesday 01/08/1900 Ottawa Citizen Ottawa Electric Rockcliffe**

The electric railway extension to the Rockcliffe range is being proceeded with rapidly. More.

**Thursday 02/08/1900 The Record, Chesterville Carleton Place Britannia**

Ottawa July 30. A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some time Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west which reaches Ottawa about 4 a.m. The stone, however, was struck by a slow going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" train does not stop at Britannia and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred.

**Thursday 02/08/1900 Ottawa Free Press Tramway J.R. Booth**

Mr. Booth is having two car tracks laid into his St. Anne's lumber yard. Instead of loading on wagons and being paid by the day, the export gang of about thirty men will henceforth be paid by the thousand.

**Saturday 04/08/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range**

Today, probably the first consignment of twenty-five carloads of rails will arrive in the Capital from Moncton, NB. They are the new rails for the Rockcliffe Rifle Range extension. They are sixty two pound rails.

The heavy 72 pound rails for Somerset Street which is to be paved, have to be ordered from the United States. When they are laid on Somerset Street between Bank and Bay, the old rails will be taken up and re-laid to build the Bell Street extension.

The grading of the Rifle Range line was finished last night. Many of the ties are laid and some of the poles are up. There are one hundred men working and Mr. J.E. Hutcheson is hustling matters. The quick work done almost establishes a record in rail laying.

Another door in the Albert Street car shed is being widened and heightened to permit the entrance of the big Britannia cars.

The auditorium at the West End Park will be turned in a few days into a commodious car shed. In this winter and summer cars will be stored. The company badly needed an auxiliary shed for their ever growing rolling stock.

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

Barring accidents, work on the O. & N.Y. bridges across the north and south channels of the St. Lawrence at Cornwall will be completed and the structures ready for traffic by 15th of September.

The shore span in the south channel, which was swung about two weeks ago, is now all riveted up, the false work and piles are removed and the water underneath it is clear.

The strength of the current rendered it advisable to use wooden piles to support the false work of the centre span and 24 steel piles were ordered from New York which arrived last week. They are 50 to 60 feet long of 15 inch channel steel connected by lattice work and most of them have now been driven. The erection of the falsework is close behind the pile driving and early next week will be ready for the erection of the middle span.

In the north channel, the foundation of pier No. 8 at the top of the canal bank is finished, and eight courses of masonry are laid. The steel caisson around pier No. 7 is now resting on the rip rap at the bottom of the river. This material, which was dumped in after the accident a couple of years ago, has been mostly removed and the caisson rests about on the original bed of the river. The entire steel work is under water only a timber extension which will afterwards be removed, showing. The caisson will be filled with concrete and ties to the original foundation with wire ropes embedded in concrete.

**Saturday 04/08/1900 Ottawa Journal Other**

Account of staged train wreck - flat as soda water.

**Thursday 09/08/1900 The Equity, Shawville Pontiac & Pacific Junction**

The Pontiac and Pacific Junction Railway company has made further progress in the matter of securing right of way between Aylmer and Hull. Papers were presented in Hull court last Friday morning ratifying an agreement between Mrs. Bessey and the railway company whereby the former sells to the railway company a strip of land 66 feet wide in the township of Hull adjoining the Hull Electric road. The land so disposed of is part of the McKay, Wright and Conroy farms. It is expected the work of extending the line along the new property will be proceeded with at once.

**Thursday 09/08/1900 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

Every day large quantities of iron are arriving for the Interprovincial Bridge. And a large gang of men are working on putting it in place.

On the Hull side there is still a great deal of work to do, There is a trestle to build and also overhead crossings of five or six streets. But in another month it is likely the iron will stretch unbroken from shore to shore.

Half the big span of 556 feet is already built and projects over from the pier. That is 278 feet of the bridge projects into the air, supported but at one end. This is likely the greatest strain the bridge will ever have, yet in the big wind storm the other day the engineers say the vibration of this span was not visible.

**Friday 10/08/1900 Ottawa Free Press Canada Atlantic Maria street**

The C.A.R. will build new coal sheds south of Maria street on the east bank of the canal. The present sheds at the foot of Elgin street will be taken down as they are in the way of some improvements along the canal bank which will be undertaken by the Ottawa Improvement Commission.

**Friday 10/08/1900 Renfrew Mercury Chalk River Renfrew water**

The C.P.R. water tanks at the station here are now under construction. There are to be two - one at each end of the station platform so that the fast trains will lose no time, in which ever direction they may be going: but will take water while loading and unloading passengers and baggage.

**15/08/1900 Ottawa Citizen Maniwaki Gatineau Junction**

Work has been commenced on the tunnel under the C.P.R. track at the junction with the Ottawa and Gatineau Valley railway. The latter road now joins the C.P.R. within the city limits and enters the Union depot by way of the C.P.R. tracks.

It is proposed to construct a tunnel under the C.P.R. tracks so that the Ottawa and Gatineau Valley railway may be carried through and over the new route to the Interprovincial bridge over which it will enter the Central depot.

The tunnel under the C.P.R. tracks will be cut through a clay formation. The tunnel will be 60 feet long and is to be completed this autumn.

As yet the location of the railway yards and depot in Hull for the P. & P. J. railway and Ottawa and gatineau Valley has not been decided upon.

**Wednesday 15/08/1900 Ottawa Journal Pontiac & Pacific Junction**

A gang of men started work this morning at Deschenes on the Pontiac Pacific Junction Railway extension to Hull.

**Wednesday 15/08/1900 Ottawa Journal Maniwaki**

Another lot of workmen commenced operations for the construction of the Pontiac Pacific tunnel near the junction of the Canadian Pacific and Ottawa and Gatineau Railway tracks.

**Wednesday 15/08/1900 Ottawa Citizen Pontiac & Pacific Junction**

Work was resumed on the extension of the P. & P. J. railway near Deschenes yesterday and it is expected that the road will be completed to Hull this fall. A large gang of Italians has been placed at work blasting, grading etc. The right of way has been secured for the remaining distance.

**Thursday 16/08/1900 Ottawa Free Press Ottawa Electric**

There are now in daily use on the various lines of the Ottawa street railway forty-four cars. This is the largest number in the history of that road. Last year there were thirty-eight.

