

# Local Railway Items from Ottawa Papers - 1901

**Friday 04/01/1901 Ottawa Citizen Ottawa Electric**

There was a partial tie up of the Rideau Street line of the street railway last night caused by a car jumping the track. As car No. 64 was speeding northwards down the Nicholas Street hill, the motorman seemed to lose control and on reaching the curve was going too fast to turn. The car went straight ahead, jumping the track, stopping within two feet of the sidewalk in front of Bourque's store. The auxiliary car and gang were summoned and had a big contract getting the car back on the track.

**Wednesday 08/01/1901 Ottawa Citizen Chaudiere McKay Milling**

One of the capital's oldest manufacturing concerns, the McKay Milling Company, is about to go out of business. After the April fire which gutted the buildings and destroyed the plant and stock therein the company sold the mill site and water power at the Chaudiere to Mr. J.R. Booth. A good figure was obtained and the directors thought it was advisable to wind up the affairs of the company rather than seek another site and start anew at present.

The McKay Milling Company was founded over 60 years ago in the days of Bytown by the late Hon. Thomas McKay.--

It is understood Mr. J.R. Booth will establish either a pulp or a grist mill on the site secured from the McKay Milling Company. As there are 3,000 horsepower available and only 500 horsepower would be necessary to run a grist mill, it is altogether the new industry will take the form of a large pulp mill. The fact that Mr. Booth has large limits and is buying and cutting pulp wood bears this out.

**Thursday 10/01/1901 Ottawa Journal Brockville Brockville**

Visit of Lord and Lady Minto to Brockville.

**Friday 11/01/1901 Ottawa Journal Renfrew Elgin Street**

Military train arrived at Elgin Street at 12 20 noon and the official reception took place at the Drill Hall. Return of Major Hurdman and men who fought in South Africa. Decorations along Elgin Street.

**Friday 11/01/1901 Renfrew Mercury Kingston (CP)**

Owing to increased traffic over the line of the K. & P.R. railroad, especially on market days, the company has found it necessary to post notices on the cars warning passengers that each one is entitled to seat space sufficient for one person only. Baggage, parcels, baskets, that cannot be placed under the seat or in the passenger's portion of the parcel bracket, must not be taken into the coaches, as obstruction of the aisles will not be permitted. Baggage, etc., which cannot be stored away as stated, must be placed in the Baggage car; if found in the coaches it will be removed. - Kingston Whig.

**Friday 11/01/1901 Renfrew Mercury Canada Atlantic Galetta**

The Canada Atlantic Railway propose to obtain authority to construct a branch from Galetta, in Fitzroy township, northerly across the Ottawa river to a point on the Pontiac and Pacific Junction Railway between Quyon and Shawville, in Pontiac county; also to make an extension of the line in question to Arnprior. The company also wants authority enabling it to build bridges, tramways, vessels, wharves, warehouses and docks, and to develop electric energy by the use of water power.

**Saturday 12/01/1901 Ottawa Journal Maniwaki**

The Canada Gazette today contains a notice of application by the Gatineau Valley Railway to change its name to Ottawa, Gatineau and Western Railway, with the power, among other things, to acquire or amalgamate with the Pontiac and Pacific Railway, the Hull Electric Railway, the Ottawa and New York Railway, the Ottawa Interprovincial Bridge Company, the Ottawa Electric Railway Co., the Kingston and Pembroke Railway; to acquire and dispose of mines and timber lands etc., and to acquire and dispose of water power for electric purposes.

It is understood that while the above would represent a very daring scheme, one of the points the Gatineau Company will be most interested in carrying will be the right to acquire or amalgamate with the Hull and Aylmer Electric co. If the Pontiac and Pacific trains could travel over the Hull and Aylmer Co.'s rails a very large amount of difficult and costly track laying would be avoided, between Deschene and Hull.

Mr. P.W. Resseman, Superintendent of the Gatineau Valley, was asked as to the details of the scheme of Mr. Beemer. He did not make any statement.

**Thursday 17/01/1901 The Record, Chesterville New York Central**

The O&NY, having completed their line to Ottawa and established car shops there, ask for payment of the promised bonus of \$75,000.

**Monday 28/01/1901 Ottawa Journal Pontiac & Pacific Junction**

Passengers from Aylmer who board a train without a ticket are charged an extra 25 cents. The reason for this is the large number of people boarding at Aylmer without a ticket and who argue about the fare until their destination is reached. People boarding at flag stops are not charged anything extra while those boarding at other stations without tickets are charged an extra 10 cents.

**Wednesday 30/01/1901 Ottawa Journal Chaudiere Bridge Street chaudiere**

CAR has until Feb. 4 to sign an agreement with the city about the crossing on Bridge Street. Booth's request for perpetual rights refused.

**Thursday 31/01/1901 The Record, Chesterville Montreal and Ottawa Pendleton**

Plantagenet Jan. 24. A fire occurred at Pendleton station on the CPR last night, burning the store house owned by Henry Moffatt and the Canada Hay Company in the first owned; Mr. Dwyer of Ottawa had between 3,000 and 4,000 bushels of grain ready for shipment and in the second were about 12 tons of hay, all of which was consumed. A car loaded with hay for Mr. Way of Rockland was also burned. It is stated that the loss is partially covered by insurance.

**Saturday 02/02/1901 Ottawa Journal Hull Electric Aylmer, Queens Park**

Annual meeting of Hull Electric. Has been a good year in spite of the problems caused by the fire in April.

The car service between Ottawa and Hull was totally destroyed by the great fire of late April so that during the first month or two after the fire the Brigham Ferry was quite an important connection before it was stopped for some weeks last summer. The car service between Ottawa and Hull was not restored until near the close of the year 1900, although there was a local service between Booth's mill and Hull. People visiting Aylmer and Queen's Park and those forming almost the entire traffic of the Pontiac railway in both directions were obliged to walk a portion of the way between Hull and Ottawa for nearly eight months.

This morning Mayor Morris and Ald. H.J. Davidson, Storey and Hopewell met at the city hall and along with Engineer Kerr, went to the Canadian Pacific Railway crossing on Wellington Street, where they put down timbers on the railway track, thus blocking the track.

Mayor to Engineer: "As mayor of the city, and in pursuance of the resolution of the council last evening, I order you to block and barricade this railway track." "Very good, sir" responded the engineer, and he set the men to work.

While the work was being done, Constable Sullivan of the Canadian Pacific Railway appeared on the scene and was followed by a crowd of about thirty Canadian Pacific firemen, brakemen, engine drivers, laborers and other classes of employees. They came and looked on quietly while the work was being done. Inspector Vizard of the City Police was there in charge of his posse. He was instructed by His Worship to put three men on the crossing and to instruct them to arrest at once any one who attempted in any way to interfere with the crossing or the blockade.

At the bridge

Before going to the Wellington street crossing the mayor and his party went to the bridge across the aqueduct at the Canadian Pacific depot and blocked both ends by stringing barbed wire across. Constables Cassidy and Ross were left in charge with instructions to allow no one to pass. This bridge remains closed. When these two matters had been attended to the mayor's satisfaction the party proceeded to the Canada Atlantic crossing on Bridge Street where they put down a similar blockade to that put on the Canadian Pacific Railway.

An injunction

While this was going on Mr. D'Arcy Scott, solicitor for the Canadian Pacific, arrived on the scene with an injunction which he had previously served on the city clerk John Henderson at city hall. The injunction was granted by Judge Mosgrove and reads as follows: "This court doth order that the defendants, and their agents and servants be and they are hereby restrained from barricading or destroying the plaintiff's railway at or near Wellington Street, as approved by the Railway Committee of the Privy Council, dated Jan 31, 1900 in the City of Ottawa, or otherwise interfering with the traffic of the said railway until Thursday 7th Feb. or until motion then made to continue this injunction shall have been heard and determined:.

This injunction was made on solicitor Scott's injunction and the judge gives order that further affidavit can be made.

Tore down the barricade.

When this injunction was served, the Canadian Pacific employees began to tear down what the city had been doing.

Mr. D'Arcy Scott along with Mr. Fred White, Chief Clerk in the superintendent's office served the injunction on the Mayor at the Bridge Street crossing at the same time a messenger arrived from City hall to warn the mayor that an injunction had been served there also. The mayor and Ald. R.J. Davidson decided that they would have to consult the solicitor before offering resistance to the word of the injunction.

In the meantime, Mr. Scott and Mr. Fred White returned to the Wellington Street crossing where Mr. H.B. Spencer, Superintendent of the Canadian Pacific Railway was awaiting them with a number of employees around him. Mr. Scott went to constables McGuire, Hamilton and Bush who had been left in charge and asked them what they would do. He said they might as well agree to let them tear up the barricade.

"You know that you are not physically able to resist this crowd."

"No" answered Constable McGuire, "Nor do we intend to. But we will carry out our orders and arrest the man who gives the order to tear up that block."

Messrs. Spencer, Scott and White held a consultation as to who should be arrested and they decided that Mr. White should give the order.

Mr. White walked over to the men who were standing around with crowbars ready to do the work, and just as he was about to speak, Mr. Spencer turned around and called to a man named Cassidy: "Cassidy, tear up the block." Mr. White gave the order at the same moment, so McGuire and the other constables decided that they would take both Messrs. Spencer and White to the police station and let them settle the matter.

Messrs. Spencer, White and D'Arcy Scott agreed to this and got into the cab along with the police constables and all drove to the station.

On the way they met the mayor and Ald. Davidson. The mayor asked the constables if they were taking the men down to the station.

The constables replied "Yes".

"That is right," said the mayor, "Do your duty."

The Canadian Pacific Railway men were taken to the station and Chief Powell was called from his house.

The Chief came down and after a consultation with the Canadian Pacific Railway people decided to let them go. The Chief says that they are not arrested but may be summoned if he finds on consulting the magistrate that it is necessary.

His worship the mayor is considerably incensed over the Chief's action. He claims that the Canadian Pacific Railway representatives were arrested and that the policemen had followed out his instructions by asking or taking the men to the station.

Here the matter rests and the question is was H.B. Spencer and Fred White arrested or were they not? At any rate the barricade is gone from the Canadian Pacific tracks. It was only forty minutes there. The work was completed at 11.39 and at 12.10 the track was again cleared and is clear yet.

The Bridge Street crossing

The Canada Atlantic crossing was blocked up to the time of going to press but Messrs. Chrysler and Bethune, acting for the railway company, this morning issued a writ for a similar injunction to that of the Canadian Pacific Railway. They expect to get the injunction and serve it this afternoon, when they will likewise tear up the barricading.

There are two policemen on that crossing to guard the city's rights as well and some one else may have to go to the police station this afternoon. The Railway Company claim that they will operate their crossing the same as usual after five o'clock to-night.

How the trouble began

The trouble between the city and the Canadian Pacific and Canada Atlantic Railways came to crisis today. The city council demanded last night that the railway companies' tracks on Wellington and Bridge sts. should be blockaded as the companies had not signed the agreements prepared by the city, which they had agreed to do when they got permission to lay the crossings. The companies were allowed to lay the tracks across city streets, subject to an agreement to be submitted by the city.

