

Local Railway Items from Ottawa Papers - 1904

Friday **08/01/1904** **Ottawa Journal** **Maniwaki** **Maniwaki**

Eighty three miles rail

Gatineau branch of CPR completed.

Probability that it will be extended to serve rich farming district

Mr. Guy C. Dunn, chief engineer for Mr. J.H. Beemer, returned yesterday from Maniwaki, where he has been looking after the winding up of the extension built to the Gatineau Branch of the CPR during the past summer. The contract work has been completed now and the new part of the road is ready for train service. This gives the Gatineau branch of the CPR 83 miles of road while the proposed road of the Grand Trunk Pacific, as laid out in the prospectus, runs about 125 miles above Ottawa, or about 50 miles from the present terminus.

While the matter has been but little discussed, it is almost an accepted fact that when the Grand Trunk Pacific line is built the CPR will extend sufficiently far north on this line to connect with the new road. There is an immense tract of fine farming land all through the district and as soon as they are placed under cultivation by the settlers now pouring in (sic).

Tuesday **02/02/1904** **Ottawa Journal** **Carleton Place** **Chaudiere**

Prescott Train in Collision

Fireman Ellis but no Passenger Hurt

Incoming train runs into coal engine near roundhouse

The Prescott train this morning when running into Ottawa had a narrow escape from becoming a total wreck. The train was a heavy mixed one and was about twenty minutes late when it was up to the Y between the coal chute and the roundhouse on the Richmond Road. At this time the train was only going from 10 to 12 miles hour and was about crossing the line from the coal chute to the roundhouse when Eng. Geo. Hawley driving engine 271 on the Prescott train, saw an engine ahead of him. He shut off steam and jumped at once, also calling to his fireman, William Ellis of Prescott.

Before the collision took place, the engine, no. 434, in charge of Engineer Geo. Low, had crossed the track but the Prescott engine ran into the tender and carried it twenty yards before throwing it off the track. The engine proper was clear and was not even derailed. Just when the Prescott engine got the coal tender off the track it left on the reverse side completely leaving the track and plowing into a snow bank.

Engineer Low of the coal train did not leave his engine and was not hurt. Not one of the passengers of the Prescott train even got a shock, as they were in the rear end of the train and only a baggage car in front left the rails.

Engine No. 271 was made almost a total wreck, and Fireman William Ellis had a very lucky escape, being thrown from his cab. He fortunately escaped with a very severe shaking up.

The engineer of the road engine is said to have been to blame for the accident, but owing to the intense cold the engine threw so much steam little could be seen on the track.

Friday **05/02/1904** **Ottawa Journal** **New York Central**

To change O & NY to Electric Railway

Plans and estimates now being prepared for installing electrical plants.

The Ottawa and New York Railway running from this city to Tupper Lake, N.Y. may be converted into an electric railroad during the present year. According to General Manager Gays, plans and estimates are now being prepared for installing electric power plants along the road at Ottawa, Cornwall and Massena Springs, NY. It will not be necessary to change the rolling stock of the road except in regard to locomotives. These will have to be specially constructed electric locomotives of powerful type.

Experience has proved that electrical long distance railways for the transportation of both passengers and freight are feasible in regard to both economy and efficiency. Several lines now are being successfully operated on the continent notably one between Columbus and Dayton, Ohio, and an Indianapolis line.

The hauling power of the locomotives under the electric system on the Ottawa and New York line will, it is expected, be increased, and the speed will also be greater. The line is very favourably situated for the proposed change, there being an abundance of water power at different points, where plenty of electricity can be produced to meet all the needs of the road.

Saturday **06/02/1904** **Ottawa Journal** **New York Central**

Train stalled by storm

The Ottawa and new York line is in bad shape again today on account of the storm of last night. The train leaving here at 7.40 this morning had not reached Russell, some 20 miles from Ottawa at ten o'clock and officials think that the heavy drifts between here and that point are responsible for the delay. They had received no definite word up to 11 o'clock of the whereabouts of the train.

Monday **08/02/1904** **Ottawa Journal** **Renfrew** **Killaloe**

A Canada Atlantic railway freight train consisting of 36 cars of logs in charge of Conductor Connelly which left Madawaska late Friday evening the 5th inst. for Ottawa jumped the rails near Killaloe station at 7.45 p.m.

The train was running at a moderate speed, when she suddenly left the rails, overturning 16 cars and the tender, which was almost completely demolished.

Fortunately the engine did not go over, which greatly lessened the danger to the driver and fireman, although as it was they had a very close call. Driver H.H.

Leggat, who stuck to his post, had enough presence of mind to shut off the steam as soon as he felt that something was wrong. He, however, strange to say, is the only one of the train hands that was hurt. He was thrown from his engine and falling backwards across an iron bar was considerably bruised about his back. Last evening he was resting nicely, and hoped to be out again in a short time.

As soon as word had reached the city a wrecking train was despatched to the scene.

First train is in from Maniwaki.

Reached the Union Station at 10 o'clock this morning. Work started in May 1902. Rich country tapped.

At 10 o'clock this morning the first regular train over the newly finished Maniwaki extension of the Ottawa, Northern and Western Railway reached the Union Depot.

It was in charge of Conductor H.D. Hoolihan and Engineer Wm. McFall. On board were Roadmaster J.R. Brennan, Tank Inspector A. Emslie, Telegraph Inspector Valois and Building Inspector E. Best. The train went to Gracefield Saturday evening as usual and ran through extra to Maniwaki yesterday to be ready for its first trip this morning when it left at 6. The new time table is issued today, and schedules the trains in this division to leave the northern terminus at 6 a.m., arriving Ottawa at 10 a.m.; to leave Ottawa, Union Depot at 5 p.m. arriving Maniwaki at 9.15 p.m.

Mr. H.J. Beemer was the contractor but Mr. D.R. McDonald of Alexandria sub-let the work for the greater part of the road, giving it over to Mr. Beemer last fall. Mr. Guy C. Dunn was the chief engineer for the undertaking and Mr. R.E. Hunter was resident engineer, while Mr. J.E. Hoolihan, brother of Conductor Hoolihan was superintendent of construction.

Mr. A.G. Marshall put up all of the buildings, stations, tanks, roundhouse and freight sheds. Mr. R. Anderson constructed the telegraph line and Rankin of Montreal, put up the fences. The job complete was handed over to the CPR at midnight last night.

WORK STARTED

Work was commenced on the new extension in May 1902, and with periods of rapid work and corresponding periods of slow progress due to a variety of causes, the work has been watched with great interest by many classes of the community. In the new stretch, which was formerly covered by the mail coach, the contract held by Mr. Joseph Nault, of Gracefield, there are two stations, Blue Sea, nine miles from Gracefield, and Bouchette, five miles farther. The territory through which the new line passes is much the same as along the lower part of the road, though perhaps the lakes may be more plentiful to the mileage. For fifteen miles the road is along a chain of lakes, some of which have been secured by the railway company to be open to its patrons, among them being Blue Sea, Castor Lake, and Grant's Lake. Abittibi (sic) lake is on the Indian reserve. The two Cedar lakes, big and little, are in close proximity to the line. One of the finest fishing and hunting territories in Canada is thus brought within a few hours' ride of the capital.

LABOR DIFFICULTIES

In the construction of this section of the road, the contractors may be considered to have made good progress, when all things are considered. Bad weather seriously hampered them. Perhaps the greatest obstacle, one which was ever to be met with and so difficult to combat, was the problem of labor. Men would hire in Ottawa, Hull, Pembroke, or Montreal or any place along the line and when they got to the woods they would jump to the shanties. The contractors continually supplied the shanties in that part with men who had not hired for the bush and many of whom were never in the bush before. One train load of 110 men was taken through from Montreal in November last and in a couple of weeks they had disappeared as completely as if they had never been there at all. On an average there were about 160 men steadily at work, though this number, while grading and track laying were both going on, was increased to 200 or 250. There were three engines at work most of the time and only for the way most of the men jumped the job, the work would have been finished before the frost set in, as the undertaking presented no special engineering difficulties.