**Friday 17/08/1900 Renfrew Mercury Chalk River Renfrew water**

The Mercury was not quite correct about the C.P.R. water tanks at Renfrew station. There are not to be two tanks, as stated, but from the one which is being built at the south-east end of the station, a pipe will be run underground to the other end of the yard, where will be erected, not another tank, but a crane similar to that now in use, which will be used for filling the engines with water. The stone foundation of the east-end tank is now about completed. It rises nineteen feet above the ground, and on steel girders built into it will be placed the tank, which will hold 40,000 gallons.

**Friday 17/08/1900 Ottawa Citizen Ottawa Electric Rockcliffe**

The Ottawa Electric railway will tomorrow inaugurate its service tot eh Rockcliffe range, the extension having been completed sufficiently to enable the cars to be run. --

**Friday 17/08/1900 Renfrew Mercury New York Central**

It is possible that a new system of milk delivery will shortly be introduced in Ottawa. Messrs. James Havey, M. Havey and T. Havey are considering the advisability of a scheme to bring milk to the city by train every morning, and after putting it through a cold storage process, to deliver it to customers. It is proposed to have the farmers along the Canada Atlantic and New York and Ottawa Railway send their milk on the cars to Ottawa. A new cold storage building would be erected here for receiving the product. A number of vans would be utilized in bringing the milk around to customers. Ottawa Journal.

**Thursday 18/08/1900 Ottawa Journal Other Aylmer**

Mr. George Millan of Hull created quite a sensation in Aylmer last night. He came up from Hull in thirty minutes in a gasoline automobile. It was something new for Aylmer and as the buggy travelled down Main Street as far as the Post Office men, women and children rushed out to look at the vehicle running along so quietly and swiftly. Even the dogs barked at the strange looking thing. One citizen of Aylmer was heard to say "I am going to have one like it; just as soon as I can scrape up the cash".

**Tuesday 21/08/1900 Ottawa Free Press Pontiac & Pacific Junction**

One hundred men are engaged on the construction of the Pontiac and Pacific Junction Railway company's line between Deschenes and Hull. The work is being rushed with all possible despatch and it is expected to be finished by the 1st of October.

An interesting work now in progress by the company is the approach to the Interprovincial bridge where the line will pass under the C.P.R. tracks. All the houses that were on the line of the approach are being demolished, some being removed to other sites by the owners and a few retained by the company to be used as temporary offices by the company during construction.

A large portion of the work will be overhead owing to the comparative lowness of the ground and will consequently necessitate some pretty expensive construction. Abutments are being made between Lake street on the north and Laurier avenue on the south for the supports for the railway. The plans show that the line will run contiguous to St. Cuthbert street. All the property has been acquired through Mr. Thomas Heeney, accountant of the company.

**Wednesday 22/08/1900 Ottawa Free Press Carleton Place Chaudiere**

The C.P.R. is gradually recovering from the effects of the fire which practically swept all their standing property out of existence. Over 100 men and several trains of flat cars carrying sand from Britannia are now employed in making new tracks and switches and generally increasing the yard room. The work of widening the bridge over the waterworks aqueduct, by some 60 feet, so as to afford accommodation for as many more tracks is going ahead rapidly. Mr. J.W. Moore of Pembroke is the contractor.

In the freight yard and freight department everything is nearly completed. The clerks moved into their handsome new brick offices today. The office is 50x10, two storeys high, well heated and ventilated and provided with all modern improvements. A splendid view of the Ottawa river and surrounding scenery can be obtained. Mr. E. O'Neil, the veteran freight agent is proud of his new quarters. Downstairs there are the private offices for Mr. O'Neil, Mr. H. Templeton, cashier and for the Dominion Transport Company. Mr. Fred Lapointe, landing waiter, also has an office on this floor. Upstairs, the remainder of the clerks, of which there are fourteen in all, will be placed. Communicating with the receiving freight shed are quarters for the teamsters where they receive their bills instead of coming into the office. At the end of the receiving shed, which is 250 x 50 feet, is the heated room for perishable goods and the foreman's office. A Guernsey scale of 6,000 pounds capacity is being placed in position. At the end of this shed, which, with rows of lifting doors and direct communication freight is all handled with as little loss of time and labor as possible, a large platform, 100 feet long, for the landing and unloading of oil will be built. This will keep the flooring in the freight sheds clean. Midway between the receiving and forwarding freight sheds is the covered transshipping platform, where all goods requiring transshipment are placed. The outgoing or forwarding shed is 300 x 40. There are three separate tracks leading to the receiving and two to the outgoing freight shed. The sheds are lighted by electricity and near the docks the incandescent lamps are enclosed in a wire globe, and provided with a long string so that, during the winter, they can be taken right into the cars.

In the outgoing freight shed are three pairs of scales whereas there was only one in the old shed. Freight has to be carried but a very short distance to get weighed. The shed is divided into sections and the names of the stations in that section are bulletined while the sections are all numbered. The cars opposite each door way are also numbered so that in the loading of freight there is no liability to error as the system in vogue is as nearly perfect and complete as it is possible to have it. The checkers and porters have everything to guide them

The passenger part.

The pressed brick work in the new station will be commenced this week by Contractors Lyons & White.

The stone foundations and foundation walls are completed. The new station has to be ready for occupancy by Christmas.

The platform umbrellas or "covered ways" as the public call them are now under way. They are being erected by the C.P.R. company itself. One of the umbrellas, 740 feet long and the other 645, each being 16 feet wide. There will be four tracks for the direct incoming and outgoing of passenger trains. Two will be between the covered ways and one on either side. These tracks are now being laid and ballasted. There will be thirteen other tracks for the storing of reserve cars.

A nine inch pile tile drain is being put down to connect the new station with the main drain. All the work of track laying, covered ways, switches, etc., is being carried out under the direction of Mr. A.F. MacCallum, C.E., of Toronto, who has a long experience of construction and terminal work.

To the west of the freight sheds will be coal chutes. The trestle work is complete and the chutes will soon be in position. Where the present temporary station and other building are will be placed a number of short platforms and tracks for the loading of freight.

