

# Local Railway Items from Area Papers - 1903

09/01/1903 *Brockville Recorder* *Westport*

Syndicate Organized in New York to Purchase the Road. Full Particulars as to How it is to be Financed, etc if the Syndicate Secure it. One Tuesday 20th instant (20 January) the Brockville and Westport Railway is to be put up for sale at public auction and the event is attracting the attention of New York capitalists, as will be seen by the following advertisement which appeared in last Saturday's New York Herald:

Reorganization syndicate of the Brockville, Westport & Sault Ste Marie Railroad (Holm & Smith, counsel), temporary offices room 90, World Building, New York.

John Gerken, president Hudson County Consumers Brewing Company.

Clarence P. King, president Washington, Alexandria and Mount Vernon R.R. ad president Pottsville Union Traction Co.

Henry W. Gennerich, president United National Bank of New York.

Christopher F. Bode, director of the Consumers' Brewing Company of New York, Limited.

Henry Von Minden, president United Wine and Trading Co.

W.F. Hencken, treasurer of the American Exchange Cigar Co.

Gustav Schock, millwright

Val Schmitt, president Federal Brewing Co, Brooklyn

Chas. F. Holm of Holm & Smith, Attorneys

William Volk, director of United National Bank, New York

Diedrich W. Rohde, treasurer of Fairlawn Cemetery Company

D. Werfelmann, merchant

Fred W. Salzsieder, treasurer Consumers Brewing Co, Brooklyn

Wm Von Twistern, secretary Hudson County Consumers' Brewing Co

George Herbener, of Sauer, Gross & Herbener, builders

Benj. Fox, broker

The above railroad will be sold by the court at a receivers sale on Jan 20 1903 at 3pm in Brockville in pursuance of a judgment of foreclosure of a first mortgage of \$1,125,000. The Knickerbocker Trust Company, of New York is the plaintiff in the suit, being trustee under the mortgage, and this suit has been pending five years.

The Brockville Westport and Sault Ste Marie Railroad is forty-five miles in length. Built in 1892 and operated since then from Brockville to Westport, Canada. Brockville, the county seat of Leeds County, Ontario, is on the St Lawrence River at the end of the Thousand Islands and is a fine town, having electric lights, gas, sewers and all modern improvements, and is only ten hours from New York, 365 miles. And all the villages along the route of this railroad are prosperous, the county being one of the most productive in Ontario.

The railroad is standard gauge, in good running order and condition, and although in the hands of a receiver for five years, has been increasing in receipts each year. The road connects with the Canadian Pacific at Brockville and with the Grand Trunk at Lyn at grade, cars being interchangeable, also by ferry boat with the New York Central at Morristown, NY.

The railroad was bonded for \$1,125,000 and capitalized for \$1,125,000 000 (\$2,250,000 in all) but under the foreclosure the road will be delivered to the highest bidder free and clear and all bonds, stocks, judgements and claims will be wiped out completely.

In the last two years the receiver has built a new brick engine house, bought one extra locomotive, two passenger coaches, rebuilt the long trestle at cost of some \$8000, fitted up the stations, built a locomotive shed at Westport, laid new ties and has 10,500 new ties on hand to be laid, and after meeting all those expenses and paying all bills promptly, has a good balance left on hand.

A syndicate consisting of the above has been formed for the purpose of buying this road at public auction on January 20th 1903 and if they obtain the road they will reorganize the company on the following basis for the purpose of running the road and extending the same.

The new organization will own the entire railroad, all its real estate, rolling stock, franchises, rights, etc. and will bond the road for \$1,000,000 at four percent with capital of \$1,000,000 of which one-half will be six percent preferred stock, and the other half common stock.

Of the bonds only \$500,000 will be sold, the rest will remain in the treasury. The bonds actually issued, therefore, will be less than half of the former issue though the road has been running for ten years and has had the advantages of increased population and larger rolling stock and many improvements. The bond issue therefore is about \$10, 000 per mile whereas bond issues of railroads are usually from \$30,000 to \$70,000 per mile.

The syndicate now controls almost all of the \$1,125,000 of old bonds under which the foreclosure is taking place and at the date of the sale on January 20th 1903 will be in a better position than any other person can be to buy the road. The notices of sale which appear in the New York Evening Post on Wednesdays and Saturdays and in four other papers in Canada says that the receiver will accept payment of bonds in lieu of cash.

The syndicate invites subscriptions to its certificates because the money required is more than the syndicate feels able to handle. These certificates are held at \$1,000 each and are numbered from 1 to 500. No more will be issued. The total received will \$500,000 and the money will be sufficient to not only acquire the railroad complete and free and clear, but will leave cash in the treasury to arrange for surveys and extensions and buy new rolling stock sufficient for all present needs.

The entire issue of 500 certificates has been underwritten by the syndicate and part of these are offered for sale at \$1,000 for each certificate. The certificates can be transferred by endorsing the same as stock certificates. On reorganization, the holder of each one of these certificates will receive for the \$1,000 paid one \$1,000 first mortgage 4% Gold Bond (ten years), five shares (\$500) of non-cumulative preferred stock and five (\$500) shares of common stock besides privileges hereafter as the road is extended.

The syndicate is acquainted with all the facts regarding the railroad having fully investigated the same and the bonds are in every way a first class investment. In case the syndicate is outbid at the sale, every certificate holder will make an immediate cash profit by having money paid in return with added profit.

Address for further particulars, or interview, or subscribe for certificates with any of the above. Twenty-five percent is payable on subscriptions and the balance as called for.

Holm & Smith, acting for Syndicate, Room 90, World Building N.Y.

**10/01/1903 Ottawa Journal**

Ontario Good Roads Train - long article.

**16/01/1903 Renfrew Mercury Kingston (CP) Renfrew**

A K. & P.R. car sent down the line on a flying shunt last week, could not be stopped as it approached the station, rose on the platform, and was brought to a standstill only when it went crashing into the Swiss roof of the station building. It gave the woodwork quite a jar, bulging the roof and smashing some of the posts.

**20/01/1903 Brockville Recorder Westport**

The Favorite Line Knocked Down at \$160,000. The Reorganization Syndicate of New York the Purchasers - Only two Bids (From Tuesday's Daily)

Considerable interest has been centered for several days around the sale of the Brockville, Westport & Sault Ste Marie Railroad, which took place this afternoon in the auction rooms of Jas. Robertson, who handled the mallet.

At 3 o'clock, before a big crowd, he read the order for sale, conditions, etc and asked for a first bid. Mr. Loegrend, representing the Investment Company of Philadelphia, made the first bid, and offered the modest sum of \$150,000, but the proposition was hardly cold till Chas. F. Holm, representing the Reorganization Syndicate of New York, called out one hundred and sixty thousand dollars (\$160,000). Somebody looked at him, but then he was backed up by his associates, Messrs. King, Gerkin and Smyth, who were here for business, and he apparently wanted the line. In vain did the genial James try to have this offer raised, but there it stuck, and the good old B&W was knocked down to the New Yorkers.

Looks as if the Investment Company of Philadelphia, that hold the majority of the bonds, and made the first bid, have an understanding with the New York people.

Mr. King, being interviewed said it was their intention to extend the line to the Northwest and make a trunk line of it.

**22/01/1903 The Equity, Shawville Pontiac & Pacific Junction**

Ottawa, Northern and Western timetable advertisement. October 12.

Trains leave Canadian Pacific Union Station.

Waltham section lv. Ottawa 5.15 p.m. Ottawa, ar. 9.40 a.m.

Arr 8.46 p.m. Waltham lv. 6.25 a.m.

**22/01/1903 The Equity, Shawville Maniwaki**

Ottawa, Northern and Western timetable advertisement. October 12.

Trains leave Canadian Pacific Union Station.

Gracefield section lv. Ottawa 5.03 p.m. Ottawa, ar. 9.30 a.m.

Arr 7.40 p.m. Gracefield lv. 7 a.m.

A Sketch of This Short But Busy Road; NY Syndicate Acquires B&W

Has Had a Hard Struggle. But is Ably Managed. A good Road for Brockville. Application will be made for New Charter. Will be called Brockville and Northwestern (from Wednesday's Daily)

As announced in the Recorder's second edition yesterday, the Brockville, Westport & Sault Ste Marie Railway was sold by public auction to Messrs, King, Gerkin, Holm and Smyth, of New York and Philadelphia, representing a large amount of capital, that will, it is said, be used in extending the line through to the Northwest, as outlined yesterday, and making a trunk line of it.

In all its vicissitudes, this road has been a good thing for Brockville, and a boon to the country through which it passes.

