
New York Central

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The work of completing the grading north of Cornwall is in progress and it is expected the line will be ready for traffic by July. Owing to much of the work being done late last fall, a good deal of the work being done on it will have to be gone over, especially the embankments in the swampy places, to make the roadway secure. Brennan and Foster are at work on Cornwall Island and the operations south of the river will be begun shortly. The Soysmith Co., which has the contract for the foundations of the International bridge, has a staff at work preparing to finish the masonry. A large quantity of cut stone has been delivered on the north bank of the Cornwall Canal and derricks to handle it are being put up. It is intended to put in the piers for the swing bridge across the Cornwall Canal first, taking advantage of the water being out of the canal, and the work will be finished before the opening of navigation. The completion of the piers on the south channel and the building of those in the north channel will then be rushed through. It is expected the bridges will be ready for traffic towards the end of July.

"The O&NY," said President Hibberd recently, "was originally chartered as the Ontario Pacific Ry. with powers to build from Cornwall to Sault Ste. Marie by way of Ottawa. This charter lay in abeyance for 15 years. Two years ago the present management of the O&NY began making preparations for the extension of that line south to connect with the Delaware & Hudson at North Creek. Learning that a charter was in existence for a line to Ottawa and beyond, arrangements were made for the extension of the line to the Capital bridging the St. Lawrence at Cornwall. At the 1897 session of Parliament, in order to more distinctly mark the road as an Ottawa one, the name was changed from Ontario & Pacific to O&NY. Contracts were let at once for the construction of the line, including the bridge, and a short line from the present terminus of the O&NY at Moira to the bridge. This work has progressed to an extent that leaves very little work to complete the line from Ottawa to Cornwall. Work on the bridge was stopped for the winter, but will be pushed on with vigour in the spring and will be completed by July 1. Several piers, those in the US channel and the two abutments are finished and the iron and steel work is on the ground ready for erection as soon as the weather opens.

"The construction of the link south of Tupper Lake and North Creek will be continued next summer. The line to be followed through the Adirondacks is an unusually favourable one for a mountain road, the grades, with the exception of 1 section of 10 miles, not exceeding 1% and the curvatures being light. The line follows the waters of the St. Regis and Raquette Rivers for the first 60 miles in the mountains and then, crossing a small divide, reaches the Hudson River, following that river and contiguous streams to its southern connection. This line will form the shortest route from Ottawa to New York - 415 miles - being 70 miles shorter than the present through car route.

"Spencer, Trask & Co. and Moffatt & White of New York City are the bankers who have formed a syndicate to build the road.

The directors of the company are not connected in any way with any other railway in Canada, nor is there any intention of consolidating with any existing road. It is proposed to operate the road as a distinctly Ottawa line for local traffic and also in connection with the GTR from Cornwall and the CPR at Finch and Ottawa and the other roads running north and west from Ottawa for the usual traffic interchange. The O&NY intends having an entrance to Ottawa entirely independent of the CAR up to the Deep Cut, and as the agreement with that Company only holds good until Sept 1 next you can readily see that not much time can be lost in completing the line at that point.

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A by law to bonus the workshops of the O&NY for \$75,000 was carried by the ratepayers of Ottawa early in January. Mr. Aldgate of New York, is the contractor for new steel bridge over the St. Lawrence at Cornwall.

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The contractors have about 50 men employed on the bridge across the Racket River. The stone for both piers is on the south side ready for use. The excavations on the south side are also made and ready for the concrete and the crushed stone and cement are on the ground. The iron for the Helena and Racket bridges has arrived at Moira on the O&LC Ry. and will soon be in place.

Chief Engineer F.D. Anthony has furnished us with the following particulars. The first shovelful of earth was moved August 23, 1897. When snow and frost shut the work down for the winter we had accomplished the grading and bridging of the 53 miles between Cornwall and the junction of the Canada Atlantic Ry. near Ottawa, and laid the track on it. From Cornwall south to Moira, NY, including Cornwall Island, something over 50% of the grading was accomplished, including the abutments and piers for the bridge crossing the St. Regis River. All this work is now being pushed to completion as rapidly as possible, ballasting of the track laid last fall included, over half of which is done. The St. Lawrence Bridge work was started last fall with the rest of the work, and the abutments and 2 of the piers in the south channel bridge were carried up above water. These two piers will be completed this week. The false work at this point is now going up, and the metal erection will begin this week. The abutments, foundations for viaduct approaches, and the piers for the drawbridge over the Cornwall Canal, are completed and preparations for the remaining 4 piers, which will support the cantilever span over the north channel of the St. Lawrence, are well under way. Balch & Peppard are the contractors for the road complete, outside of the big bridges which are being built by US firms. The construction company is called the New York & Ottawa Co.