The extra facilities, yard room and freight accommodation of the C.P.R. will enable the company to do a much larger business than heretofore and ample room for the growing demands of the Capital for years to come.

**Wednesday 22/08/1900 Ottawa Citizen Canada Atlantic Ottawa East**

Article about fire protection and cinder disposal in the shops.

**Thursday 23/08/1900 The Equity, Shawville Pontiac & Pacific Junction**

Work was resumed on the construction of the P. & P. J. extension between Aylmer and Hull last week. It is expected the line will be completed by the time the new interprovincial bridge at Nepean Point is finished, and this, engineer Dunn informed The Equity last week, would be by the end of November. --

**Monday 27/08/1900 Ottawa Free Press Tramway J.R. Booth**

About thirty men are engaged under J.R. Booth constructing a railway track through the Ste. Anne lumber yard on Somerset street, which will reach the new flour mill of Martin & Warnock on Richmond road. A great amount of levelling is being done and an extensive piling ground for lumber will be secured by this operation.

**Tuesday 28/08/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range**

Article on the opening day of the Dominion Rifle Association meeting.

The cars are a great convenience and have done just what was needed to make the range accessible and highly popular.

**Friday 31/08/1900 Ottawa Journal Maniwaki Cascades**

The mixed train due Ottawa at 6.15 left Cascades on time and started up the steep grade about a mile south of the village. The train was very heavy consisting of the usual passenger coaches, two box cars, five flat cars loaded with syenite, and a big load of cedar poles. The poles were, as usual, loaded on two flat cars, part on one and part on the other. Just at the top of the grade and as the train was turning a curve, the piece of wood that, on such occasions, is placed between the two cars with the poles to steady them, fell out and dropped on to the rail.

The front trucks of the hind car carrying the poles were thrown off the rails and the train, which was laboring up the grade, came to a standstill about four car-lengths further on. There was very little jar and the passengers were not even shaken up.

But the removal of the big cedar poles proved to be a very slow job for the few train hands available. As a result of the incident, the passengers of both the up and the down trains had about four hours wait.

The up train ran to where the down train was stalled. When the poles were removed and the car replaced, the down train ran back to Cascades crossing, the up train went on.

**Saturday 01/09/1900 Ottawa Free Press Maniwaki Cascades**

Two freight cars on the down train on the Ottawa and Gatineau Valley railway were derailed last evening at the Cascades. The cars were loaded with cedars. No damage was done. Both the up and down trains were, however, delayed some four hours by the accident.

**Saturday 01/09/1900 Ottawa Free Press Carleton Place Chaudiere**

The C.P.R. are reconstructing their coal chutes. The new structures will be near the river at the end of Oregon street.

**Wednesday 05/09/1900 Ottawa Citizen New York Central Ottawa**

The Ottawa and New York railway has acquired the O'Donnell property at the south end of the city near the Hurdman's Bridge and proposes to commence shortly the erection of its car shops. The main building will be 2x120 feet in size and in addition to this there will be a few smaller structures. According to the agreement with the city the shops will have to be completed this fall and consequently operations, which have been delayed owing to the difficulty of securing property, will soon be commenced.

The Cornwall bridge is expected to be finished by the first of October.

**Friday 07/09/1900 Ottawa Citizen Ottawa Terminal**

The C.P.R. company, a Citizen reporter was informed today on good authority, will cross the city next year connecting the transcontinental line with the short line between Ottawa and Montreal. All the options necessary are understood to have been secured and the plans, it is said, are about to be registered.

The line will likely branch off at the round house on the Richmond Road, cross that thoroughfare and run south over the Prescott line to a point near Young street and from there run nearly parallel to the tracks of the western division of the C.A.R. to the short line tracks down near Hurdman's Bridge.

It was intended to go on with the work this year but the big fire destroyed so much property which had to be rebuilt that crossing the city was not proceeded with. When completed, the line will permit of through trains making much better time than now, owing to the connection being made with the south shore line to Montreal which is much shorter than by the old way. It will also enable western trains to run in and out of the Central depot when it is built.

**Friday 07/09/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

On account of the high wind, work had to be suspended on the higher trestle work of the interprovincial bridge today. It is expected the iron work will be completed in about four weeks. All the decking or woodwork on the approaching trestle work on the Ontario side has been completed. A derrick will be placed in position to hoist the timbers for the flooring of the bridge proper from Nepean Point. Workmen are now engaged building an abutment at the southeast corner of the Coffin homestead where the railway line will lie. About eight feet will be taken off this corner and the homestead will remain standing.

**Saturday 08/09/1900 Ottawa Free Press Canada Atlantic Ottawa East**

At the car shops in Ottawa East everything is quiet. The last of the 1,000 box cars ordered last fall having been completed. Almost all the freight cars are now equipped with air brakes and automatic draw bar. This is a great boon to the brakemen and train hands.

**Saturday 08/09/1900 Ottawa Journal New York Central**

Description of a ride over the line between Ottawa and Cornwall. Similar to earlier description at the opening of the line.

Big cheese trade - it is estimated that 10,000 boxes of cheese pass over the O&NY monthly during the four months of summer - from Russell, Embrun, Bennick (sic) (should be Berwick), Finch, Cambridge and Black River.

Also butter but little lumber, just small lumber, also livestock

Bridge across the St. Lawrence will be completed within three or four weeks.

**Thursday 11/09/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Work on the new C.P.R. station at the Chaudiere is progressing rapidly. The brick walls are up to a height of about 15 feet and the covered platform is almost completed, the roof having been finished yesterday.

**Thursday 13/09/1900 Ottawa Free Press Maniwaki Hull**

The concrete pier on Laurier avenue, Hull, to support the approaches to the Interprovincial bridge, is completed. The bridge and approaches extend from Nepean Point, on the Ottawa side, to Little Farm on the Hull side, a distance considerably over two miles.

**Friday 14/09/1900 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

Article on the visit of the Canadian Engineering Association.

The large canal which has been cut out from the solid rock is completed with the exception of one hundred feet and to finish it about six weeks will be necessary. At the end of the canal will be the power house, its construction of which will be commenced next week More.