The Brockville, Westport & Sault Ste Marie Railway Company was organized in 1884, a charter being obtained by a special act from the province of Ontario. The names of those who were so incorporated were Senator Fulford, the late Hon John F. Wood, R.H. Preston, M.D.; the late W.H. Fredenburgh, W.C. Stevens, John Reddick, the late Rufus Brown, James Cumming, the late J.B. Saunders, R. J. Jelly and George Hutcheson. Under this charter, the company was given power of constructing and operating a railway from the town of Brockville to the village of Westport, and thence in a northerly and westerly direction to the shore of Georgian Bay, and from there to Sault Ste Marie, in the district of Algoma. The road had been mooted for many years before this, but it was not until the year mentioned that a start was made, Mr. R. G. Hervey undertaking to build a road on behalf of the company. The first through passenger train on the road was run on July 12 1888.

While this road has been of great benefit to Brockville and it is generally conceded that the bonus of fifty thousand dollars granted by the town has been a good investment for the town, yet the railway company did not succeed in making it pay, and have had many ups and downs.

The Investment Company, of Philadelphia advanced a large sum of money to the railway company, taking as security certain bonds, and a mortgage was also taken in the name of the Knickerbocker Trust Company, in trust to secure the repayment of these bonds, and no interest being paid. In 1894 the action was commenced which culminated yesterday in the sale of the road, after having proceeded through many legal meanderings. The proceedings were fought at every stage by certain of the judgment creditors of the railway company, but finally in June last an order was made that unless the bond-holders were paid off within a certain number of months, the railway should be sold, and the proceeds applied, first towards paying off the bonds, and then towards paying the judgment creditors. Under the sale of yesterday, however, the bondholders will not receive much over 25% of their claim, and the judgment creditors will receive nothing.

W.S. Buell acted for the plaintiffs, and J.A. Hutcheson, K.C., for the judgment creditors.

Before leaving town, the purchasers instructed Mr Buell to apply for a new charter under the name of the Brockville and Northwestern Railroad Company, and the probability is that the railroad will take on a new aspect in the spring.

Mr. E.A. Geiger, who, for many years has been connected with road, was promoted from being general passenger agent and secretary to the position of superintendent, in January, 1901, and he has been most active and energetic in promoting the business of the company. Many improvements have been made, and the patrons of the road have found him an ideal railway man, a hustler for business, and possessed of an ardent desire to not only serve the company but to please the public as well.

In the last two years, the receiver has built a new brick engine-house, bought one extra locomotive, two passenger coaches, rebuilt a trestle at a cost of \$8,000, fitted up the stations, built a locomotive shed at Westport, laid new ties and has 10,500 new ties on hand to be laid, and after meeting all these expenses and paying all bills promptly, has a good balance left on hand.

The syndicate, which is composed of Messrs John Gerkin, Henry W. Gennerich, Christopher F. Bode, Wm Von Twistern, Fred W. Saltzieder, Wm. F. Hencken, Gustav Schook, Charles F. Holm, New York; Wm Volk Philadelphia; Henry Von Minden, Diedrich W. Rhode, D Werfelmann, Carsten Heilshorn, Val Schmitt, Benjamin Fox, P.J. Ryder, A. Bernard, Frank W. Burs, Jacob Mattern, George Herbener, New York, and Clarence P. King Philadelphia will bond the road for \$1,000,000 at 4% with a capital of \$1,000,000 of which one half will be 6 percent preferred stock and the rest common stock. There is considerable speculation as to what the purchase means. If the Recorder is not mistaken a grant was made to the B&W by the Provincial Government years ago under certain conditions but these conditions not being filled, the grant lapsed. Will the bridge scheme be revived in connection with the schemes or will the line become the property of one of Canada's great railway companies. The air is full of conjectures, but it will take some time for anything definite to develop. Before leaving, the purchasers informed the Recorder that they had secured the road for the purpose of extending and fully equipping it as a competitor for the Northwest carrying trade.

29/01/1903 *The Record, Chesterville* *New York Central* *Cornwall*

For the third time in the past two or three years the O&NY depot at Cornwall was broken into on Sunday night. As there are no night trains on this line the station was deserted after 8 p.m. The burglars apparently first tried to force the rear door, but failing in this, broke a window and in this way they effected an entrance. They broke and rifled a ticket cabinet, and broke open the money drawer, but found no cash. Most of the tickets were found on Second and Pitt Streets.

29/01/1903 *The Equity, Shawville* *Belleville* *Perth*

About 10 new cars are turned out of the Perth car shop each day. A freight car costs about \$600, thus about \$6,000 worth of material is used each day.

01/02/1903 *Canada Lumberman* *Renfrew* *Whitney*

The Canadian Atlantic Railway Company proposes to extend its road from Whitney to Sault Ste. Marie.

02/02/1903 *Ottawa Journal* *Ottawa Terminal*

Ottawa may get second great railway system with the sale of the Great Northern to MacKenzie and Mann. Booth says they haven't asked him to sell Canada Atlantic.

\$100,000 to be spent on improvements and equipment by the new proprietors during the coming season.

W.S. Buell returned home from New York Yesterday whither he has been to interview a number of the gentlemen composing the syndicate which recently bought out the Brockville & Westport Railway and for whom he is solicitor. In conversation with a Recorder reporter Mr Buell stated that it was the intention of the new proprietors to start improvements on the road between here and Westport just as soon as they get possession which will be in the course of a few weeks, some necessary legal matters having to be arranged and put through. For the purpose of improvements and for the purchase of rolling stock they are setting aside \$100,000.

Asked as to what the company intended doing regarding the extension of the road, Mr. Buell replied that they could not do any extending until they got their charter from parliament and as there are now thirty-eight private bills to incorporate railways before the house it will take some time before this can be reached. As soon as the charter is received is received, Mr. Buell says, the company will go on extending. As yet, the Company has not yet been incorporated. He also said that a year from now will witness a great change in the road. As soon as they get possession, the improvements will be started at Brockville.

Will rebuild.

Electric company will immediately repair damages by last night's mishap.

The Ottawa Electric Railway company will immediately commence the rebuilding of the part of its shed which collapsed last night. Examination of the structure was made this morning and the breakdown was evidently caused by the supports not being of sufficient strength to hold up the weight of the structure including the snow on the roof. In the collapse of the building two of the big Britannia cars were badly damaged along with several others. The cars were principally open ones and the roofs were badly smashed.

There is a further report with a drawing.

With an awful crash which could be heard for blocks away the Queen Street portion of No. 3 car shed of the Ottawa Electric Railway collapsed at ten o'clock last night. Fortunately there was no loss of life nor was anyone injured but ten cars were smashed. Queen Street was strewn with brick and stone debris while heavy financial loss was entailed on the company. Although the cause of the accident is not definitely known it appears to have been due to a defect in construction of the wall. The car sheds of the company front on Albert Street between Kent and Lyon and run through to Queen. It was the north end of the Queen Street end of the easterly shed that went down last night.

Men employed by the company were at work in no. 2 shed when there was a sudden trembling of the adjoining structure. An instant later and down went the Queen Street wall covering the sidewalk and part of the roadway with lime and bricks. Simultaneously the north end of the roof came down right on top of a dozen electric cars which were in storage. The cars were almost entirely destroyed or badly damaged. The tremendous force of the air tore from their hinges the big doors on the south side and hurried them out to Albert Street.

For a minute or so no one knew what had happened, Residents of the locality attracted by the noise and thunderous report which sounded like that of an explosion, got a sudden fright. But they lost no time in investigating and soon the cause of the trouble was ascertained.

Superintendent Hutcheson, secretary Fraser and other officials of the company were on the scene at once and as soon as investigation showed that no more of the building was likely to collapse a staff of men was put to work picking up bricks and clearing the debris from the sidewalk. It was indeed a fortunate circumstance that no persons happened to be passing at the time otherwise they would have been crushed under the avalanche of lime and bricks. A careful search was made when the pile was cleared away but no one was found to have been a victim of the disaster.

The car shed which collapsed had a height of about 25 feet and width of some fifty feet. It was built some fine years ago, and the construction, which was of brick with steel girders, was supposed to be solid and substantial. It was at first suggested that the accident was caused by the weight of snow on the roof, but that theory is not entertained. The roof was cleared after the last storm and not a great deal accumulated on it yesterday.

Superintendent Hutcheson stated last night that the accident, as far as he could find out, was due to some defect in the construction of the wall, but just what caused it to heave out at this season of the year remains to be determined. The wall had never given any evidence of being weak or in any way faulty.

The railway will suffer considerable financial loss as a result of the accident. The cars destroyed or damaged - numbering eight or ten - were each valued at about \$1,500, while the loss on the building is placed at about \$2,000 making the total around \$10,000 or \$12,000. The buildings are insured against fire but not against such an unusual accident as that last night. Most of the cars which were put out of business were open ones used in summer so there will be no interference with the service.

The company will institute a thorough investigation in the matter and will endeavor to ascertain the cause of the collapse. There are two large sheds adjoining but they stand intact. Notwithstanding the hour at which the tumble occurred many spectators were attracted to the scene last night.

