

Local Railway Items from Area Papers - 1906

11/01/1906 *Chesterville Record* *Brockville* *Brockville*

A farmer, named Johnson, hauling a load of wood into Brockville today had a miraculous escape from being killed. He was caught on the Perth Street crossing, the scene of several accidents, by a CPR express, which cut the sleigh and its load away from the driver and horses and carried it a hundred yards before stopping.

Johnson was sitting on the front of the load and when the collision occurred the traces snapped and he was dragged clear of the rails. He was considerably injured.

11/01/1906 *Chesterville Record* *Renfrew* *Admaston*

Crossing accident. Sleigh struck by a GTR train, seven miles from Renfrew. Also reported in Renfrew Mercury.

12/01/1906 *Eganville Leader* *Eganville* *Eganville*

A number of C.P.R. officials arrived in Eganville on Friday by special train. On board were Gen. Superintendent Osborne, Dis. Superintendent H. B. Spencer, Roadmaster Jelly and Building Inspector O'Hara. We understand plans for a new station here have been made, and the project seems likely to be pushed ahead.

15/01/1906 *Ottawa Journal* *Alexandria*

Ald. Storey has a matter in hand which he intends to bring before council shortly relating to the C.A.R. workshops here. He claims he has been informed that the work formerly performed by them is being gradually moved to Montreal by the G.T.R. contrary to the agreement made when the city paid over a bonus for construction.

As an example he cites the work of repairing or constructing passenger cars, now being done in Montreal shops whereby a monthly wage of \$600 is being lost to Ottawa.

Ald. Storey has received the city solicitor's advice on the question, who explains the relations of the parties as follows: In 1892 the city made an agreement with the O.A. & P.S. railway whereby in virtue of a bonus of \$150,000 paid, the company agreed to build and operate its construction shops either within the city limits or within one mile of them. Later the C.A.R. took over this company and with it the obligations, as did the G.T.R. when it purchased the C.A.R.

Mr. McVeity advises that the company can be restrained by injunction from removing the work from Ottawa or if this has been done action can be entered for the return of the bonus.

17/01/1906 *Athens Reporter* *Westport*

The very sudden death of John Whelan, postmaster of Westport, came as a shock to all. The B&W ran a special train on Sunday for the funeral.

19/01/1906 *Renfrew Mercury* *Eganville* *Eganville*

From the Star Enterprise: Messrs. Jas. Osborne, General Superintendent: H.B. Spencer, Divisional Superintendent: F. O'Hara, Bridge and Building Inspector and J. Jelly: Roadmaster on this division of the C.P.R., visited Eganville by special train on Friday last in connection with the erection of a new station here, for which it was announced some time ago, plans had been prepared. Whether this last visit of officials will be productive of anything definite we are unable to say.

26/01/1906 *Ottawa Journal* *New York Central*

Cartoon and profile of H.W. Gays.

26/01/1906 *Eastern Ontario Review* *L'Orignal*

Mr. C.W. Spencer, general manager of the G.N.R. stated this week that early in May next work would be commenced on a new line from Hawkesbury to Ottawa. This would be rushed forward as rapidly as possible. When this line is completed it will be the shortest line between Montreal and Ottawa.

There are no difficulties in the way to prevent rapid construction. The line will run somewhere between Vankleek Hill and L'Orignal. Mr. Spencer says the new line will be in operation to Ottawa by next fall. It is not yet known whether the new line will swing into the county town or not! The people of L'Orignal will certainly make a big effort to induce the company to run at least as close to the town as can possibly be done. The surveys are all completed and plans ready to begin work. The line will also be extended at once from Ottawa to Sudbury to connect with the James Bay railway. Extensive improvements will also be made from Hawkesbury to Quebec. The road between Hawkesbury to Montreal will be an air line.

03/02/1906 *Ottawa Journal* *Other*

BLF to meet here in third week of June.

08/02/1906 *Ottawa Journal* *Winchester* *Smiths Falls*

Frost and Wood plant destroyed by fire.

09/02/1906 *Renfrew Mercury* *Kingston, Gananoque and Perth El* *Arnprior*

From the Arnprior News. Still they come. The Kingston, Gananoque and Perth Electric Railway Company will apply to the Ontario Legislature at its next session for authority to extend their line from the village of Lanark to Arnprior. This town will become a great railway centre when all the projected lines to pass here are completed.

09/02/1906 *Ottawa Journal* *L'Orignal* *Ottawa*

New Railway for Ottawa

Great Northern to come here this year.

W. MacKenzie of Mackenzie and Mann who is in the city today says that the Great Northern will reach Ottawa in the fall of this year. The road is now built to Hawkesbury and surveys have been made along the Ottawa River to this city. It is his intention to do considerable railway building in Ontario during the coming summer.

13/02/1906 *Ottawa Journal* *Montreal and Ottawa*

Canadian Pacific Co. purchases for their canal bank entrance.

List of property already bought and to be bought.

Seized four electric cars.

Miss Dodd springs surprise on company

Sherriff Sweetland has seized three streetcars and a repair car belonging to the Ottawa Electric Railway Co. to satisfy the judgement of the High Court sustained by both the Divisional Court and the Court of Appeal, for \$1,200 in favour of Miss. Theresa Dodd of this city.

It is not supposed for a moment that the defendant company is unable to liquidate the judgement, but the action was taken presumably, to forestall the intention of the company to carry the matter to the Supreme Court of Canada.

The cars are seized and held for sale at 11 a.m. Saturday Feb. 24 at the Railway Company's sheds at Albert Street and notice to that effect is posted in the sherriff's office at the Court House. The cars are No. 45, 24 and 26 and repair car No. 10.

In this case, Miss Dodd, music teacher, was injured by a fall from a streetcar. She claimed damages and won her case on two appeals. The Electric Company declared its intention of appealing to the Supreme Court, but Miss Dodd, a lawyer, has evidently determined not to wait.

22/02/1906 *Ottawa Journal**Ottawa Electric*

Stay in Execution Ordered in the Case of Miss Dodd against the Ottawa Electric Railway.

Sale postponed indefinitely and the way is now open for the company to appeal the judgement to the Supreme Court.

28/02/1906 *Ottawa Journal**Montreal and Ottawa*

D. M'Nicol of the CP outlines company's plans.

If proper facilities are not given at the Central Station a new line will be built to the Union station via south of the city.

More.

Would construct a line round the south end of the city to Dow's Lake and run all its through trains directly over it to Union station. To near the Exhibition Grounds to connect with the CPR near Dows lake.

...

Would like to see removal of the coal sheds near Ann street..These had been placed there simply to block the O&NY.