**Saturday 22/09/1900 Ottawa Free Press Tramway J.R. Booth**

J.R. Booth has just completed the addition of new platforms and tramways in his lumber yard on the Hull side of the bridge.

**25/09/1900 Athens Reporter Westport Soperton**

Early Monday morning the B&W work train ran over a horse belonging to Wesley Davis. Both legs were broken and the animal had to be killed.

**Thursday 25/09/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

When twenty feet more of iron work is erected the north and south sections of the Interprovincial bridge will be joined. The great structure will then be largely completed. All the heavy iron work is in position and the bridge constitutes one of the finest pieces of engineering work in the country. After the two sections are joined considerable work will have to be done putting down walks and railings.

**Tuesday 25/09/1900 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

Only 80 feet of earth remain to be excavated before the Metropolitan Electric company completes its canal at Britannia. The canal is 150 feet wide and has a depth of 12 feet. A staff of 90 men is now employed under the superintendence of Ald. Hewlett. Operations will be started next week on the big power house of the company which is to be 500 feet long and 250 feet wide. It will be two stories in height and constructed of concrete.

**Thursday 27/09/1900 Ottawa Citizen New York Central**

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

**Thursday 27/09/1900 Ottawa Free Press Carleton Place Westboro**

The Canadian Pacific railway is preparing, it is stated, to erect extensive workshops on their property at Westboro. They have had plans prepared for a building which will employ 1,500 men, and consequently a considerable amount of the work which is at present done at Carleton Place will be performed here.

The principle object of making this construction at Westboro, where they have 50 acres of land, is for the purpose of utilizing the electrical power of the Metropolitan company, who have their power house conveniently situated at Britannia.

**Friday 28/09/1900 Cornwall Freeholder New York Central**

First Train Passed Over On Saturday Last - The New Route To New York To Be Opened On Monday

The O&NY Bridge is now so near completion that trains have been run over it and on Monday next a regular service will be opened between Ottawa and Tupper Lake, NY, the present southern terminus of the line. A freight train was run over to the United States side of the river on Saturday, it being the first train to cross the bridge. Several passenger cars were taken over on Monday in order to carry an excursion to Malone for the Fair. The bridge being too narrow to admit of a walk being laid inside the structure for the accommodation of employees in the event of a train being stopped while crossing and the train hands being required to leave the cars or engine, the officials of the Dept. of Railways and Canals requested the company to build a walk along one side of the bridge outside of the iron work. This is being done and the walk is to be completed in a couple of days. The final inspection of the bridge was made this week by Mr. R.C. Douglas, C.E., of the Department of Railways and Canals, and all will be in readiness for the formal opening on Monday next. There will be two express trains a day from Ottawa connecting with the NY Central at Tupper Lake for New York and two trains passing here every day for Ottawa. Going south the morning train will leave Cornwall at 9:25 a.m., connecting with the NYC at Tupper Lake at 12:10, reaching New York at 9 p.m. The evening train will leave Cornwall at 6:29 p.m., reaching Tupper Lake at 11 p.m. and New York at 7:30 the following morning. Coming north passengers will leave New York at 6:40 p.m., arriving in Cornwall at 8:01 the following morning; or leaving New York in the morning and arriving in Cornwall at 4:10 p.m. This will cause a change in the local time table, the express trains for Ottawa leaving at 8:01 a.m. and 4:10 p.m. A mixed train will leave Cornwall for Ottawa at 4:20 p.m.

**Saturday 28/09/1900 Ottawa Citizen New York Central Cornwall**

The Ottawa and New York railway has completed its big bridge over the St. Lawrence at Cornwall. The last of the iron work was erected this week and all that remains to be done is to place down a foot walk and lay a piece of track on the island between the north and south channels.

The manager of the road stated this morning that a through service between Ottawa and New York will be established within a fortnight if the present intentions are carried out. It is likely that a new departure will be made by putting on a day service between the Capital and New York, a train leaving here in the morning and reaching the metropolis at 9 p.m.

**Saturday 29/09/1900 Ottawa Free Press Canada Atlantic Ottawa East**

All the freight cars are now equipped with automatic draw bars and air brakes, making it much safer and easier for the yardmen and brakemen.

**Tuesday 02/10/1900 Ottawa Citizen Carleton Place Chaudiere**

The C.P.R. company has commenced an extension to the new freight shed at the Union depot, necessitated by increase of business. The new addition will be about 50 feet long --

**Tuesday 02/10/1900 Ottawa Journal Chaudiere Bridge Street**

The city council last night gave Mr. Booth permission to lay a level railway track across Bridge Street. CPR had received permission for the same kind of crossings on Wellington Street just prior to Mr. Booth's application.

**Thursday 04/10/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric**

Mr. McCallum of the Public Works department, made an examination of the power works and water lots at Britannia. He finds that everything there is as it should be.

**Friday 05/10/1900 Renfrew Mercury Carleton Place Westboro**

The Canadian Pacific Railway is preparing to erect extensive workshops on their property at Westboro', to employ 1,500 men, so that a considerable amount of the work which is at present done at Carleton place will be performed at Westboro'.

**Friday 05/10/1900 Ottawa Journal New York Central**

First advertisement of New Route Now Open. Two trains daily to Tupper Lake. Mixed train leaves Sussex Street at 8.00 a.m. and arrive 7.20 p.m. Ottawa Citizen, same date - Timetable advertisement - New route now open to New York.

**Saturday 06/10/1900 Ottawa Free Press Tramway Maria street**

A number of men are constructing a small railway at the C.A.R. depot in connection with the excavations that are being made at the Maria street bridge.

**Saturday 06/10/1900 Ottawa Free Press Canada Atlantic Central Depot**

As the work on the new government military stores is being rushed, it is expected that the stores will be out of the present building in the course of a few months and the space now occupied will be converted into offices for the Ottawa & Gatineau and the Pontiac & Pacific railways.

**Saturday 06/10/1900 Ottawa Free Press Canada Atlantic Maria street**

The old store sheds at Maria street, which were destroyed by fire some time ago, are being rebuilt. The yards at Maria street are also being enlarged, the steam shovel being engaged cutting down the bank.