Commencing October 12 ON&W trains will leave Canadian Pacific Union station (for both Waltham and Gracefield)

From the Almonte Gazette. Since his access to office as mayor of the town, Mr. Thoburn has been interesting himself in Almonte's station accommodation, or, rather, lack of accommodation, and in reply to a letter written by him to Sir Thomas Shaughnessy, president of the C.P.R., he received a letter this (Thursday) morning containing the pleasing assurance that a new station will be built here this year.

Peat Plant to Open in May

Plant at Newington ready for work.

Was to have been opened last fall but machinery arrived too late.

Machinery did not arrive until Christmas and ground was frozen hard. Newington site is for demonstration purposes, will be capable of turning out 60 tons per day (or 35 tons peat coke), 220 days per year.

Much detail.

Today, Mr Henry W. Gennerich, treasurer of the New York syndicate which recently bought the Brockville and Westport Railway, and President of the United National Bank of New York, in company with Mr W.S. Buell, solicitor for the syndicate, and Col Cole, left here by special train on a trip of inspection over the road. On his return Mr. Gennerich was interviewed by the Recorder and said he was well pleased with what he saw. He said that he would give orders to have a new train put on the road and increase the rolling stock to double its present amount. The roadbed would also be put in first class shape and when finished the road would be second to none in the country. All the stations will also be remodeled and painted and the platforms repaired.

"When do propose to start these improvements?" asked the Recorder. "Within thirty days," replied Mr Gennerich. "We will also put up signs on all the stations, indicating the name of the place."

Mr. Gennerich is a pleasing conversationalist, and we will be glad to see him in Brockville again. He left this afternoon for New York. He was accompanied by his wife and family.

Mr. E. A. Geiger was prevented from accompanying the delegation over the road owing to illness.

Writ issued by L.S. Lewis on Behalf of Himself and Other Bondholders Against The Philadelphia Investment Co, et al

The action which will no doubt interest a large number in this district has just been commenced in high court here by the issue of the writ by Levi Sidney Lewis on behalf of himself and all other bondholders of the defendant railway company, plaintiff, and the Philadelphia Investment Company, Brockville, Westport and Sault Ste Marie Railway Company, Charles F. Holm, John Gerkin, Valentine Schmitt, and Clarence P. King, defendants.

The claim, as set forth in the summons, is as follows:

The plaintiff's claim is for a declaration that the defendant investment company stands in relation to the defendant railway company in the same position as did R.J. Hervey, the original contractor with said railway company for the construction of the line of railway and that such investment company is liable to complete said railway.

That said investment company be ordered to proceed with the construction and completion of said railway and that in default of said investment company proceeding with the completion of said railway within a reasonable time, that the investment company's claim as bondholders be postponed to that of all other creditors of the said railway and that the securities of the said investment company be charged with a lien for the payment of debts incurred in the construction and equipment of said railway.

That the investment company is not entitled to interest on the bonds of the railway company held by them until they complete the said railway and that all interest that may accrue on said bonds so held by them until completion by them of the railway be cancelled.

And for a further declaration that the board of directors of the said railway company has been, and is illegally constituted and that their actions are improper and contrary to the interest of the said railway company.

And for an injunction restraining the investment company from proceeding with the sale of said railway in their action against said railway company now pending.

And for an order that the receiver who is at present in charge of said railway company, being the nominee of the said investment company be discharged and a new receiver appointed.

And for an order setting aside the purchase of the said railway by the defendants Holm, Gerkin, Schmitt and King at auction on the 20th day of January, 1903 in the action now pending by the defendants, the investment company against the said railway company.

If this action succeeds, it may materially affect the prospects of the bondholders but this will all depend upon whether or not the recent sale of the road was legal and those who had charge of it claim that it was so in every way.

26/02/1903 *The Equity, Shawville* *Ottawa Terminal*

Rumour has been revived that the C.P.R. will shortly rearrange its line from Ottawa to Pembroke to save about 41 miles, thereby shortening the time between Montreal and the coast. It says plans have been completed to build a new depot and freight shed on Sussex St. on the C.P.R.'s property there, and add a new pier to the Interprovincial Bridge to make an approach from Sussex St. This would render the Co, independent of the Central Station and would save about \$50,000 per annum for its rent. It is said a survey was made recently with a view to building the station on the corner of Sussex and Cathcart Sts. An option has been obtained on the Law property, which may be converted into a freight shed. By this scheme the transcontinental trains would follow the previously suggested route over the Pontiac and Pacific to Waltham, crossing the Ottawa River at Pembroke. The Prescott line trains and all Montreal and eastern traffic would enter this station, and as at present the Chaudiere station would be used for Toronto and western traffic.

01/03/1903 *Canada Lumberman* *Whitney and Opeongo* *St. Anthony Lumber*

the St. Anthony Lumber Company, at the head of which is Arthur Hill, of Saginaw, operated a big plant at Whitney, Ont., on the C.A.R. 180 miles from Ottawa. The company built last year, a logging road about 15 miles long and are putting in a stock of fifty million feet for the cut of the mill this spring.

06/03/1903 *Renfrew Mercury* *Chalk River* *Pembroke*

From the Cobden Sun. The morning train running east was about an hour late on Monday, due to a peculiar cause. When about ready to start out from Pembroke the whistle was blown off the engine and Chalk River had to be called on to send down another.

06/03/1903 *Renfrew Mercury* *New York Central* *Newington*

Newington Peat Plant will begin operations in May. Article. For demonstration purposes only - 60 tons of peat fuel or 35 tons of peat coke per day. - Cornwall Freeholder.

19/03/1903 *Athens Reporter* *Westport*

NY Syndicate Complete Purchase of BW&SSM; New Passenger Cars Ordered (ER) Purchasers of the railway in town to close the deal - Rolling stock for the new passenger train purchased and will start to run in a couple of weeks.

This morning at eleven o'clock four gentlemen representing the New York syndicate which recently purchased the Brockville end Westport Railway arrived in town and registered at the Hotel Strathcona. They are Messrs Gerkin, Val Schmitt, Charles F. Holm, New York and Clarence P. King, Philadelphia. They are accompanied by a stenographer, Mr. Theo De Moulin of New York.

Asked by the Recorder as to their mission, they said that they were here for the purpose of completing the purchase of the road, and having the transfer to the new company they will appear before Judge McDonald tomorrow morning at ten o'clock to complete the sale, and pay the balance of the cash which amounts to \$144,000.

The rolling stock for the new passenger train has been ordered at an expense of \$30,000 and this important addition is expected to be put on about the first of the coming month. No further action has been taken by the judgement creditors nor is there expected to be anything done just at present.

Mr. W.S. Buell, solicitor of the new road, in company with the gentlemen took lunch at the Strathcona and afterwards enjoyed a drive around town. They are a jolly lot of men, any one of whom it is a pleasure to meet, After the sale is completed tomorrow, they will leave by special train for a trip over the road and any necessary improvements that are needed will be promptly attended to.

**20/03/1903 Athens Reporter Westport**

Map of Proposed Extension in Buell's Office (ER) An immense map is on view in Mr. W.S. Buell's office of the route of the proposed Brockville and Northwestern Railway from Westport to Sault Ste Marie. The railroad portion of the chart is the work of Mr. W.B. Smellie.

In the House of Commons at Ottawa yesterday, a petition was received from the Brockville & Western Railway Co to acquire and complete the Brockville, Westport & Sault Ste Marie Railway.

**27/03/1903 Athens Reporter Westport**

Balance of Purchase Money Paid Over Today Road will Pass Into Hands of Brockville & Northern Railway Co on April 1st. Line to be Extended. (From Thursday's Daily) This morning at 11 o'clock, four gentlemen representing the New York Syndicate which recently purchased the Brockville & Westport Railway, arrived in town and registered at the Hotel Strathcona. They are Messrs Gerkin, Val Schmidt, Chas. F. Holm, New York, and Clarence P. King, Philadelphia. They are accompanied by a stenographer, Mr. Theo de Moulin of New York.

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Mr. W.S. Buell, solicitor of the new road, in company with the gentlemen, took lunch at the Stratcona and afterwards enjoyed a drive around town. They are a jolly lot of men, any one of whom it is a pleasure to meet. After the sale is completed to-morrow, they will leave by special train for a trip over the road and any necessary improvements that are needed will be promptly attended to.

From Friday's Daily The purchasers of the BW&SSM RR completed their payment for the railway this morning before Judge McDonald when the final report in the matter was made by the master and it was decided that the purchasers go into possession of the road on 1st April. Ten hundred and twenty-four bonds, with face value at \$1,000, were brought up and deposited in the Bank of Montreal, and the balance of the money was paid into the credit of the bank, making the total purchase money now paid by the Brockville & Northwestern Railway Co.

The road will continue to be run by the receiver, Col. W.H. Cole, up till the first of the month, when he will make a final report. His accounts were gone into and the remuneration for his two years and two months service was fixed at \$2,700. The accounts show that the condition of the road has much improved under Col. Cole's management and the receipts have steadily increased.