Accidents of a serious kind were fortunately few, an Italian rather seriously crushed by a boulder but recovering all right. Only one fatality occurred, the death of Conductor Charron a short while ago.

Monday 08/02/1904 Ottawa Journal New York Central

Stalled in Snow Drift.

O&NY Train unable to make Trip

Bound for Tupper Lake but got blocked and had to come back to the city.

The Ottawa and New York passenger train which left the Central station at 7.40 Saturday morning bound for Tupper Lake got stalled in a heavy drift of snow about two miles north of the village of Russell, and as a result the train was unable to make its regular trip. About fifteen passengers were on board.

The north-bound train, which is due to leave Cornwall at 9 a.m. had an exceedingly hard trip and did not reach Ottawa until 4 p.m., being five hours late. This train experienced little difficulty until it reached Finch, where it stopped half a mile south of the village to get water. When the engineer pulled the lever to start the train again the engine was unable to pull the coaches owing to the fact that the wheels were resting on a solid bed of ice, which literally covered the rails.

General Passenger Agent, Mr. G.H. Phillips, was on board and he immediately started a number of section men to work to clear the track. After this work had been done the train got through to Russell, where the engine from the south-bound train had come for water, having left the coaches in the snow bank north of the village.

The engine was cut off from the north-bound train and despatched to the scene of the trouble. After considerable shovelling had been done the two engines succeeded in pulling the train to Russell, were both trains were coupled together and brought to Ottawa

CANADA ATLANTIC

The Canada Atlantic Railway did not find yesterday's storm a hard one to cope with. The trains were all able to make good time and there was but slight delays with any of them. The sleet did not have the same effect as snow, as it easily rolled out of the way. This morning the trains are all running as usual.

The Canadian Pacific railway did not experience any trouble with yesterday's storm. The trains were all in on time as usual. This morning trains are all running as usual.

Monday 08/02/1904 Ottawa Journal Maniwaki

Guy C. Dunn

The engineer who had charge of the Extension Construction (includes a picture)

Mr. Guy C. Dunn was born in May 1862 at Quebec, where his father, the late William Dunn, was at that time, manager of the Union Bank of Lower Canada. He was educated at private schools in Quebec and Montreal and at Bishop's College School, Lennoxville, and joined the engineering staff of the Canadian Pacific Railway in October, 1881, and was engaged in various surveys and works of construction, among others the preliminary and location surveys for the St. Lawrence Bridge at Lachine and the Canadian Pacific Railway entrance to Montreal from Hochelaga.

In September, 1884, he was appointed assistant engineer for the Pontiac Pacific Junction Railway and the Ottawa and Gatineau Valley Railway, afterwards the Ottawa, Northern and Western, in 1895, and was promoted to the chief engineership of both these systems in 1897, which position he held until the sale of these roads to the Canadian Pacific Railway Company in May 1902, when he resigned his position to become chief engineer for Mr. H.J. Beemer, contractor, which position he now holds.

During the time he was in the service of the above-named roads, he was engaged on all the important surveys and construction and was resident engineer in charge of the first section of the Ottawa and Gatineau road from Hull North, one of the most difficult pieces of railroad construction in this, if not in any section of Canada. He was also, by permission of his company, engaged on other works, among those being preliminary and location surveys for the Montreal and Western Railway and relocation of the Montreal Terminal Railway. He was also appointed chief engineer and superintendent for the Interprovincial (Alexandra) bridge between the city of Hull, Quebec and the city of Ottawa, Ontario, a combined railway and highway bridge, one of the most substantial and magnificent examples of bridge construction in Canada, which was completed at a cost of about \$1,000,000. He was elected an associate member of the Canadian Association of Civil Engineers in 1897 and a member on the 9th of December, 1897. He has been a resident of Ottawa for eleven years.

Tuesday 09/02/1904 Ottawa Journal Chalk River Roadys Bay or Sand Point

Awful wreck on CPR. See photo copy.

Wednesday 10/02/1904 Ottawa Citizen Chalk River Sand Point

Thirteen Dead, 19 Hurt, Sand Point Collision.

In a head on collision between two C.P.R. passenger trains near Sand Point early yesterday morning more than a dozen lives were lost and some nineteen people were injured more or less seriously. Travelling at a rapid rate of speed, the westbound Soo train #7 in charge of Conductor Nidd with Engineer Dudley, collided head-on with No. 8, the eastbound Soo train in charge of Conductor Forester and Engineer Jackson. Failure of the up-going train to obey orders and remain on the siding at Sand Point till No. 8 passed, was the cause of the smash.

An official list of the dead follow: Joseph Jackson, engineer, Ottawa W. Mullen, newsagent, Montreal Robert Thompson, express messenger, Montreal John O'Toole, baggageman, Ottawa Ernest Dubois, fireman, Hochelaga Nelson Robertson, express messenger, Montreal Joseph Chalu, Dolphis Seguin, J. Carriere, M. LeBrun, Wm. Pouliotte of Whitney (ON) and two unidentified.

Badly injured were G.T. Price, fireman, Brockville J.M. Dudley, engineer, Ottawa and many others (names on file)

No. 7 left Ottawa about 3 am Tuesday, February 9, 1904, one hour late. It was given orders to meet No. 8 at Sand Point. When Sand Point was reached the engineer instead of stopping and pulling his train into the siding, went ahead.

The night was cold and frosty and the conductor said they didn't know when Sand Point was reached. The engineer either forgot himself or was unable to distinguish the siding when he came to it.

The train went on travelling at a rapid rate until at a point a couple of miles beyond Sand Point it ran on the time of the down express having the right of way. It was a frosty morning - the mercury away down below Zero - causing the atmosphere to be filled with vapour. While the windows were frosted or beclouded with steam and as a result the engineers couldn't see far ahead. A minute or two later the crash came (about 5 am). Hero that he was, Engineer Jackson shut off the steam and applied the brakes - an act which did much to reduce the momentum of the train and lessen the number of fatalities. The impact was awful but it was particularly No. 7 the up train that suffered. Nearly all the cars save the rear one, were more or less smashed though they stayed on the track space with the engines locked tightly together and badly demolished at that. Beneath the ruins were the mail, express and train hands and a considerable passenger list, largely composed, however of those travelling on No. 7. Many were wedged down and unable to extricate themselves.

On No. 8 the passengers fared much better but three being killed while the occupants of the rear cars were so fortunate as to escape with a shaking up.

No. 7 was made up of the locomotive, a baggage car, a mail car, two second class cars, one first class and a sleeper.

Engineer Jackson on No. 8 was looking for the siding at Sand Point when he saw the headlight of No. 7 approaching. He applied the brakes and reduced the speed of his train. To this is attributed the fact that No. 8 escaped with a lighter death list and smaller damage to railroad stock. Jackson stuck to his post according to Father Paradis, a passenger, who was one of the heroes of the post crash, and was killed instantly. The wreckage of the locomotive and cars were piled high above him and "we could only see his hand" the priest said.

The locomotive of No. 7 mounted the locomotive of No. 8. The tender of the westbound train was thrown on top of the baggage car of the eastbound train and the baggage, the express and the second class cars followed suit and piled on top of the eastbound locomotive. It was in this mix up that the list of casualties were greeted. It was a fortunate thing that the wreck did not take fire as the lamps in the wrecked cars made this possible according to Father Paradis.