**Wednesday 10/10/1900 Ottawa Citizen Maniwaki**

Work has been suspended on the construction work on the Pontiac and Pacific Junction Railway between Aylmer and Hull. The men have been placed at work digging a tunnel for the Ottawa and Gatineau Valley railway under the C.P.R. tracks at the Hull limits. This work will be rushed to an early completion so that a through service to the Central depot can be established as soon as the interprovincial bridge is completed at the approaches built. All the piers to support the bridge work across the Hull streets have been completed and the iron work is now being placed in position.

The company expects to have trains running into Central depot by December.

It is expected the remainder of the construction work on the Pontiac and Pacific Junction Railway near Hull will be completed this year.

**Wednesday 10/10/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Foot passengers are now crossing the river on the interprovincial bridge though the planking has not all been laid. Venturesome youths made the trip on the connecting iron work yesterday.

**Thursday 11/10/1900 Ottawa Free Press Carleton Place Westboro**

Mr. C.W. Spencer, superintendent of the C.P.R., who was in the city yesterday, states that there is no foundation for the report that the C.P.R. intends removing its workshops from Carleton Place to the land which the company owns at Westboro. Mr. Spencer says that the courtesies and privileges extended to the company by Carleton Place has resulted in their shops being gradually extended and the largest number of men ever employed were now at work. The company had no intention of disturbing existing conditions.

**Friday 12/10/1900 Ottawa Free Press Ottawa Electric Britannia**

The Ottawa Electric company has completed their new station at Britannia and have also built two platforms provided with seats at Holland avenue and Barrie. The station at Britannia is heated with an electric heater and is very comfortable.



**Saturday 13/10/1900 Ottawa Free Press Canada Atlantic Maria street**

The Canada Atlantic railway company are extending their yards near the canal basin and have commenced excavating at the Granite company's property and at the Maria street bridge. Filling in is being done and a yard built back of the freight sheds and on the Granite company's property. The old building that was used as a depot when the Canada Atlantic first commenced running in at the canal basin will be moved up to the rear of the freight sheds and the offices of Mr. R.K. Clairs and his staff will be moved into that building. This is necessitated by the large increase in package freight and as the offices are at present in the freight sheds, they will be moved to make space for freight.

**Saturday 13/10/1900 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge**

Hull - the travelling crane and trestle work at the Interprovincial bridge is being taken down.

**Monday 15/10/1900 Ottawa Free Press Pontiac & Pacific Junction**

Orders were issued today by the contractors on the construction work of the P. P. Junction Railway to put on a construction train tomorrow morning to lay tracks from the C.P.R. tracks to the approach to the Interprovincial bridge. This means that the work will go ahead now without delay to completion. On the Gatineau road it is expected to be in operation over the Interprovincial bridge on December 5th and on the P. & P. J. railway a short time later.

**Monday 15/10/1900 Ottawa Free Press Maniwaki**

The Ottawa and Gatineau, Pontiac and Pacific Junction Railway and Interprovincial bridge companies will amalgamate in a few days.

**Monday 15/10/1900 Ottawa Free Press New York Central Cornwall**

Percy Fawthorpe, a young lad aged 11 years, residing in the west end of the town had his eight fingers cut off at the O. & N.Y. railway Saturday. The boy, in company with several lads of his own age, were taking a ride on a shunting train when the open car on which they were seated jarred against a coupler and the boy was thrown off. His hands fell across the rail with the above results.

**Saturday 20/10/1900 Ottawa Citizen Canada Atlantic Central Depot**

The Canada Atlantic yards between Central depot and the Maria street bridge are being enlarged and new tracks have been laid. The work of levelling and filling in the new yard is being expedited by means of steam shovels.

**Saturday 20/10/1900 Ottawa Free Press Canada Atlantic Maria street**

Work on the new Canada Atlantic yards at the canal basin is being rushed to completion. Where stood the Granite company's old buildings is now a bare tract of land being cut down by a steam shovel and filled in, while already tracks are extending over the property and relieving the old yards from the great pressure of freight and passenger trains. When the yard is completed there will be room for five or six additional tracks. It is expected that the work will be completed before the snow falls.

**Tuesday 23/10/1900 Ottawa Citizen Maniwaki Interprovincial Bridge**

The trains of the Ottawa and Gatineau railway will likely be running into the Central depot in three or four weeks. An official of the Interprovincial bridge stated today that all of the arrangements for the service should easily be completed in the time mentioned or sooner. All of the iron work is up and the workmen are now engaged in riveting and laying the flooring. The rails have already been laid.

On the approaches the work is equally well advanced. On the Hull side from Lake street back to the Gatineau junction the grading is completed while the trestle work nearer the bridge is well under way and a large staff is engaged on it. On the Ottawa side the approaches to the Central Depot are nearly completed with the exception of some work near the old Coffin homestead.

The bridge will not only be opened for railway traffic at an early date but will also be ready for vehicles and pedestrians. The more difficult part of the work is already finished and the operations are being rushed.

**Tuesday 23/10/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric**

Ald Hewlett, superintendent of the Metropolitan company's work at Britannia, reports that the company has about eighty men at work. Considerable difficulty has been experienced in obtaining labor. There is about fifty feet of canal to be excavated yet before the place where the cut-in for the bulk head is reached. The new power house will be pushed ahead this fall if the frost does not interfere with the concrete work.

**Wednesday 24/10/1900 Ottawa Citizen Canada Atlantic Central Depot**

A steam shovel belonging to the C.A.R. has been at work cutting away the embankment near Wilbrod street. The (city) engineer says the work has been interfering with the sewer and has instructed the company to discontinue operations.

**Friday 26/10/1900 Renfrew Mercury Chalk River Renfrew water**

The C.P.R. tank is nearing completion. The stone foundation, 19 feet high, was finished some time ago, and now the tank proper is ready for the water to be turned on. The tank is built of British Columbia cedar, in narrow strips, three inches thick, and coated inside with pitch.