Messrs. W.H. Comstock, James Cumming, W.S. Buell, Daniel Derbyshire, R. Bowie and W.C. Fredenburgh of Westport, were elected provisional directors and they will go to Ottawa to interview the government. Messrs Holm and King, two of the members of the syndicate, left for Montreal this afternoon.

Mr. Holm of New York one of the syndicate which has purchased the Brockville & Westport Railway, in conversation with the Recorder today, stated that the extension of the line from Westport in a northwesterly direction would be commenced just as soon as the charter is granted. The intention is to tap the forests of that section of the province and negotiations are already in progress for the establishment of a mammoth furniture factory at or near Brockville, much of the raw material for which will be brought in over their line from the north.

**03/04/1903 Athens Reporter Westport**

The new train on the B&W will leave here Monday morning at 9:30 for Westport and will reach Brockville on the return trip at 7:05 pm. D.J. Carty will be the conductor for the new train, and Messrs Murphy and Belmont will act as brakemen. Number 1, or the mail train will leave here at four o'clock in the afternoon and will reach Brockville the next day at nine am. Mr. R. Flegg will still have charge of this train with Allan Coburn as brakeman Mr. L. Bennett will be the express messenger. Mr. Geiger received a letter from the post office department in Ottawa this morning asking whether the new train would be run the year round or not, as it would be a good train to carry the mail on. Mr. Geiger said the intention is to put it on until September and if it proves to be a successful venture, it will be kept on the year round.

**08/04/1903 Ottawa Journal Lachute Calumet**

A rear end pitch in near Calumet caused the death of a brakeman.

**09/04/1903 The Equity, Shawville Pontiac & Pacific Junction**

In the April 16th, 2003 edition is the column "100 Years Ago, April 9, 1903.

Despite what some of our contemporaries are saying to the contrary, no more is yet apparent on the part of the CPR to either take up the work of extending the line of the PPJ westerly, or undertake the construction of the much talked of branch from Shawville to Pembroke. On the latter route, no surveys have been made as yet, and as this kind of work is generally left to the fall and winter months, it is not expected that anything will be done in that behalf till next fall. With CPR, however, many things are possible, which to a small company are not. They have the means and material at hand at all times to engage in and carry out a work, of the character mentioned, and as the company keeps its counsel pretty closely, it is merely a matter of conjecture to say what is or is not their intention.

**10/04/1903 Renfrew Mercury Eganville Eganville**

A couple of C.P.R. bridge inspectors travelled over the Egan branch one day last week on a gasoline motor car. They were inspecting the bridges along the line.

**16/04/1903 The Record, Chesterville New York Central Berwick**

The station agent has issued a mandate to the youthful loafers around the station, which meets with the approval of all. It is hoped that those in authority in other public places will do likewise.

**24/04/1903 Renfrew Mercury Chalk River Arnprior**

Arnprior Watchman. A peculiar accident happened to the west bound C.P.R. local train on Tuesday evening. As it approached the Madawaska bridge the coupling gave way and the locomotive proceeded on its way alone, leaving the passengers to wonder why a lengthy stop should be made at that spot. However, the engine was backed up, safe connections made and the train reached the depot here about half an hour late.

**30/04/1903 Ottawa Journal Canadian Pacific**

C.W. Spencer promoted to general superintendent of transportation to succeed Thomas Tait.

**03/05/1903 Athens Reporter Westport**

The train crews of the Brockville and Westport Railway made their appearance in new uniforms today.

Full account of the fire. Shows a map of the area destroyed.

The Canadian Pacific Railway employees under Mr. H.B. Spencer looked well after their property. As soon as the fire started on the rampage north Mr. Spencer called out all the employees. All the freight in the sheds was loaded into empty box cars and the whole station and sheds were cleared of anything moveable. The cars were then run out on to the main line and over the Hull bridge. Engines were attached to these trains ready to pull them further out of danger if necessary. Not a thing remained in the yard to be burned in the event of the fire reaching the depot except the handsome new station. Fortunately the fire did not reach Wellington Street and all was saved.

The fire wiggled about considerably in its course. On Preston Street it did not come past Maple on the west side and this saved Martin and Warnock's and probably the CPR roundhouse. The Somerset bridge burned early in the day and furnished a pretty sight.

The rail tracks under the Somerset Street bridge were twisted in a most extraordinary manner. In some places the rails were bent double lifting the ties completely out of place.

Eight flatcars loaded with lumber were burned on the sidings south of the Preston Street bridge. (CAR?)

Construction commenced on Hull Cement Works of the International Portland Cement Company..

The exact position of the buildings have been staked out and also the trackway from the CPR main line.

Rival Applicants for Charters before the Railway committee of the House of Commons

A matter of much interest to the people of Brockville and the County of Leeds engaged the attention of the railway Committee of the House of Commons at Ottawa yesterday when there were taken up as one order the bills of the Brockville and Northwestern, the Brockville and Sault Ste Marie, and the Brockville and Western Railway companies.

The New York syndicate, which recently purchased the Brockville and Westport Railway for \$160,000 000 are the applicants for the two first mentioned. The syndicate is composed of Messrs C.F. Holm, John Gerken, V. Schmitt of New York; and C.P. King of Philadelphia and have associated with them a number of local gentlemen. They ask for the renewal of the old Brockville Westport and Sault Ste Marie Railway Company and that it be incorporated as the Brockville and Northwestern Railway. The local gentlemen representing the company who went to Ottawa yesterday were W.H. Comstock, D. Derbyshire, James Cumming Lyn, Robert Bowie, W.S. Buell and W.C. Fredenberg, Westport.

The creditors of the old BW&SSM RR who have unpaid debts are applying for the incorporation as the Brockville and Western Railway Company, in the event of litigation now pending being successful in giving them possession of the road. They propose to insert in their charter a clause providing for the deposit with the minister of railways of \$50,000 sixty days after they acquire the road to be divided pro rate amongst the construction creditors. A large number of debts for the building of the road and for materials supplied amounting to \$125,000 remain owing to creditors nearly all of whom reside in this county. The largest creditor, James Cooper, of Montreal supplied the rails and the wire for fencing of the railroad and about \$70,000 is due him irrespective of interest.

Messrs H. H. Arnold and W.G. Perish of Athens, John Nelson Knowlton of Singleton, W.B. Smellie of Brockville, and Hutchison and Fisher representing W.J. Webster late of Westport, appeared before the committee asking for consideration of their claims.

The New York syndicate who recently bought the road at court sale now ask for privileges and a franchise, and the Canadian creditors ask that before Parliament grant them favours, they should set aside a fund to pay a fair and reasonable portion of debts incurred in building the road.

S. Barwick, K.C., Toronto, and W.S. Buell, Brockville, appeared for the purchasing syndicate.

Messrs J.N. Knowlton, Newboro James Cooper of Montreal, creditors, also addressed the committee.

The whole matter was gone into thoroughly and referred to a subcommittee to be named by the chairman.

Today's Montreal Gazette gives the following brief report of the argument before the committee:

Mr. W.D. Hogg appeared for the Brockville and Western promoters who he said represented the creditors of the original road which they desire to purchase and operate and extend to Sault Ste Marie and also to construct a bridge over the St. Lawrence. Clause seven of the bill provides that the company shall deposit with the Minister of Railways and Canals a sum of \$50,000 to meet the claims of unsecured creditors other than the proprietors.

After Mr. Hogg had spoken at some length, Mr. Blair (Minister of Railways and Canals of the day) rose and said that the questions at issue between the parties behind the three bills were such as could only be determined by judicial tribunal. He suggested that each party should receive a charter giving it the right to acquire the road when title to it can finally be had. Beyond this, Mr. Blair said, they should not go. If it were necessary, he said, they could annex to each bill a clause requiring the purchaser to pay the claims for labour due on the road which amount to a considerable sum. Mr. Blair suggested that the bills should be referred to a subcommittee for consideration.

Mr. Tarte, Mr. Pringle, and Mr. Gallery and others shared in the discussion.

Mr. Knowlton, a farmer, told of the conditions under which the road had been constructed, "bons" and time checks being issued to the men who worked on the road and who were never paid. Mr. Knowlton made an evident impression on the committee by his appeal for justice to the minor creditors.

Mr. Barwick entered into an explanation of the legal proceedings in the interests of the Brockville and Sault Ste Marie projectors who secured the bonds of the original road and who, he held, were legitimate owners of the property.

Mr. James Cooper of Montreal who had been referred to in the discussion explained the facts of his connection with the road which was that of a merchant providing rails and other construction material for which he was only paid in part. He now holds judgements for the balance. It appears among the applicants for the Brockville and Western Company.

The bills were finally referred to a subcommittee to be named by the chairman.

Fire in Rochesterville - great detail.  
Between the CAR and the CPR.

There was great excitement at the CPR and, anticipating that the depot would go, Superintendent Spencer and his staff commenced as early as 4 o'clock to get out. Everything moveable, even to the telegraph instruments, was taken out and loaded on to a special freight train, ready to steam out at a moment's notice. All the engines were taken from their stalls at the roundhouse, and a lot of rolling stock were moved to the Hull side. There was a great quantity of freight at the sheds and a part of this was hurriedly delivered. The flames, however, did not get across Broad Street and the whole of the CP property was saved with but trifling damage.