16/03/1906 *Renfrew Mercury**Kingston (CP)**Wilbur*

The K. & P.R. train on Tuesday was longer and heavier than usual - having a lot of settlers' effects - and not pulling up at Wilbur until the station was passed, an impatient passenger jumped. He missed his footing and moved back toward the moving train. Although he managed to keep his body from under the wheels, the tops of the fingers of one hand were crushed beneath the wheels.

23/03/1906 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs*

The C.P.R. have begun work upon their new dairy building and poultry houses at Caledonia Springs. These buildings will be rushed forward as rapidly as possible and will be in operation this year. Some thoroughbred poultry stock is already on hand.

02/04/1906 *Ottawa Journal**L'Orignal**Rideau River*

Employees of the Grand Trunk Railway and surveyors of the Canadian Northern Railway came into clash Thursday on GTR property near the Rideau River and matters had a decidedly interesting look for a while. Constable Joseph H. Butler, who looks after the interests of the Grand Trunk at the Central Depot took a prominent part in the affair, and the whole thing ended up in the Canadian Northern men having to temporarily suspend their work.

It appears that a party of civil engineers of the Canadian Northern were on the Grand Trunk's right of way surveying, it is said, for a proposed line for the Canadian Northern from Hawkesbury to Ottawa. They were noticed by a gang of section men employed by the Grand Trunk, and not being recognized as being employees of the Grand Trunk they were questioned as to their right to be on the property.

No authority to be on the GTR. Continued to work. Constable Butler went to the scene but verbal efforts on his part seemed to be of no avail so he quietly walked over to the Canadian Northern's outfit, tipped up one of the legs of the sighting machines and that put the sights askew, making further work somewhat difficult.

CNoR allowed to survey the next day.

06/04/1906 *Renfrew Mercury**Chalk River**Almonte*

From the Gazette. A gang of track-layers is at work on the C.P.R. replacing about three miles of steel rails now on the track with heavier ones. The old ones are seventy-two pounds to the yard and the new ones eighty. This is being done at stations where there is heavy traffic and much shunting.

Considerable trouble has been experienced this winter by the C.P.R. with breaking rails, no fewer than forty-two such having had to be replaced in the Ottawa division. One was broken a week or so ago beyond the tenth line crossing, which evidently had snapped when a heavy train was passing over it.

This also contained some useful diagrams..

C. P. R. ENTRANCE ISSUE CREATING WIDE INTEREST

Ald. Champagne to Move To-night To Rescind Council Action.

There Will However be Strong Opposition to Such Move as Council is Called to Dispose of Reconsideration Motion Only.

Reason for Motion to Rescind.

The special meeting of the city council to-night called to dispose of Ald. Champagne's motion of reconsideration of the vote of Friday evening in favor of sending the city solicitor to oppose before the railway commission the application by the C.P.R. to cross Waller street on its present level crossing is arousing keen interest throughout the whole city. It is not believed that a motion to reconsider will carry as this requires 13 votes, a majority of the whole council and only 12 voted at last meeting in favor of the C. P. R. application going unopposed by the city.

Possibly on this account Aid. Champagne has filed another motion. This is to rescind the vote, and if this is presented and voted upon a bare majority of the council present, provided there is a quorum, can carry it.

Ald. Davidson is out of town and is not expected back until to-morrow. This would leave the parties 12 for rescind and 11 against provided they voted along the lines of Friday evening. In this case the mayor would likely vote nay and leave it a tie, thus defeating the motion. There is, however, strong opposition to allowing a motion to rescind to be introduced at all. According to the rules of order at a special meeting called for a specific purpose nothing but the business mentioned can be taken up. This meeting was called to dispose of Aid. Champagne's notice of reconsideration and if any other motion is introduced the point will at once be raised as to whether it is in order or not.

Whether the city as a corporation oppose the C.P.R. entrance on the Nicholas street level or not some of the St. George ward ratepayers will do so. Legal talent on their behalf has been already engaged.

The application will be heard at eleven o'clock to-morrow morning before the railway commission. The formal application asks for the right to construct, maintain and operate five tracks across the Southern end of Waller street.

The Improvement commission has already passed a resolution opposing entrance on this level and has forwarded it to the railway commission.

Engineer's View

The following letter written by the city engineer to the Board of Works November 1 last will show why the Board of Works opposed the entrance of the C.P.R. on the level of Nicholas street:

To the Chairman and Members of the Board of Works

Gentlemen - In compliance with your instructions to report upon the application of the Canadian Pacific Railway Company for the right to divert the southern end of Nicholas street for the purpose of bringing their tracks along the west side of same and on the same level, would say that such an arrangement will seriously interfere with the proposed bridge at Somerset street, in so far that if Somerset street is carried over present tracks and the canal it can be built at the same approximate elevation as Laurier Avenue bridge, but should this application be granted the Somerset street bridge will require to be 21 feet higher. This would be unsightly and inadvisable in every way.

Further, I do not approve of the establishment of freight sheds and yards on the west side of Nicholas street and on the same level, but can see no objection to granting the privileges asked provided the tracks are brought in at the same level as the present tracks and a retaining wall built along the west side of Nicholas street.

Yours truly, Newton J. Ker. City Engineer

13/04/1906 Eastern Ontario Review

Montreal and Ottawa

Leonard

Struck by Train at Leonard

Man Caught While Driving Across The Track

A man named Eugene Lefaivre (sic) was run down by the Winnipeg west bound train at Leonard on Wednesday morning and killed almost instantly. He was gathered up and taken into Ottawa. An inquest will be held.

The "Citizen" gave fuller particulars as follows:- Etienne Lefebvre aged about 32, a well known farmer of Sarsfield, was struck about noon today at Leonard by No. 1 the westbound Winnipeg train, which left Montreal at nine-forty. He died a few minutes before the train reached Ottawa and Coroner Baptis will hold an inquest.

Lefebvre was crossing the track near the Leonard station, when the engine struck the outfit, knocking him to one side. When picked up Lefebvre was unconscious. He had sustained a fracture of the left thigh, two breaks in his left arm and internal injuries as well as bruises about the head. The train hands carried him onto the train and hurried to Ottawa. Lefebvre succumbed while the train was entering the city. He had not regained consciousness. The body was taken to Rogers morgue, Bank street and Dr. Bapris examined the remains. He will decide as to an inquest this afternoon.

About \$24 in all was found in the deceased's pockets as well as a number of letters addressed to "Etienne Lefebvre, Sarsfield". Lefebvre was a married man and had lived at Sarsfield, near Leonard, since he was a boy.