It was dark and intensely cold (-30 degree F). Some of the injured froze to death before they could be rescued even though fires were lit close by.

A hospital train was sent from Ottawa to transport the injured to that city. Wrecking crews were dispatched.

Most of the passengers on the two trains were shantymen, hired by the lumber companies in Ottawa, going to or coming from the shanties west of Pembroke and beyond."

Thursday 11/02/1904 Chesterville Record Chalk River Rhoddy's Bay

As the result of a collision between the east and west bound Soo trains of the CPR, about six miles from Ottawa at a place called Roady's Bay. About 5 o'clock, Tuesday morning, fifteen were killed and about 25 to 30 seriously injured. The accident, it is claimed, was caused by the west bound train hands disobeying orders.

Note this should be Rhoddy's Bay.

Thursday 11/02/1904 The Equity, Shawville Pontiac and Interprovincial

Application will be made next session for an act to incorporate a railway company under the name of "The Pontiac and Interprovincial Railway Company", with power to construct, equip and operate and maintain a line of railway from the terminus of the Ottawa, Northern & Western Railway at Waltham, in the county of Pontiac, to Ferguson's Point and thence across the Ottawa River to a point on the Canadian Pacific Railway between Petewawa and Chalk River, in the county of Renfrew, and also a branch line from a point opposite Chapeau in Pontiac to a point near Desjardinsville opposite Pembroke in the county of Renfrew and to build and operate tramways in connection therewith, and to use the Government bridge at Chapeau for such tramways; to expropriate lands necessary for such railway and other powers.

Friday 12/02/1904 Renfrew Mercury Chalk River Sand Point

Fatal collision near Sand Point. Full account.

Thursday 15/02/1904 Ottawa Journal New York Central

All trains cancelled on O&NY on account of snow storm.

Monday 29/02/1904 Ottawa Journal Winchester Smiths Falls

Derailement to a colonist car. See accident file.

01/03/1904 Athens Reporter Westport Soperton

A B&W train was stuck in a drift at Soperton so deep that the engine could scarcely be seen.

Wednesday 02/03/1904 Ottawa Journal New York Central

The Ottawa Journal received a message from New York this morning this morning saying tht it was certain that the Ottawa and New York Railway would adopt an electrical service. More.

Friday 04/03/1904 Renfrew Mercury Kingston (CP)

The K. & P.R. rails carried more traffic than usual the end of last week and beginning of this. The C.P.R. freight from Toronto to the west usually go over the Grand Trunk line from Toronto to North Bay but the storms havetied up that line so badly, that the C.P.R. management sent the freight on its own line to Sharbot Lake, then over the K. & P.R. rails to Renfrew, and then over the main line. Most of the trains had two engines hauling.

Wednesday 09/03/1904 Ottawa Journal Chalk River Sand Point

Sand Point wreck inquest adjourned.

Thursday 10/03/1904 Chesterville Record New York Central

On account of the storm weather the southbound and northbound trains of the O&NY were cancelled on Tuesday and Wednesday last week. The numerous canceling of trains on this line during the present winter has caused great inconvenience to business men in the villages along the line. Most of the local mail matter is received from north and south by the O&NY. The mails were more regularly received even in the worst kind of weather when the old stage coach carried them from Wales to Crysler than they have been this winter. However, the present winter has been unusually severe and stormy and perhaps the railway officials are doing their best under the circumstances.

Friday 11/03/1904 Renfrew Mercury Renfrew Admaston

--the station yard at Admaston is filled to overflowing with logs taken out by the Cumming Company of Renfrew. Twenty men and six teams have been steadily at work for some weeks, and they have filled up the large yard at the station with logs five and six tiers deep.

Saturday 19/03/1904 Ottawa Journal Chalk River Sand Point

Three men blamed for Sand Point wreck. Report of inquest.

Thursday 24/03/1904 Chesterville Record New York Central Chrysler

Crysler - On Saturday evening when Michael Devanny on return from loading a car with pressed hay, was driving his spirited young team under the O&NY bridge on the river, the evening express passed and frightened them. After running a mile or so they plunged into a hole whence farmers had been taking out ice. They were got out after a hard struggle the driver getting into the water up to his neck.

Tuesday 05/04/1904 Ottawa Journal Canada Atlantic Central Depot

Mr. Booth is ready to go ahead with Central Depot.

Stone for the foundation is ready. He is merely waiting for the plans of location to be approved.

Thursday 07/04/1904 Chesterville Record New York Central Chrysler

Crysler - Hundreds of carloads of hay are shipped out from here every winter. This part of the country stands second to none as a hay producing section.

More cheese will likely be loaded at Chrysler instead of Finch as in the past.

Thursday 08/04/1904 Chesterville Record New York Central

Advertisement

New York and Ottawa Line

The preferable way between

Ottawa, Cornwall, Tupper Lake, Adirondack Mountains, Utica, Albany, New York City.

Short line to all points in New York State. Connections at Ottawa with the CPR for all points west. Also at Cornwall Jct. with GTR for Toronto and Points west.

Timetable in effect May 15th 1904

Northbound read down Express Su X Express Su X Mixed Su X

Tupper Lake 6.15 a.m. 2.00 p.m. 6.30 a.m.

Moir 8.20 4.10 10.05

Cornwall 8.56 4.59 10.54

FINCH 9.47 5.35 11.41

Ottawa 11.05 6.45 1.15 p.m.

Southbound read down

Ottawa 7.20 a.m. 4.35 p.m. 6.00 a.m.

FINCH 8.39 5.45 7.31

Cornwall 9.14 6.20 8.20

Moir 9.50 7.00 10.05

Tupper Lake 11.55 9.30 1.10 p.m.

Passenger trains use Central Station in Ottawa. Mixed trains use Nicholas Street station. For tickets or other information apply to depot office.

G.H. Phillips Gen Pass. Agt H.K. Gays Asst. Gen Pss. Agt

NB. This appeared in subsequent issues until September

Tuesday 12/04/1904 Ottawa Journal Renfrew

Mr. Booth and Central Fair

Reason why C.A.R. won't touch a siding

Irritation felt by Mr. Booth about city council's doings last year.

There is some talk around town today about the refusal of the Canada Atlantic Railway to lay a siding into the Central Fair Grounds from the company's track which passes out this side of the Experimental Farm.

The siding would be an extremely important adjunct to the Central Fair, as it would enable animals of all kinds and general freight to be taken directly to the grounds instead of being transhipped in the city at much trouble and considerable expense. Particularly with regard to livestock would the siding be valuable as breeders object very much to driving animals through the city streets. The siding would be of importance not only at the time of the Central Fair, but also for the Fat Stock show in the winter.

The surprise at the refusal of the Canada Atlantic to lay the siding is caused by the fact that the Exhibition Association was willing to pay the interest on the cost. But when stress was laid upon this by exhibition representatives in an interview with General Manager Chamberlain, Mr. Chamberlain finally stated flatly that Mr. Booth would not put a dollar into the road.

It appears that the reason why Mr. Booth will not do so is that he is hot about the action of the city council last year in restricting his lumber yards. An exhibition director says that when Mr. Booth was first approached on the subject he expressed this feeling. Later on another director happened to meet Mr. Fleck, secretary of the Canada Atlantic Railway, and expressing surprise at Mr. Booth's attitude, was told by Mr. Fleck that if the directors were proposing simply to make a business arrangement in the matter they might as well see Mr. Chamberlain. This is what led to the interview between the exhibition representatives and the general manager of the Canada Atlantic, but apparently Mr. Booth's feelings had not disappeared, and so the Central Fair will suffer Mr. Booth's irritation about lumber restrictions.