Ten days ago they were given notice that if they did not sign the agreements within ten day's time the city would tear up or blockade the tracks. In the meantime the Canadian Pacific Company got an interim order from the Railway Committee of the Privy Council allowing them to use the tracks across the streets. The Canada Atlantic got a similar order some time ago. Today the city practically tells the Railway Committee of the Privy Council that the Corporation of Ottawa is going to man the streets and say whether and on what terms railway tracks shall be laid across city streets.

The mayor, before acting this morning wrote the following letter to the City Solicitor:-

"In view of the decision of the council last night in the matter of the CPR crossing on Richmond Road and the Canada Atlantic Railway crossing on Bridge Street, and the bridge over the aqueduct, is there in your opinion any reason why the same should not be acted on forthwith." sgd W. D. Morris.

Mr. McVeity replied distinctly "No"

sgd Taylor McVeity, City Solicitor.

His worship called on the chief of police after Messrs. H.B. Spencer and White had been allowed to go and asked the chief whether or nor they had been arrested. The chief, the mayor says, admitted to him that Messrs. Spencer and White had been arrested and were allowed to go on their own recognizance.

SAYS THAT THE POLICE FAILED

the mayor says that in the case of the Canadian Pacific Railway the police failed to do their duty properly. He has since ordered that in the case of the Canada Atlantic Railway the police shall stand by the crossing and protect it in the city's interests at all hazards using force if necessary to resist any attempt to tear up the barricade and to arrest all persons interfering in any way.

**Tuesday 05/02/1901 Ottawa Citizen Carleton Place Ottawa, Broad Street**

The official staff of the C.P.R. moved yesterday from the temporary quarters in the Trust building to the new Union station, on Broad street, which has just been completed.

The new depot is a handsome structure in pressed brick and contains an adequate accommodation for the incoming traffic of the road. The first floor contains waiting rooms, ticket offices, baggage rooms and restaurants while upstairs the general offices of the company will be located. The yard accommodation has also been considerably increased so as to ?? A larger number of trains to run into the new depot. The building is heated by steam and lighted by electricity and was built by Messrs. Lyons & White.

**Wednesday 06/02/1901 Ottawa Journal Prescott Chaudiere**

The battle is ended

Hostilities between railways and the city cease.

There was a cessation of the hostilities between the city and the railway companies yesterday afternoon.

The cases will now go to the courts and will be fought out there.

At three o'clock there was a conference in the mayor's office as to what should be done. His worship had with him the city solicitor, Ald Hopewell, Ellis, R.J.

Davidson and Ald. Taggart.

Summary of previous account.

The mayor told reporters that the Corporation would take every legitimate means to oppose what he terms the aggression of the Canadian Pacific Railway.

They also decided to tear away entirely the bridge build by the Canadian Pacific Railway across the aqueduct for the use of their employees. Men were put to work and during the afternoon the bridge disappeared. The material was piled on the city line alongside the aqueduct.

The Canada Atlantic crossing

Summary

During the afternoon the mayor was served with an injunction from the Canada Atlantic. The injunction was almost exactly like the one issued by the Canadian Pacific railway. The mayor asked the city solicitor what should be done in the case of the Canada Atlantic crossing in the face of the injunction. The solicitor told him that they would have to call off the police, as with the injunction, an order from the court, they could not possibly enforce the blockade of the crossing. It would be contempt of court to do so. The mayor accepted this advice and called off the police. Last night the company removed the blockade and operated the line. This injunction will also be argued on Thursday next and after that both cases will likely get a hearing before the Railway Committee of the Privy Council.

**Saturday 09/02/1901 Ottawa Journal Prescott Wellington Street**

Discussion about the rights of the railway to cross. CPR had only recently gone to the Privy Council Railway Committee.

**Tuesday 12/02/1901 Ottawa Journal Prescott Chaudiere**

The CPR seems to be all right as regards the stone arch carrying the tracks over the waterworks viaduct.

The company asked civic consent as to an extension. The civic case was submitted to a sub-committee of aldermen and the city engineer. That sub-committee made an agreement with the CPR and the members say the agreement was properly carried out by the CPR.

Neglect by the sub-committee to formally report the agreement to last year's council appears to have caused the agreement to be omitted from civic records. The absence of record is full justification for the move of Mayor Morris to emphasize the supposed civic right; but now that the members of the aldermanic sub-committee admit the correctness of the CPR contention, there ought certainly to be no more troubling of the railway in the matter.

But the other cases, big and little, the level crossing question and the case of the footbridge over the aqueduct should be fought through every available court in the empire if need be. Don't let us tolerate either rebuff or compromise until the exact civic status as regards railway arrogance and unscrupulousness.

**Wednesday 13/02/1901 Ottawa Citizen Canada Atlantic Central Depot**

A veritable travelling palace is the Pullman drawing room and buffet car Marie which has just been placed on the Canada Atlantic Railways Ottawa and Montreal service.

The new car made its first trip yesterday and was examined and admired by many as it stood at the Central depot. More but almost illegible.

**Wednesday 13/02/1901 Ottawa Journal Prescott Chaudiere**

Waterworks committee recommends to council that the Mayor's action in ordering the removal of the stone arch bridge over the aqueduct be sustained.

City will ask the Railway Committee for a viaduct over Wellington Street.

Case against the Mayor postponed until Saturday.

**Saturday 16/02/1901 Ottawa Journal Prescott Chaudiere**

Case against Mayor dismissed. Evidence went to show that the company had been notified before the tracks were blocked so that there could not have been any malice in this matter.

Railway injunction is being argued in the High Court which decided against the city.

**Monday 19/02/1901 Ottawa Journal Chaudiere Bridge Street**

Bridge street crossing unlike the CPR Case. Booth wanted it put in in a hurry across the only street between Ottawa and Hull. This was merely a steam tramway extension for lumber. Booth wanted to make money quickly. The only issue was that city was prepared to give an agreement for ten years while the railway wanted in perpetuity. Cannot understand the railway logic.

**Thursday 21/02/1901 The Record, Chesterville Prescott Ottawa**

Mayor Morris of Ottawa has been discharged by the magistrate at Ottawa on the charge of willfully and maliciously barricading the track at the Richmond Street crossing.

**Thursday 26/02/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The new Interprovincial bridge was inspected yesterday afternoon by City Engineer Kerr and the members of the railway and lighting committee. The structure was found to be satisfactory and conforming with the plans and specifications. A start was made from the Central depot and the bridge with the approaches on both the Ottawa and the Hull sides was carefully gone over. The work being regarded as complying with the by law, the city engineer will issue his certificate. As soon as the certificates are received from the Dominion and provincial inspectors the bridge will be thrown open for public traffic, probably at the end of the present week. The bonus of \$150,000 will be paid very shortly.

Besides the city engineer, Ald. Masson, Davidson, Taggart, Poulin, Hopewell, Hill and Messrs. H.J. Beemer and Guy Dunne (sic) were present.

**Thursday 28/02/1901 Ottawa Journal Prescott Wellington Street**

The level crossing over Wellington Street which was objected to by the city council was torn up this morning by order of Mayor Morris.

This was because the injunction restraining the city from interfering with the crossing was dissolved in Toronto yesterday.

More. Mentions the Montreal and Ottawa Railway. City argued that this was the fourth crossing at rail level and the locality is made dangerous. Not necessary for business but as a convenience for shunting trains.

The order of the railway committee does not authorize the crossing but defines the mode and manner of crossing and provides safeguards against injury to the public.

As a result of the judgment His Worship the Mayor tore up the rails across Richmond Road crossing and placed a constable there to prevent the company from laying them down again.

Arrived at the scene his worship and the engineer set the men to work to tear up the rails. They had been at work about half an hour when Mr. D'Arcy Scott, solicitor for the railway company drove up in a cab and handed the mayor an envelope. At the same time he stated that the envelope contained an undertaking from the company not to use the tracks.

The mayor looked at the envelope and then at Mr. Scott and said:

"Yes. Oh, all right. I will give this to the city solicitor. In the meantime I will make doubly sure by taking these tracks off the street."

"Well", replied Mr. Scott "if you wish to take a dignified stand on this matter you will not cause any damage to the company's property."

"Oh. We won't incur any damage," replied the mayor. "We will simply remove the rails. I don't intend to take any advice from you on this occasion." replied the mayor as Mr. Scott turned away.

Wording of the undertaking.

His worship took no notice whatever of the document, but quietly smoked his cigar and watched the work of tearing up the tracks proceed.

To the police he gave orders that on no account should they allow the tracks to be re-laid.

**Friday 01/03/1901 Ottawa Citizen Prescott Chaudiere**

New C.P.R. crossing has been torn up. Illegible.

**01/03/1901 Brockville Recorder Westport**

Col. W.H. Cole is now receiver of the BW&SSM Railway

**Monday 04/03/1901 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

Mr. C. Jenkins, the well known Petrolia oil man, and vice-president of the Metropolitan Electric company of Ottawa, is in the city and on Saturday accompanied President Thomas Lindsay to Britannia to inspect the work. Mr. Jenkins was highly pleased with the progress of the work, and is very sanguine as to the company's future. The existence of such a water power so close to Ottawa is an invaluable asset to the city and he thought it would be an invaluable factor in attracting new industries here. While not a civil engineer, he believed there is about twenty thousand horse power, outside of what the company is now developing, and as the city demands it the additional power can be developed. The existence of the power so close to Ottawa is bound to make the Capital prominent as a manufacturing city.

Mr. Jenkins stated that the erection of the power house is practically all there is to be done as the canal is almost finished. The company is now considering the purchase of the machinery for the power house, the tenders being all in. The machinery will cost between \$200,000 and \$300,000, and as it will be of the most modern type, and there will be no trouble with anchor ice, electric light of the highest quality will soon be a cheap commodity in Ottawa.

**Tuesday 05/03/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The Interprovincial bridge will likely be thrown open for public traffic today, although the formal opening will be deferred until later on. Mr. Dunne (sic) chief engineer of the bridge works, stated today that the bridge will be opened immediately after the city engineer gives a certificate approving of the work, and such will be sent to city council by Mr. Kerr tonight. The certificates of the Dominion, Ontario and Quebec governments have already been received. The structure is fully completed and only needs opening to ensure a full traffic.

Mr. Collingwood Schreiber C.E., to whom was referred the dispute as to the height of the fence between the railway tracks and the roadway, has decided to approve of the work in its present form instead of ordering a fifteen fence as suggested by the city engineer. The four foot fence at present provided is the same height as on the Victoria bridge at Montreal.

**Thursday 07/03/1901 Ottawa Journal Prescott Wellington Street**

At Privy Council Railway Committee Company scores a point. Authorized to cross Wellington Street but to put up gates.

**Friday 08/03/1901 Ottawa Journal Prescott Wellington Street**

500 navvies to relay the rails. Mayor has ordered all policemen to be armed and to remain near the centre of the city so as to easily be within call.

**Friday 08/03/1901 Ottawa Journal Prescott Wellington Street**

Armed policemen guard the crossing - eight of the biggest men on the force are being housed close by and meals provided. Twenty special constables sworn in. Mayor will call out the militia if he can.

Should the railway company attempt to relay the rails the fire bell will ring and a fireman will turn on water. Fireman with a key and hose stationed at the location.