15/04/1906 Renfrew Mercury

Chalk River

Cobden

The old station here which has sheltered the C.P.R. staff and the public for many years is fast approaching the days when it will go into disuse as a depot. The new building is now completed and the painters have practically finished their work inside. The office is to be fitted with a complete outfit of new furniture and when this arrives and the telegraph instruments are put in the new station will be put into service.

16/04/1906 Ottawa Citizen

Renfrew

Carp

While shunting in the switch yard at Carp this morning, a car on the Grand Trunk west-bound way-freight left the rails and turned nearly crosswise on the main line. As a result, both of the morning passenger trains were delayed until the wrecking train and crew arrived from Ottawa and cleared the line which took over an hour. Practically no damage was done to the car or rolling stock, and the accident was due to the breaking of a switch frog. A large crowd of people from the village gathered around the scene to watch the men at work.

16/04/1906 Ottawa Citizen

Alexandria

The Grand Trunk special train consisting of the special car Violet, composite car Viceroy. Compartment car Osenia, one dining and one baggage car will arrive here Thursday morning and leave for Niagara Friday afternoon.

17/04/1906 Ottawa Citizen

Hull Electric

His Royal Highness and party left Ottawa at 11.20 for the links. Car no. 10 was newly decorated and fitted up specially for the trip and was quite attractive with royal blue upholstery and scarlet carpets. A large urn was in the centre of the car while all around were potted plants, cut flowers and foliage. Mr. W.B. Taylor was personally in charge, the conductor and motorman being Mr. John Lochlan and Mr. N. Séguin. The car had right of way to the links and the trip was made in less than twenty minutes.

Visit of Prince Arthur to Ottawa.

Party left Government House at 10 o'clock. They travelled by special street car 99 in personal charge of Mr. Thos. Ahearn and Supt. Hutchinson and run by motorman D. Duras and H. Hyndman.

The car ran out to Britannia where the visitors were delighted with the splendid improvements that the company have made in that popular resort.

Returning to Westboro they embarked at the old Skead's mill in two 35 ft. lumbermen's boats. Shoots the chutes.

On reaching the foot of the locks the party walked to the Post Office where the special car was waiting to take them back to Rideau Hall.

The prince was much impressed with the car arrangements and when he saw the car waiting at the Post Office he exclaims "Wonderful, really you have made splendid arrangements for us".

...

The special car provided for His Royal Highness and suite was decorated with flags and in front and rear with the Royal Coat of Arms, carved and gilded giving the car a regal appearance which was greatly admired.

...

When Prince Arthur leaves Ottawa next Friday morning at 11 o'clock for Coteau where he will take the main line of the G.T.R. for Niagara, he will be drawn over the Ottawa division by one of the most powerful engines of the company. The iron monster, which now lies breathing in the roundhouse, is being thoroughly overhauled and dressed up for the state occasion, and when it is trotted out by Engineer Ferguson and Fireman Prindville of Ottawa and hitched to the Royal train it will look as bright as a dollar. The engine is No. 1,332 weighs 260,000 lbs and is capable of developing a speed of 80 miles an hour.

21/04/1906 *Ottawa Journal**Alexandria*

Description of Royal Train.

27/04/1906 *Renfrew Mercury**Chalk River**Haley's*

A large gang of men are working in the gravel pit at present. The steam shovel is expected in a few weeks.

01/05/1906 *Ottawa Journal**Renfrew**Bank Street*

Article and drawing "Brake Beam Dropped Down". See copy.

04/05/1906 *Renfrew Mercury**Eganville**Eganville*

From the Star Enterprise: On and after May 6th there will be only one train each way daily on the local C.P.R. branch. Such was the information conveyed this week in a letter giving a negative reply to the petition of local merchants and business men for a continuance of the present train service. After above date there will be no morning or evening train, and there will be less prospect of a new C.P.R. station at this point.

08/05/1906 *Ottawa Journal**Ottawa Electric**Britannia*

Development of Britannia after failure of Victoria Park near Hintonburg. Full article. Date may be wrong.

08/05/1906 *Ottawa Journal**Sussex Street**McTaggart Street*

McTaggart Street Yard. Residents wish City to prohibit the CPR from further using it.

A petition has been forwarded to the city council asking that the C.P.R. be prohibited from using McTaggart Street near its Sussex Street terminus as a shipping yard any longer. The petitioners claim that there is only twenty feet of street between railway track and the sidewalk and that there have been several narrow escapades of children from being trampled by horses; that in case of fire the brigade could not get near houses or hydrants; that bakers and milkmen refuse to deliver on said street; that waggons are left on the street all night and that much freight is being shipped there to the annoyance of the residents. There are eight signatories to the petition which will be presented to council to-night.

11/05/1906 *Ottawa Journal**L'Orignal*

Canadian Northern want to enter on street level - propose to cross nine streets. More.

11/05/1906 *Renfrew Mercury**Eganville**Eganville*

From the Leader: The Canadian Pacific Railway management have reached the conclusion that it is in their own and the public interest to continue the present trains service between here and Renfrew. This intelligence was conveyed in a telegram to the local agent, Mr. C. White, on Saturday morning last. The community as a whole, welcome the announcement, and now if this great railway corporation will rise to the occasion and build a handsome and commodious station wherein the travelling public will have protection from wind and storm, the action will receive the acclamation of an appreciative people. And again, let the combination car disappear from the service and in its place have a first class car with smoking compartment.

11/05/1906 *Renfrew Mercury**Locksley*

In the Legislature last week Mr. Dunlop was granted leave to introduce a private bill to allow the Pembroke Southern Railway to extend the road from Pembroke to Petewawa, the new Dominion military camp, a distance of 14 miles.

The premier spoke of the importance of the matter. If the railway was not extended it would be necessary for the Grand Trunk to tranship troops at Pembroke.

Under ordinary circumstances it would not be advisable to allow the rules to be transgressed but it was a Dominion matter and concerned the convenience of a large number of the militia. He read a telegram from the C.P.R., that it offered no objection. The new line, it was explained, would parallel the C.P.R.

Mr. Harcourt, for the opposition, interposed no objection, and the bill was read a first time.

12/05/1906 *Ottawa Journal**L'Orignal*

How CNoR plans to enter Ottawa. Plan - get copy.

22/05/1906 *Ottawa Journal**Renfrew**Bank Street*

There is a rumour going the rounds which is understood to be well founded that the Grand Trunk Railway will build a suburban station at the Bank Street crossing of the company. Also that the GTR freight sheds in the canal basin will be removed when the big new Union station is erected and that the space thus left will be used for extra passenger tracks and sidings.