Wednesday 13/04/1904 Ottawa Journal Canada Atlantic Maxville

A small sized wreck occurred on the C.A.R. this morning at Christie's ballast pit, 46 miles east of Ottawa near Maxville. A through freight train was delayed three hours by two cars leaving the track. The derailment was caused by a bent axle. A wrecking train left the city to clear the track. Both cars were loaded with lumber and escaped serious damage.

Thursday 14/04/1904 Chesterville Record New York Central Chrysler

Crysler - walking on the track from Finch to Chrysler is not what it is cracked up to be.

Tuesday 14/04/1904 Ottawa Journal Ottawa Car

Busy times at Ottawa Car Works

Many new cars under way for Canadian Roads

The Ottawa Car Works keeps 160 men constantly employed and a large number of them are now working overtime.

Recently a seven ton steam hammer was installed in the blacksmith shop. The hammer and die weigh 800 pounds and when the steam was applied one can imagine the tremendous force of the blow.

The car department is unusually busy. A big 60 foot car is being completed for the Quebec Railway Light and Power Company. A semi convertible for either summer or winter use is being constructed for the Sarnia electric road.

Six heavy 40 foot double truck cars are under way for the Winnipeg electric railway.

The company is exceptionally active in its wagon branch and is turning out several transport wagons for the militia department, as well as many delivery rigs and covered two seater carriages for different parts of Canada.

Mr. Wylie, manager, states that there are orders enough ahead to keep the works busy for several months.

Friday 17/04/1904 Ottawa Journal Ottawa Electric Elgin Street loop

The Ottawa Electric Railway is negotiating with Mr. J.R. Booth for the purchase of a strip of land on which to construct a loop for the south end of the Elgin Street line. The board of works refused the application for a loop on Archibald, Cartier and Flora streets.

The company claims that a loop is a great convenience as it does away with the need of changing pole, fenders and seats in the open car as has to be done at present.

18/04/1904 Athens Reporter Westport Lyndhurst

A number of boys in the vicinity of Lyndhurst station of the BW&NW have recently been in the habit of playing with handcar wheels on the track and in some instances would go away and leave them on the track much to the annoyance of the train crews. The names of the boys have reached the head office of the company and they will likely be called upon in a few days to answer a charge of placing an obstruction on the track. The management have also decided to put a stop to the nuisances committed by boys around the station here and after today, prosecutions will follow unless the practices are stopped.

Thursday 21/04/1904 Chesterville Record New York Central Newington

Finch -Robert J. Riddell, Head Blacksmith of the O&NY at Santa Clara, NY, has moved his family from Finch to Savings Street, about a half a mile east of the village of Newington where they will reside in future.

Friday 22/04/1904 Ottawa Journal Ottawa Electric

It has been settled once and for all that the Ottawa Electric Railway Company must not carry freight on its lines.

City Solicitor McVeity wrote the city clerk this morning that the Supreme Court has dismissed the appeal of the Ottawa Electric Railway Company from the judgement of the court of appeal granting an injunction restraining the company from carrying freight on Sussex Street and on all other cases in the city.

The appeal therefore stands and the company is now prohibited from running freight cars or carrying freight on Sussex Street or any other street in the city.

26/04/1904 Athens Reporter Westport

The BW&NW railway Company evidently intends to put the roadbed into good condition as they are advertising for tenders for the rebuilding of sixteen or more culverts between Delta and Westport.

Friday 06/05/1904 Ottawa Journal Lachute International Portland Ceme

The large factories of the International Portland Cement Company under course of construction near Hull are rapidly nearing completion.

07/05/1904 Athens Reporter Westport

The steam barge Arctic this morning cleared for the west after unloading a cargo of 2,000 ties for the BW&N which is but a part of the consignment of 14,000 which the road have purchased through their agent here, Mr S.A. Geash.

Monday 16/05/1904 Ottawa Journal Ottawa Electric

An addition to car sheds

OER to put up \$10,000 extension.

Forty car loads of rails expected this week. Relaying rails starts next week.

The Ottawa Electric Railway will erect a large addition to the car sheds on Albert street.

The extension will be two storeys high and will be built on the east side of the structure extending from Albert through to Queen Street. The cost will be \$10,000. The addition will be used as a paint shop and to store cars, the present shed room being crowded owing to the increase in the rolling stock. The structure will be built this summer.

Heavy Rails Coming.

Forty car loads of heavy rails are expected this week from Ohio. This means 1,000 tons of 80 pound seven inch rail. They will be laid on Elgin, Rideau, Albert and possibly Dalhousie streets if the latter are paved this season. The work of placing heavy rails on Rideau Street will be begun the latter end of this week. The tracks on the north side will be torn up first and all cars going round the loop will proceed down Rideau on the south tracks and around by Charlotte street and Laurier avenue west.

25/05/1904 Athens Reporter Westport

The roadbed of the BW&NW is to be greatly improved and a meeting of section managers was held in Brockville last week to decide upon the best way doing this.

Thursday 02/06/1904 The Equity, Shawville Waltham

On Monday of last week the C.P.R. began a daily mixed train service over the Pontiac line, which will facilitate traffic considerably and will be much appreciated by the travelling public, if the time bill is adhered to throughout as it has been during the past 10 days. The train leaves Ottawa at 7 a.m., arrives here at 10.30 and returns in the afternoon at 3.30.

Friday 03/06/1904 Renfrew Mercury Whitney and Opeongo Whitney

From the Eganville Leader. The St. Anthony Lumber Co's ???utilized at present for hauling logs the the big mill at Whitney. Four trains a day carry 2,000 logs to Whitney. The logs are loaded at the Great Opeongo Lake where two steam hoists are in operation. These hoists load eleven cars in an hour and a half --

09/06/1904 Athens Reporter Westport

The BW&N Railway are preparing to convey a large a crowd to Brockville on Circus Day as exceptionally low rates will prevail, one of which will be a single fare from Westport including admission to the circus.

10/06/1904 Eganville Leader

Refrigerator cars will be run on CAR for transportation to Montreal. These will be cooled by ice and are run in co-operation with the Department of Agriculture for the purpose of encouraging the manufacture of dairy products.

While his line was being built, J. R. Booth encouraged the development of creameries at Renfrew and Eganville. Now his railway was benefiting from the revenue generated by shipments of the dairy products.

Shipments were picked up on the evening train, arriving Montreal early the next morning

16/06/1904 The Equity, Shawville Waltham

McKee's station on the line of the Pontiac railway has recently been connected with the Ball Telephone system and a central office opened at that place for general business.

23/06/1904 Athens Reporter Westport

New Locomotive Expected From Montreal (4-4-0 #66) The new engine recently ordered for service on the BW&N has been completed at Montreal and is expected here within the next few days. Locomotive foreman Samuel Rothwell is in Montreal making an inspection of the latest addition to the rolling stock of the road.

Tuesday 28/06/1904 Ottawa Journal Canada Atlantic

Mr. Mountain's New Position

Consulting Engineer for Railway Commission.

Order in council passed yesterday. A highly successful record.

Mr. George A. Mountain, Chief Engineer of the Canada Atlantic Railway, has been appointed Consulting Engineer of the Railway Commission of which Mr. A.G. Blair is Chairman.

Mr. Mountain has been with the CAR for 23 years. He located and built the CAR and the Parry Sound roads. His experience in railway construction has been extensive and Mr. Mountain stands at the head of his profession as a railway engineer. His appointment to the Railway Commission staff makes the second selection of a CAR official to that body. Mr. J.E. Duval, formerly car service agent, being made government inspector of railway accidents.