Mayor believes that the Privy Council Railway Committee only has the power to specify the mode of crossing not to authorize the crossing.

CPR will install rails when the gates arrive.

**Monday 11/03/1901 Ottawa Journal Prescott Wellington Street**

This defence is expensive. City's armed force at Wellington Street will be reduced to twelve men. The excitement is cooling off. In the meantime the CPR are not spending a cent but are playing a waiting game.

**Wednesday 13/03/1901 Ottawa Journal Prescott Wellington Street**

CPR advised the city that they believe they have the right to cross. City informed the CPR they are in error and will resist until the matter is settled in the courts.

**Thursday 14/03/1901 Ottawa Journal Prescott Wellington Street**

CPR intends to get even with the city by diverting traffic through Smiths Falls.

**Friday 15/03/1901 Renfrew Mercury Prescott Wellington street**

Ottawa and the C.P.R. are at loggerheads over the laying of a level crossing on Wellington street. Mayor Morris, who is a fighter from head to foot, has a force of special police guarding the crossing to prevent the railway people putting down the rails. Popular sympathy is very much with the Mayor at present; but the C.P.R. is playing a waiting game, and the guard is costing the city from \$30 to \$50 a day. --

**Friday 15/03/1901 Renfrew Mercury Locksley Pembroke**

Yesterday afternoon Mayor Millar received a telephone message from Mr. W.D. Cunneyworth, agent of the Canada Atlantic Railway, that a young woman had given birth to a child on the Madawaska train due here at 5:30 p.m., and that she was without money or friends in Pembroke. The Mayor at once informed Dr. Joseph, who, along with the Mayor, awaited the arrival of the train, which did not come in until a few minutes before six. The woman and child were removed to a temporary bed which had been prepared in the ladies waiting room, and the Mayor afterwards had them conveyed to Mrs. O'Briens at "The Castle", who agreed to take charge of them at the Corporation's expense. The unfortunate girl, for she is said yet to be sixteen, is a pole, and comes from near Killaloe and her name is Mary Planke. She got on the train at Wilno, and had only twenty-five cents in possession. When at Golden Lake she was taken sick, and Conductor Martin got an Indian woman, Mrs. Machell, to come to the assistance of the unfortunate girl, who kindly came on with her to Pembroke.

**Saturday 18/03/1901 Ottawa Journal Prescott Wellington Street**

City wins a second time. Judge refuses to give CPR an injunction.

**Friday 22/03/1901 Renfrew Mercury Eganville Eganville**

From the Enterprise. C.P.R. roadmaster James Kelley, and bridge foreman, Mr. Best were in Eganville yesterday. They inspected portions of the local branch line, in view of the proposed improvements which the company contemplates doing this year. The trestle, near the village, will be filled in, and in all likelihood the entire line between Eganville and Renfrew will be ballasted.

**Friday 29/03/1901 Ottawa Journal Maniwaki Chelsea**

The biggest landslide in the history of the Ottawa and Gatineau Railway occurred last Thursday night about a mile and a half this side of Chelsea. The whole side of a cliff, 188 feet in width, slid down on to the railway tracks and covered them over to a great height. A gang of 100 men under Roadmaster J. Brennan started work yesterday clearing the tracks. They worked all day and just as they had made a clean passage for the trains about 4 o'clock in the afternoon, another landslide took place. The men are at work again today. Trains in the meantime work to both sides and passengers are transferred across.

**Monday 01/04/1901 Ottawa Journal Renfrew**

The Governor General's car "Victoria" has recently been overhauled and re-decorated at the Canada Atlantic shops. The car now presents a fine appearance and has been put in readiness for the summer service.

**Monday 01/04/1901 Ottawa Journal Maniwaki Chelsea**

The landslide which occurred on Thursday night near Chelsea and which had a demoralizing effect on the service of the Gatineau Valley Railway was entirely cleared away by two o'clock yesterday afternoon, allowing the trains to resume their scheduled time. No time was lost in removing the obstruction, and the speed with which it was done reflects great credit on the roadmaster. Mr. J. Brennan.

**Monday 01/04/1901 Ottawa Journal New York Central**

The engineers on the New York and Ottawa short line have received instructions to run slowly over portions of the road which have been more or less affected by the frost. the locomotives on this line have been undergoing repairs in preparation for the summer traffic.

**Monday 01/04/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

If the present expectations of the Ottawa and Gatineau and Pontiac Pacific Junction Railway are realized the trains on these lines will be running over the Interprovincial Bridge on April 6th. The date for the formal opening of the bridge has not yet been decided upon but from present indications it will probably take place about a week later. His Excellency the Governor General and Premier Laurier will officiate at the ceremony.

**Monday 01/04/1901 Ottawa Journal Prescott Chaudiere**

The CPR will apply to the Railway Committee of the Privy Council for the right to expropriate the lands on which the stone arch was constructed over the water works aqueduct by them last year for the purpose of extending their yards.

More

The stone arch was built last summer by the company, but it comes out that the only authority they had for doing so was that given by Ald. Masson and Engineer Galt. There is no record of the council showing that the company had the authority of the council to construct the arch which is on civic property.

**Monday 01/04/1901 Ottawa Citizen Pontiac & Pacific Junction Hull Beemer**

About May 1st work will be started on the new Hull station of the P and P.J. railway. It will be situated near Chaudiere street at the junction of the two lines.

From the new station over the Interprovincial bridge to the Central depot the trains will traverse the one line.

Plans for the new station are now being prepared. It will be a two story structure, built of brick or stone at a cost of about \$4,000.

As soon as the weather permits work will be resumed on the extension of the P. & P. J. railway from Aylmer to Hull. The tracks have been laid as far as Deschenes and the grading has been completed to a point within half a mile of Hull city limits,

It is expected that trains will be running over the Interprovincial bridge direct from Aylmer by July 1st. At present a temporary station is being used in Hull for the accommodation of parties travelling on the O. & G.V. Railway.

**Tuesday 02/04/1901 Ottawa Journal Tramway**

Messrs. Bronson and Weston have renewed their application for permission to construct a siding from the Ottawa Carbide Works to the Ottawa Electric Railway. Owing to a dispute some time ago over the right of the OER to carry freight the negotiations were dropped. The matter has never been settled.

**Thursday 04/04/1901 Ottawa Journal Carleton Place Ottawa, Broad Street**

A steam boiler has been installed into the basement of the new Canadian Pacific Railway station on Broad Street for the purpose of heating the cars. The heating has hitherto been done by a discarded locomotive.

**Thursday 04/04/1901 The Equity, Shawville Pontiac & Pacific Junction Hull**

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**Tuesday 09/04/1901 Ottawa Journal Maniwaki**

Letter to editor. Gatineau RR higher fare. Taxing travellers to pay for the bridge. A summer resident's protest against increase in rates.

**Monday 15/04/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The first runaway took place on the new Interprovincial bridge yesterday afternoon between three and four o'clock. An approaching train, which no one expected, frightened a horse driven by Mr. Lahaise, a furniture dealer, Rideau street. The horse became uncontrollable and dashed across the bridge at terrific speed. Mr. and Mrs. Lahaise jumped from the rig, the latter suffering a severe shaking and being stunned for a while.

The horse was stopped on the Hull side by dashing into a buggy occupied by Mr. and Mrs. James Codd who were out enjoying a drive. Mr. Lahaise's rig escaped without damage while the wheel and back axle of Mr. Codd's buggy were badly twisted.

There were a great many pedestrians on the bridge at the time and there was a lively scurrying for safety.

The incident serves to emphasize the danger which exists by not having the foot walk fenced off in some way from the vehicular roadway.

**Wednesday 17/04/1901 Ottawa Journal Prescott Chaudiere**

Establishment of the principle that the aqueduct and banks are purely civic property and that upon any future widening of the aqueduct the CPR shall lengthen its bridges at its own cost, is important. More.

**Thursday 18/04/1901 The Record, Chesterville Belleville Perth**

A good story was told by a travelling man last week that illustrates the speed of the local trains of the CPR - says the exchange. The train had been slower than usual that day and the passengers were thoroughly disgusted. Among them was a nervous woman and a boy. During the trip the conductor came around and the lady presented him with a full ticket and a half fare for the boy. The conductor looked at the boy a moment and then said "Isn't that boy more than twelve years old?" Quick as a flash the lady replied: "He wasn't when he left Perth, but I think he will be a voter before we reach Montreal." The conductor accepted the half fare ticket and moved on.

**Thursday 18/04/1901 The Record, Chesterville New York Central**

O&NY may change hands.

The rumor of the entrance to Ottawa of the Vanderbilt system of railways by the acquisition of the Ottawa and New York line has been strengthened within the last few days.

Mr. Calloway, President of the New York Central railway, Dr. W. Stewart Webb, Chairman of the directorate and Mr. Clements, president of the Rutland Railway were in Ottawa last week having come over the Ottawa and New York line on a tour of inspection

They traveled in a special train. The railway magnates expressed themselves as favourably impressed with the line and their minute inspection is construed as an indication of the probable acquisition of the road.

The Ottawa and New York connects with the New York Central at Tupper Lake and the Rutland Road at Moira. The Vanderbilt interests are acquiring control of all line in northern New York along with their principal connections, and it is said to be their intention of coming into the Capital over the Ottawa and New York, which provides the shortest distance between this city and the metropolis. The fact of the line being only 130 miles in length leads to the conclusion that it can never be operated on a very successful financial basis unless absorbed by some regulate railway system or else further extended in New York state. The Vanderbilt's are said not to be particularly favourable to construction of any additional lines in the northern part of the state and their purchase of the road at any time will not occasion any surprise. Messrs. Calloway, Webb and Clements carefully examined the bridge at Cornwall and their thorough inspection of the line may be taken as portending some important move in the not far distant future.

**Friday 19/04/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Testing the Bridge

The new Interprovincial Bridge Structure stands the trial

With four heavy locomotives and ten flat cars loaded with stone and steel rails resting on the long span, the new Interprovincial bridge only gave a couple of inches.

A large crowd was present to witness the test and great interest was displayed regarding the testing of the new structure.

Engineer G.C. Dunn states that he was highly pleased with the manner in which the bridge stood the trial while the deafening screams from the whistles of the locomotives indicated the delight of the railway men.

The first train will arrive from the Gatineau district at the Central Depot on Monday. This will be a passenger train and for the present the freights will come to Union Depot as formerly.

**Monday 22/04/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge Engin**

New bridge is opened

First regular train from the Gatineau Valley arrived at the Central Depot this morning.

The first regular train of the Ottawa, Northern and Western Railway, formerly the Gatineau Valley Railway, passed over the new Interprovincial Bridge and arrived at the Central Station this morning. The trip from Hull station was made in 9 minutes and the train arrived in Ottawa at 9.30 a.m. Among those who boarded the train at Hull were Messrs. P.W. Resseman, general superintendent; Guy C. Dunn, chief engineer; J.R. Brennan, road master; H.R. Lyons, accountant; A. Henderson, Superintendent of construction; A.W.H. Stimpson, assistant engineer; Major S.M. Rogers; Ald. Desjardins; W.A. Clark; C. Olmstead; W.R. Taylor, secretary-treasurer for the Hull Electric company; and the press representatives. The crew who had charge of the train were Messrs. H.T. Hoolihan, conductor; Wm. McFall, engineer; T. Hoolihan, baggageman; R. Morrison, fireman; John Gravel and T. Charand, brakemen.