More

Break Beam Dropped

The breaking of a brake beam caused the derailment of two freight cars on the Grand Trunk Railway crossing at Bank Street yesterday afternoon and for a while traffic across the street was to some extent impeded.

The accident happened about half past four o'clock. A freight train was shunting in the Stewarton yard and a short distance east of Bank Street a brake beam on one of the cars dropped down and dragged across the ties. Just as the car was going over the electric railway tracks at Bank Street the brake beam caught a wheel and off the track went the two cars. In leaving the rails they veered up endwise, the rear of one crashing into the front of the other. The train was extending clear across the road, but the prospective tie up of street traffic was offset some by the uncoupling of part of some of the other cars leaving sufficient room for the passage of vehicles over the crossing. The electric cars, however, could not get past the obstacle, but that was remedied by having the passengers transfer cars going east only as far as the GTR tracks and the cars beyond returning to the exhibition grounds.

A passenger train from Parry Sound came along and of course could not run in on the main line. It contained some passengers for Montreal and other points east, but these people did not miss their connections, for another engine and car on the far side of the derailed cars took them down to the Central depot.

01/06/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

Opens This Week

The C.P.R. management expect to open the big hotel at Caledonia Springs on Tuesday next (5/6). There are more applications for accommodation there this year than ever before. Many of the applications this year come from the West. Manager McGuire says that everything will be in the very best of shape for the opening.

Mineral Water Co.

A big mineral water merger has been effected and a number of Ottawans are interested.

The Canada Mineral Water Ltd., has been incorporated and has acquired the lease of the Caledonia Springs and the Russell Lithia Spring. Plants will be erected at Caledonia Springs so that dealers in Canada and the United States can be supplied with both Caledonia and Russell Lithia water bottled at the springs. Last year there were 180,000 dozen sold.

01/06/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. work train has been here this week.

13/06/1906 *Ottawa Journal* *Alexandria*

Grand Trunk asks leave to expropriate - yard property inadequate.

13/06/1906 *Athens Reporter* *Westport* *Crosby*

The worst storm in many years struck last night. Much damage was done by flooding. At Crosby the roadbed of the B&W was washed out.

14/06/1906 *Chesterville Record* *New York Central* *Crysler*

The Sunday schools of Dominion and McLeod Street Methodist churches of Ottawa held their annual picnic in Crysler on Saturday. A special train left Ottawa at 9 o'clock in the morning and returned leaving Crysler at 7 o'clock in the evening. There was a large turnout of scholars, parents and friends of both churches, and the day was most pleasantly spent. A feature of the sports was a league baseball game in which McLeod street beat the big church by 17 to 2. The two Sunday Schools had separate programs of sports.

15/06/1906 *Renfrew Mercury* *Renfrew* *Renfrew*

The Grand trunk station is being improved. Last week, the Renfrew Electric Company was instructed to wire the station for the electric light.

22/06/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

Ridgville

Some of our young men were employed this week hauling potatoes to Pendleton Station, where Mr. Byrnes is loading a car.

26/06/1906 *Ottawa Journal* *Ottawa Electric* *Rockcliffe*

Soldiers threaten motormen with being thrown into the river. Service to Rockcliffe Ranges - not being in time for the last car. Hutcheson threatens to withdraw service altogether.

28/06/1906 *Chesterville Record* *New York Central* *Berwick*

Several from here took in the excursion to Ottawa on Wednesday.

29/06/1906 *Ottawa Journal* *Kingston (CN)* *Kingston*

Italian Riot at Kingston

[Over 100 navvies employed by GTR strike for higher wages at Kingston Outer Station, not transcribed]

30/06/1906 *Ottawa Journal* *Ottawa Terminal*

Ottawa - A Railway Centre. Big article with pictures of officers.

05/07/1906 *Chesterville Record* *Ottawa Electric* *Finch*

A large number took part in the Sunday School excursion to Britannia on the Bay. Some 150 tickets being sold at this station. (Finch)

06/07/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Navan*

A negro was arrested here early on Thursday morning on a charge of attempting to stab the C.P.R. agent at Navan station. He has not yet been tried.

06/07/1906 *Athens Reporter* *Westport* *Athens*

A special train carrying about 100 persons was run on the B&W Railway to the funeral of Philip Slack, Athens. His only son Alden is mail clerk on the B&W

12/07/1906 *Chesterville Record* *Winchester* *Finch*

A train containing 60 new cattle cars, just out of the shops, passed through Finch, westbound, last Saturday evening.

19/07/1906 *Chesterville Record* *L'Orignal*

Ground will be broken tomorrow on the construction of the Canadian Northern Railway system between Ottawa and Hawkesbury. The section to Rockland will be first undertaken and as soon as entrance to city is determined the other section will be gone on with. Mr. J.G. Schell M.P. for Glengarry, who has the contract, has divided up the work on the Hawkesbury - Rockland section, and sub-let it to six different parties, Glengarry men who are accustomed to sub-contract with him.

19/07/1906 *Chesterville Record* *New York Central* *Berwick*

The annual celebrations of the Orangemen of the county of Stormont, held Thursday in the village of Berwick was the biggest ever held in the county with the exception of that held in Cornwall eight years ago. Its success was largely due to the fact that the brethren of the district of the city of Ottawa had joined in the demonstration, bringing down a contingent of over 1,500 members of the order and their friends on the O&NYR

20/07/1906 *Eastern Ontario Review* *Central of Canada*

Surveys are in progress for a fourth line of railway between Ottawa and Montreal. The Central Ontario road, which was chartered last session, is making the trial surveys. The company has a charter for a line from Lake Huron to Montreal and the idea is to operate the road by electricity. The route now under survey from Ottawa to Montreal lies between the Grand Trunk (Canada Atlantic) and the Canadian Pacific.

20/07/1906 *Renfrew Mercury* *Chalk River* *Waba*

People living in the vicinity of Waba siding, the half mile stretch of track built half way between Arnprior and Pakenham by the C.P.R. to relieve congestion in the Arnprior and Pakenham yards, have petitioned the company to establish a flag station there.--

20/07/1906 *Eastern Ontario Review* *L'Orignal*

New Railways Through Prescott

Ground was broken on Monday, in connection with the construction of the Great Northern Railway system between Hawkesbury and Ottawa. The section to Rockland will entrance ? to the city is determined, be first attended to, and as soon as entrance to the city is determined, the other section will be gone on with. Mr. J.G. Schell, M.P., who has the contract, says that he has divided up the work on the Hawkesbury-Rockland section, and sublet it to six different parties - Glengarry men who are accustomed to sub-contract with him. There is no difficulty in getting navvies, and operations will be rushed, so that early next year another road will be enhancing the status of Ottawa as a railway centre.