Friday 01/07/1904 Renfrew Mercury Kingston (CP)

The K. & P.R. have made great improvements on the road from Sharbot Lake to Mississippi station by raising the track and by ballast. It will be completed in a few days. Mr. MacDonald, cable foreman, was struck by the cable whilst unloading gravel and was thrown from the car he was standing on, and had his shoulder blade broken. -- Lanark Era.

01/07/1904 Canada Lumberman Whitney and Opeongo St. Anthony Lumber

The St. Anthony Lumber Company are hauling 2,000 logs daily to Whitney over their Opeongo railway. The logs are loaded at Great Opeongo Lake, where two steam hoists are in operation. These hoists load eleven cars in one hour and a half.

Thursday 07/07/1904 Ottawa Journal Maniwaki Marks crossing

Engine and cars left the track.

The engine and five freight cars of the mixed train which leaves Union depot every morning for Maniwaki was derailed on the Gatineau road yesterday shortly after eleven o'clock at a place called Mark's Crossing, five miles the other side of Kazabazua. The driver, Jas. Dunlop and the fireman, Thomas Allen, both of Ottawa, managed to jump in time and escaped unhurt. The passenger cars on the rear remained on the rails and no one was reported injured.

The conductor H. Bell of Ottawa was in charge of the train and the rate of speed was only a moderate one when the mishap occurred. The engine went over the bank and was covered with mud while the tender jumped straight across the track. The five cars which left the rails did not go over. Supt. H.B. Spencer and a wrecking train left immediately for the scene and last night had the track cleared. Trains are now running as usual, the regular mixed train leaving this morning on time.

Supt. Spencer is investigating the cause of the accident and is pleased that the damage was comparatively light.

See PA-205945.

Capt. Miller's Version of the Train Incident

Why He Tried to Stop Train

A signed statement by Malone officer.

Public sentiment in Malone is with the officers. What Deputy Minister of Militia says

Considerable talk has been created around the city in reference to the stopping of one of the special trains on the Ottawa and New York railway just outside of Ottawa on the night of Dominion Day by the American troops.

It appears that when the first train pulled out from the Central Station at 10.30 o'clock there were five young members of the Malone ladies corps missing. The American soldiers had faithfully promised they would personally see that all the ladies returned home promptly and safely the same night.

Captain A.J. Miller of Company E stopped the train twice by pulling the bell rope but the conductor started it again each time.

The emergency brakes were then pulled by the American officers resulting in the breaking of a coupling and thus the train was effectually stopped. A second train for Cornwall came along a few minutes later and a bad collision might have resulted. The five missing young ladies were aboard the second train.

The system of signals was however perfect and a serious mishap was averted.

The first train, by the action of the American troops was delayed over an hour. It is alleged they threatened to place the conductor under military arrest if he did not proceed. This was previous to the breaking of the coupling.

Gays - conductor is in charge of the train.

Deputy Minister of Militia - even though military may charter a train the conductor is still in charge.

More..

Statement from Capt. Miller

"When I reached the station I saw Mr. H.W. Gays and had an understanding with him that the train would not start until I was ready. I told him I would not leave under any circumstances until every lady was on the train and I had the roll called and found them all there, would be ready to start. He said that would be satisfactory and asked where I would be. I told him in the ladies' car. Without Mr. Gays seeing me again the train started at 10.23 according to the watches of several of our party which was two minutes before schedule time.

"I immediately pulled the bell cord, as several ladies were not on the train. The train stopped in the station and started again, without investigation by the conductor or before I could see him.

"I stopped it again with the bell cord but the train started again before I could see the conductor. I tried to stop it a third time with the bell cord but they paid no attention to it. I then stopped the train with the emergency brake, and this time saw the conductor and explained my agreement with Mr. Gays and that we refused to go until we had the young ladies with us.

"The conductor gave no answer but started the train again. I stopped it again with the emergency brake and this time it broke the train in two.

"Major Boyer and myself then interviewed the conductor and told him positively that we refused to go on. Some of the military men told the conductor that if he attempted to proceed they would be tempted to throw him into the canal. I sent an officer for the other ladies and we were ready to start in a few minutes. The ladies went to Ottawa under our protection and we were in duty bound to see them safely home."

Public sentiment with Captain Miller.

Friday 08/07/1904 Ottawa Journal

Hull Electric

Rideau Canal locks

The Guard Rail Question

As regards Aylmer Electric cars inbound

The Journal had recently an article calling attention to the lack of a guard rail along the outer track of the Hull and Aylmer electric railway coming into the city on the embankment from Nepean Bridge.

A prominent officer of the Canadian Pacific Railway which owns the Hull and Aylmer electric line, says that it is a mistake to suppose that there is any danger or that a guard rail is desirable.

"Along the north shore of Lake Superior our main transcontinental line is in a similar position for long stretches," he remarked, "and our express trains run along them at fifty miles an hour. This has been going on for years, with never a shadow of an accident. The condition is general in railway practice. The same thing for instance prevails on the Delaware and Hudson Railway which has long stretches of road on the brink of cliffs.

"Besides," he added, "there is a special safety in the case of electric cars, owing to the great weight beneath the car - not only the wheels and trucks, but the motor. There is a weight of about four tons beneath each of the large electric cars on our Hull and Aylmer line. If one of these cars left the rail, the wheels would not get more than a few inches away from the track. Nor could the car upset. Ottawa people may rest satisfied that the condition on the curve coming in from the Interprovincial bridge is perfectly safe. The curve itself is on the safe side, that is, it is concave - a car's tendency would be to run off towards the inner side, if at all. But most of the stretch is quite straight.

Monday 18/07/1904 Ottawa Journal

Canada Atlantic

IS THE GTR AFTER THE CAR?: RUMOUR THAT THE RAILWAY WILL BE SOLD. GTR Chief Engineer Hobson Goes Over the Booth System. Mr. Booth Speaks on Certain Reports.

The last rumour in railway circles is that the Grand Trunk railway intends purchasing the Canada Atlantic.

Mr. Joseph Hobson, of Montreal, chief engineer for the Grand Trunk, was in the city Friday and left on a trip - presumably of inspection - over the line to Depot Harbour. He was accompanied by Mr. George A. Mountain, the retiring chief engineer of the CAR.

In discussing the situation a prominent railway man said, "I believe you will find out that it is the Grand Trunk who are really after the Booth system and not the government. Think of the acquisition that the CAR would be to the Grand Trunk in conveyance of supplies, etc., in the construction of the new transcontinental line. Then the CAR would also be an immense advantage to the GTR in the shipment of freight to the Eastern states. Why, instead of all freight on the main line for the east having to go via Montreal, it could be transhipped at Coteau and then be carried over the CAR to Swanton, and the Central Vermont to other immediate points. This would be a big saving in haulage.

MR. BOOTH TALKS. Mr. J. R. Booth, when asked about the proposition remarked, 'Oh, you newspaper chaps are always selling my road. You will soon run short of buyers. I am not aware that Chief Engineer Hobson has gone over the line and as for the purchase of the CAR by the Grand Trunk there is no foundation for such a rumour.'

'But the best sale,' added Mr. Booth with a smile 'is the one the newspapers recently made of my road to the Government. When I saw the figure mentioned - \$20,000,000 --- I was a little staggered. That is the highest quotation yet fixed by the press. I often wonder whom you will have as the next purchaser and what the price will be. These reports are all amusing and come so frequently now that it is scarcely worth denying them.'

20/07/1904 Ottawa Journal

Canada Atlantic

A TRIP TO MUSKOKA LAKES: A Tourist Gives His Impression of the Journey.

No lover of nature should neglect taking a trip to Muskoka Lakes. There his love of her combinations is gratified to the full.