As mentioned in our May issue, p. 68, track was laid last fall for 53 miles between Cornwall and the junction of the Canada Atlantic at Hawthorne, about 5 miles from Ottawa. On May 30, the Railway Committee of the Privy Council granted the company permission to cross the Canada Atlantic at grade near Hawthorne where connection will be made with the Montreal and Ottawa Ry. (CPR) over the tracks and new Rideau bridge of which Co. the NY&O will run as far as the deep cut, from which point the Canada Atlantic tracks will be used into that Co.'s station at the Canal basin Ottawa. The application for a grade crossing was opposed by the CAR, on the grounds that the large and increasing traffic of its line at that suburban point would render a level crossing dangerous. It asked that the applicant be compelled to make an overhead crossing. The Deputy Minister of Railways examined the site, reporting in favour of a level crossing, which the Committee ordered, stipulating that the NY&O should put in the best possible equipment, maintain signals, etc.

The St. Lawrence Bridge at Cornwall is being pushed with all possible speed. It will be 842 feet long over the north channel and 1,110 feet over the south channel, crossing from a point about a mile above the town of Cornwall to Cornwall island and from the south side of the island to the US shore.

The CPR and the New York & Ottawa have secured permission to use the Dominion Government land leased to the CAR and OA&PS and also the Central Station at the canal basin. The application of the CPR and the NY&O was based on the right to use the land as joint tenants with the CAR & OA&PS. These claims were argued at length & the Committee was asked to recognize the principles of their application and then the railways would get to work and settle the details of the agreement amongst themselves. The committee was also asked for an interim order allowing the two new railways the right to take possession, without prejudice to either party, the final settlement of the terms. On the other side it was claimed that Mr. Booth's roads should be treated as the primary tenants who take all the risks of the lease and that it was impossible to fix the terms as it is not yet known what will be the character of the business done. The Minister of Railways announced that the claim of joint tenancy could not be entertained. Mr. Osler added that he hoped it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Mr. Clark replied that it was dividends they wanted, not dignity. After considerable cross firing and persuasion on the part of Mr. Blair, Mr. Osler, on behalf of his client, said that the CAR would handle the trains of the two new roads. Mr. Blair urged him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do, but at length \$1,500 a month from each road was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. The matter will come up again before the Railway Committee on September 6, when the committee will fix the permanent rental, if the three lines interested do not come to an agreement in the meantime.

The following statement of the progress of the work was furnished us July 4:- The road between Cornwall and Ottawa is ballasted to within 4 miles of the Canada Atlantic junction. Grading between Canada Atlantic and the connection with the CPR's Montreal & Ottawa branch at Rideau River will be completed this week. Grading is complete between Cornwall and Moira, NY except the crossing of the O&LC at Moira and the erection of the two steel bridges at St. Regis and Racket River. Track laying will begin at Helena this week. On the St. Lawrence Bridge the masonry in the south channel is all completed and one span erected. On the north channel, the metal work of the north viaduct and the draw span is completed and the south viaduct is now going up. The foundations for the two last piers in this channel are above water and there is nothing to delay the erection of metal to a finish.

The General Offices have been removed from Moira, NY to Ottawa. Following appointments made:

Auditor - C.B. Colpas;

Treasurer - W. Chance;

General Freight and Passenger Agent - G.H. Watson;

Trainmaster and Chief Dispatcher - S.W. Derrick;

Roadmaster - M. Keefe;

General Agent - J.O. Hibbard;

Freight Soliciting Agent - C. Haggarty;

Passenger Agent - J.W. Boyd;

A.W. Flack has been appointed Traveling Agent with headquarters in Cornwall.

Two trains a day are being run on the Ottawa & New York between Ottawa and Cornwall.

This line having been completed between Cornwall and Ottawa, trains were run over it both ways July 29. The completion of the O&NY marks the realization in a slightly altered form of a scheme originated by the late Dr. Bergin MP nearly 20 years ago and in the furthering of which he spent many years of his life. The original scheme, when it first came before the public, was for the building of a line with the aid of Jay Cooke, of Philadelphia, and others from Cornwall to Sault Ste. Marie and thence to the Pacific coast on pretty much the same route followed by the Northern Pacific. This scheme met with strenuous opposition and was never carried out. Then Dr. Bergin strove against various obstacles and on Aug 14 1896, a few months before his death, he had the satisfaction of seeing the contract signed with the representatives of the NY&O Co. who have since built the road. This company sublet the grading of the road to Balch & Peppard of Minneapolis and the first sod was turned August 23 1897 by J. Bergin QC, brother of Dr. Bergin and President of the Ontario Pacific Ry. The grading was sub-let to numerous contractors and, with the exception of a few small sections, was finished last fall.