Alfred

The Canadian Northern Railway is now buying a right of way through this township, and is now at St. Thomas d'Alfred. They are going to work right away.

23/07/1906 *Ottawa Journal* *Ottawa Terminal*

Ottawa's Efficient Railway Conductors - Article.

24/07/1906 *Ottawa Journal* *Canadian Pacific*

Ottawa's oldest railway conductor - C. Spencer of CPR - 40 years service.

25/07/1906 *Ottawa Journal* *L'Orignal*

New line to Ottawa shorter than the CPR. Fast service.

26/07/1906 *Chesterville Record* *New York Central*

The New York and Ottawa Line will run an excursion to Ottawa on their line on Monday Aug 6th when Barnum and Bailey's Circus will appear in Ottawa. The train will arrive in Finch at 8.04 a.m. return fare \$1.75. Returning train leaves Ottawa at 6 p.m. Tickets good until Tuesday August 7th.

This also appears in the August 2 edition.

27/07/1906 *Eastern Ontario Review* *L'Orignal*

Work is now in progress on the new Great Northern Railway between Ottawa and Hawkesbury.

Mr. McKeown, of Maxville, has the contract for the work between Hawkesbury and L'Orignal. Mr. Kippen, also of Maxville, has the contract for five miles west from L'Orignal.

Both of these sub-contractors have men at work, and are under instructions to rush it as rapidly as possible.

This means that we will soon have railway connection with the County Town.

It also means a great deal to the County of Prescott, as there will be a big effort to induce the railway people and the government to unite and put a passenger bridge in connection with the big railway bridge over the Ottawa at Hawkesbury. This could be done at small cost, and would be a great convenience to all these counties in Eastern Ontario and Quebec.

28/07/1906 *Ottawa Journal* *Other*

Skilled men who pilot the engine.

01/08/1906 *Victoria Daily Colonist* *Lachute*

Freight Trains Collide

In a collision between two C.P.R. freight trains at St. Rose, North Shore line, John Broom of Ottawa, engineer of the eastbound train was killed. A misplaced switch was the cause of the wreck.

17/08/1906 *Renfrew Mercury* *Eganville* *Dominion Rock Products*

From the Star-Enterprise: Mr. J.A. Jamieson of the Renfrew Lime Works, was in Eganville yesterday making preparations for opening the limestone quarry east of town, purchased by him last spring from Mr. Jno. Jones. A C.P.R. engineer was also there running the lines for a siding which will shortly be put in at the quarry. Mr. Jamieson informs us that a gang of men will be sent up this week to commence quarrying and one lime kiln will be built in the early future, with a probability of a second one at a later date.

22/08/1906 *Athens Reporter* *Westport*

Mr. S.S. Nevens, agent at the Athens B&W station has been sent to Bellamy's and Mr. J. Myers has taken his place.

23/08/1906 *The Equity, Shawville* *Beachburg*

The engineers of the C.N. railway are now engaged in preliminary survey work on the proposed line along the front of this county-- the staff was at Bristol Corners last week. More.

24/08/1906 *Ottawa Journal* *Renfrew* *Bank Street*

GTR purchasing land for Bank Street subway.

24/08/1906 *Ottawa Journal* *Alexandria*

GTR taking levels in the yard near Central depot. No decision yet on station.

24/08/1906 *Eastern Ontario Review* *L'Orignal* *Lachute*

The trestle work of the Canadian Northern at Lachute was burned this week.

31/08/1906 Renfrew Mercury Chalk River Renfrew

There is a rumour about town that the C.P.R. is going to change its route on the east side of the town so as to avoid the heavy grade which causes them a great deal of trouble with their heavy trains. There has also been some talk of the G.T.R. also changing its route somewhat, to allow them to lessen the curves and the heavy grade that is in their line from the station to the Exhibition grounds.

31/08/1906 Eastern Ontario Review L'Orignal Alfred

Mr. W.P. McAlpine has taken a contract for the grading of several miles of the new railway in Alfred Township

31/08/1906 Eastern Ontario Review Vankleek Vankleek Hill

No More Free Rides

There will be no more free bus rides between the town and the Grand Trunk station.

This week the Grand Central and Windsor Hotel Proprietors agreed to withdraw their bus service and let one union bus do the business.

Mr. Dumas has purchased the bus of the Grand Central and the bus team from the Windsor and will handle the passengers from both hotels.

This will be a great financial saving to each of the hotels as the bus business of each house was a free business and a costly one.

The fare to be charged will be ten cents. Mr. Dumas is entering into a three year contract.

07/09/1906 Renfrew Mercury Eganville Dominion Rock Products

About five o'clock on Friday evening the fire bell rang. The reels went up town - to the Jamieson lime kiln, where the high wind had carried fire into the wood piles surrounding the kilns. Mr. Jamieson had expected to put the fire out with his own employees alone; but someone else saw the dense smoke and gave the alarm, with considerable possibilities in it, but the brigade soon had the fire out.

08/09/1906 Ottawa Journal General

The Men who keep the engines in repair

Article on Ottawa locomotive foremen.

10/09/1906 Ottawa Journal Renfrew Bank Street

The Bank Street subway which has just been made ready in time to have the crowds for the Central Canada Exhibition properly handled. This work has been necessary for years and will prove a boon. Includes a photograph looking from the south.

10/09/1906 Ottawa Journal Montreal and Ottawa Rideau Roundhouse

Engine backs through a wall

Is now on rocks back of roundhouse.

At the Rideau round house of the Canadian Pacific railway at Hurdman's Bridge, this morning an engine broke through the back of her stall and almost into the water. The round house is slightly elevated to bring it on a level with the main line tracks and the big engine fell a few feet. She is sitting upright on the rocks and the wrecking crew is jacking her up to put rails under her. The accident happened about 7 a.m. The men had lighted her fires and not noticed that the throttle was slightly open and the lever set off the centre. When steam accumulated it found its way into the cylinders and the engine backed up, plunging through the rear wall. The steam failed before she reached the water.

Tuesday September 11. Engine again on track.

There was a gang of men working all day yesterday and all last night at the C.P.R. Rideau Round House, where engine 209, used on the short line, had broken through the back of the round house and almost stood on end on the bank of the river. The engine was again on the tracks. Engineer Ingram, who was in charge of the engine, could not stop it on the incline into the round house.

10/09/1906 Ottawa Journal Renfrew Renfrew

Accident near Renfrew - see accident file.