Taking the Canada Atlantic Railway, one travels as far as Maple Lake through country made beautiful by softly rounded hills, thickly wooded, and innumerable, lovely little lakes and rivers. Here and there may be seen the deserted winter camps of the lumbermen, while at Whitney all is life and activity, busy saw mills being in full swing.

The CAR passes for some distance through Algonquin Park. The Park seems to be just as nature turned it off her hands and will be some day a source of pride to every Canadian.

A fine view of the Park is had. Deer may be seen toward evening as they come down to the marshes to drink. It is a pretty sight to see the graceful creatures stand and watch the train or dart away to cover.

Friday 29/07/1904 Ottawa Journal Ottawa Electric

Sketches of some of the laborers who took the fancy of the Journal artist while working on the Elgin Street line in front of the Journal office.

Monday 01/08/1904 Ottawa Journal Hull Electric Rideau Canal locks

For Safety of Passengers

Regulations by the Railway Commission

The Railway Commission has considered the report of Inspector J.E. Duval and has decided that the Hull and Aylmer electric railway must provide an eight inch guard rail, either of wood or iron, along the outside incoming track of the electric line from the Alexandria (sic) Bridge to a point near the station under Dufferin Bridge.

There is a high embankment at the point around Majors Hill Park and this decision is rendered in the interest of public safety.

The speed of electric cars, when going or coming from the bridge must be limited to eight miles an hour according to an order handed out on Saturday.

There must also be an interlocking semaphore where the Hull electric tracks cross the steam railway on the Ottawa side of the bridge.

When the semaphore is against the steam railway the cars of the latter cannot cross and vice versa. This is to prevent possible collisions.

The expense of these precautions is to be borne by the Hull and Aylmer Electric Company.

01/08/1904 Canada Lumberman Renfrew

J.R. Booth has completed his new lumber yard on Nepean Road, about four miles from Ottawa.

05/08/1904 Eganville Leader Eganville Eganville

Messrs. Osborne and Spencer, CPR officials -- the former general superintendent - the latter general manager over transportation, visited Eganville on Saturday last. While here they called on the Reeve to discuss the question of a new station and a convenient site for it. Nothing practical resulted, and a new CPR station for Eganville is still a delightful castle in the air. Some day, however, it may descend to earth and become a reality.

Thursday 11/08/1904 Ottawa Journal Canada Atlantic

J.R. Booth named director of GTP.

Mr. Bowie Tells How the CPR Got Control of the River Front (ER) A Matter of Great Importance to the People of Brockville. Editor Recorder: Dear Sir. As one being a party to transactions referred to in letters appearing in your paper, I trust the reading and interested citizens will bear with me in placing facts before them which may be used or not as they or their representatives may see fit.

As to a public wharf or river park referred to, located east of pumping station, I quite agree with Mr. McMullen that that situation for a public wharf is not the best. West of the piers certainly would be better. But for argument sake, say that east of the pumping station be decided on, what would it cost to buy property and place piers and wharfing sufficient to furnish fourteen feet of water? Piers 400 feet in length would be required to run out fully fifty feet. The cost of these would be \$15,000 or \$20,000. These piers would require renewing every ten or fifteen years at a cost of not less than \$2,000. Now sir, are the financial affairs of this town, with its present very high rate of taxation, such as would justify such an expenditure at this moment? The taxpayer must answer this question.

As to the CPR, if the railway commission is empowered to relieve a trampled on public by judicially deciding transactions made and agreed upon, upon honor, then it is high time for the municipal representatives of this corporation to select and elect a committee empowered to secure all information possible touching on our grievances and failure of CPR to carry out all bargains made with this corporation, and refer same to the best legal light of this country to ascertain, once and for all, if we have a case or not. If the case is proved, as many old citizens who know the transaction think it can be, then it should be followed up before the railway commission for their judgement. Thus we will find out our rights and get redress if we are entitled to any.

The original bargain with the Brockville and Ottawa railway, whose charter covers all that portion of the CPR system to Perth and Pembroke, was that all works shops must be erected and kept up within the then limits of the town of Brockville. They were given the Soldier's Island on which to erect work shops. They were to erect piers and keep the same up, where present piers are to be seen today, leaving an opening in said pier system so that the flow of water would not be interfered with, so as to prevent as much as possible stagnation of water in Tunnel bay. Prior to building the present CPR piers these lots on Tunnel bay faced open and live water. Many are under the impression that this was settled by legislation; that being relieved of our indebtedness of \$400,000 to the government, this legislation let us out and cost nothing. Such is not the case. While were relieved of the \$400,000 indebtedness, our being indebted to the government precluded us from getting our fair share of the municipal loan fund, and what our fair share of this fund should have been we lost and never got.

Mr. A. Baker, an official of the CPR called on many of the citizens of this town, urging them to arrange for a spur to the river by the west end, largely because the style of passenger cars required were unable to pass through the tunnel. This agitation on his part led to a committee being appointed consisting of E.H. Halladay, W.H. Comstock and R. Bowie, empowered to proceed to Montreal and interview the CPR authorities and find out from them what they desired and required from this corporation in connection with building this spur, which would be of mutual benefit. As per Mr. Baker's arrangement, this committee proceeded to Montreal and met Mr. Duncan McIntyre, a director of the CPR, in one of the offices of the CPR Co, and who no doubt was fully authorized to represent the CPR (future expenditure in connection with the scheme agreed upon proving this.)

The writer being personally acquainted and known to Mr. McIntyre as an old commercial traveller, when meeting him as the big magnate of the CPR, asked him to get down to square and honest talk and let us know what the CPR wanted of the town of Brockville; if reasonable and fair, we certainly would give it our recommendation and support. He leaned back and said: "Well, Bob, if the town of Brockville will purchase the right-of-way and give same to us free of cost from our present rails, leading to the tunnel via the west end to the river front west, (while we know the building of this spur to pass under the GTR system, etc, will cost a lot of money in addition to the building of the spur) we propose to and will build a million bushel elevator, we will place a car ferry on the route to Morristown capable of taking one passenger train in one trip to Morristown, we will build our pier system from the Shepherd front out into the river far enough to run straight east to connect with the old system of piers, one opening to be left which opening was to be always kept open and only shut when actually required to cross by railway people; piers to built of such height as to allow rowboats to pass under; car and repair shops to be erected at or near Brockville".

After Mr. McIntyre had made a statement as above, the writer asked him to kindly give us this in writing so that we might show the same in black and white to those who had sent us to represent them. He smiled and replied that it had cost the CPR too much already for putting propositions of this kind on paper, and if their word and honor was not sufficient to satisfy the people of Brockville then there was no more need of talking on the subject. Naturally the first thought that cropped up in our minds was what would the right-of-way cost. At this stage of the proceedings, and when we though the right-of-way would cross a farm of Mr. Comstock's, he (Mr Comstock) stated he would give the right-of-way for nothing over any land of his that might be required.

With this as a start, and believing others would meet this move in a fair reasonable spirit, (in which I must confess we were very much disappointed), and knowing that the scheme would remove a scourge and drawback to the whole west end of this town, the filthy and foul Kingston pond then existing, we accepted his proposition by stating that we would return and use our best endeavors to have a bylaw passed for a sufficient amount to pay for the right-of-way. This we did, and by the cooperation of Mr. W.H. Jones and his many friends whom he rallied to support of what we all thought one of the best schemes ever presented to the town, it was carried. The right-of-way was bought and paid for, but held in trust till such time as the CPR fulfilled their part of the contract. Is it in trust yet?