Following is a list of stations with mileages from Ottawa: Edwards 13.4; Russell 20.1; Embrun 23.6; Crysler 31.4; Berwick 34.7; Finch 37.1; Newington 41.3; Black River 48.6; Grand Trunk Junction 55.9; Cornwall 57.0. It is expected that the bridge across the St. Lawrence River at Cornwall will be completed about Oct 1. Interlocking plants are being put in at the crossing of the O&NY of the GT tracks at Cornwall and also at the crossing of the GT tracks at Helena, NY on the Rouses Point branch. (official).

On Aug 5 this company applied to the Railway Committee of the Privy Council for entrance to its Ottawa freight terminals at the canal basin over the tracks of the OA&PS. The Committee reserved its decision.

New York and Ottawa. The State Board of Railway Commissioners at Albany, NY., has granted authority to this Co. to increase its capital stock from \$1,480,000 to \$3,000,000 to enable it to acquire the stock of the Ottawa and New York Ry. of Canada and of the Cornwall Bridge Co. The NY&O is said to be the link by which the Delaware and Hudson will find a new entrance into Canada by way of the Adirondack Ry., now operated by the D&H as far as North Creek. the NY&O has the right to construct from the St. Lawrence River opposite Cornwall to Moira, NY and from there to Tupper Lake via the Northern New York, which the NY&O controls. From there to Long Lake connection will be made to the Raquette River and Long Lake Ry. The Adirondack Ry. runs from Saratoga to North Creek and claims it has the right of way from there to Long Lake, which disputed question is now before the courts. A bridge company, the New York & Ottawa has been incorporated to build the bridge over the St. Lawrence River at the terminus of the NY&OR and on the Canadian side of the river connection with the Ottawa & New York Ry. from Cornwall to Ottawa. It is claimed that the route, if connection be made from North Creek to Tupper Lake, will shorten the distance between New York and Ottawa by 58 miles.

The Ottawa & New York Ry. has given its freight cartage in Ottawa to A. Thorburn treasurer of the Russell Theatre.

A joint through tariff CPR, NY&O and O&NY has been issued between Cornwall Junction and stations on the CPR Smiths Falls end east to Montreal via Finch.

G.H. Phillips has been appointed Travelling Freight and Passenger Agent of these companies with headquarters in Ottawa, vice A.W. Flack, resigned.

Engineers investigating the collapse of the pier which allowed two sections of the Cornwall Bridge to fall into the St. Lawrence River, while in course of erection, report that the pier was built on hardpan of insufficient strength to stand the huge weight. A diamond drill operated in the bottom of the river at the base of the fallen pier bored through 2 ft of hard pan, then struck into a muddy deposit of clay formation. Through this the drill sank 14 ft without striking hard bottom. Further investigation is being made.

A Cornwall despatch of Dec 2 says:- The anchor span of the north bridge on the north side of the channel has been completed and cleaned up and the false work removed. Nothing now remains to finish the bridge but to throw the cantilever span across the gap of 200 ft. or so to connect with the work already done on the south side. Mr. Hendershot, who has the contract for rip-rapping the piers of the Cornwall railway bridges, has nearly completed his work on pier no. 8, in the north channel.

Air was pumped into some of the pontoons attached to the wrecked span in the south channel and it has moved down 300 ft. or 400 ft. and stuck there. Capt. Leslie has been working at it since to get the rest of the pontoons in a safe place in a day or two. It is said the south end of the span is badly smashed.

In 1897 track was laid from Canada Atlantic Junction (Hawthorne) to the GTR Jct. near Cornwall, 50 6-10 miles of which 12 were ballasted. The year 1898 ended with the mileage in Canada of 56 85-100 from the COR junction in its Montreal-Ottawa short line, to the International boundary near Cornwall, all of which is completed grading, track and ballast, also all fences, telegraph line, sign boards etc. The bridge over the north channel of the St. Lawrence river and the Cornwall Canal has been completed. The NY&O in New York State, from the international boundary to Moira, 15 15-100 miles, is all complete, except the wrecked portion of the bridge over the south channel of the St. Lawrence. The Collins Bay Rafting Co. succeeded in taking out part of one span from the bed of the river and moved the centre span downstream about 1000 ft where it swung round lengthwise with the stream so that there is no danger of a flood being caused. (Dec 1898, pg. 263).