**Saturday 03/11/1900 Ottawa Citizen New York Central**

The New York and Ottawa Railway car shops are to be constructed immediately, as Messrs. J. & C. Low, who have been awarded the contract commenced work on them this morning. The buildings have to be rushed through to completion and the contractors will, at once, put on a large staff of men.

The shops will be situated on the O'Donnell property at the southern intersection of King and Nicholas streets. There will be three buildings. The main building will be a frame structure 150 feet by 60 feet. The blacksmith shop will be 40 feet by 50 feet and the boiler house is 16 feet by 36 feet.

**Tuesday 06/11/1900 Ottawa Free Press Maniwaki Hull**

The (city) engineer was requested to prepare a report on the complaints of ratepayers living along the Ottawa and Gatineau Valley railroad. It appears that the grade of the Leamy road has been lowered and some of the residents claim that their property has been damaged.

**Friday 09/11/1900 Ottawa Citizen Maniwaki Hull**

A few evenings ago a small riot occurred among the Italians working on the new railway extension in Hull. There is quite a large colony of the foreigners. Trouble arose between two men over the attentions paid by both to one woman. Shots were fired and serious trouble was narrowly averted. A messenger informed Chief Genest of the trouble and with a force of police he proceeded to investigate. No arrests were made, but the Italians were warned against permitting a recurrence of the trouble.

**Saturday 10/11/1900 Ottawa Citizen Montreal and Ottawa**

The CPR smashed all the local speed records this morning. A special train on the Short Line, bringing Lord Strathcona from Montreal to Ottawa, made the 112 miles in 100 minutes.

Lord Strathcona was met by Sir Wilfred Laurier and lunched with the premier at his residence on Theodore Street.

The train ran through yards, over railway crossings and was forced to slow down several times so that the run is considered phenomenal. Engine 210 drew the train and was in charge of Engineer J. Smith and Conductor A. Chapman. The run was made over heavy track, snow having fallen for over twelve hours.

**14/11/1900 Athens Reporter Westport**

Runaway Cars at Chantry Between Athens and Soperton (ER) What might have been a very serious affair happened on the train coming from town. Some miserable fellow had the gall to pull the pin out and uncouple the train between Athens and Soperton. The rear cars ran nearly four miles separated from the train. Had the engine held up during that time, there would doubtless have been a serious smash. The same thing happened again before reaching Delta. Such fellows should be looked after.

**Wednesday 14/11/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Ald. White, who is one of the contractors for the C.P.R. station, says the new building will be ready for occupancy about the middle of December. The heating apparatus is shortly to be installed.

**Wednesday 14/11/1900 Ottawa Free Press Canada Atlantic Central Depot**

City Engineer Kerr says that the C.A.R., with the object of closing up James street, placed a fence across the street near the new siding which the railway company is laying. Mr. Kerr has written the company ordering that the fence be taken down.

**Thursday 15/11/1900 Ottawa Free Press Ottawa Electric Ottawa Car**

The Belleville Traction company has purchased two cars from the Ottawa Car company which will be shipped in a few days. The Car company has also received ordered for three 40 foot long closed cars for the Victoria, B.C. railway and two thirty foot closed cars for Sarnia. Last week the company shipped the last of four line cars for the Niagara, St. Catharines and Toronto railway. The eight new cars ordered by the Ottawa Electric Railway from the car company are nearly all built. They will be equipped electrically by the Street Railway company and put on different lines in the city in a few days. Each car is thirty feet long and handsomely upholstered.

**Friday 16/11/1900 Renfrew Mercury Chalk River Carleton Place**

What might have been a more serious accident occurred about ten o'clock last Friday evening. The mixed from Brockville, due at 8:55, was nearly an hour late and ran down past Munro's crossing to switch the freight cars on the Manitoba siding before running into the station with the passengers. Two cars standing upon the siding started and ran away on their own account and met the mixed backing up, giving the passengers quite a shaking up. In order to clear the line again for No. 2 - the Winnipeg Express being several hours late - the shunter was set to work and in running down toward the river to make a switch met head on with the express on the bridge, with a terrible crash.-- the only damage resulting was to the fronts of the engines -- nobody hurt-- - Carleton Place Herald.

**Saturday 17/11/1900 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

Drawing of bridge and summary. Largest span, diamond drilling.

The Gatineau Railway uses Canadian Pacific tracks from Hull to the Union depot. The Hull Electric Railway does not touch city limits although it connects with the OER. The Pontiac line only runs to Aylmer, and it is being built as far as Hull, and when the bridge is ready, Pontiac and Gatineau trains will cross the structure and deposit their passengers and freight in the Capital. Men are now engaged making the connections for the two railways. The Gatineau line tunneling under the Canadian Pacific railway tracks in Hull to reach the bridge.

It is expected that the first construction train will cross the bridge in December and the regular traffic may begin in January 1901. --

There has not been a serious accident among the men employed by the railway company, but one man employed by the bridge contractors was killed by a fall.

The Pontiac line is graded for five miles and several miles of track have already been laid. The company is not rushing the work because it is not desired to have the road completed before the Hull terminals are ready.

**Saturday 17/11/1900 Ottawa Journal Carleton Place Ottawa, Broad Street**

Drawing of new depot.

With the completion of the new Canadian Pacific depot the Capital will one of the completest stations in the country. The structure is not lacking in size, either, having a frontage of 156 feet with a depth of 40 feet. On either side of the main building is a wing with a frontage on 35 feet and a depth of 80 feet. The present structure will be fully double the size of the old one which had a 50 foot frontage.

The new building is of the modern type, yet possesses that symmetry and balance of architecture which originated among the ancient Greeks. The central pavilion stands four storeys high with a half tower. The whole building will have a high pitched roof of Rockland slate, while its foundations are laid on the solid rock 12 feet below the surface. Above the foundation for three and a half feet the walls are of solid Scottish granite, and above this white fire brick imported from Scotland for the purpose completes the walls.

The central building will contain the general waiting room, a ticket and a telegraph office. In this portion of the building to the right of the general waiting room will be placed the gentleman's first class waiting and smoking room and the first class waiting room for ladies. In the northern wing will be the restaurant and pantry. A corridor will be constructed between the two first class waiting rooms to the restaurant. Immediately to the left of the general waiting room will be the second class waiting room while at the extreme south of the building the 80 foot wing will be utilized as a general baggage room and the office and store room of the Dominion Express Company.