Now sir, it is up to this point what does the word and honor of a corporation like the CPR amount to? Read their promises and look and see how much of it has been fulfilled, and each one can answer the question. Such object lessons, unfortunately, are the education of the rising generation, and word of honor, I am very sorry to say, does not appear to exist at the moment as I recognized it in the old men of my younger days.

I trust what I am placing before the public may assist the authorities in arriving at some conclusion whereby this corporation may secure justice and that some benefit may yet accrue to us from honorable intentions and fulfillments of contracts on our part, if only to the extent of securing and giving all railway systems of this place right-of-way to the river front over west end spur. Yours respectfully, R. Bowie, Brockville, Aug 8, 1904.

Monday 15/08/1904 Ottawa Journal Ottawa Electric Britannia

Children's outing to Britannia. Sketch. Nearly 8,000 children there. More.

Thursday 25/08/1904 Chesterville Record New York Central Newington

The NY&O station at Newington was broken into Wednesday night, access being made through a window, the safe and cash drawer being opened and everything was thoroughly ransacked.

Friday 26/08/1904 Renfrew Mercury Waltham

The C.P.R. have a big gang of men at present engaged on the Pontiac branch, replacing the old fence with Page wire, and improving the line by bringing up its appearance to what is known as "Standard Track." This is taken to indicate that the company must have something of greater importance in view for the Pontiac road than mere local traffic. -- Shawville Equity.

TRAFFIC IS PICKING UP: CAR HAS SHORTAGE IN CAR SUPPLY: —100 Secured From the D. & H. Machine Shops Will Resume Work in a Week.

The freight business on the Canada Atlantic Railway, which has been light all summer, is now picking up. Considerable grain and lumber are being moved and a daily shortage in cars is being experienced. Larger quantities of lumber are being forwarded to points on the Delaware and Hudson, and yesterday a hundred cars had to be secured from that road, which is a connection on the CAR

Grain is also moving freely and the boats of the Canada Atlantic Transit Company are not lying idle at Depot Harbour, as reported, but are all in service and carrying more grain than at any previous period of the present year.

The repair shops of the road are being run full blast, but the machine shops in Ottawa East have shut down for a couple of weeks to give the 200 employees a holiday. It is believed when work is resumed there will be plenty on hand to keep the men going all winter.

'Our rolling stock is in pretty good shape,' remarked an official today, 'and we are looking forward to an unusually busy fall after a rather quiet summer. Passenger traffic continues to be good and if possible we will keep on the three trains a day between the Capital and Montreal during the winter months. Usually we take the third train off in November, but I do not think we will do so this year if the business in the passenger line keeps up in anything like the manner that it has.'

Saturday 03/09/1904 Ottawa Journal

Canada Atlantic

Canada Atlantic sold to Grand Trunk.

05/09/1904 Ottawa Journal

HOW THE SALE OF THE CAR WILL AFFECT OTTAWA: Rumours were rampant - was the CAR going to be bought by the GTR?

While nothing was official, reporters speculated on the effects of such a sale.

Montreal was too close to Ottawa for the GTR to maintain shops in two places — Ottawa's shops would close. Similarly, the CAR head office would move to Montreal, about six hundred would lose their jobs and the loss of \$60,000 in payroll would be second only to Booth's sawmill payroll.

If Booth got out of the railway business, what would he do? His big sawmill would keep him busy, as well as his new pulp mill, which, by running day and night, turned out fifty tons of pulp a day. He was building a new paper mill at Chaudiere and the pulp output would increase to fill it. He now has twenty-two hundred men on his payroll and this will increase. There is no danger that the veteran railway builder, mill owner and lumberman, who is now in his 78th year, will ever cease from his active, busy career as long as he is able to move hand or foot, and hundreds of his friends and admirers trust that his present good health may continue for many years more

06/09/1904 Athens Reporter

Westport

The annual meeting of the Brockville, Westport and Northwestern Railway company opened at the company's head office at the station yesterday afternoon at two o'clock. There were present John Gerkin, New York, President; Clarence P. King, Philadelphia, Vice-President; Carsten Heilshorn, New York, Secretary; Henry V. Gennerich, New York, Treasurer; Martin Zimmerman New York, General Manager; Val Schmitt, New York; R. Bowie, W. H. Comstock Brockville; James Cumming Lyn; W. C. Fredenberg Westport; Directors; and W. S. Buell, Solicitor. Shortly after opening, the meeting was adjourned and reopened in the office of W. S. Buell when the president, Mr. Gerkin, read the following:

Presidents Report. To the shareholders of the Brockville Westport and Northwestern Railway company. Gentlemen: At this our first meeting, it is my pleasure to outline the policy pursued by your directors since the railway was taken over by the company on the 23rd of November last and the results thereof, and to give you some idea of what we think should be done in the future.

Under the provisions of our charter it was made incumbent upon us to bring the forty-five miles of road now built up to government standard within two years. Towards this end, we had a careful inspection made of the road, and have expended a considerable sum of money in buying new rails, ties etc. We have put in over 10,000 new ties and have perhaps half as many more on hand now being laid. We have recently improved the roadbed until now I venture to say it compares very favourably with most of the standard railways. There yet remains however, the replacing of old rails with new upon one short section which will be done as soon as our employees can manage to do so.

We placed a second daily train in service commencing on 1st April, expecting that we would be given a further mail contract by the Post Office Department. This we had been given to understand we would have as soon as we established a permanent two-trains-a-day service, but we have been disappointed and it is a matter for the directors of the ensuing year to consider the advisability or otherwise of continuing the second train through the winter months.

To handle this increased service we had to enlarge our rolling stock, among other purchases being a new locomotive, which we had built for us at the American Locomotive Works at Montreal. This locomotive we have had in service since the middle of June and up to the present it has given such eminent satisfaction that we have now no further doubt of the want of wisdom of former owners of the road in buying second hand engines.

I am happy to say that as shown by the government reports and that of the treasurer to be presented today that the earnings of the road have steadily increased, and the operating, that the net earnings have been considerably better than ever in the history of the road. In this respect, expenses have somewhat decreased. We look for even better results in the future under the guidance of our new superintendent, Mr. W. J. Curle.

I would like to call your attention to the fact that during the severe weather of last winter, our trains ran practically on time while those of the larger and better equipped roads in Canada and the United States were continually many hours behind time, or even for days and weeks, and the expense of keeping the track clear in spite of the severity of the winter only increased about \$1,000 over the previous winter when the snowfall was light.

As to the future, we can see that the business to be done by a road of forty-five miles in length, with no through connection must be limited, it is our opinion that we should at once avail ourselves of the privileges of our charter and take steps to extend the road towards North Bay or Sault Ste Marie. After making many inquiries, we believe that the building of such a railway will open up a country and industries that will from the very commencement provide a paying local traffic. In addition we believe that the same through traffic will be obtained by tapping the CPR which we propose to do at Maberly some sixteen miles from Westport, and much more by reaching the Canada Atlantic at Barry's Bay. Beyond that it is a matter for careful consideration on what route should be followed.

In brief, the directors of the past year turned their endeavours to bringing the road up to government standard and improving and systemizing the business of the company. We believe that the directors for the ensuing year should at once grapple with the extension of the road. We have the nucleus of a lucrative railway business which we hope will develop into a paying investment for our shareholders.

John Gerkin, President.

In pursuance of the above report, a resolution was passed authorizing a strong committee to take steps to extend the road. The former board of directors were re-elected after which the meeting adjourned. The out of town shareholders returned to their homes last evening, with the exception of secretary Heilshorn who leaves this evening.

Thursday 15/09/1904 Chesterville Record Westport

The BW&NW Railway ticket office was burglarized on Friday night. Only 10 cents was secured.