A Cornwall despatch says the company does not intend to take any more chances with the foundations of the bridges at Cornwall. It is understood on good authority that, as a result of the investigations carries on in the south channel of the St. Lawrence last fall, pier No. 3, the only one left standing in deep water after the collapse of the bridge, will be torn down and rebuilt as soon as the river is clear of ice in the spring. The construction company is determined that the bridge will not be handed over for traffic until everything is perfectly substantial and satisfactory. Of course this will cause considerable delay. No contracts have been let for either masonry or superstructure. The Co. however, will prepare a lot of stone for the foundations which it will turn over to the contractors, or use itself if the tenders for the work do not prove satisfactory. There are a couple of sections of the O&NY built through very wet swamp, which will be reconstructed next spring. These sections, which comprise in all about 3,000 yards, are near Newington and between the Post Road and Black River. They will be strengthened by corduroy for which purpose the Co. is now getting out logs. These logs will be 25 ft. long and will be laid crossways in the embankment. (Jan pg. 13).

The O&NY, since the opening of its line from Ottawa to Cornwall, July 29 last to Dec 31, carried 25,391 passengers, a remarkably good showing considering that the road is a new one and that the line is incomplete. This traffic has been almost wholly of a local nature and is showing a gratifying increase.

H.W. Gays has been appointed General Manager of the O&NY with headquarters in Ottawa. Mr. Gays has left the General Managership of the Chicago, Peoria & St. Louis Ry with headquarters at St. Louis, Mo. to accept the Ottawa position. C.B. Hibbard will confine himself to the duties of President in future, handing over the General Managership to Mr. Gays.

We were in error in stating in our Jan issue pg. 13 that the bridge over the north channel of the St. Lawrence River had been completed last fall. There remains to be erected the suspended arm of the north cantilever, a matter of a few days' work only. The plans for replacing the wrecked bridge over the south channel are not sufficiently complete to admit of any information regarding them being given now.

General Manager Gays denies the report that this line will be sold to the GTR and says there is no truth in it.

On April 22 the Chief Engineer advised us that the work of completing the bridge over the north channel of the St. Lawrence at Cornwall, had not been started.

Work has started on the reconstruction of the south channel bridge which collapsed with such fatal results last fall. A Cornwall correspondent says:-

"It is now generally known that the cause of the disaster was that too many chances were taken and that the nature of the bottom was not fully and thoroughly ascertained before loading it with the tremendous weight involved in a concrete and stone pier and span of steel. The investigations in the north channel go to show that the action of the current for unnumbered years has scoured the clay thoroughly and the piers are standing on a solid rockbed. But in the south channel the same thing did not occur, as the current is much slower. When the cribs for holding the concrete were anchored on the site of piers 2 and 3 a diver was sent down with a crowbar and maul to an extent that it was considered satisfactory and the substructure was begun and ended on that information. Subsequent investigations developed the fact that there was only a thin crust of hard bottom, 18 inches or so and under it a mass of blue clay, the shifting nature of which caused the collapse of the pier and the bridge. It was also found that pier No. 3, although it appeared all right, was in such a condition that it was unsafe to trust it, and it will have to come down and be rebuilt on a plan dictated by recent experience. The depth of blue clay at the site of the piers is variously estimated at from 20 to 30 ft. and the contractors will have to go down until they get bedrock and this they propose to do by the pneumatic process, which is, in brief, the sinking of an air-tight chamber, in which the work of excavation is done by men furnished with compressed air. There is about 30 ft of water in the channel and the current runs at a rate of about 9 miles an hour. To protect the caissons it is proposed to drive piles above them and make a breakwater. This is a plan that has not yet been tried in the St. Lawrence. The reconstruction of pier No. 2 will be first undertaken and it is expected it will be completed in July. The putting down and rebuilding of pier No. 3 will take until October. The shore span will be erected as soon as pier No. 2 is ready and the other will only be the work of a few weeks. The removing of the debris will be gone on with at once. It is expected the bridge will be open for traffic by the end of the year. (Feb pg. 40).

It is said the Company will erect shops in Ottawa East as soon as litigation over the expropriation of the land is determined. The building will comprise roundhouse, car sheds and general repair shops.