The upstairs portion will be utilized as offices of the superintendent of the road, staff, trainmaster, roadmaster, train despatcher, building and bridge master, and three spare offices,

The present station is situated about fifty feet back from the street between Richmond Road and the aqueduct. Thus cabs and other vehicles will find ample space in front of the depot.

Two platforms, 700 feet in length, with umbrella roofs have been constructed, between which six new tracks for passenger trains have been laid. An umbrella roof also covers the platform in the rear of the station.

The company has filled in the differences in level between the old site and the new caused by the new being five feet higher than the former. The old site and tracks will be converted into an extensive freight yard.

The company is sparing no pains to make the new station as perfect as possible and from present appearances there can be small doubt of their success. The estimated cost of building was at first \$30,000 but it is now considered that \$35,000 will be required to complete the work.

The above cut shows the new station completed.

**Saturday 17/11/1900 Ottawa Journal Ottawa Terminal**

Ottawa as a railway city. Large article and map.

**17/11/1900 Athens Reporter Westport**

The B&W train brought in 1,501 boxes of cheese the previous day.

**Monday 19/11/1900 Ottawa Free Press Chaudiere Bridge street**

Conditions on which C.A.R. may cross Bridge street.

**Tuesday 20/11/1900 Ottawa Citizen New York Central**

A distinguished party of American railroad magnates and financiers arrived in the Capital this morning from New York over the Ottawa & New York line. An official inspection of the road was made and the roadbed and fixtures were pronounced in first class shape. Stops were made at each of the stations which, together with the yards, inspected. The recently completed bridge at Cornwall was also subjected to a close and satisfactory scrutiny. More.

**Friday 23/11/1900 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

The Metropolitan Electric Company has completed its canal to within a few feet of the river. It will be necessary to do some excavating near the point where the river water enters the canal from which the power will be derived.

In order that the work on the power house may be carried on conveniently during the winter a temporary shed will be erected over the site. Arrangements are now being made to secure the necessary machinery, but it will probably be spring before the work is completed and the plant installed so as to enable the company to avail itself of its franchise and supply light, heat and power to the city.

**Friday 23/11/1900 Renfrew Mercury Ottawa, Brockville and St. Lawrence**

Brockville, Nov. 19. G.E. Kidd, the well known Ottawa lawyer, was in town today en route to New York. Mr. Kidd is solicitor for the company which proposes constructing the new Brockville and Ottawa electric railway, and speaks hopefully of the scheme becoming an accomplished fact. The prospects are exceedingly bright for an early start at construction next spring.

Mr. Kidd's business in New York will be to interest capitalists if that place in placing a line of steamers between Brockville, Kingston and the Thousand Islands, in connection with the new railway.

**24/11/1900 Athens Reporter Westport**

A number of students attending the Athens High School had been misbehaving and annoying passengers on the B&W Railway trains, it was reported. They were destroying property and in consequence E.A. Geiger, General Passenger Agent ordered their commutation tickets taken up, and they thereafter be required to pay full fare or give a guarantee of good behaviour.

**Saturday 24/11/1900 Ottawa Free Press Canada Atlantic Maria street**

The new yards at the site of the granite works have a capacity of 250 cars and greatly facilitate the handling of freight and relieve the present yards.

**Monday 26/11/1900 Ottawa Citizen New York Central**

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

**Tuesday 27/11/1900 Ottawa Free Press Ottawa Electric Ottawa Car**

Three of the eight new cars ordered from the Ottawa car works are now in service, one on Albert street and two on the Somerset street line. The new cars are 34 feet long and provided with the Brill truck which is the easiest riding truck known, very little oscillation being noticeable. The remaining new cars will be in use shortly. The company's regular service this winter numbers forty-four cars as compared with thirty-seven last year.

Mr. Greene, general manager of the Hamilton Street Railway company,; Mr. Moody, a director of the Cataract Power company, and Promoter Patterson of Hamilton, were in the city yesterday negotiating for new cars for the Hamilton road from the Ottawa car shops. The visitors were taken over the Britannia extension by Supt. J.E. Hutcheson and unanimously pronounced it the finest suburban line they had seen.

**Tuesday 27/11/1900 Ottawa Free Press Ottawa Electric Rockcliffe**

Owing to the increase in rolling stock the Street Railway company has found it necessary to increase its storing accommodation for cars. A new shed is being erected on their property at the entrance to Rockcliffe Park adjoining Princess avenue. The new shed will be brick, 210 feet long and 50 feet wide. The stone work is now completed. In the spring the company will build an addition to its car sheds on Albert street.

**Wednesday 28/11/1900 New York Times New York Central**

NEW YORK CENTRAL IN CANADA.; Reported that It Will Acquire an Entrance Into Ottawa.

OTTAWA, Ontario, Nov. 27. -- It is stated here that there is a possibility that the New York Central will acquire the Ottawa and New York Railway, and in that way gain an entrance to the Dominion capital.

When questioned in reference to the matter today the General Manager gays said that an informal proposition for the the sale of the line to the New York Central has been talked of, but as yet it had not assumed definite shape, nor would it until the road was finally completed.

**Thursday 29/11/1900 Ottawa Free Press Canada Atlantic Central Depot**

C.A.R. request to the stopping up of Wilbrod and James streets will likely be granted.

**Thursday 29/11/1900 The Record, Chesterville New York Central**

Ottawa Nov. 27. It is reported that negotiations for the acquisition by the New York Central of the Ottawa and New York Railway have been in progress and are likely to develop when the latter road is finally completed. The Ottawa and New York extends to Tupper Lake, a distance of 129 miles, where it connects with the New York Central, on which it is wholly dependent for entrance into the American metropolis. The comparatively short mileage of the O&NY and its inability to further extend its main line will, it is asserted, its ultimate amalgamation with the other corporation on account of the inability of the road to compete with other more important lines. When questioned in reference about the matter today General Manager Gays of the O&NY said that an informal proposition for the sale of the line to the NYC had been talked of but as yet had not assumed any definite shape, nor would it until the line was finally completed.