Traffic on this train was heavy, seventy-eight tickets being sold between Gracefield and Ottawa. The first ticket sold from Hull to Ottawa was purchased by Mr. John Lauzon, of Ste. Hyacinthe Street, Hull.

Each passenger on board was presented with a neat souvenir badge bearing the inscription "First regular train over the Interprovincial Bridge, Ottawa, Northern and Western Railway. Souvenir. April 22, 1901." The cars have been overhauled and repainted deep green colour and present a handsome appearance.

The entrance to the bridge at Nepean Point was thronged with enthusiastic spectators as was also the platform at the Central Depot. where congratulations were extended to the officials of the road.

More about commuter ticket rates from the Gatineau.

**Thursday 23/04/1901 Ottawa Journal Canada Atlantic**

Short cut of 8 miles.

The CAR is going to shorten its line to Montreal by eight miles. Mr. H.J Chamberlain, general manager of the CAR, told a Journal reporter today that the company was satisfied with the survey of the proposed cut made a few weeks ago and as soon as the ground is in condition to permit a detailed survey; the work will be done and the permanent location for the road will be made. The cut will be from St. Justine to Vaudreuil, thus reducing the distance from twenty-seven miles to nineteen miles. By Coteau the distance is twenty-seven miles.

This cut will give the CAR the shortest distance to Montreal. Distance by CAR is 116 miles, by CPR 112 miles, by this cut it will be 108. Through farming country, no villages.

**Tuesday 23/04/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge Engin**

The Interprovincial bridge was opened for railway traffic yesterday morning when the first train of the Ottawa, Northern and Western railway, formerly the Ottawa and Gatineau, crossed to the Central depot. The handsome engineering structure was decorated with flags as was also the locomotive and cars of the train, which was the regular morning express from up the Gatineau.

At the Hull station a large number of passengers got on, Mr. John Lauzon being the first to purchase a ticket for a passage over the new bridge. Several of the Ottawa and Hull aldermen and the officials of the railway were on board. The distance between stations was covered in just seven minutes, the train arriving sharp on time. Conductor Hoolihan was in charge and the engineer was Mr. W. McFall.

As the train entered on the bridge Mrs. Noel Valiquette, of the Cottage Hotel, smashed a bottle of wine on the locomotive. A big crowd stood on the Dufferin bridge and watched the inauguration of traffic on the line. There was no formality. A souvenir of the trip in the form of a badge was presented to all of the passengers and guests.

All passenger trains on the line will hereafter run into the Central instead of the Union depot. The train from the Gatineau will arrive at 9.35 a.m. and leave at 5 p.m.

**Thursday 25/04/1901 The Equity, Shawville Montreal and Ottawa Interprovincial Bridge**

On Thursday last the new interprovincial bridge at Ottawa was tested with four heavy locomotives and ten flat cars loaded with steel rails and stone. This immense weight was allowed to stand on the long centre span which was only depressed a couple of inches. The test was considered highly satisfactory. Gatineau passenger trains will run into the central depot over the bridge this week.

**Saturday 27/04/1901 Ottawa Citizen Carleton Place Ottawa, Broad Street**

First anniversary of the great conflagration. Outlines improvements to C.P.R. and includes a line drawing of the new station.

Perhaps there is no section of the "flats" that shows more marked improvement than that occupied by the C.P.R. station and yards. The old wooden station has been replaced by an structure that is a credit to the city, and the yards and the freight sheds are incomparably ahead of those which existed before the fire. It was shortly after two o'clock in the afternoon that the C.P.R. depot caught fire. Flying embers from the McKay mill were hurled by the wind scattering the blaze in every direction and the wooden station was not long in burning to the ground. The C.P.R. lost no time in replacing that which was destroyed and today the new station is a source of pride ?? First building to be erected was the freight sheds. More conveniently located, more modern in size and equipment the company is now in much better position to handle its constantly growing business. In connection with the sheds a neat office building was erected. The station, built on a site nearer Albert street is a handsome building and fitted up to meet the requirements of the western part of the city for many years. The yard room as a result of changing the sites of the sheds and station has been largely increased, and everything presents a tidy, complete and business like aspect. What ever the loss may have been to the C.P.R. by the fire it was a gain to the city.

**Monday 29/04/1901 Ottawa Journal Renfrew Bank Street**

Will build new station.

CAR will open an office at Rochester Street crossing.

On Saturday Ald. Plouffe had an interview with General Manager A.J. Chamberlain of the CAR and secured his sanction to the construction of a fully equipped station at the Rochester Street crossing. The public will be able to buy tickets at the new station for all points on the line. This will be a decided accommodation for the ratepayers of Dalhousie ward as heretofore they had to come all the way to Central station when they wished to travel by CAR.

**Thursday 02/05/1901 The Record, Chesterville Winchester De Beaujeu**

The CPR has consented to pay the family of George Lumsden of Smiths Falls, the engineer, who died as a result of an accident to the Montreal express, on March 15, at Ste. Polycarpe, the sum of \$3,000 divided as follows: The widow \$500, eldest child \$600, second child \$850, youngest child \$1,050.

**Friday 10/05/1901 Ottawa Citizen Pontiac Colonization**

In the railway committee yesterday the preamble to grant a charter to the Pontiac Colonization line was defeated by a large majority on a standing vote. The discussion on the bill was interesting and at times it grew very warm. The committee room was crowded with supporters and opponents of the bill.

The Pontiac delegation, while disappointed at the turn of events, expressed the intention to return again and press the claims of the proposed road.

Mr. F.H. Chrysler, representing the promoters of the bill, said it was proposed to build the road from a point on Chats Lake near Portage du Fort thence to Bryson, crossing the Coulonge north of the High Falls. It was planned to run along the Coulonge valley on the west side, crossing the headwaters of the Ottawa river above Great Victoria Lake. The road would proceed northwards from that point to James Bay. The projected road, Mr. Chrysler said, would run nearly parallel to the Gatineau railway, the distance varying from 45 to 70 miles.

Reference was made to the fact that extensive lumber, pulp and mineral resources would be developed if the new road were built. Mr. Simpson, the originator of the scheme, the speaker stated, had arranged with a wealthy English syndicate to develop the great water power of the Chats. The new road was intended to bring the raw materials of the north to the falls for manufacturing purposes.. Mr. Chrysler said he understood that Mr. Beemer of the Ottawa and Gatineau and Pontiac and Pacific Junction railways strongly opposed the granting of a charter to the promoted company. If the latter wanted to demonstrate that the whole county of Pontiac belonged to his railways then he should produce the title deeds.

Mr. Murray, member for Pontiac, strongly advocated construction of the road. The lack of railways, he stated, is a heavy handicap on the county's progress. Mr. Murray remarked that the recent census showed only an increase of nine in population. The speaker asked for support for the bill on its merits.

Opposition was given by Mr. H.H. McGivern on behalf of the Gatineau and P. & P. J. railway. The delay so far as the extension of the Beemer lines, Mr. McGivern stated, was due to the difficulty of securing an entrance into Ottawa. Inside six weeks, however, this would be remedied. He referred to the fact that \$5,000,000 had been spent on the Beemer lines.

Mr. McGivern claimed that the proposed line was unnecessary inasmuch as it would run parallel to the Gatineau railway. Already 60 mile of the latter had been built and 25 were under contract. If the charter were granted to the proposed company the financing of the Beemer line would be interfered with.

Mr. Beemer followed with similar arguments. He claimed that the 800 miles of railway he had built through Quebec, has proved that he is a builder and not a trader in charters.

Mr. N.A. Belcourt stated that Ottawa is largely interested in the scheme to develop the James Bay territory by railway connections. While not opposing the interests of Pontiac county, Mr. Belcourt felt it would be unwise to grant the proposed charter. The Gatineau Valley road was already built part of the way and it would be in the best interests of Ottawa and Pontiac county to have this road extended instead of granting a new charter to another road.

Mr. Rosamond, M.P. spoke briefly in favor of the granting of a charter. He thought Pontiac interests should be considered as well as those of Ottawa. Rev. Father Kiernan also advocated the claims of Pontiac county to the new road.

Two members of the Pontiac deputation were J. Stewart, mayor of Clarendon; E. Graham, A.W. McKechnie, A. Grant, E. Morris, E. Mathew, H. Richards, A. McLeod and T. Smiley, Bristol; From Quyon the following were present Rev. Father Kiernan, H. Mulligan, Mayor Meredith and R. Walsh. Others in the deputation were D. Kennedy, South Onslow, J. McFarlane, Campbell's Bay, W.G. LeRoy, County Clerk, Bryson, Chas. Taylor, Bristol.

**Saturday 11/05/1901 Ottawa Citizen Hull Electric Interprovincial Bridge**

It has been definitely decided that an electric car service will be provided over the Interprovincial bridge from the Central depot to Hull this summer. Ottawans will thus be able to take cars at the Central depot and go, probably without change, direct to Aylmer.

One of the head men of the Ottawa, Northern and Western railway said yesterday said that there certainly will be an electric car service on the bridge this year, but the point which appears not to have been settled as yet is as to whether the Hull Electric company or the O., N. & W. railway will run the cars over the bridge. If any difficulty arises in the present negotiations through which the Hull Electric company is seeking entrance to the city, the railway company will provide electric cars of its own to Hull and there connect with the line for Aylmer.

Negotiations are now in progress between the two companies and the fact that trolley poles are being put up leads to the conclusion that an agreement will be reached. As to the exact status of the case and the proposed terms the authorities are somewhat reticent.

The railway company has to build an extension from Deschenes into Hull in connection with the P. & P. J. branch and it is understood that an agreement is being considered whereby the P. & P. J. will run over the Hull Electric tracks from Tetreauville into Hull and in return the electric road will run over the Interprovincial bridge into the Central depot. The P. & P. J. railway has recently entered into an arrangement to use a part of the C.P.R. tracks in Hull.

**17/05/1901 Ottawa Citizen Interprovincial Bridge**

"regrets increase". The Ottawa and Gatineau Railway has increased commuter fares to recover the costs of the bridge. Commuters who are also Ottawa taxpayers object because of the large taxpayer-funded city bonus granted to the railway.

**Friday 17/05/1901 Renfrew Mercury Toronto, Lindsay and Pembroke Pembroke**

From the Standard. On Monday morning a surveying party, under Mr. J.L. Morris, C.E., started out to survey this end of the Toronto, Lindsay and Pembroke railway.

**18/05/1901 Ottawa Journal New York Central**

Passenger trains to and from Central station. Mixed trains to and from Sussex Street.

**Wednesday 29/05/1901 Ottawa Journal Hull Electric**

The Hull Aylmer Electric Railway may be purchased by the capitalists who own the Pontiac Pacific Junction Railway, ON&W and Interprovincial Bridge.

The bridge company has purchased the plant necessary to prepare the bridge to receive the electric cars and the work of stringing the wires is going on.

More.