W.A.D. Lees, an Ottawa barrister, who has a branch office in Russell, 20 miles distant, which he visits once a week, is suing the Ottawa and New York Ry. for \$49.55 for alleged excessive charges on tickets and \$148.65 for damages. The return fare to Russell, 20 miles, is \$1.20. The Co. has stopped giving second class fares, but maintains 2nd class cars on the line. Mr. Lees says the Co. has refused to give him commutation tickets and charges him at the rate of 3½ cents a mile. He enters his action under clauses of the Railway Act dealing with unjust charges and says the tariff of rates charged by the Co. has not been approved by the Governor-in-Council, as required by the Act and consequently the company has no right to charge fares.

The Ottawa & New York Ry. has increased its service to three trains each way daily between Ottawa and Cornwall.

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The Ottawa and New York Ry. has two gangs of men at work on the bridge over the St. Lawrence at Cornwall and it is expected the structure will be completed by November when the road will be in a position to run through trains between Ottawa and New York. Most of the rolling stock is south of the river and will not be brought into service until the bridge is completed (May pg. 136).

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W. Chance having resigned as Sec. and Treas. of these companies (O&NY and NY&O), A. Nichols has been elected Sec. and Treas. Office: 27 Pine Street, New York. G.P. Colpas has been elected 1st Assistant Treasurer. Office: Ottawa, Ont.

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The O&NY expects to complete the bridge over the south channel of the St. Lawrence at Cornwall in October, which will enable it to provide through service between Ottawa and New York. The structure is one of the largest in Canada and when completed will cost in the neighbourhood of \$750,000. It would have been completed months ago but for the accident in August last when one of the piers collapsed resulting in the death of several workmen and seriously impeding the progress of the work. Operations had to be entirely gone over and to do the work thoroughly a great deal of time and expense has been necessitated. The bridge over the north channel is completed and work is being proceeded with day and night on the remaining portion, the men working in three gangs, 8 hours each. It is expected that the through service will be established in October or November (July pg. 210).

01-Sep-1899 Page 289

Mr. Hibbard, until recently of the Ottawa and New York Ry., has purchased the Hancock Iron Mine near Ironsides, Ont.

01-Sep-1899 Page 296

It is said that the bridge over the south channel of the St. Lawrence at Cornwall, which collapsed, and is being rebuilt, will not be completed until next year (Aug pg. 236).

01-Nov-1899 Page 321

The following officers have been elected for this Co. and also for the New York and Ottawa RR. G.F. Peabody, Chairman of the Board; H.W. Gays, President and General Manager; G.B. Moffatt, Vice President; L.G. Myers, Secretary; A. Nichols, Treasurer; G.B. Colpas, Auditor and Asst. Secy. & Treas. The change in the new board was the election of Mr. Gays as a director and President in place of C.B. Hibbard.

01-Nov-1899 Page 327

We are advised that the work of rebuilding the steel bridge over the south channel of the St. Lawrence at Cornwall will be completed so that a through train service may be established through the Adirondacks between Ottawa and New York by July 1, 1900. This line is now being operated locally in two parts, the O&NY Ry. between Ottawa and Cornwall and the NY&O RR between Hogansburg and Tupper Lake NY. (Oct pg. 296).

01-Dec-1899 Page 353

An Ottawa despatch says that the Department of Railways and Canals has accepted plans submitted for protection to the piers of the O&NY Ry. bridge, under construction over the St. Lawrence River at Cornwall. The investigation following to accident to the piers revealed the fact that the bottom was solid enough to hold the weight but owing to the depth of the water and the rapid current it was deemed advisable to reinforce the substructure. It is proposed to rip-rap the pier nearest the island with heavy stone blocks of half a ton or a ton each, piling up sufficient of them to protect the concrete from ice action. The pier near the Cornwall canal is in deeper water, and to secure it an annular steel caisson will be built and sunk around the present crib several feet below the bottom of the river. This will be filled with concrete and the new and old material knit together as far as may be to form one solid mass, the whole being tied together with cables imbedded in concrete to insure perfect solidity. This work will involve heavy expense, but the railway management is determined to put up a bridge that will stand any possible strain and give absolute security to the travelling public. (Nov. pg. 327).