**Thursday 29/11/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Foot traffic is now well established on the Interprovincial bridge and as a consequence very little patronage is extended the ferry boat.

**Friday 30/11/1900 Ottawa Citizen Ottawa Terminal Ottawa, Broad Street**

CPR will construct the proposed route through the city in the spring. Route not definitely chosen. Three alternate routes, the preferred one being one that parallels the CAR.

The superintendent is very much pleased with the work on the new depot on Broad Street, which is assuming a completed appearance and will be ready for occupancy about the end of the present month.

**Monday 03/12/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street**

A large gang of men is still at work extending the C.P.R. yard at the Union depot. The work, it is expected, will be completed in about two months.

**Thursday 04/12/1900 Ottawa Citizen Pontiac & Pacific Junction Hull**

The Hull city council, last evening, gave the final reading to the by law granting tax exemption for fifteen years to the property owned by the PP&J Railway. The provision is made that within a year the company must build a \$4,000 depot in Hull and the employees on its works must reside in that city.

**Friday 07/12/1900 Ottawa Citizen Chaudiere Bridge street**

A gang of men is now engaged building the new crossing on Bridge street, which will give Mr. J.R. Booth direct railway connection with his timber yards. Until the work is completed the street cars will stop on the south side of the crossing.

**Friday 07/12/1900 Ottawa Citizen Ottawa Electric**

The street railway has put a combined passenger and mail car on the Bank street route. In it the mails will be conveyed from the branch to the central office.

**Monday 10/12/1900 Ottawa Free Press Chalk River Haley's**

The eastbound Soo train on the C.P.R. jumped the track at 2 o'clock this morning at Haley's station, the first station west of Renfrew. There was no loss of life and comparatively little damage to the train.

The baggage car next to the engine was the first to leave the track and following it went the three coaches at the rear. The former smashed into the station building damaging it to some extent but remaining intact itself.--

**Tuesday 11/12/1900 Ottawa Journal Renfrew Arnprior**

Arnprior Dec. 10. Despite frequent protestations street crossings continue to be blocked by CAR trains in the Arnprior yard. Officials in Ottawa will be asked to abate the nuisance, and if this does not suffice, there may be a whole train crew placed under arrest one of these days.

**Wednesday 12/12/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

For the first time since the big structure has neared completion a locomotive was run over the Interprovincial bridge this afternoon in connection with the construction work. The rails were laid some days ago and everything went off smoothly. The official test, however, will not take place for about three weeks when some of the heaviest engines in the city will be run over the bridge. The construction work is now receiving the finishing touches under the direction of Engineer Dunne (sic) and by the end of the month it is expected that trains will be running into the Central depot.

**Friday 14/12/1900 Renfrew Mercury Chalk River Haley's**

The Soo express from the west made kindling wood of the station building known as Haley's on Monday morning. A broken switch rod is supposed to have been responsible for the trouble. This train does not stop at that station, and was sailing along at a speed of 35 or 40 miles an hour. The engine and tender had gone over the switch safely. But the baggage car left the rails and crashed into the station building and flattened it and the goods stored therein. -- The woodwork of the demolished station building took fire from the coals which were scattered from the stove which had been in it. --

**Monday 17/12/1900 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge**

Several work trains have passed over the Interprovincial bridge since the first one on Wednesday last. The trains were engaged in bringing supplies for the workmen.

Many people visited the new Interprovincial bridge yesterday and admired the structure.

**Wednesday 19/12/1900 Ottawa Citizen Canada Atlantic Central Depot**

The new Union depot for Ottawa, so long talked of, will be built during the coming year, if present intentions are carried out. A prominent official of the CAR stated today that he did not have the remotest doubt that the work would be proceeded with considering that in the spring the government will vacate the building at the canal basin used jointly for militia stores and depot purposes. The new military stores building in the rear of the drill hall is already completed on the outside, so that early in the summer it will be in readiness for occupation. Mr. J.R. Booth has time and again asserted that as soon as the work on the new building is done work on the union depot will be started, and there is no doubt but what the promise of the energetic railroad magnate will be fully implemented.

**Monday 24/12/1900 Ottawa Free Press Carleton Place Ottawa, Broad Street**

Ald. White informed the Free Press yesterday that the new C.P.R. station would be in readiness for occupation about the 15th of January. It would have been completed by now had there not been a scarcity of plumbers. There were so few unoccupied in the city that some had to be obtained from Montreal.

**Monday 24/12/1900 Ottawa Journal Ottawa Electric Chaudiere**

Electric cars will cross the bridges over the slides at the Chaudiere today for the first time since the big fire on April 26th. Ordinary vehicular traffic will not be resumed for some time yet.

**Thursday 27/12/1900 Ottawa Citizen Hull Electric Interprovincial Bridge**

It is understood that the negotiations between the Hull Electric company and the P&PJ railway relative to the entry to the central depot by the Interprovincial bridge of the former company's electric cars are practically completed. There has been an exchange of privileges. The Hull cars will run over the Interprovincial bridge while in connection with the PPJ extension from Aylmer to Hull Mr. Beemer's line will run over the tracks of the Hull Electric company from Tetreauville to the Hull depot. This will obviate the necessity of an expenditure of about \$200,000 for an overhead crossing of the electric railway tracks on the Aylmer road.

The arrangements will go into effect early in the month of January.

The Hull Electric company is also considering the advisability of constructing a loop line around the city of Hull.

**Friday 28/12/1900 Ottawa Free Press Ottawa Electric Rockcliffe**

Work on the new car sheds of the Ottawa Electric company at the entrance to Rockcliffe Park has been interfered with by the weather. On fine days the workmen manage to make good progress and will soon have the structure completed.

**Friday 28/12/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric**

Ald. Hewlett, superintendent of the Metropolitan Electric company's works at Britannia says about forty men are constantly employed there. The building of the southern embankment has just been completed and the excavation of the remaining portion of the canal is now going on. Thirty-five feet more of rock has to be taken out before the canal is finished.