Will do away with the necessity of building the Pontiac railway branch from Aylmer to Hull and will do away with several expensive crossings.

**01/06/1901 Athens Reporter Westport**

The B&W cheese train brought in 2,410 boxes of cheese yesterday.

**Friday 07/06/1901 Ottawa Citizen Chalk River Pembroke**

The C.P.R. is improving its property at the station by adding a large lawn and flower garden which will greatly improve the appearance.

**08/06/1901 Athens Reporter Westport**

The B&W cheese train brought in 3,020 cheese yesterday.

**11/06/1901 Athens Reporter Westport**

A public meeting of the Liberals of Brockville Riding will be held at Neilson's Grove, Lyn Station, Thursday, June 13. Addresses will be delivered by Hon G.W. Ross, Premier of Ontario, Andrew Pattulo, MPP, North Oxford, Geo. P. Graham, MPP. Chair will be taken at 2pm. Everybody in the Grand Old Riding of Brockville is invited to attend.

Special arrangements have been made with the B&W Railway, on which line return tickets will be sold at single first class fare for round trip from all stations. Parties purchasing tickets to Lyn Junction will have the privilege of using the same tickets on regular train to come as far as Brockville, returning to Lyn Junction on the special train, leaving Brockville at 1:30 pm; returning will leave Lyn Junction at 5pm. Fare from Brockville for round trip 15 cents.

The regular afternoon B&W train leaving Brockville at 4pm will be held at Lyn Junction till 4:50 pm. Parties from the vicinity of Gananoque, Lansdowne and Mallorytown are advised to take the regular GTR express arriving at Lyn at 2:29 pm. The GTR mixed will leave Lyn at 5:15 pm.

The steamer Victoria will carry passengers from Gananoque and intermediate points to Brockville, and returning will leave Mathen's Wharf at 5:25 and the upper CPR pier at 5:30 after the arrival of the B&W special from Lyn.

The 41st Regiment Band will furnish music for the occasion. J.A. Mackenzie, President, M.C. Franklin, Secretary. "God Save the King".

**Friday 14/06/1901 Renfrew Mercury Kingston (CP) Renfrew**

Mr. T.W. Nash has resigned the office of secretary-treasurer of the Kingston and Pembroke Railway Company, and will take charge of the survey of the proposed extension to Ottawa.

**Friday 14/06/1901 Ottawa Journal Maniwaki Engineer McFall**

A rather out of the way accident occurred to the Gatineau Valley train last night. Fortunately for the passengers the trouble came just as the train was pulling out of Hull station. The train had not made more than 150 yards when the axle of the rear truck of the tender broke. As soon as engineer W.A. McFall felt the crash he applied the brakes and brought the train to a stop in about 40 feet. Though the train was so promptly stopped the truck was torn from the tender and scattered in various sized pieces around the track. The passengers, however, did not feel more than a jarring. They crowded around the disabled tender congratulating each other that the accident had not occurred while the train was at full speed. Had it done so a very serious wreck would have resulted.

The break occurred on one arm of the "Y" in the Hull yard. As a result the train was able to proceed without waiting for the track to be cleared. The delay was only for 20 minutes, a very short time everything considered. Conductor Hoolihan took prompt action. The passengers think they were very lucky.

**14/06/1901 Westport Mirror Westport**

The car overhauled and furnished by W.C. Fredenberg and painted by Mr. G.F. Reynolds makes a fine addition to the rolling stock of the B&W Railway. Mr. E.A. Geiger, Superintendent, was out on Friday inspecting it and was well pleased with the alterations. The engine No. 2 that was lately come down to Carleton Place being fitted out with air brakes etc. has been again put on the railway. Over \$1,000 in repairs have been spent on her.

**Wednesday 19/06/1901 Ottawa Journal Hull Electric**

The Hull-Aylmer electric cars will shortly be running into Ottawa over the Interprovincial bridge. A significant indication of this was given today in the fact that some of the cars running through Hull had painted on them the words Aylmer, Hull and Ottawa. Preparations are now being made for the cars to run in over the bridge and it is expected that by the first of next month they will be in direct communication with Ottawa.

**Wednesday 19/06/1901 Ottawa Citizen Hammond Rockland**

Joseph Dumont, and employee at the Stewart quarries, was pinned between two cars at the C.A.R. siding at the quarries yesterday afternoon and was instantly killed. The couplings crushed the body of the poor unfortunate man to a jelly. It seemed he was crossing the tracks when the cars came together. No one witnessed the accident.

**Saturday 22/06/1901 Ottawa Journal Other**

Good Roads Train - shortly to travel through eastern Ontario building short stretches of model permanent road. Cut of the train of flatcars loaded with equipment.

**24/06/1901 Athens Reporter Westport**

E.A. Geiger, Superintendent of the Brockville and Westport Railway returned Saturday night from Pennsylvania where he purchased a first class coach for use on that line. The new coach will be here in a few days and will likely be used for the first time on Dominion Day.

**01/07/1901 Athens Reporter Westport**

A commodious railway station has been built at Forfar, and the lumber is on the ground to build one at Seeley's Crossing.

**Thursday 04/07/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Workmen are engaged shifting the sidewalk leading to the Interprovincial bridge on the Hull side. The work for a distance of about 25 yards will be moved two feet. This is being done to provide an easier course for the electric tracks leading from Ottawa. None of the wires have been strung as yet and the track laying is not yet completed. Cars will not be running for several days yet.

**Thursday 04/07/1901 Ottawa Citizen Canada Atlantic Maria Street Bridge**

Maria Street Bridge will be thrown open for traffic today.--Iron work has been supplied by Dominion Bridge Company of Lachine and is painted black.

**06/07/1901 Athens Reporter Westport**

The cheese train brought in 3,094 boxes of cheese yesterday.

**Friday 12/07/1901 Ottawa Journal Hull Electric Interprovincial Bridge**

The Hull Aylmer cars have permission to run over the Interprovincial Bridge and it will only be a matter of a day or two until they are running to the landing between the Sappers and Dufferin bridges. The Hull company and the ON&W are negotiating about the railway interests of the Electric Company with the object in view of the latter turning over to the steam railway all of its electric railway privileges. It is expected that the deal will be consummated, but in the meantime the Hull company is paying a price for the privilege of crossing the bridge.

The Pontiac division of the ON&W gets the privilege of using the Hull Electric Company's tracks from Hull to Aylmer and therefore the Pontiac trains, which have had to depend upon the Hull Electric cars for train connections with the Capital will in future run right through to the city.

It is not expected that the running of steamer cars over the Hull Electric Company's tracks will have any bad effect upon the road bed as it is one of the finest in America and heavy rails are used on it.

The Pontiac trains will not interfere with the electric cars between Aylmer and Ottawa. All that remains to be done is to arrange the timetable for the two companies. The agreement between the two companies will be drawn up today,

**15/07/1901 Athens Reporter Westport Elgin**

The annual Brockville and Westport Railway excursion under the auspices of the Elgin Methodist Church to St. Lawrence river points takes place on Thursday July 25th. Excursionists will have the choice on reaching Brockville of taking either the Steamer Brockville up the river to Alexandria Bay or other points or down the river to Ogdensburg on the Steamer Victoria.

**15/07/1901 Athens Reporter Westport**

The B&W will run a special excursion for the evening performance of the kilties band concert on Wednesday, leaving Westport at 5 pm. The regular morning train will bring in a large number in addition to the special.

**Thursday 18/07/1901 The Record, Chesterville Canada Atlantic**

Engine 618 of the Canada Atlantic Railway made a fast run Wednesday. The test was made from mile-post 20 to mile post 10 and the ten miles were covered in seven minutes and 31 seconds. The fastest mile was 39 3-5 seconds which is at the rate of 92 3/4 miles per hour, and the average for the ten miles was 83 miles per hour.

NB. The CAR measured mileages from the US border so it may be that this was carried out on the GTR main line east of Coteau.

**Thursday 25/07/1901 Ottawa Citizen Hull Electric Interprovincial Bridge**

Initial run to Aylmer.  
Much of this is illegible.

First Run to Aylmer.

The New Service Inaugurated Yesterday

A Merry party Taken from New Ottawa Terminus over Interprovincial Bridge

A jolly party went out to Aylmer yesterday evening as the guests of Mr. H.J. Beemer and his officials on the first car of the Hull Electric Company to carry a load of passengers over the Interprovincial Bridge. The car left Dufferin Bridge at 8.15 arriving at Queen's Park Aylmer about 9.06, the trip being made in 40 minutes; this time, however, will probably be reduced as there was no attempt at making a record. Those on board the car were: Mayor Morris, Messrs. H.J. Beemer P.W. Resseman, general superintendent, Ottawa Northern and Western and Pontiac and Pacific Junction Railways; Guy C. Dunn, chief engineer; Thos. Heeneey, paymaster; J. Hoolihan, superintendent of construction; Ald. Desjardins; Ald. Hopewell; Ald. Champagne; Ald. Hill; Ald. Hayley; Ald. Storey; Ald. Stroud; Ald. Ellis; Ald. Askwith; Ald. Jas. Davidson; Ald. Enright; W.R. Taylor, secretary-treasurer, Hull Electric Co.; J.M. Lavoie; D.K. Baille; E.A. Oliver; Geo. Lizotte; G.F. McDonald; Ald. Grant; ex-Ald. Butler; A.E. Bradbury; E. Miles; Rev. J.F. Gorman; Geo. Duncan; ex-Ald. D'Arcy Scott; Francis Loyer; P. Drapeau; O.A. Boucher, St. John, Que. and representatives of the city press. The car was in charge of Motorman Geo. McConnell and Conductor Wm. Latimer. After reaching the park a visit was made to the new club-house of the Victoria Yacht Club. This handsome structure was greatly admired.

Boarding the car again, the party returned as far as Hotel Victoria where they all registered, headed by His Worship Mayor Morris.

The return trip was a merry one. Some one called on the mayor for a song, but His Worship could not be induced to sing. Someone in the back of the car shouted, "We'll have a duet by the Mayor and D'Arcy Scott," this seemed to catch the crowd and the uproar was deafening. An attempt was made to produce a song from several of the Aldermen but the efforts were in vain. The Rev. Mr. Gorman was finally induced to sing. He received a vigorous applause. Various choruses were heartily joined in by all, in which the sonorous voice of Ald. Champagne predominated. When the middle of the Interprovincial bridge was reached the car was stopped, and Ald. Davidson announced that it would be a fitting occasion for a speech from Mr. Beemer, whose name had become famous in the erection of this great structure. It took some persuasion to get Mr. Beemer to his feet, but he finally got up and said, "Gentlemen, what do you want me to do; jump off the bridge? (laughter) Well, I'll make a speech. Give us more light on this bridge." The speech as brief, but as the city was so well represented, it seemed to be directly to the point.

Mayor Morris then spoke briefly. He said he was delighted to have had the honour to be a guest on this occasion, and extended his thanks to Mr. Beemer and his officials, and also to the Hull Electric Co. He commended them for their enterprise and said that they had done much towards the advancement of the city's interest. Ald. Champagne followed in a similar strain, and said he would heartily support any efforts made by the city council towards having the bridge properly lighted, as it was undoubtedly a great boon to Ottawa and a credit to those who had erected it.