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A Cornwall despatch of Dec. 16 says: "The Degnon, McLean Co. has closed down its works here for the winter. This year it has built a new pier on the site of the one that collapsed last year, This pier has been sunk by pneumatic caissons to bedrock, some 20 or 30 ft. below the river bottom. The pier which remained standing under the end of the sole remaining span of the South Bridge, has also been taken down and similarly rebuilt. Next spring it is understood that the D McL Co. will strengthen the piers of the big cantilever bridge over the North channel. One of these piers will be reproped with huge blocks of stones, which will protect it against the action of the ice. The other pier will be surrounded with a caisson of steel, which will be filled with concrete. The small pier on the canal bank will be taken down and rebuilt and the Co. is taking every precaution to make the bridge safe and strong.

An important case was decided at the recent sessions at Ottawa by Judge Mosgrove. W.D. Lees, an Ottawa barrister, has an office also in the town of Russell, and in connection with his business there makes trips to that place using the O&NY line. In his statement of claim, Mr. Lees says the Co. held itself out as a common carrier and took and carried goods and passengers on its line for hire. From July 30 1898 until May 20 1899, Mr. Lees paid the Co. \$49.55 for railway fares and he claimed that the Co. has no right to collect that or any amount by law, because it had not complied with the provisions of the Railway Act. He therefore claimed he was entitled to the return of the money paid and also three times the amount of the money paid. He based his case on the section of the Railway Act which requires a railway company to publish in the Canada Gazette for a certain period its rates and the same must be approved by the Railway Committee. For non-compliance the railway company must return the fares and three times the fares to the passenger. It was shown that the company had not carried out these requirements of the Railway Act and for that reason the Judge gave a decision for Mr. Lees. Counsel for the defendants contended that Mr. Lees had paid the money voluntarily and had received value for services rendered. An appeal will be entered against the decision. A jury had been secured to try the case but it was not referred to them.

From Ottawa comes an unconfirmed press report that there is a probability if this line, after it is completed this summer, being secured by the CPR. It is claimed that it will shorten the passenger times between Ottawa and New York by three hours.

01-Mar-1900

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High Court of justice in Toronto, 20 Feb. giving judgement of Lees vs. O&NY Ry.

Summary of the case.

Held that it is plain that theory upon which this action as brought cannot be supported. To give effect to it would be to hold that a company whose tariff has not been sanctioned by the Governor in Council must not carry on its business and may not even make special contracts with travellers and that if it does so, and they and their goods are carried, and a reasonable charge paid, the traveller may recover it back. There is no warrant for this in any provision of the act. Nor is the plaintiff entitled to recover under section 290. The fares not being unreasonable nor excessive, it follows that they are neither unjust nor extortionate. Appeal allowed with costs and action dismissed with costs.

01-Apr-1900

Page 117

The US Court at New York City has appointed H.W. Gays Receiver of the NY&O RR. Owing to the delay experienced in reconstructing the bridge over the St. Lawrence River at Cornwall, the NY&O was not in financial condition to carry the interest charge that was accumulating on its bonded indebtedness and at the same time take care of the cost of reconstructing its road between Moira and Tupper Lake. the reconstructing of the bridge will be completed during the coming summer and the reconstructing of the railway will be prosecuted under receivership. The appointing of a receiver for the NY&O has no effect upon the O&NY, the latter being a separate and distinct organization and is the Canadian road over which the NY&O will reach Ottawa on completion of the Cornwall bridge.

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Materials are being placed in position preparatory to the resumption of work on the bridges over the St. Lawrence at Cornwall. A strong effort will be made to have the structure completed and through traffic between the terminal points of the road established by July 1. (Feb. pg.43.)

01-May-1900

Page 144

A recent press item stated that the car shops will be removed from Santa Clara NY. to Ottawa in a few months. We were officially informed on May 11 that the matter had not been decided and possibly would not be for a month or so thereafter.

01-Jul-1900

Page 202

The Ottawa & New York has two trains turned out from its shops on the US side some months ago that will be put into service as soon as the bridge at Cornwall is completed.

01-Aug-1900

Page 241

A Cornwall despatch of Aug. 3 said: it is expected the work on the bridges across the north and south channels of the St. Lawrence at Cornwall will be completed and the structures ready for traffic by Sept. 15. The shore span in the south channel, which was swung about two weeks ago, is all riveted up, the false work and piles removed and the water under it clear. The strength of the current rendered it inadvisable to use wooden piles to support the false work of the centre span and 24 steel piles were secured. They are 50 to 60 ft. long, of 15 in. channel steel, connected by lattice work and most of them have been driven. The erection of the false work is close behind the pile driving and early next week will be ready for the erection of the middle span. In the north channel the foundation of pier 8 at the toe of the canal bank is finished and 8 courses of masonry laid. The steel caisson around pier 7 is resting on the rip-rap at the bottom of the river. This material, which was dumped in after the accident two years ago, has been mostly removed, and the caisson rests about on the original bed of the river. The entire steel work is under water, only a timber extension, which will afterwards be removed, showing. The caisson will be filled with concrete and laid to the original foundation with wire ropes embedded in concrete.