15/05/1903 *Athens Reporter Westport Westport*

The residents of Westport are very anxious that the Brockville and Westport Railway should erect their pavilion at Westport instead of Delta and are making an effort to have the railway establish their park there. Superintendent Geiger will go out in a few days and will probably settle on its location.

21/05/1903 *The Equity, Shawville Pontiac & Pacific Junction Shawville*

Since the burning of the C.P.R. tool house here, a few weeks ago, and in view of the continued dry weather, the authorities have considered it advisable to put on a night watch to guard against an outbreak of fire catching the citizens unaware. This duty has been efficiently performed by Messrs. Alexandria and Wm. McDonald.

Commencing on Monday of this week the C.P.R. have put on a mixed train, dailt, which arrives from Ottawa at ten o'clock and returns from Waltham about three o'clock in the afternoon. This will materially improve the freight service, regarding which there has been considerable grumbling for some time past.

28/05/1903 *Ottawa Journal Canada Atlantic shop*

Chief Engineer Mountain of the Canada Atlantic Railway Company has a new gasoline patrol car in use. which, when fully introduced, may revolutionize the work of trackmen. This car is like an ordinary hand car, except that it is fitted with a double cylinder gasoline engine and is capable of a speed of about 30 miles an hour. The introduction of these cars will mean that the section gangs will be larger and that the sections patrolled will be longer than heretofore. The hand work of pumping the old-time hand car is done away with and the section man's work made easier.

These cars will, it is expected, be introduced over the whole system.

The striking trackmen held a meeting at South Indian last evening. The situation between the men and the road remains the same.

29/05/1903 *Renfrew Mercury Chalk River Almonte*

From the Almonte Gazette. The C.P.R. carpenters are this week engaged in making an enlargement at the freight sheds --When the improvements are completed the shed will be fifty feet longer and will have sixteen feet more platform.

03/06/1903 *Athens Reporter Westport Forfar*

A serious accident occurred at the Forfar railway crossing on June 3. There was a bush fire near the track, and the B&W brought a load of men from Westport and Newboro to fight the fire. After the fire was put out, the light engine was backing to Westport when it ran into a rig driven by H. Myers accompanied by Anson Connell, and another gentleman and drawn by a fine matched team of horses. One of the horses was killed outright and the other was so badly hurt it had to be shot later. The wagon was badly smashed and the three men were all thrown into the ditch suffering cuts and severe bruises, Mr. Connell being hurt the worse. It is a miracle all were not killed.

04 June 1903 (ER) Horse Rig Hit at Forfar Yesterday afternoon as the light engine was backing to Westport after having put the bush fire at Elgin out, it ran into a rig drawn by a team of horses at Forfar crossing. The team was owned by Mr. Thomas H. Myers and seated in the rig with him was Anson Connell and another gentleman. One of the horses was killed outright and the other was so badly hurt that it may have to be shot. The gentlemen in the rig escaped serious injuries, but Mr. Connell sustained a few slight bruises. The wagon was badly smashed. The escape of the gentlemen is miraculous.

05/06/1903 *Renfrew Mercury Canada Atlantic Ottawa*

An innovation in railway work in the Ottawa district was introduced by Mr. G.A. Mountain, chief engineer of the Canada Atlantic Railway, who pulled out of the Central station on his new gasoline motor car, known officially as the chief engineer's inspection car. On several American roads the gasoline car has succeeded the ordinary section car driven by hand.

10/06/1903 *Ottawa Journal Maniwaki*

Good progress on the Maniwaki line.

New track expected to be completed in the fall. Bush fires out.

Mr. Guy C. Dunn, Chief Engineer on the Maniwaki extension of the Ottawa, Northern and Western branch of the C.P.R. stated yesterday that the conditions for working this season were exceedingly good. The dry weather has prevented the usual prevailing nuisance, black flies, and thus the men are making progress in comfort.

The work on the line grading and rail laying is progressing very rapidly and should be all completed early this fall. There has been a lot of rock cutting to do at points along the extension. This work has been all completed and now the work is being rushed.

12/06/1903 *Ottawa Journal Ottawa Electric*

William Donald Munro.

During the past week the Ottawa Electric Railway has appointed what is known as a chief conductor.

The office is a new creation and has been filled by Conductor William Donald Munro who has been with the company since they ran their first car eleven years ago and for one year before that he was employed with the old horse car line.

Chief Conductor Munro has thus served twelve consecutive years in the employ of the road and has the proud reputation of never having been suspended for a single hour during that time. He is always polite yet firm, always reliable and attentive to his duties. In uniform he is neat and as clean as a new pin, an all round first class conductor.

Mr. Munro was born in Quebec 35 years ago and came to Ottawa when 13 years old. He obtained his education in the public schools of Ottawa and took early to work to earn his own living. He was only 23 years of age when he took his first car.

Mr. Munro's parents were from Inverness, Scotland and came to Canada among the early settlers. They removed from Quebec to Morrisburg, and subsequently to Ottawa where they resided and raised their family. Both of Conductor Munro's parents died some time ago.

Conductor Munro lives at 135 Creighton Street, is married and has four little boys. He had the distinguished honour of being selected as conductor on the car which carried the Duke and Duchess of Cornwall and York to the slides and again from Rockcliffe to Government House after the luncheon at the shanty.

His promotion has brought him many congratulations from friends and fellow employees.

There is a drawing of conductor Munro in a uniform cap with the badge number 40.



From the Almonte Gazette. C.P.R. Contractor Munro was in town again this week in connection with the new station. He is very bust at present, and does not expect to find time to attend to the job. Mr. A.C. Gilmour has entered a tender for the work. The suspense of waiting until Thursday to tell the people that it is coming has been killing. It's the new station in Almonte, and there is no mistake this time. The plans arrived this week, and are now in the hands of the tenderers. The building is to be of stone and will be ten feet longer than those in Arnprior and Renfrew. It is not possible to form much of an estimate of its size but it is going to be a dandy. There is only one thing which detracts from the general brightness which the news caused in the town, and that is the long, woeful countenances of the knockers and pessimists who persisted in giving vent to the darkest prophesies in regard to the prospects of having the new building in spite of all the small straws which showed the way the wind has been veering for some time past.

(Westport Mirror 20 June 1973 Athens 70 years ago) Forthton Fairgrounds Burned from B&W Spark - Fourth Fire Within the Week The sheds on the old Fair Grounds at Forthton were burned after a spark from the B&W landed in some dry grass nearby. The same thing happened on the farm of R.C. Haskins near Elgin. The woods caught fire after the train had passed, and it took 40 men drawing milk cans of water to control it. This is the fourth fire the engine has started within a week.

Every is being made by the C.P.R. officials to afford the best accommodation to those who attend the excursion on Saturday. Coaches will be left at the Shawville station the night previous. In order to avoid any rush when the train arrives. Excursionists will confer a favor by having even change when purchasing their tickets so that there may be no delay or confusion from this source.

Mr. Booth's new piling ground  
Plans for new railway line filed.  
They will run from Parry Sound Railway track to the McTiernan Farm. To be laid at once.  
Mr. J.R. Booth will establish a new lumber yard outside the city limits on the McTiernan Farm, which he recently purchased. Yesterday, the plans for a railway line into the farm from the Parry Sound tracks were filed at the Registry Office and at the next meeting of the Railway Committee of the Privy Council application will be made for their approval.  
The track to the new piling grounds leaves the Parry Sound road three quarters of a mile above the Merivale Road and runs direct to the McTiernan Farm. The farm will be laid out as a piling ground and the tracks laid through it. The work of constructing the new branch to the new piling ground will be commenced just as soon as the rails can be procured. The rails have been ordered. The ground from the Parry Sound track to the new piling ground is very level so there will not be any extra labor in laying the track. The new piling ground will be about two and a half miles from the city limits.

02 July 1903 E.A. Geiger resigned as superintendent of the B&W Railway (Verify Date) W. J. Curle of the CPR is appointed to the vacancy. The change will take place tomorrow.

The railway and business circles of the town will be somewhat surprised to learn that on Saturday last E.A. Geiger, who for the past sixteen years has been connected with the BW&SSM Railway and later the BW & Northwestern Railway has resigned the position of superintendent and general passenger and freight and that the general manager, Mr Martin Zimmerman of New York, who with his family is now spending the summer at Newboro, has appointed Mr. William Curle CPR agent at this place to the position held by Mr. Geiger.