After three cheers for Mr. Beemer had been given, the National Anthem was sung, and the car proceeded on its way, arriving in the city about 11.15.

Friday 26/07/1901 Ottawa Journal Hull Electric

Fare to Aylmer.

"When is a streetcar not a streetcar?"

"When it is a railroad car, answered an official of the Pontiac Pacific Railway Company.

Since the Hull-Aylmer cars have been running into the city people have been protesting about paying a 15 cent fare from Ottawa to Aylmer.

A prominent official of the Pontiac railway said today; "Our charter gives us the right to operate steam and electric cars, and that is what we are doing. We are not running street cars. We have leased the Hull Electric Company cars, which come into our control as soon as they arrive upon the Interprovincial Bridge.

"We are responsible for the payment of the men. The Pontiac Company does not run streetcars, it runs electric railroad cars over a bridge and not on any city streets."

"There is a clause in the agreement with the city by which the Pontiac company is bound to allow electric street cars to come in free of charge. These are our electric cars when on the bridge and we are not charging tolls.

"We are dealing with the tickets on these cars just as we deal with the tickets on our other cars. If you go from Ottawa to Gracefield on a return ticket you get a cut rate. If you buy single fare tickets each way it will cost you more. We are selling ten tickets for a dollar, good to go or come between Ottawa and Aylmer. One ticket costs fifteen cents or a return ticket costs twenty-five cents. The fare is five cents to Hull."

"Why do you sell a single ticket for fifteen cents? asks the reporter.

"We want to sell tickets in strips," was the answer. "We believe the majority of people will buy them that way, and that therefore the fare to Aylmer will only be ten cents to most people. It is a mistake to say we are charging tolls on the bridge. We are treating these tickets as we do all other tickets and that we have a perfect right to do."

The conductors on the cars will sell tickets singly or in strips, and a ticket office is to be put up at the landing place near Sapper's Bridge.

Last night a great many people took the trip to Aylmer and they protested against paying fifteen cents for single tickets but they had to do so. They were under the impression that the fare was ten cents and that the extra five cents was a toll collected for the bridge company.

More - agreement between city and company.

Saturday 27/07/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The City of Ottawa by virtue of an agreement entered into on Dec. 14, 1893, signed on behalf of the Pontiac and Pacific Junction Railway by Mr. H.G. Beemer and H.L. Maltby, secured control of the tram and streetcar franchises over the Interprovincial bridge. The consideration therefore was a bonus of \$130,000.

The railway authorities have undertaken to ignore the city's vested rights in this respect and have entered into an agreement with the Hull Electric Railway to allow that company to use the bridge without any reference to the city whatever.

Sets out the clauses--

If the above means anything it is that the city controls the terms on which the bridge highway shall be used by street cars and any arrangements must be submitted to the city and ratified by a by law. The railway company now endeavors to explain its position by stating that the Hull Electric cars, while on the bridge, are P. & P. J. cars and not street or tram cars. That question may be a nice one for the courts, but if they are P. & P. J. cars they should run on P. & P. J. tracks and not on the bridge highway which is specifically mentioned in the agreement as being under the control of the city.

When Mr. Maltby evolved his ingenious argument that the Hull electric company's trolleys by a Jekyll - Hyde transition become P. & P. J. cars the moment they touch the bridge he overlooked the large and extremely ugly advertising sign which, for some reason is allowed to disfigure the eastern end of Sappers Bridge explicitly contradicting Mr. Maltby.

The principle involved in the enforcement of the agreement may be a matter of the utmost importance in the future as the population of both cities increases. The time to settle the question is now, and the question is: Which controls the franchise rights for street railways to use the bridge, the city of Ottawa or the railway company?

According to the experience of a Citizen reporter the P. & P. J. railway issues tickets which it won't accept on its own cars - that is supposing Mr. Maltby's statement to be correct.

If you see a big sign at the end of Sappers Bridge saying, "This way to the Hull electric railway," and you see a trolley car marked "Hull electric railway," pointing towards Hull. You must understand that the car is not Hull electric car. It isn't 'cause Mr. Maltby told us so.

**Tuesday 30/07/1901 Ottawa Journal Hull Electric**

A letter was received by Hull city council from Alexander Fraser of the Hull-Aylmer Electric Railway stating that to increase the efficiency of the car services, several sidings each 200 feet long would be built in Hull, one on Laurier Avenue back of the church, one on Main Street near the Court House, one on Main Street opposite the Marston block, and one on Brewery Street, opposite Dr. Graham's residence. The council was not willing that these sidings should be built. Lawyers will study the agreement etc.

The idea of some of the aldermen seems to be to have the company lay double tracks in Hull on the ground that this would be less cumbersome than any other method.

It was decided that a committee should look over Chaudiere Street to see if the proposal is feasible to open it up to the proposed new railway station to be built by the Pontiac and Pacific Junction Railway.

**Thursday 01/08/1901 The Equity, Shawville Hull Electric**

A thorough (sic) service is now established over the electric railway between Hull and Central Depot, Ottawa, via the interprovincial bridge so that Pontiacers journeying to the capital will have no changing of cars from Aylmer till they reach the heart of the city. It is stated some difficulty with the Hull council has to be overcome before the steam cars will be allowed to run over the electric company's rails through Hull to the bridge.

**Friday 02/08/1901 Ottawa Journal Ottawa Electric**

A magnificent Royal car - probably the first electric car in the world built especially for royalty - is now under construction by the Ottawa Electric Railway. More.

**Friday 04/08/1901 Ottawa Citizen Hull Electric**

Car No. 29 derailed.

**Thursday 08/08/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Mayor Morris has had several conferences with Mr. H.J. Beemer regarding the naming of the beautiful new bridge from Hull to Nepean Point which he constructed. The mayor has been urging Mr. Beemer to call the new structure Alexandra bridge in honour of the present Queen-Empress, and that it be officially opened and christened by the Duke of York. The mayor points out that the Victoria bridge at Montreal was opened by the Prince of Wales, our present King, and was named after his mother, our late beloved Queen. The mayor thinks that there could be no more fitting opportunity than to have the son of our present Queen-Empress dedicate and formally open the beautiful new bridge which now joins the cities of Ottawa and Hull. The whole function could be performed from parliament hill in rear of the library by the touching of an electric button by the Duke and instantly the name would appear in colored electric lights on the bridge from the Hull to the Ottawa side. If desirable, Mr. Beemer himself or some member of the reception committee could touch another button and a blazing motto of Welcome to the Duke and Duchess would appear. The mayor believes that the suggestion will be seriously considered by Mr. Beemer and probably carried out.

**Friday 09/08/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

Mr. Warren Y. Soper today made a suggestion, which, if carried out, will provide a far finer entrance for the Royal party than has hitherto been contemplated. Mr. Soper thought that it was possible that the Royal party would come from Montreal on the North shore line. A switch would be laid from the CPR tracks to those of the Ottawa Northern. Then the Royal train would enter the city over the Interprovincial bridge and go along the canal bank to the Elgin street depot. If this is done the CAR will keep the tracks along the canal bank clear of other trains, in order that the magnificent view that this entrance affords will be clear for the Royal visitors.

This suggestion, it is said, will in all likelihood be adopted.

**Friday 09/08/1901 Ottawa Journal Renfrew Renfrew**

The westbound local on the CAR due here at 6.20 ran into the east bound way freight last night by taking the switch instead of the main line. The switch board was properly set but in some way the switch was wrong or else sprung by the weight of the train. The engines and tender, along with two or three cars were smashed somewhat but all the passengers and employees escaped with a severe shaking up. The wreck is now cleared away and the line is again fit for traffic.

**Friday 09/08/1901 Renfrew Mercury Belleville Perth**

There are now nearly two hundred men employed in the C.P.R. carshops, among them being about one hundred French Canadians brought in this week. The shop is full of orders for box cars to move the great grain crop ripening in the Northwest.

**Saturday 10/08/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

As was announced some time ago when the decision was agreed upon by the committee, the royal party, unless present plans are changed, will come to Ottawa by way of the North shore line of the C.P.R. and cross the Interprovincial bridge thence proceeding to Elgin street. When the matter of entrance was discussed the suggestion was made that the train be brought up the north shore, cross at the C.P.R. and be taken around by Chaudiere Junction to Elgin Street station. , but the C.A.R. officials who were present did not favor that route. The Interprovincial Bridge route was then unanimously agreed upon. It is said to have been originally suggested by Her Excellency on account of its picturesque ness.

Mr. W.Y. Soper, chairman of the transportation committee, is heartily in accord with the decision arrived at and arrangements are now being made to carry it into effect.

**Tuesday 15/08/1901 The Record, Chesterville Winchester Winchester**

A CPR surveyor was in Winchester last week laying out the line for a spur from the railway to Messrs. Eager and Sanderson's roller mill. The spur will be extended from the end of the Y in as direct a line as possible to a point east of the mill near Clarence Street where it will curve and run along the north side of the mill.

**Thursday 15/08/1901 The Record, Chesterville Winchester Finch**

The CPR Harvest Excursion to Manitoba Thursday and the expectation of high wages enticed a large crowd of muscular young men to take Horace Greeley's advice and go west. Among those who went were E. Hutt, W.D. McNaughton, D.J. McNaughton, W.Ault, J. McDermid, J. McRae and several others from stations along the O&NY.

**Thursday 15/08/1901 The Record, Chesterville Hammond Rockland**

R.C. Cummings of Malone, NY has secured a patent on a cattle guard to be known as the Automatic Cattle Guard, for the United States and Canada. The apparatus presents a very durable and unique appearance. Last week a sample was constructed on the Canada Atlantic railway near Rockland.

**Friday 16/08/1901 Renfrew Mercury Locksley Pembroke**

Mr. James I. Morris C.E., and his assistant, Mr. Peter Gordon, C.E., with their men, returned to town a few days ago, after completing the preliminary survey for the railway between Golden Lake and Bancroft,--

**16/08/1901 Brockville Recorder Kingston (CN)**

Extensive improvements are about to be made in the G.T.R. shops by which the stone shop at William Street will be converted into what is called a running shed. At present the shop is constructed in a cruciform shape and contains a large turntable. Engines will be required by the new arrangements to coal up at the east end of the yard and leave the shops by the west end entrance. The changes are made necessary in order to expeditiously handle the two hundred engines a week that now are operated from this point.

**16/08/1901 Brockville Recorder Kingston (CN) Brockville**

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**Wednesday 21/08/1901 Ottawa Journal Montreal and Ottawa Hull Beemer**

Work on Hull's new Union Station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere Street at the juncture of the Ottawa, Northern and Western and the PP&J Railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

**Wednesday 21/08/1901 Ottawa Citizen Maniwaki Hull Beemer**

Work on Hull's new union station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere street at the juncture of the Ottawa, Northern and Western and the P. & P. J. railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

Also appears in Thursday 22 August edition.