Thursday 15/09/1904 Chesterville Record New York Central Crysler

Crysler Mr. Myers of Williamsburg is helping John R. Cockburn as Assistant Agent on the O&NY.

Thursday 15/09/1904 Chesterville Record New York Central Finch

The O&NW will carry passengers visiting the Canada Central Exhibition from Sept. 19th to 24th at single fare. On Tuesday, Wednesday and Thursday special trains will be run, leaving Finch at 8.08 in the morning and returning leaving Ottawa at 10.45 p.m. The fare from Finch is \$1.00.

Thursday 22/09/1904 Chesterville Record New York Central

A large crowd of people from this section boarded the special train yesterday for the Ottawa Exhibition. When the train arrived here about a dozen coaches were well filled and no doubt by the time the train reached Ottawa standing room would be at a premium. Another special will leave here tomorrow (Friday) morning.

Note - it doesn't say where "here" is.

O&NY advert reappears.

Friday 23/09/1904 Ottawa Journal Montreal and Ottawa

Man killed by trestle near Ottawa East. Located just north of the switch with the O&NY. Includes sketch map.

Friday 23/09/1904 Renfrew Mercury Whitney and Opeongo Whitney

During the past four months the St. Anthony Lumber Co. hauled from the limits over their railway to the mill at Whitney 200,000 logs. This company has already started the season's operations in the lumber woods, six camps now being started.

Thursday 29/09/1904 Chesterville Record Westport Brockville

Brockville Sept 23. Yesterday afternoon as the express on the BW&NW bound for the north neared the long wooden trestle about a mile out of town the engineer noticed something on the track ahead. He managed to stop the train a few feet from a huge boulder weighing about 300 pounds. As yet there is no clue as to the perpetrators of this crime.

Thursday 13/10/1904 Chesterville Record Article

Thursday October 13 1904
Sarnia Tunnel Accident

Thursday 27/10/1904 Chesterville Record New York Central Finch

A very interesting ceremony took place at Maplehurst, Finch on Tuesday Oct. 18 when Miss. A. Isabella MacIntyre became the bride of Wm. D. MacCallum --- Arrangements having been made with the O&NY Railway Company, the northbound evening train was stopped at the railway crossing opposite the home of the bride's parents and a hearty farewell was given the young couple as they left amid a shower of rice for their home in Winnipeg.

Friday 28/10/1904 Renfrew Mercury Belleville Perth

Much of the machinery used in the car shops at Perth has been taken to the big C.P.R. shops at Montreal, and many of the employees have removed from the county town to Montreal. It is now given out that the shops will not be totally removed from Perth but will be used as repair shops employing from 50 to 75 men permanently.

Friday 04/11/1904 Renfrew Mercury Chalk River Cobden

From the Cobden Sun. The engineers on the C.P.R. have served notice on the company that they will not drive engines if the cranes used for delivering mail bags to moving trains are not removed. The fireman on the Winnipeg train going east one day last week was struck by the one here. The train was not moving very fast but his cap was removed very suddenly and the mail bag was knocked from its position. The post office department should make it a point to see that these cranes are removed and trains carrying mails are made to stop. In the past few years several mail bags and their contents have been destroyed here by throwing them off and attempting to take them on on moving trains.

Monday 07/11/1904 Ottawa Journal New York Central

Proposed sale of Ottawa and N.Y. RY.

Rumoured that it will pass into the hands of the New York Central. Road has been inspected. Exerpts.

W.C. Brown, third vice-president of the New York Central passed though Utica this morning after completing a trip of two days inspecting the New York & Ottawa Railroad prior to the sale of that road at auction.

more
The Canadian end is perfectly solvent and is doing good business but the American line from Cornwall to Tupper Lake has never been able to make both ends meet.

Mr. Gays had not heard of the sale although the road was on the market. The taking over of the road by the NYC would be a good thing says Mr. Gays.

Wednesday 26/11/1904 Ottawa Journal Montreal and Ottawa

Special train is decorated.

The special train which will convey Lord and Lady Minto and party to Montreal this afternoon is composed of three coaches and a baggage car. The coaches are the Governor General's private car "Victoria" a CPR Private car "Canada" and a third CPR private car.

Decorated

The cars were switched to the Central Station this morning.

The special will proceed to Montreal by CPR short line. It is due to leave the Central station at 4.00 o'clock sharp.

Monday 28/11/1904 Ottawa Journal Renfrew Madawaska

Head on at Madawaska. See accident file.

Friday 02/12/1904 Ottawa Journal Canada Atlantic

The Canada Atlantic will on January 1 pass out of the hands of the present owners and come under the control of the Grand Trunk. ...Legislation will be required before CAR can be absorbed by GTR although GTR can purchase and operate.

Saturday 03/12/1904 Ottawa Journal New York Central Ottawa

Workshops for Ottawa

Ottawa and New York Railway moving

Many men will be employed, most of whom will come from Santa Clara

The workshops of the Ottawa and New York Railway are moving from Santa Clara, New York to Ottawa.

When the Ottawa and New York Railway started to build its line Ottawa gave a bonus of \$75,000 on conditions that the shops be located here. At that time shops were erected at the corner of Gladstone avenue and Nicholas st. but only a few men were employed then to do any necessary repairs to the engines and rolling stock while the main shops were in Santa Clara.

These shops are now being dismantled and the machinery brought to Ottawa and installed here. Between 60 and 75 skilled mechanics will be engaged in the shops, most of whom will come from the old shops at Santa Clara.

A new wing is being built to the present shops out at Gladstone avenue and the machinery will be placed in position as soon as it arrives. Besides the old machinery, \$12,000 worth of new has been purchased at Dundas.

The work of installing the machinery is being done under the supervision of Mr. Max Goodrich, master mechanic and Mr. W. Clarke foreman.

Saturday 03/12/1904 Ottawa Journal Canada Atlantic

History of the Canada Atlantic big article with details of people etc.

Thursday 09/12/1904 Chesterville Record New York Central

The control of the O&NY today passed to the NYC, the purchase price being in the neighbourhood of \$2,000,000. Long description but nothing new.

Saturday 10/12/1904 Ottawa Journal New York Central

Big article on Ottawa and New York Railway - people etc.

Thursday 22/12/1904 Chesterville Record Prescott

John Reynolds, an aged and respected farmer of Oxford Twp. was killed Friday on the St.L&O and his son, Andrew McReynolds, was seriously injured, and now lies in critical condition. The accident occurred shortly after 2 o'clock that afternoon at a crossing known as the Oxford Township Line. The two men were crossing the track in a buggy when they were overtaken by the north-bound passenger train, no. 91. The rear end of the buggy was wrecked and both men hurled from the rig. The elder was killed outright and the son sustained terrible injuries about the head. The train, which had been running at an unusually high rate of speed, was brought to a standstill and backed up. The bodies of the unfortunate men were taken aboard and brought to Kemptville.

Thursday 22/12/1904 Ottawa Citizen New York Central

Railroad will be sold today.

The sale of the New York and Ottawa and the Ottawa and New York railways is being held today at St. Regis, NY.

It is probable that the road will be purchased by the NYC.

30/12/1904 Cornwall Freeholder New York Central Cornwall

The New York and Ottawa Railway was not sold on Thursday of last week to the New York Central, as rumor had it, but to J. Carstensen of New York, representing a party of capitalists. The price paid was \$1,000,000, but in reality the road was sold for \$2,225,000, as the capitalists are the holders of a million and a quarter of extra bonds. H.W.Gays will still act as manager and receiver of the road, and it will probably be two months before the sale can have been said to be officially made. The United States court have yet to ratify the purchase, and three weeks must elapse to give opportunity to put in any possible objections to the sale that may arise.