14/09/1906 Renfrew Mercury Renfrew

The Mercury editorial pointed out that the GTR trains do not run as punctually as CAR trains did and there were more run-offs and smash-ups. Two Sundays ago, the wrecking trains from Ottawa came up to clear a freight train wreck and last Sunday it came up to correct a rear-end collision. The latter produced a spectacular wreck with a smashed engine, bent flat cars and upset coaches. The wrecking train crew worked all night and the track was clear for the morning express to go through on time.

21/09/1906 Renfrew Mercury Tramway Barrys Bay

Frank Rozak was killed at Barrys Bay on Saturday 1st. Inst, while working on the tramway of a mill. It was proposed to investigate the cause of death but no action was taken.

05/10/1906 Renfrew Mercury Chalk River Carleton Place

Carleton Place Canadian: The old repair shops at the depot are being pulled down. They had survived their usefulness, being relics of the Canada Central, and of those ancient days of McKinnon, Eastman and others.

05/10/1906 Renfrew Mercury Renfrew Madawaska

From Pembroke Observer: Evidently it is the intention of the Grand Trunk Railway Co. to build up the village of Madawaska. For some time past rumours have been current that the divisional point was to be removed from Madawaska to Barry's Bay, but the present action of the G.T.R. is allaying the fears of the villagers of Madawaska in regard to such a move. A gang of one hundred and fourteen men, besides several teams, are now engaged in the construction of a new concrete roundhouse near the site of the old building of five stalls, which has been inadequate to fulfil the demands of the increased traffic.

Gilmour Hotel wall falls into street.

Collapses just as street car on Bank Street is passing the ruins. The car is demolished and five persons are seriously and two probably fatally hurt. Conductor and Motorman both among the injured.

The skeleton walls of the burned Gilmour Hotel fell this morning smashing like an egg shell electric car 45 of the Gladstone Avenue line.

The motorman and conductor and three passengers were more or less seriously injured. One passenger is likely to die.

The injured are:

WILLIAM CAMPBELL contractor, Hintonburg, skull probably fractured and badly injured about the body - will likely die.

MRS NELLIE THOMPSON widow, 57 Monroe Street, injured about the head and body.

CONDUCTOR TOM MCCABE badly cut about the head and hands.

MOTORMAN HARRY LYNCH knee cap fractured and cut about the head.

CITY FIREMAN POTVIN probably fatally injured internally. Not expected to live.

IN A GALE

The walls went down just about quarter past seven, while the westerly gale that prevailed at that hour was at its worse.

The electric car was going past the ruins southerly towards Gladstone Avenue when the crash came. The wind caught a corner of the ruins which ran around into Gilmour Street and tore it away like paper. The fall of the angular corner piece carried with it the front walls on Bank Street. In less time than it takes to tell, practically the whole of the front wall was down on the street and under the mass of debris lay the wreck of an electric car with five injured inside.

It was a pitiable sight that scene after the wall fell. It did not seem as if any one could come alive out of the wreck, so badly was the car smashed. A telegraph pole that had stood near the corner lay across the wreck of the car, completing the appearance of disaster.

But in a very few minutes a crowd had gathered and willing hands were at work getting the victims out of the debris. The motorman and conductor were carried into Dr. Beaman's office on Gilmour Street, near Bank Street, the others were carried into Watson's Drug Store at the corner of Gilmour and Bank streets where they were carefully tended until the hospital ambulances arrived.

MIGHT HAVE BEEN WORSE

While the results were bad enough in all truth they might have been worse. The accident happened to a car that was going up Gladstone Avenue. At the hour going up it was naturally not full. Fireman Potvin from no 8 station who lives on Bell Street was on his way home to breakfast; Mrs Thomas was on her way home from market. Contractor Campbell was going that way on business. Had the walls fallen on a car going toward the city many more people would have been injured as all city going cars from Mount Sherwood from 7 o'clock to 9 o'clock are crowded.

MOTORMAN'S STORY

Motorman Harry Lynch was found by the Journal in Dr. Beaman's surgery where he was heroically standing the intense pain of the setting of a broken knee. He was apparently suffering severely, but spoke to those around about the accident. He said:

"We got no warning whatever. We were just about the middle of the ruins when we heard a noise and saw the walls coming. There was no time for escape. In another second we were crushed."

"Were you running fast?" was asked.

"About our usual speed. I wish," he added, "we had been going twenty miles an hour. We might have got clear if we had."

Mr. Lynch added that it was their third trip past the ruins this morning and he had not thought of any mishap.

Conductor McCabe was suffering too severely to talk.

More.

A peculiar feature of the accident is that while the car was smashed into kindling wood, the door on the front of the car remained intact, even to the large sheet of glass which was not cracked.

More.

Note: report of the burning of the Gilmour hotel is in the Saturday September 15 edition.

The four new cars recently built for the Hull Electric Railway are of a decidedly handsome design and finish and will add considerably to the rolling stock of the road.

The cars are each 50 feet long and contain 28 cross seats with an aisle down the center, and there is seating capacity for 56 people. All the seats are covered with ratan with a view to additional cleanliness. The interior of the cars is finished in mahogany and the headlining is birds eye maple. Instead of moulding and carving for ornamentation purposes, the cars are severely plain. The mahogany is laid out in panels by means of inlaid wood lines, birch, ebony and birch. They are also provided with parcel racks for the convenience of passengers.

This is an innovation in so far as electric cars in this part of the country are concerned. Likewise there are patent ventilators. The air brakes are of the latest design of the Westinghouse company and the electric trucks are of the latest idea, turned out by the J. G. Brill Co. of Philadelphia. The cars have also a Peacock brake as an auxiliary. This is a powerful hand break.

The cars when loaded weigh from 30 to 49 tons each. Each car is equipped with a Syracuse changeable headlight and an oil at the rear, the same as on the passenger trains. The motor equipment also is of the latest make, the motor being the Westinghouse 101B.

Forty miles already built of C.N.R. line between Hawkesbury and Ottawa.

Mr. D.D. Mann, of MacKenzie and Mann, was in the city today. Seen by your correspondent, ...

"How is your work in Quebec and Ontario getting along?"

..."About forty miles of the road between Hawkesbury and Ottawa is built and once the Capital is reached we will have a through line between Ottawa and Quebec..."

The annual report of the Brockville & Westport railway shows the company to have had the most successful year in its history. The earnings were \$59,318.99, while the cost of operating expenses were \$29,748.85.