**Wednesday 28/08/1901 Ottawa Citizen Britannia Power Canal Metropolitan Electric**

The creditors of Brewder and McNaughton held a meeting in Code and Burritt's office yesterday afternoon. Mr. Cole was confirmed as assignee and Messrs. Thomas Birkett and W.H. McAuliffe were appointed inspectors of the estate. An adjournment was given for a few days to give the Inspectors time to prepare a report. The assets are about \$19,000, consisting principally of the plant established by Brewder and McNaughton at Britannia in connection with the Metropolitan Power Company's works. This plant is valued at about \$17,000. The liabilities are about \$9,000.

**Friday 30/08/1901 Renfrew Mercury Kingston (CP)**

The Kingston and Pembroke Railway has become the property of the Canadian Pacific Railway Company.--

**Friday 30/08/1901 Renfrew Mercury Kingston (CP)**

Mr. E.T. Wilkie, C.E., returned home on Saturday evening, having completed the location of the Lanark and Carleton Place branch of the Kingston and Pembroke Railway from the townline between Lanark and Dalhousie Townships into South Sherbrooke, where he met the other location party, which was in charge of Mr. T.W. Nash, the chief engineer of the K. & P.Ry. The line is now located from Sharbot Lake to within two miles of Lanark village. The local work has been topped for the present to allow the plans to be worked up so as to get the contractors at work as soon as possible. The right of way agent followed Mr. Wilkie and bought the right of way as fast as the right of way was located, and is now buying the Sharbot Lake end through the Township of Oso. Mr. Wilkie expects to go back on construction about the middle of September when it is intended to rush the construction with all possible speed till the ground freezes up. - Carleton Place Herald.

**Friday 30/08/1901 Ottawa Citizen Pontiac & Pacific Junction Hull**

Work on the extension of the Pontiac and Pacific Junction Railway from Aylmer to Hull is being pushed ahead rapidly. A gang of nearly a 100 men has been put at work at Deschenes under charge of Mr. Guy Dunn, chief engineer, Messrs. S. Henderson and J.E. Hoolihan will superintend the work. The new track is being laid parallel to the Hull Electric track. It is expected that the through service between Aylmer and Ottawa will be inaugurated on October 20th.

**Thursday 05/09/1901 The Equity, Shawville Pontiac & Pacific Junction**

The Ottawa, Northern and Western will purchase the P. & P. J. and Hull Electric. Article.

The price paid for the Hull Electric Railway by the Beemer syndicate is \$650,000 in first mortgage bonds and \$550,000 in stock - Article.

**Friday 06/09/1901 Ottawa Citizen New York Central**

The Ottawa and New York train due at the Central Depot at 7 o'clock Wednesday evening did not arrive until 4 o'clock yesterday morning. The cause of the nine hour delay was the breaking of an axle under the engine. The trouble was located when the train was running at a high rate of speed this side of Russell station which it left seven minutes behind time. Brakes were applied and the train quickly brought to a standstill.

An examination of the tender showed that the axle had broken in the middle. The two wheels to which it was attached had left the track and run between the rails for a distance of half a mile. The tops of the spikes holding the rails had been cut off allowing the rails to become loosened. The train's escape from wreck was a close one, as the engine was in great danger of being thrown from the track.

A wrecking train was sent from Cornwall and the track fixed up. The escape from serious accident is attributed by the passengers to the excellent road bed and heavy rails and the good rolling stock.

**Saturday 07/09/1901 Ottawa Citizen Ottawa Electric**

Accident involving cars Nos. 214 and 228.

**Saturday 07/09/1901 Ottawa Citizen Renfrew**

Considerable interest has been aroused amongst the engineers and trainmen of the Canada Atlantic over the selection of the crews for the royal trains. Speaking of the matter this morning, Mr. Morley Donaldson, general superintendent said. "We will select our oldest and most experienced and careful drivers. The engines provided will be Nos. 618 and 620 of the big Atlantic type." The officials are doing everything possible to make the Duke's run over the Canada Atlantic a pleasant one.

**Thursday 12/09/1901 Ottawa Journal Ottawa Electric**

The Royal trolley "The Duchess of Cornwall and York" was given a trial run through the city and out to Britannia-on-the-Bay yesterday. The luxurious electric car "The Duchess of Cornwall and York" has been provided by the Ottawa Electric Railway expressly for the use of their Royal Highnesses, the Duke and Duchess of York. The car is 50 feet in length, straight sides and vestibuled at both ends, full monitor roof of the Pullman pattern. The color is also Pullman standard with the British coat-of-arms conspicuous on both front and rear. The interior of the car is furnished in antique polished oak, the ceiling being covered with three ply birds eye maple veneer, and decorated. There are four large British plate mirrors set in frames, two at either end of the car. All trimmings, such as hat racks, books etc. are in solid bronze. The window curtains are of the latest design, and are very ornamental. The car is brilliantly illuminated by five clusters of incandescent electric lamps, twenty one in all. The floor is covered with a rich Royal Blue carpet. The car contains fourteen large easy chairs beautifully upholstered in olive green plush. The trucks are double and of the swing motion pattern with graduated springs. The electrical equipment is very complete and consists of four Westinghouse 40(?) h.p. motors. The car is also fitted with the Westinghouse automatic air brake, and is capable of attaining a speed of fifty miles an hour. This is the first electric tram car ever provided exclusively for the use of Royalty. The car was manufactured by the Ottawa Car Manufacturing Company.

**Thursday 12/09/1901 Ottawa Citizen Hull Electric**

A collision which might have been attended with serious loss of life occurred on the Hull-Aylmer Electric line at 10.05 last night. Car no. 12 leaving Aylmer at 9.35 in charge of Conductor A. Baker and Motorman T. Bouch dashed into car 10 which left Ottawa at 10.00 p.m. on Main Street, Hull near the Post Office. The car from Ottawa was in charge of Conductor H. Moor and Motorman G. Chartier. Both cars were running at about 15 miles per hour and the force caused the coaches, which were closed ones, to be smashed to kindling wood almost ?? Both motormen jumped and thus saved themselves. There were few passengers otherwise ?? would have been recorded.

Car no. 10 left Ottawa on schedule time and was to have crossed car 12 at Graham's corner switch. When car no. 12 got to Graham's corner switch the employee thought that they could get down to the ferry switch in Hull and thereby save time, and the collision was the result.

One woman who was a passenger on the Ottawa car had her arm badly cut by broken glass.

Almost illegible.

**Thursday 12/09/1901 Ottawa Citizen Hull Electric**

Collision between cars Nos. 10 and 12.

**Friday 14/09/1901 Ottawa Citizen Carleton Place**

The C.P.R. company has selected the driver who will be in charge of the locomotive drawing the royal train from Ottawa to Chalk River, on the Winnipeg trip. Mr. Harry Glendenning, 443 Queen street, one of the most efficient and popular engineers running out of Ottawa will be at the post of honey. Mr. Glendenning is now running on the Imperial Limited. His fireman will be George Moles, Hintonburg, his trusty employe. Mr. Glendenning will have charge of his own engine. It is now being overhauled and repainted preparatory to making the Royal run from Ottawa to Chalk River, the next divisional point.

Every precaution will be taken on the C.P.Ry as on English roads to prevent accident or delay to the Duke's magnificently fitted train, which will run in two sections. Special orders will be issued to regulate all traffic and the Royal train will be given the right of way. The Duke and Duchess and suite travel by the second section.

**Saturday 14/09/1901 Ottawa Journal Ottawa Electric**

Line drawing of the Royal trolley car with a repeat description.

**Tuesday 17/09/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

The sweep of yesterday's tornado was felt most heavily in the Ottawa river and one of the worst effects was the havoc wrought to the special decorations on the Royal Alexandra bridge. The elaborate electric installation which was to have blazon forth the name in letters of fire was completely wrecked. The whole mass of wiring, framing and supports was torn from position and swept over the bridge, temporarily suspending traffic on the bridge and entailing a loss of at least \$2,000 in electric work. To repair the damage in time to have the full electric display on Friday night, as contemplated, will tax the efforts of the contractors.

**Saturday 21/09/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

Account of the Royal visit. "At 11.30 the Royal party drove over the Alexander bridge and through Hull..."

**Saturday 21/09/1901 Ottawa Citizen Canada Atlantic**

Souvenir edition for Royal Visit. One page on the Canada Atlantic Route with pictures. Poor copy.

**Monday 23/09/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge**

Account of Royal visit. "As the canoes passed under the Royal Alexander bridge there was a large crowd waiting for the Royal party"

**Wednesday 25/09/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge**

Sharp on time the royal section started westbound at 12.30 o'clock. The train went out by the Central station, across the Interprovincial bridge, through Hull and across the Suspension (sic) bridge over the Chaudiere. This not only gave the royal party opportunity to see some of Ottawa's best scenic environments, but avoided passing through lumber yards and the shunting that would be necessary to reach the C.P.R. track. The conductors on the trains will go as far west as North Bay where a change will be made. The engineers will be changed at Chalk River.

**Saturday 28/09/1901 Ottawa Journal Ottawa Terminal**

According to railway returns some 24,000 passengers were brought into Ottawa last week. Judging by the daily returns the Central Fair was responsible for about half, the royal visit for the rest.

**Tuesday 01/10/1901 Ottawa Journal New York Central**

Advertisement. Passenger trains to and from Central Depot, mixed trains to and from Ann and Nicholas Street.

**Monday 28/10/1901 Ottawa Journal Hull Electric Aylmer**

A very serious accident was narrowly averted on Saturday morning on the Hull Electric Railway. At the foot of Main Street, a car slipped over the frosty rails. The leaves formed a pasty mass with the frost, and the brakes, although tightened as much as possible, could not hold the car, and it ran into a coal car and derailed it. The passenger car was slightly damaged and one of the employees, in jumping, twisted his ankle. No other injury was sustained by any one.

**Thursday 31/10/1901 Ottawa Journal Pontiac & Pacific Junction Tetreauville**

Louis and Henri Simon, Italian navvies, are confined to the Water Street hospital as a result of a stabbing affray which occurred near Tetreauville yesterday afternoon. The men are brothers and were employed on the new railroad being built by Mr. Beemer connecting Ottawa with Aylmer.

The story of the injured men is that the foreman, Savaria Cavorato, had ordered them and another brother, John, off one car to another. They refused to go and attempted to defend themselves with a shovel. It is alleged that the foreman then hit John Simon with a shovel. This was provocation enough for a free fight in which John, Louis and Henri Simon and John Church are said to have attacked the foreman and his brother Louis Cavorato. It is then that Savaria Cavorato is said to have drawn a knife and stabbed Henri and Louis in the stomach.

The injured men were put on an electric car and brought to Ottawa where they were removed to the Water Street hospital. Louis Cavorato and John Simon were arrested and taken to the Hull gaol. Savaria Cavorato, who is said the have done the stabbing, has not been arrested.

When taken to the hospital it was found that one of the men had received a dangerous wound. The other is not serious.

**02/11/1901 Athens Reporter Westport**

The B&W cheese train brought in 1,942 boxes of cheese yesterday.

**09/11/1901 Athens Reporter Westport**

The B&W cheese train brought in 2,368 boxes of cheese yesterday.

**Monday 11/11/1901 Ottawa Journal Carleton Place Ottawa, Broad Street**

Would you like to see the interior of the cars the Duke and Duchess of York rode in through Canada, inspect the rich decorations specially designed and made for the eyes of the Royal party? Well on Thursday 21st and Friday 22nd of this month the cars will be in Ottawa and they will be "at your service" so to speak. The Canadian Pacific Railway, builders and owners of the cars have arranged to give the people of Ottawa the chance to see them.