When seen by the Recorder, Mr. Geiger had nothing to say, other than that he would relinquish his position to his successor in a day or two . Asked what his course for the fixture was he did not care to state for the present although he will spend some time on the lakes with his family. Mr. Geiger came here from Hamilton in 1888 where he had been principal and proprietor of the Hamilton Business College to accept the position of private secretary to Mr. R.G. Hervey, at that time president and general manager of the BW&SSM Railway. Later he was appointed auditor. In 1891 Mr. Geiger was made secretary of the company. In 1893 he became general passenger agent. His ability and foresight were recognized which led to his appointment as superintendent on the retirement of the late to Mr. James Mooney through ill health and at the time of the purchase of the road by the present company he held the position of superintendent, general freight and passenger agent and treasurer. (E.A. Geiger married Jessie A. Beecher, daughter of G.M. Beecher, Brockville, 24 April 1899 Verify This).

When the new company was formed, Mr. H.W. Gennerich of New York, was elected treasurer though all accounts were settled by the superintendent. Since his appointment as superintendent in February 1901 the traffic earnings have increased over fifty percent, the roadbed is in better condition now than ever before, and the little line seems to be booming. The advertising of the Rideau, Beverly and Charleston Lake regions and the establishment of a park at Delta have done a good deal for that part of the country as well as for the road.

William J. Curle, the new superintendent of the road, is a Brockville boy born and bred, being a son of the late James Curle His railway career extends over a period of twenty-four years. In 1880 he accepted a position of call boy on the Grand Trunk. He had the instincts of a successful railroader and this knowledge he displayed soon won for him the position of car checker. Later he was promoted to be freight checker and in 1885 while holding this position, he was offered and accepted the position of section foreman with the CPR and has ever since been continuously with that company. From section foreman he was promoted to yard master and train dispatcher, all positions of which he held here with the exception of a few months he put in at Smiths Falls and Carleton Place. His last promotion was in December last when he was given the billet of general agent for the CPR at this place, a post he was holding with credit to himself and advantage to the company up to the present. His knowledge and experience will suitably fit him for the responsible position he has just now been called to and accepted. His successor as agent for the CPR has not yet been named.

Mr. Frank McDonald, driver for the Ottawa Dairy Company collided with car No. 21 at the corner of Percy and Gladstone this morning.

The firm of J R Booth will about the beginning of next week commence laying the rails for the road to the new piling round at the McTiernan farm. It is said in some quarters that an effort will be made to have Mr Booth erect an overhead crossing over the Merivale road, but he does not anticipate any trouble about this. The directors of the road company and Mr Booth agreed on a crossing the other day and this will likely be proceeded with unless active measures are taken by some one to prevent the construction of the road.

Francis Focte, the street railway conductor convicted on two charges of using the "digger" to extract fares from boxes, was sent to the Central prison today for one year. It will be appealed on the ground that the detective taugth and invited him to use the "digger".

Wreck averted with lantern and red handkerchief

An Ottawa despatch says: The Pembroke local on the CPR had a narrow escape on Wednesday. When within a mile of Pembroke the engineer noticed the glimmer of a red light a short distance ahead and applied the air brakes. The train was brought to a standstill and upon investigation it was found that three telephone poles had been blown down by the storm and were lying across the track. A high board fence used to protect the track from snow drifts was also lying on the rails. The red light was found to be an ordinary lantern, around which a red handkerchief had been tied by a man named Legge, a factory employee at Pembroke.

12/07/1903 *Ottawa Journal* *Ottawa Electric*

Accident, man run down by car 233 and brought to town on 231, Britannia line.

15/07/1903 *Athens Reporter* *Westport*

The railway Committee of the House of Commons has reported the bill authorizing the purchase of the B&W by the American Syndicate and rejected the bill of the creditors who sought power to purchase.

17/07/1903 *Ottawa Journal*

Aldermen inspect the piling grounds.

This is an account of a tour made to inspect all piling grounds in the city.

Booth - Concession street. Concession street to Carling. Around Bell Street school, stable on Lebreton Street.

Export Lumber - danger to Little Italy.

Shepherd and Morse, the old Mason mill. Mostly outside of city limits.

Chaudiere yards.

W.C. Edwards on Sussex, Cumberland south of Sussex.

18/07/1903 *Ottawa Journal* *Carleton Place* *Chaudiere*

Circus Train Crew in Melee at Union Station

Colored tent man found dead on top of elephant car. Train crew maltreated by circus gang.

Full details - may have struck a bridge, elephant car higher than other cars.

22/07/1903 *Ottawa Journal* *Canada Atlantic*

Account of a high speed run over the CAR to Montreal. 100 mph was reached between Vaudreuil and Dorval. Loco 618, engineer Ferguson.

24/07/1903 *Renfrew Mercury* *Eganville* *Eganville*

From the Eganville Star Enterprise. A work train in charge of Mr. A. Price of Pembroke was here last week gathering stone to fill in the wash-out on the local C.P.R. branch at Eganville Junction. We are informed that it is the intention of the company in the near future to fill in the trestles on the Eganville branch line. A steam shovel was to be placed this week near Haley's station, where gravel for the purpose will be obtained. Carpenters are now at work repairing the trestles.

27/07/1903 *Ottawa Journal* *Pontiac & Pacific Junction* *Shawville*

The heaviest downpour the city has had for some time occurred last Saturday afternoon.

In the vicinity of Shawville where it played a trick with a C.P.R. railway train on the Pontiac division about four miles west of Shawville, causing its derailment.

The heavy cloudburst caused the track where it passed through a deep cut to be covered with sand to a depth of about three feet and when the engine struck this bank it was knocked off the rails. Fortunately the train was not moving very fast at the time and very slight damage was done. Assistance was sent out from Ottawa and the engine lifted on to the rails.

31/07/1903 *Athens Reporter* *Westport*

Excursion Business Booming (ER) On the line of the Brockville and Westport Railway. Supt Geiger of the B&W has been kept busy this summer judging from the amount of travel over the Old Reliable but the season is hardly half under way. The action of the officials in promptly handing excursions and insuring safety to the passengers has won for them a good share of the business. Mr. Geiger has completed a list of the forthcoming excursions as follows:

Thursday, July 30th - Elgin Methodist church excursion to Brockville and thence by steamer Brockville to the Thousand Islands.

August 5th - St Paul's church Sunday school to Beverley Lake.

August 10th - George Street church Sunday school to Beverley Lake.

August 12th - St Francis Xavier school to Beverley Lake.

August 19th - Trinity church Sunday school to Beverley Lake.

August 20th - AOUW excursion to Beverley Lake.

September 7th, Labor Day - First Presbyterian church Sunday school to Beverley Lake.

The pavilion erected by the railway company at Beverley Lake is finished and workmen are now engaged putting on the finishing touches of paint. The building will add greatly to the attractiveness of the place and will be found both useful and handy in more respects than one.

31/07/1903 *Renfrew Mercury* *Eganville* *Eganville*

At last the C.P.R. trestle is being filled in. A large gang of men with a work train are now engaged on the work. The gravel is obtained from a pit near the Exhibition Grounds. We understand it is the intention of the company to put the Eganville branch line in first class condition, so that the run from here to Renfrew can be made in forty minutes, instead of an hour and fifteen minutes as at present.

10/08/1903 *Ottawa Journal* *Maniwaki*

Good work on the extension

The O.& N.W. railway line to Maniwaki.

Expected to be open for traffic early this fall.

Mr. Guy C. Dunn, engineer in charge of the Ottawa, Northern & Western Railway extension to Maniwaki, said today that he expected to have all the grading of the new road completed this week. The rail laying is almost completed so that this road will be in operation early this fall.

More.

The Aylmer Car Line was unable to Handle Traffic

With a crowd of about 7,000 people to deal with and accommodation for not more than half that number was the proposition the Hull and Aylmer Electric Railway officials were to face last night.

Power was low and erratic.

Twenty five cars and even a steam train of five coaches pressed into service. From 7 o'clock in the evening the landing under Dufferin Bridge was crowded and as quickly as a car came along it was jammed in an instant and scores left behind to try their luck later.

By 8.20 the steam train was pressed into service.

More.

Heavily loaded cars were unable to make the grade at the Hotel Victoria. In one case it took one hour and a half to go from the park to Aylmer.

About 11 o'clock it was decided to again bring the steam train into requisition.

Cars were kept busy until 2 o'clock when the last of the crowd was brought in tired and vowing that they would not get caught in such a fix again.

More

OER had additional cars waiting at Dufferin bridge to take people home.

The C.A.R. Co. propose to build a spur line of railway from Barry's Bay station to the wharf on the Bay to facilitate the hauling of product of the corundum mines.

From the Almonte Gazette. Again there is something interesting to make public concerning the new station which the Gazette predicted would be built this fall. The contract has been signed and Mr. A.C. Gilmour of this town is the successful tenderer. The plans have not been returned to town yet but will be here in a day or so and work will commence at once. The new building will be a model one and one of the largest along the line. More complete information will be given next week. Mr. Gilmour has until the end of November or perhaps longer to complete the work. Nor is the station all. The C.P.R. has decided to build modern cattle yards at Almonte to accommodate the large number of cattle and hogs which are shipped from this town annually. The new yards will cost in the neighbourhood of \$2,000 and will probably be constructed on the opposite side of the track from the present yards.