The Dominion Parliament last session voted \$90,000 towards the construction of the Canadian portion of the Cornwall bridge.

After several months of negotiations the O&NY is said to have concluded the purchase of property for its freight terminus in Ottawa. Owing to the fact that approaches could not be secured to the terminal property originally purchased adjacent to the Central station, it became necessary to secure a new location. The Co. will now proceed with the erection of such buildings as may be necessary for the carrying on of its freight traffic. It is expected that the car shops will be erected within the city limits between now and autumn when the works will be removed from Santa Clara, NY.

01-Sep-1900

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The O&NY is about to purchase 2 freight locomotives, but not any passenger locomotives, as erroneously stated in some papers.

01-Oct-1900 Page 299

The completion of the bridge over the St. Lawrence River between Cornwall and Hogansburg enables the O&NY and the NY&O to be operated as one line. For the purposes of operating and for the convenience of transacting business, the line will be known as the New York and Ottawa. The following officers with offices at Ottawa will have charge: G.P. Colpas, Auditor; G.H. Phillips, General Freight and Passenger Agent; G.A. Brown, Assistant General Freight Agent; H.K. Gays, Assistant General Passenger Agent; M.G. De Shaw, Superintendent; M. Keefe, Roadmaster; M. Goodrich, Master Mechanic, office Santa Clara.

01-Oct-1900 Page 300

The NY&O equipment consists of 8 locomotives, 12 passenger cars, 1 baggage car, 3 combination car, 320 freight cars and 4 cabooses. As the Co. will not have through New York service it has not been found necessary to purchase the two locomotives mentioned in our last issue.

01-Oct-1900 Page 317

The annual meeting was held in Ottawa Sept. 25. It is said that 765 passengers were carried on the line between Ottawa and Cornwall during the year and that the amount of freight carried was 30,524 tons.

The gross earnings of the road during the year are said to have totalled \$63,890.04. The expenditure is said to have been about equal to that amount, but the receipts cover all expenses outside of interest. The following were elected directors: H.W. Gays, Ottawa, G.F. Peabody, G.B. Moffat, A.N. White jr., A. Nicholas, B. Moffat, S. Trask and H.S. Snow, NY.

01-Nov-1900 Page 331

M. Goodrich, heretofore general Foreman, has been appointed Master Mechanic with headquarters in Ottawa.

01-May-1901 Page 136

Rumours that this line will be acquired by the NYC have been strengthened by a trip made over the line recently by President Webb of the St. Lawrence and Adirondack Rd. and President Clements of the Rutland Ry. The NY&O connects with the NYC at Tupper Lake and with the Rutland at Moira.

01-Jun-1901 Page 175

Stations have been established at the following points: Edwards, Russell, Embrun, Cornwall, Crysler, Berwick, Finch, Newington, Black River and Cornwall Jct. Enameled iron plates with white letters and dark blue ground, supplied by Acton Burrows Co. of Toronto, have been supplied as the standard for station names on this line, instead of painted wooden signs.

01-Jul-1901 Page 195

The impression that this line will be acquired by the New York Central is gaining ground. The NY&O is doing a good local business but requires through traffic to enable it to pay interest etc. At its southern terminus at Tupper Lake it connects with the NYC and it would be of more value to that Co. than to any other.

01-Aug-1901 Page 238

The headquarters of Master Mechanic, M. Goodrich, are about to be transferred from Santa Clara, to Ottawa in consequence of the removal of the shops.

01-Aug-1901 Page 231

The old Northern New York Rd. from Moira to Tupper Lake, 54 miles, now a portion of the NY&O is being reconstructed. Gradients and curvature are being reduced, and 65 lbs. steel is replacing 56 lbs. New bridges are being built of southern pine and the culverts are being rebuilt of either wood or stone. The stations, platforms, etc. have already been rebuilt, and the portions of the line which pass through farm lands have been fenced with Page wire fence. The work is in charge of the Co.'s Superintendent and Engineer, M.G. DeShaw.

The company has decided to remove its shops from Santa Clara, NY. to Ottawa. Last year it put up a wooden building at Ottawa, 190 x 90 ft. for a general repair shop. Part of the machinery has been installed, and the balance will be brought from the present shops in Santa Clara.