The cars will be on exhibition at the Union Depot for the greater part of two days.

The cars will arrive at 2 o'clock Thursday November 21st and will be open to the public until 9.30 that evening and again the following day from 9 to 9.30 pm. A charge of 25 cents will be made for the "inspection". The money received from visitors will be sent by the CPR for the charities of Ottawa, likely the two orphans' homes.

It is likely a nice sum will be derived for a good object by the CPR's act.

**12/11/1901 Athens Reporter Westport Delta**

The first accident on the B&W Railway that has befallen an employee, attended by fatal results occurred this morning at Delta when James R. Smith, baggageman on the regular train and who also held the position of spare conductor was instantly killed.

The deceased resided in Brockville and left here yesterday on the afternoon train in the capacity of baggageman. He was returning this morning, in the same capacity, the train being in charge of Conductor Flegg and Engineer Graham. The had orders to bring in two cars of stock which were on the siding just east of Delta station. Smith uncoupled the engine from the main part of the train. After it had pulled ahead, he threw the switch for the siding. The engine was backed in and the unfortunate man made the coupling, attaching the locomotive to an empty box car, which was coupled to one of the stock cars. He then gave a signal to the engineer to go ahead, and when last seen alive was walking on the strip of land between the siding and the main line and whether the victim of the accident attempted to board the train and fell or slipped while walking quickly is not known but the latter is supposition by those who were present when the accident occurred.

At any rate, he fell head foremost between the first car of stock and the empty box car so that his body lay directly across the rails. The two stock cars passed over him cutting him in two and also amputating the right leg. Death was instantaneous. The body was picked up and brought on here where it was handed over to Sheridan & Buchanan.

Coroner Jackson was notified but after hearing the facts of the case, decided that it was an accident, and an investigation unnecessary.

The late James R. Smith was born in the township of Elizabethtown, in the vicinity of Greenbush, forty-seven years ago. He had been in the employ of the B&W since that road has been in operation. He had worked his way up until he had attained the position of conductor. Some years ago, while coupling cars at Athens, he lost three fingers and a portion of the right hand. He was a capable and obliging employee, was very popular with the patrons of the road, all of whom will deeply regret his death. The deceased leaves two daughters to mourn his loss. His wife died but a year ago. It is needless to say that the sympathy of the entire community goes out to them in their sad bereavement. The deceased conductor resided at the corner of Abbott and Maple streets. He was a member of the COF and IOOF. In politics he was a Conservative.

**Friday 15/11/1901 Renfrew Mercury Kingston (CP)**

Good bye to the "Kick and Push". -- Mr. C.W. Spencer is now General Manager of the K. & P.R. but that the active management will remain pretty much as it is for some little time at least.--

**Monday 18/11/1901 Ottawa Journal Pontiac & Pacific Junction**

First advertisement in Ottawa Journal - joint with ON&W advertising Thanksgiving Day fares.

**Friday 22/11/1901 Ottawa Journal Carleton Place Ottawa, Broad Street**

Beauties of Royal train. Full description.

**Friday 22/11/1901 Renfrew Mercury Chalk River Almonte**

A new railway station will be built at Almonte next summer. Superintendent H.B. Spencer of the C.P.R. was in town on Monday last and made the emphatic announcement that the much needed, long expected building will be erected without any greater delay. Mr. Spencer stated that the building will be built of stone, and constructed entirely after the plans of the stations at Armprior, Renfrew and Pembroke. It will cost in the neighbourhood of ten thousand dollars-- during his stay in town he arranged for an extension of the crossing siding to meet required siding accommodation. The siding will be lengthened by about 700 feet, to accommodate 20 or 25 more cars. This work will be started at once.

**Saturday 23/11/1901 Ottawa Citizen Kingston (CP)**

Today (Nov 22) a steel bridge was placed in position over the Madawaska river. Replacing a wooden structure on the line of the K. & P. Surveyors who have returned from their long tramp between Sharbot Lake and Carleton Place spying out a route for the proposed K. & P. extension, are now at work on the plans.

**Monday 25/11/1901 Ottawa Journal Canada Atlantic Central Depot**

This morning the Ottawa and New York express due at the Central Station at 10.45 struck and seriously injured Telesphore Gravelle of Aylmer, a fireman on the Ottawa, Northern and Western Railway. The unfortunate man had put his engine into the round house and was walking towards the station between the rails and the main line. The engineer on the passenger train whistled three times and had slowed considerably when Gravelle was struck. The cow catcher knocked Gravelle down but clear of the rails. At St. Luke's hospital his injuries were found to consist of two scalp wounds on the back and the side of the head, an abrasion of the right shoulder and an injury to the left knee. There is the possibility of internal injuries but good hopes are entertained for his recovery.

**Thursday 28/11/1901 The Equity, Shawville Pontiac & Pacific Junction**

In reference to the changes that are proposed in connection with the P. & P. J. railway service, we learn from the agent here, Mr. Crawford, that it is the intention of the company to run the passenger train on express time, leaving Waltham a little earlier in the morning in order to connect with the C.A.R. train for Montreal at 9 o'clock, which will enable passengers to reach that city in time for dinner. It is also proposed to put on a freight train three days in the week - Mondays, Wednesdays and Fridays - to facilitate traffic and avoid the tedious delays that the travelling public have had to endure by the existing service. The freight train will leave Ottawa in the morning and return in the afternoon. The proposed changes, when put into effect next week, will certainly be much appreciated by the people of this county and, we shall have no doubt, will serve to materially increase the business of the road.

Next thing we shall look for is a move onward to Pembroke. Two years ago Mr Beemer told The Equity that as soon as communication was established with Ottawa, the Pembroke extension would be taken in.

**Monday 02/12/1901 Ottawa Journal Pontiac & Pacific Junction**

Advertisement shows PPJ trains running into Ottawa as well as ON&W trains.

On another page. The first through train from the Pontiac arrived at the Central Station this morning. This train will in future connect with the North Shore line of the Canadian Pacific at Hull station for Montreal, making a through service from Pontiac to Montreal. Souvenir badges were issued to all on board the train this morning.

**Tuesday 03/12/1901 Ottawa Citizen Pontiac & Pacific Junction Interprovincial Bridge**

Through passenger and freight service was instituted on the Pontiac and Pacific Junction branch of the Ottawa, Northern and Western Ry. yesterday. The first passenger train, which left Waltham at 6 o'clock, arrived at the Central station at 9.15. The distance, 82 miles, was completed in three hours and fifteen minutes, is considered good on a roadbed just completed in places. The train, which consisted of engine, baggage car and four coaches, was in charge of Joseph Murphy, engineer and S.R. Kenny, conductor. The train was well patronized. Amongst those on board were Hon. Geo. Bryson, Coulonge; S.A. Smith, David Gillies, J.T. Patterson, Campbell's Bay; H.S. Dowd, Quyon, and Mr. Leggo, Shawville. A number of the railway officials boarded the train at Aylmer, having made the trip from Ottawa on the first through freight which left the city at 7 o'clock. In the party were Mr. P.W. Resseman, general superintendent; Guy C. Dunne (sic), chief engineer; F.W. Martin, train dispatcher; J.B. Brennan, roadmaster; and Mr. Jordan, agent of the Hull Electric company. In the baggage car were 26 deer shot in the Coulonge district by Montreal hunters. They were transhipped at Hull for that city. A passenger service is to be maintained daily except Sunday, the train leaving the Central depot at 5.20 p.m. No freight will be carried on this train. A freight train will leave Ottawa every Monday, Wednesday and Friday morning at 7 o'clock, thus making three round trips a week.

**Thursday 05/12/1901 The Equity, Shawville Pontiac & Pacific Junction**

Fifteen carloads of freight left Aylmer by the P. & P. J. train on Thursday evening, the delivering of which at the several stations along the line caused a delay of 2½ hours in its arrival here that evening.

**Friday 06/12/1901 Renfrew Mercury Locksley Pembroke**

The Pembroke Southern Railway is asking for an extension of their charter to run a road from Pembroke through to connect with the Pontiac and Pacific Junction Railway in or about Shawville or Portage du Fort, and Mr. John W. Munro, M.P.P., intends asking for a bonus from the government to build the road from Pembroke through Westmeath and part of Ross townships to connect with the Pontiac and Pacific, at the coming session of the Ontario Legislature -- Pembroke Observer.

**23/12/1901 Athens Reporter Westport**

James Mooney, retired general superintendent of the Brockville and Westport Railway died today. He was born in Prescott 65 years ago. He came to Brockville in 1887 and accepted the position of superintendent of construction on the Brockville and Westport Railway, and it is in connection with that corporation that he is best known. On the completion of the road in 1888, Mr. Mooney became general superintendent, holding the position till February last, when, owing to ill health, he was obliged to resign. While in the employ of the B&W he practically built up the road, and helped make it a paying concern as well as established many of the regulations now governing it.

James Mooney Dead (ER) The above caption will carry deep regret in Brockville and in fact anywhere that the genial James Mooney was known for he was the possessor of a disposition which made him a very entertaining companion and was welcome in any society in which he cared to move. In late years impaired hearing perhaps gave many the opinion that he was somewhat eccentric but beneath his brusque manner there were those hospitable characters inherent in the Celtic race which go a long way in making the world better for the sojourn in it of such men as James Mooney. He was a familiar figure on the streets of Brockville for the past fourteen years and was a general favourite at all times, having the respect of all who knew him. He will be greatly missed for his venerable appearance and rich amount of humour always ensured him a hearty welcome in all circles.

The late James Mooney was a son of Patrick Mooney, pioneer resident of Prescott. He was born in that town sixty-five years ago and spent the greater part of his life there. He was a man of more than ordinary ability took a deep interest in the welfare of his native place and with well known energy which marked the later years of his life was involved in many movements for the betterment of the Fort Town. In this connection might be mentioned the Prescott Fair of which he was for many years a director and was mainly instrumental in placing it on a sound financial basis.

He was also in the contracting business and for a long time supplied fuel and timber to the old St Lawrence and Ottawa railroad. Afterwards he went south during the American war, and was for over twenty years a dealer in tobacco representing White Bros, one of the largest firms in the United States. He came to Brockville in 1887 and accepted a position as superintendent of construction on the Brockville and Westport Railway and it is in this connection with that corporation that he is best known. Upon the completion of the road in 1888 Mr. Mooney became general superintendent, holding that position until February last when, owing to ill health, he was obliged to resign. He had also held the positions of treasurer of the company, receiver, general freight agent, and at the time of his death was the general passenger agent. While in the employ of the B & W he practically built up the road and helped make it a paying concern as well as established many of the regulations now governing it.

The deceased was never married. He had three brothers now all dead.

His illness dates back several years, but it was only in the past year that it assumed an acute form and he spent most of the time at St. Vincent de Paul Hospital where he passed away this morning at 5:30. Death was due to paralysis.

The funeral will take place Thursday morning from the hospital to St Francis Xavier church. The remains will be interred at the new Catholic cemetery.