B&W Church St Station Robbed (ER) The Station Entered and a Small Amount Stolen. It is some time since a local burglary has been reported to the police, but this immunity was broken last night or this morning, the premises ransacked being the Brockville and Westport Railway's Station. The agent, Dennis Downey, is always careful in locking up the place and seeing that everything is secure but last night was the first occasion that he ever left any money at the depot, always depositing the cash at the head office and although the amount taken \$10.90 in all, is not what could be called a good haul, still if there had been more money there it is altogether likely it would have been missing this morning just the same.

The thief or thieves first got an entrance into the place by breaking a window which allowed them the entrance to the baggage room. This they thoroughly ransacked, but evidently did not find anything to their liking, so they decided to try the office. From all accounts they were not lock pickers, retiring from the baggage room the same way as entering. From the outside they removed the putty from a pane of glass and reached the ticket office this way. Once in they had an easy access to the till which contained the cheque belonging to Mr. Downey. The six cents were all in American pennies and the cheque was left undisturbed, the burglars getting off with ten one-dollar bills, a half-dollar, a quarter, a ten and a five cent piece. The police are working on the matter and are of the opinion that the burglary was committed by someone with a knowledge of the place.

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Mr. John I. Shaver, father of Mrs. George Eaman, 320 Concession Street was killed at Harrison, Ont. yesterday morning by a train on the Ottawa and New York Railroad. Mr. Shaver was 84 years of age and quite hard of hearing. He was crossing the track at the station and did not hear an incoming train. He was struck by the locomotive and killed. Mr. Shaver is survived by a widow and four children. Mrs. Eaman left to attend the funeral of her father.

While unloading a lot of cattle for the Central Canada Fair yesterday morning the staff of Senator Edward's Rockland Farm lost a valuable heifer as a result of the unsuitable arrangements at the Canada Atlantic yards at the Elgin Street station. The heifer, when she got out of the car, started to run and succeeded in passing the boy who was at the point where the cattle could get on the tracks. She then ran across the yard and in front of a shunting train which struck the animal and knocked her into the mud hole where the excavation is being made for the subway. Although the heifer was extricated at once she died shortly thereafter from the injuries received.

More.

Facilities not adequate - long way to drive cattle.

Exhibiting sheep They said that their sheep had run right under the shunting trains at the depot and they thought they were done for.

President Hutchinson was asked why the petition sent in last year had not been attended to. He explained that he had gone so far as to have the track site surveyed and had got an estimate from Mr. Booth as to what it would cost to have the track laid down, It had been dropped for want of funds. It will cost in the vicinity of \$7,000 to lay the siding to a point about one hundred yards from the main gateway on Bank Street and it is probable that the matter will be urged before the city authorities this year so as to have the funds provided for the siding for next year.

**17/09/1903 Ottawa Journal Renfrew Bank Street**

Car No. 222 of the OER crashed through the gates and into a freight train standing on the Bank Street crossing this morning at 7.40. Motorman said rails were greasy. More.

**18/09/1903 Renfrew Mercury Chalk River Almonte**

From the Almonte Gazette. The station property is the scene of business-like activity these days. On Monday the first sod was turned on the new station. The work is progressing apace. The materials are gradually accumulating. The dressed stone, at least a portion of it, has arrived. Sand and building stone are also on hand.

**21/09/1903 Athens Reporter Westport Athens**

A fatality happened on the Brockville and Westport Railway this morning, the regular express which left here at 9:30 striking and killing a man named Thomas Reid in front of the House of Industry between 10 and 11 o'clock. The particulars of the accident are meagre as doubtless no one saw the man killed but the crew of the train who are yet out on the road and will not return before six o'clock this evening, but in conversation with Manager Steacy, of the House of Industry, this afternoon, the following is gleaned.

Reid, it seems, who was about 71 years of age, has been an inmate in the institution for some time, has friends in Perth paying his board and otherwise providing for him. This morning he was out taking a walk around the building as was his custom. He was doubtless standing alongside the railroad track closeup to the rails, and probably may have stepped back not hearing or thinking of the approach of the train. He was evidently struck by the bumper beam of the engine for he was not mangled in any way except a small gash on the head from which blood flowed freely. He was picked up from the platform which runs out from the building at once, and medical aid was summoned but he was fatally injured, only living about five minutes after the accident. As soon as the accident happened, the train which was in charge of conductor Flegg was immediately brought to a standstill.

Manager Steacy immediately notified Inspector Richardson of the accident who in turn notified Coroner Jackson. The latter left for the home this afternoon. It was not known yet whether he will hold an inquest or not. The deceased came to the home from Carleton Place. He leaves besides his wife a grown up family. The funeral will take place at the home tomorrow afternoon, the remains being interred there, the family having notified the manager that they will pay the whole expenses.

**24/09/1903 Chesterville Record Westport Brockville**

A fatality happened Monday morning on the Brockville and Westport Railway when the outgoing express struck and killed a man named Thos. Reid, aged 70 years, an inmate of the Leeds and Grenville House of Industry. Reid, who leaves a widow and family, was committed from Carleton Place.

**24/09/1903 Athens Reporter Westport**

The Senate yesterday (23 September 1903) passed the act of incorporation of the Brockville, Westport and Northwestern Railway Company confirming the title of the purchasers of the Brockville, Westport and Sault Ste Marie Railway and empowering them to extend the road to the Soo and North Bay. The prolonged fight of the creditors of the old company has resulted in an arrangement whereby the representatives of the estate of the late James Cooper have agreed to share up with the other creditors the balance of the unearned government subsidy on the old road of which Mr. Cooper had an absolute assignment and all parties have joined in an application to Parliament to revoke such subsidy.

This subsidy was not paid Cooper because the old company never brought the road quite up to government standard. This the new company agrees and are bound by the act of incorporation to do within a limited time. This appears to be a happy solution of the matter. The genuine construction and labour creditors of the old company will, if the subsidy is revoked and earned, receive about twenty five percent of their original claims. The litigation over the matter has also been cleared up and action of one Vollman to set aside the sale having been dismissed from the courts in Toronto last week. The new company, now that all opposition has been withdrawn, will it is said at once make preparations for an early extension of the road. In fact an engineer of the new company has already made a preliminary survey of the first five hundred miles of such extension.

**25/09/1903 Athens Reporter Westport Forthton**

An amusing incident took place a on the B&W Railway at Forthton last evening and the passengers on the afternoon train had all kinds of fun for a few minutes. The train left here an hour late and when at Forthton engineer Begley saw a cow right in the middle of the track near the bridge. He blew his whistle frantically but the animal would not move. The train had to be brought to a standstill to avert what might have been a serious accident. The fireman got off the engine to chase the cow off the track but the animal was not to be chased, and instead took after the fireman who jumped into a swamp up to his neck to save getting his bump. Together with the engineer, he returned to make another attempt at getting the animal out of the way, but such was not the case, the cow chasing the two of them back to the engine. Finally as a last resort the crew of the whole train took a hand. in the affair and after a lot of work and the pronouncing of adjectives that would not look well in print the obstinate cow was removed from the track so that the train could pass.

**28/09/1903 Ottawa Journal Montreal and Ottawa**

Collision in Rideau Yard. See account in accident file.

**29/09/1903 Athens Reporter Westport Delta**

The B&W Railway is offering special rates to Delta for the Fair. Good to go September 29th and 30th. Return until October 1st. Tickets including admission ion to the grounds: from Brockville 95c; Athens 60c; Crosby 45c Newboro 60c; Westport 70c. Special train will leave Westport at 12 noon on the 30th.

**01/10/1903 Chesterville Record New York Central Newington**

Newington. On the evening of Wednesday September 10, two couples drove to the residence of Rev. A.B. Johnson, just before the train to the south came in. They were W.J. Duvall and his bride, Miss Mae Otto of Osnabruck Centre, attended by W.G. Stewart and Miss Lottie Jardine, The knot was soon tied and the newly wedded couple took the train for their honeymoon trip, The groom is a partner in Duvall's saw mill and box factory.

**01/10/1903 Athens Reporter Westport**

Yesterday's trip of the train leaving here in the morning over the B&W was the last of the season, it deemed advisable to discontinue it, now that the summer travel is about over. During the summer the train has proved a great accommodation to citizens not only in Brockville but in the surrounding country. With the advent of next summer several more important changes may be introduced in the system of the road, but one thing is sure and that is that the morning train will form part of the service. D. J. Carty, who has been acting as conductor all season, will go back to his old position as baggage man on the afternoon train.

**08/10/1903 The Equity, Shawville Pontiac & Pacific Junction**

The daily mixed train was taken off the Pontiac last week, and was replaced by a tri-weekly freight, which will run on Mondays, Wednesdays and Fridays. No passengers will be carried by this train, as with the mixed, which will be missed on that account.