From the Arnprior Watchman, Sand Point correspondent: The McKenzie and Mann surveying party at Portage du Fort have located the ground to build their new railway depot and yard. The Portage du Fort people are jubilant over the almost sure prospects of having at long and at last a real railroad. The surveying party leaving Portage expects to meet on their way down another party at Bell's Corners coming up.

Work at the Jamieson lime quarry is progressing steadily though some difficulty is being experienced in securing laborers. The large derrick has been placed in position and the men are engaged at present on the foundation of a dwelling house for the foreman, Mr. George Barnes, which will be erected this fall opposite the residence of Mr. R.T. Conlon. As soon as the foundation is finished the construction of the lime kiln will be commenced.

The eastern division of the C.A. Ry. from Ottawa to Rouses Point is being re-ballasted.

24/10/1906 *Ottawa Journal* *Ottawa Electric* *Gladstone Ave*

Electric car No. 42 jumped the tracks last night at the corner of Bell street and Gladstone avenue. more.

25/10/1906 *Ottawa Journal* *Ottawa Electric*

Proposed route of Cemetery cars. Includes a map.

25/10/1906 *Ottawa Journal* *Hull Electric*

Cars too high to be used. New Passenger carriers of Hull Electric Railway may have to be Changed.

A peculiar quandry besets the Hull Electric Railway Company, in connection with their beautiful new cars. Four of them are ordered, one of them is finished and the others nearly so, but they are too high.

The westbound track crossing the Interprovincial Bridge passes under the main line of the C.P.R. track which goes off the bridge on to the high trestle but the span over the roadway is too low to allow the new cars to pass under. One of the new ones, No. 4, was tried recently and it was run into the station between Sappers and Dufferin bridges all right but going back to Hull it was found it could not go under the railroad track. Thus the matter stands, and either the cars must be altered or the roadway lowered.

26/10/1906 *Eastern Ontario Review* *Alexandria* *Glen Robertson*

Sad Death on the G.T.R.

Mr. Homer Taylor of Montreal, a dealer in railway supplies was killed Saturday morning (20/10) by a fall from the rear end of the Canada Atlantic Express between Ottawa and Montreal.

Mr. Taylor was returning from a business trip to the Capital. At Alexandria he disembarked from the train and walked to the refreshment room where he partook of a light luncheon. While Mr. Taylor was yet in the restaurant the train started. Running from the place he found himself opposite to the last car. This was the parlour car. Mr. Taylor took hold of the rail and found footing on the step, but when he tried to open the door he found himself unable to do so, the platform trap inside being down and preventing the opening of the door.

No one aboard the train noticed Mr. Taylor's precarious position except for a man on the station platform at Alexandria, who warned him of the water tank. Mr. Taylor heard the warning and held himself closer to the car to avoid being crushed.

As the express commenced to speed at the rate of about sixty miles an hour Mr. Taylor's position became more precarious, but he hung on. Not until he was there about ten minutes was he discovered, and then by a passenger who noticed him when he walked to the rear end of the car. Not understanding how to operate the vestibule door the passenger rushed into the car and notified the porter to hurry back to pull up the trap and open the door. Just as the frame swung inward, offering an avenue of escape for Mr. Taylor, the latter swayed, lost his hold, wavered on the steps for an instant, and just as the porter tried to grab him, he fell and was dashed on the roadbed, the porter and the passengers watched the last of the tragedy.

The train was stopped and backed towards the spot where the victim fell, but he was dead from a crushed skull when the trainmen picked him up. The scene of the accident was two miles from Glen Robertson..

29/10/1906 *Ottawa Journal* *Prescott*

Funeral of Mrs. H.B. Spencer. Special train from Union Depot to Prescott.

29/10/1906 *Ottawa Journal* *Hull Electric*

Four new cars of the Hull Electric - full details.

02/11/1906 *Renfrew Mercury* *Renfrew*

RENFREW CASE AGAINST THE GTR The Cumming Co. of Renfrew started its case against the GTR Mr. Cumming was cutting logs at Brulé Lake in Algonquin Park and shipping them to Renfrew at \$9 a thousand feet, while Mr. Booth was shipping for \$2. The GTR lawyer pointed out that Mr. Booth could set his own rates - high, to benefit the railway, or low, to suit the lumber interests - while Mr. Cummings was given the rates before he started shipping.

09/11/1906 *Renfrew Mercury* *Beachburg* *Chats Falls*

From the Armprior Chronicle: Engineer Hughes and party arrived in town on Monday to do some location work for the Canadian Northern R'y Co. at the Chats rapids. It has been definitely decided, Mr. Hughes says, that this section of the new transcontinental line shall cross the Ottawa at the Chats rapids near Fitzroy Harbour and recross the same stream at Portage du Fort and run up thorough Westmeath, which fine farming township as at present without a railway. Thus Carleton Place, Almonte, Armprior and Renfrew are to be given the go-by, as had for some weeks been expected here. --

21/11/1906 *Athens Reporter* *Westport*

A special train will be run on the B&W on Wednesday for the High School Commencement.

23/11/1906 *Eganville Leader* *Renfrew*

At Canoe Lake, Algonquin Park, on the Canada Atlantic division of the Grand Trunk, a short train ran head-on into a stationary freight early Saturday morning. The crews jumped but Maurice O'Connell, the fireman of Ottawa, failed to get clear of the engine and was seriously injured. He was taken to Ottawa. The engines were considerably damaged. Lemkay)

05/12/1906 *Athens Reporter* *Westport*

A special train ran last Friday evening to the closing services of the Crossley and Hunter evangelistic services in Brockville. During their stay it is said 600 persons were converted, and collections totalled \$800.

07/12/1906 *Eastern Ontario Review* *Waltham* *Deschenes*

The power plant of the Capital Power Company at Deschenes was Monday disposed by public auction to the C.P.R. for \$240,000. There were two other bidders, A. Harvey for \$216,000 and Sun Life for \$105,000. The purchase of the Capital Power Company's plant by the C.P.R. indicates that the company proposes at an early date to experiment in the electrification of railways. The line chosen for this purpose would be the Pontiac & Pacific Junction Railway, which runs through Aylmer and Deschenes into Ottawa. For some time past the C.P.R. have been considering the question of experiments along this line but they have been awaiting the results of the New York Central and Pennsylvania Railways.