**16/10/1903 Renfrew Mercury Pontiac & Pacific Junction**

The daily mixed train was taken off the Pontiac railway last week, and replaced by a tri-weekly freight, which will run on Mondays, Wednesdays and Fridays. No passengers will be carried by this train, as with the mixed, which will be missed on that account.

**20/10/1903 Ottawa Journal Canada Atlantic**

Council decides to change street names. Maria and Theodore Streets to be called Laurier Avenue.

**21/10/1903 Eganville Leader Eganville Eganville**

A New CPR Station

There are most encouraging signs that Eganville will have a new CPR station in the very near future and the travelling public no longer compelled to submit to the miserable accommodation which is at present provided in that respect. On Tuesday Mr. H. B. Spencer, district superintendent, in company with Mr. Wainwright, engineer, held a consultation with members of the village council. Mr. Spencer advanced the proposition that if the corporation would provide a suitable site, 100 feet square, the company would erect a new station in keeping with the needs and requirements of the local trade. The ground on the east side of Mrs. Ploss' property on the north side of John street was looked over, and it is probable that if there is no hitch in the arrangements the council will purchase the necessary ground from Mrs. Bonfield, and grant it as a free site to the company. The company officials will submit a plan of their new station to the village council, and then further action will be taken in the matter. By all means let us have a new station.

**23/10/1903 Ottawa Journal New York Central Newington**

Newington Peat Bog.

Located two miles south of Newington. Government report.

**30/10/1903 Renfrew Mercury Eganville Eganville**

On Tuesday Mr. H.B. Spencer, C.P.R. divisional superintendent, visited Eganville accompanied by a Company engineer, the object being to view the proposed site of a new station and sidings at the east end of John street. Mr. Spencer interviewed Reeve McCann and Messrs. A. Mills and J.A. Acton, member of the town council and informed them that he would shortly submit plans and estimates for their consideration, and if these were found favourable work would be commenced at once. Later on, Mr. Spencer asked the village to present the Company with two lots as a site for the new station, and the Star Enterprise vigorously opposes any such action by the village.

**05/11/1903 The Equity, Shawville Maniwaki**

Thos Grogan of Maniwaki is in the Hull gaol awaiting trial for murderous assault on one Frank Samon in a C.P.R. boarding camp on the new railway extension at Maniwaki. Grogan disclaims any connection with the assault however, and claims that nearly all the cabin were drunk when the row took place. Samon is in a bad condition.

Track laying from Gracefield to Maniwaki on the Ottawa, Northern and Western extension has been completed, but, as the ballasting has to be finished, culverts made permanent and other finishing touches to be put on it will be a few weeks yet before the line is handed over to the railway company by the contractor. Construction trains are now running on the line. When the extension is completed there will not be any change in the timetable of the evening train up the Gatineau. It will reach Maniwaki about 8.30 or 8.45.

**06/11/1903 Renfrew Mercury North Lanark Arnprior**

The first general meeting of the North Lanark Railway Company, for the purpose of organization, will be held in the town hall, Arnprior, on Monday, November 16th, at eleven o'clock a.m. The railway will soon be in such a shape as to commence construction.

**09/11/1903 Ottawa Journal Renfrew Graham Bay**

Run Off at Graham Bay.

A run off occurred on the Canada Atlantic line this morning at Graham Bay station. The whole train is off the track and will block the way until some time this afternoon.

No one was injured. The passenger train, which left the Central Station at 8.25 for Parry Sound, was not running very fast at the time the cars left the track. The cause of the accident is not really known but may have been due to some defect in the switch which was placed yesterday. The train was not upset but simply left the rails and bumped along on the ties until it was stopped. The engine took the main line while the cars apparently mounted the frog and took the siding. The track was torn up considerably.

**12/11/1903 The Equity, Shawville Waltham**

The Pontiac and G.V. railways which some time ago became the Ottawa, Northern & Western railway system, has finally become part and parcel of the Canadian Pacific railway system and will be under the direct control and management of the company henceforward constituting a portion of "division four". The change came into effect on Monday of last week. The change involves the abolition of secretary-treasurer, assistant engineer and auditor.

**13/11/1903 Ottawa Journal Lachute International Portland Ceme**

Progress at the Cement Works.

A visit to the International Portland Cement Company in Hull yesterday showed that great progress had been made with the works, and the 300 men working on the immense building promise to have the job completed in short order. The immense rotary machine grinder, weighing 50 tons and loaded on two cars, arrived yesterday and was placed on the track close to where the building it is to occupy is to be situated. This grinder will be filled with small coal to 3,000 degrees of heat, but when lined with firebrick the outside is quite cold. The company expect to manufacture from 150,000 to 200,000 tons of cement a year, and claim to have material in the shape of clay, sand and stone on the ground to last many years. One side of the property is the Gatineau Valley Railway and on the other the C.P.R., both companies having put in special switches. Across the C.P.R. track is the Gatineau River, where a special shipping dock will be built.

**16/11/1903 Ottawa Journal Maniwaki Maniwaki**

Sad Death of Fred Charron

By falling under a construction train.

Was formerly brakeman of the Gatineau Passenger Train An Inquest Opened.

A sad accident happened at Manotick (sic) on Saturday when Fred Charron, conductor on one of the construction trains of Mr. H.J. Beemer was killed outright. It is thought that he fell under the train whilst climbing from the engine to the flat cars.

Charron was for many years brakeman on the passenger train of the Gatineau railway and will be remembered by all the summer residents who used to travel up the Gatineau and with whom he was extremely well liked. For several months past he has been in the employ of Mr. H.J. Beemer as a conductor on the train employed on the construction work of the C.P.R. at Maniwaki.

On Saturday morning he had run a boxcar into Maniwaki station and was returning to Maniwaki when he left the cab of the engine to go to the back of the train. That was the last seen of him alive. The next the engineer saw of him was the man's lifeless body lying on the track. He had apparently missed his footing and fell under the train while climbing off the rear of the tender.

The late brakeman Charron was about thirty-five years of age and had been working on the C.P.R. for some fifteen years. He was married and lived in Gracefield. A wife and two children mourn his loss.

An inquest was held at Gracefield yesterday by Dr. Mulligan, acting under instructions of Coroner Graham of Hull.

## Railway Sale Postponed

The sale of the Ottawa and New York Railway, which was to have taken place today, has been deferred until December 29th.

This was done, it is understood, on the request of the two large railway companies who have been figuring on the purchase for some time. NYC and D&H. More.

19/11/1903 *Chesterville Record**Renfrew**Arnprior*

Arnprior. Finley McLaren, about 13 years old, was sentenced by Police Magistrate Tierney to the county jail at Pembroke, for ten days for throwing stones at a Canada Atlantic freight train. Detective Lefoile for the CAR laid the information. R. Dulmage, solicitor, assisted by Crown Attorney, Metcalfe, prosecuted and J.H. Grout, solicitor defended the prisoner. The light sentence was due to the prisoner's extreme youth.

19/11/1903 *The Equity, Shawville**Waltham*

The daily express train on the Pontiac branch of the C.P.R. is to be supplanted by a daily mixed train and thus the service is likely to resolve itself into the unsatisfactory state in which it was last winter. An occasional freight will run over the road when traffic becomes congested to the extent that it is deemed necessary. This sort of thing makes anyone who has any business to do with the railway long for the time when the line will be completed through the country, to any old place at all, in order that the stability which it now has all along lacked may be given to the service. When our new railway masters get finished with the line to Dessert, it is to be hoped they will turn their serious attention to the requirements of Pontiac.

30/11/1903 *Ottawa Journal**Cornwall Street*

Cornwall cars ran on Sunday.

This was contrary to Agreement and the police took names of the crews.

Contrary to the terms of their franchise, the cars of the Cornwall Street Railway ran their cars to the GT and O&NY depots on Sunday to accommodate some of the Knights of Columbus who had come to Cornwall by special trains from Ottawa, Montreal and Kingston and other points to organize a new council of the order.

No other passengers were carried.

The police warned the company against taking out their cars, and took the names of the motormen and conductors. The matter may or may not come up in the courts.

01/12/1903 *Ottawa Journal**Renfrew**Nepean?*

Booth prosecuted to piling lumber in the city.

"and when I did purchase property I found that I couldn't get the men to lay tracks to it."

More.

10/12/1903 *Ottawa Journal**Canada Atlantic*

## Instructing Railroaders

New travelling Car at the Canada Atlantic Car Shops.

At the Canada Atlantic shops at present there is a novel car for the instruction of railway men. This car is the property of the International Correspondence School, and is one of a system of eight, which are travelling for the purpose of instructing railwaymen. Two lectures per day are given by the gentlemen in charge of the car which contains a miniature train and all the equipment, including switches, signals etc. The instruction is for those desirous of passing examinations for promotions as engineers and conductors. The system is a complete one and is considered a valuable assistance to young railroaders. Besides the entire mechanism of the locomotive and cars they are taught the code of signals used in railway work.

Mr. Edminster, the assistant superintendent for Ontario, is in charge of the car in Ottawa at the present time.