07/12/1906 *Renfrew Mercury* *Beachburg*

From the Carp Review: Mr. Hughes and his staff of engineers finished their work for the Canadian Northern Railway in the Carp section the first of the week. Their division, between Hawkesbury and Pembroke, is now finished and the route laid out. The railway will cross the G.T.R. below South March station about two miles, and will strike that village running along Lake Constance to Dunrobin. From there it will continue between 2nd and 3rd line to the English church on 2nd line of Torbolton, about a mile from Woodlawn, where a station will be built. From there it will cross the town line between Torbolton and Fitzroy, and a station for Fitzroy Harbor will be built about lot 13 on the forced road to Galetta being about a mile and a quarter from the Harbor. There it will cross the Ottawa river at the foot of Chats Lake. It is not expected that any changes will be made in the above unless it is to run the line a little closer to Fitzroy Harbor. It will be a couple of years at least before this portion of the road is built, as the company are at present looking to their interests in the west. Mr. Hughes has let for Toronto where he will be engaged in the survey of that division.

08/12/1906

Ottawa Journal

Sussex Street

McTaggart street

Ald. Gauthier has met with Mr. H.B. Spencer and with him looked over the yards off McTaggart street and examined residents' complaints. Since that time there has been no work done by the C.P.R. on this street at all. and Mr. Spencer informed Mr. Gauthier that this state of affairs would continue. In the spring it was intended by the company to put in more tracks in the yards and use McTaggart street simply for entry and exit to their yard. There is however a bigger scheme on the table. The C.P.R. now owns considerable property on both sides of McTaggart street and the company intends to acquire if possible all this property and close up the street completely. This would give the company a large yard and do away with any complaints such as have been made over the use of this street.

11/12/1906

Ottawa Journal

Hull Electric

Deschenes

Motor man's leg crushed
Pierre Clement Meets with Painful Accident
He may lose his right foot
Was entering the car shed of the Hull electric company at the Deschenes

Pierre Clement age 38 an old and experienced motorman of the Hull Electric Railway, had his right foot smashed and was otherwise seriously injured in a collision between his car and a sweeper at the Deschenes powerhouse last night. He was at the controller of one of the new cars, no 26, and at the switch on the east end of the discussion station, an electric sweeper was being taken on to a siding to clear the main line. It appears that the motor man, Clement, did not gauge the distance right, and when he applied the air brakes, his car had too much momentum. The collision resulting, smashed the vestibule of his car, catching him in the debris, and a half dozen passengers were badly frightened, but not at all injured.

Clement was brought to the city and taken to the Protestant hospital at once, and Dr. J. G Scott was called. Under his care the patient was rendered comfortable, but the right foot had to be amputated. Dr. Scott is not too sure of being able to save the left limb, but will spare no pains to do so.

The accident happened about 11 last night as Clement's car was the one that left Ottawa at 10:30 p.m. The damage to the new car was confined to the front vestibule, which being chiefly of softwood, will not be costly. Some woodwork about the sweeper was smashed.

Mr. W.R. Taylor, superintendent of the Hull Electric, speaking to The Journal, said that it is strange to the employees and officials how the accident should have occurred, as the spot is well lighted, and both sweeper and car were equipped with head and rear search lights.

Clement is a married man with a small family, and his home is in Almer.

14/12/1906

Renfrew Mercury

Renfrew

Renfrew junction

--a G.T.R. freight train cutting through the K. & P.R. mixed at the Junction. The evening G.T.R. express had gone past the Junction. The K. & P.R. mixed thereupon started to cross the diamond. And the G.T.R. freight, which had closely followed the express, dashed into it. The condition of the atmosphere had obscured the mixed from the GTR engineer's view: and the swinging of the K. & P.R. beakeman's lantern (meant for the K. & P.R. engineer) the G.T.R. engineer mistook for his signal to go ahead. He did go ahead, and his engine cut a K. & P.R. car clean in two; and knocked down a little house by the side of the track. The G.T.R. engine was ditched and the tender thrown across the track. This was Friday night and, as the wrecking train was away up the line, it was Sunday afternoon before the line was clear for traffic.

14/12/1906

Eganville Leader

Renfrew

Renfrew Junction

GTR WRECKS:-The Leader laments that 'the daily wreck' is now common on the GTR. Where, under J. R. Booth's direction, trains were so regular that you could set your watch by them, now delay and wrecks were common. It was thought that these conditions are the result of labour difficulties. What the GTR pays for section men is much less than what the lumbermen regularly get. The job is lonely and living expenses are high, so that men sent up the line quickly drift away. So there becomes a condition in which the track goes bad, and the way paved for expensive accidents. Possibly if the GTR management knew of the reason, it might be remedied, but with these big corporations there grows up such a system of red tape that it will probably be next mid-summer before it filters to the proper officer what needs to be done.

14/12/1906

Renfrew Mercury

Locksley

Locksley

A bridge over a marsh about three miles south of Locksley, through the effect, probably, of frost, yesterday afternoon heaved to one side slightly. Three sections of the timbers gave way, and the structure was left in a badly dilapidated condition. But a short while before, the local from Golden Lake had passed safely over, nothing at that time being noticeably wrong. The freight train from Ottawa, which came along shortly afterwards, was stopped in time to avoid a bad mix-up. The outgoing local and the Ottawa passenger exchanged passengers and baggage at the scene of the breakdown. The Grand Trunk can thank the men on the freight for detecting the mishap to the bridge in time to avert a smash-up, this saving them a bill of damages and averting possible loss of life. Pembroke Observer.

21/12/1906

Renfrew Mercury

Chalk River

Waba

A new over-head crossing is being built by the C.P.R. where the line crosses the road leading to the Waba bridge. Among the equipment are a steam crane and pile driver, it being their intention to do a substantial job.

24/12/1906

Lachute Watchman

Ottawa Valley

Ottawa Railway Co.

Dispute regarding the village of St. Andrews bonds

The Court of Review has confirmed the judgment of the lower court in the case of the corporation of the village of St. Andrews vs. William Owens and the Ottawa Railway Company. The company appealed from a judgment declaring that the plaintiff was entitled to the delivery of \$20,000 of its bonds. The plaintiff had voted \$10,000 bonus to any company constructing a railway from St. Andrews to Lachute. As security the company was to deposit \$20,000 first mortgage bonds. These bonds were to be returned when the conditions had been fulfilled. William Owens was accepted as trustee. The Ottawa Valley Railway Company bought the railway and exchanged the bonds originally deposited for a like amount of its own. It was alleged that the conditions of the by-law had not been fulfilled and it was asked that the bonds be delivered over to the plaintiff as its own property. The defendant Owens declared that he was ready to abide by the order of the court and asked to be relieved of all responsibility after having deposited the bonds in court. The judgment of the lower court so ordered and this defendant ceased to have any further interest in the litigation. The Company's pleas were rejected, the plaintiff proving that the operation of the road had been impossible owing to its not being completed within the specified time.