A wooden freight shed 10- x 40 ft. is being built in Ottawa, on Nicholas Street, west of Anne St., near the CAR shops. A freight yard is also being constructed, with about two miles of tracks.

Five locomotive stalls will be built at Ottawa this year, to form the first half of a 10 stall round-house.

01-Nov-1901 Page 327

The suits growing out of the collapse of the NY&O bridge at Cornwall in 1898 are said to have been practically settled at a conference of the attorneys interested in Ogdensburg recently. The claims aggregated \$250,000 and negotiations for their adjustment out of court have been under way since last spring.

01-Dec-1901 Page 371

At the recent annual meeting the following directors were elected: H.W. Gays, Ottawa, G.B. Moffatt, G.F. Peabody, R.B. Moffatt, S. Trask, A.M. White, C.J. Peabody, and H.S. Snow, New York.

01-Jan-1902 Page 4

The NY&O is reported to have completed the addition to its repair shops at Ottawa.

01-Apr-1902 Page 35

An action has been instituted by S. Coulson of Montreal, against R. MacKenzie, bank manager of Kingston, Ont., J. Bergin, D.A. Flack, A.P. Ross and J.D. Kerr, all of Cornwall, Ont., and J.B. O'Hanley, of Ottawa asking for a declaration by the court of the trusts upon which MacKenzie holds \$37,500 received by him pursuant to an agreement made in 1897 between the Ontario and Pacific Ry. Co., and J. Bergin, and also for a declaration that the plaintiff and the defendants other than Mr. MacKenzie are beneficially interested in and entitled to an account of the dealings of MacKenzie with the fund. The amount in question is understood to be the purchase money paid by the Ottawa and New York Ry. Co. For the charter of the Ontario Pacific Ry., the parties to the action other than Mr. MacKenzie being the original holders of the charter.

01-Jun-1902 Page 209

H.K. Gays, Assistant General Passenger Agent, having resigned, the position has been abolished. Mr. Gays has been appointed representative of the Weare Commission Co. at St. Louis, Mo.

01-Aug-1902 Page 266

The car shops, which are now located at Santa Clara, NY, are to be removed to Ottawa, General Manager Gays states that all the arrangements are completed for the removal. The Co. has up to the present had a small car repair shop located at Ottawa.

01-Oct-1902 Page 338

The following were elected directors at the annual meeting Sept. 10:- G.F. Peabody, G.B. Moffatt, H.S. Snow, R.B. Moffatt, A.M. White jr., C.J. Peabody, A. Nichols, S. Trask, of New York; H.W. Gays of Ottawa. The report gave the following information:-

Earnings, freight \$33,223.76

Earnings, passenger \$53,694.14

Total earnings \$86,917.83

Operating and Betterments \$83,559.07

Excess \$3,378.30

There has been expended on Ottawa terminals for shops, warehouses, tools etc. \$46,677.30

Tons freight carried 51,362

Tons freight carried one mile 1,737,134

Passengers 92,738

Passengers carried one mile 2,480,010

Train mileage 114,993

01-Jun-1903 Page 191

In connection with the sale of the NY&O which connects with the O&NY at Cornwall and extends to Tupper Lake, NY 68.4 miles which was announced for May 14 and adjourned until Sep. 13, representatives of the Delaware and Hudson Rd. recently inspected both lines and the bridge over the St. Lawrence River.

01-Nov-1903 Page 391

The NY&O. This railway which is the extension of the O&NY from the international boundary line, from North creek to Tupper Lake, will be sold at public auction at St. Regis Falls, NY., Nov. 20. The NY&O owns the stocks and bonds of the O&NY which extends from the International boundary to Ottawa, 56.79 miles. The D&H is reported to be likely purchaser. Representatives of that company have been over the line making an examination of its condition, etc.

01-Dec-1903 Page 417

C.B. Hibbard has been appointed General manager, Quebec Southern Ry. June 1895 to Nov 1897 President Northern New York Rd; Nov 1897 to Nov 1899, President & GM NY&O; May 1900 to Nov 1903, General Passenger Agent, Rutland Rd.

01-Jan-1904 Page 13

The sale of the line was further postponed to Dec 29 with the consent of the court.

01-Feb-1904 Page 43

The sale of this line, under order of the court, has again been postponed, this time for six months.

01-Mar-1904 Page 79

We are informed that while the matter of changing the line so that it may be operated by electricity is under consideration, the matter has not been sufficiently far advanced to permit any definite announcement being made. The management is looking into the question of the cost of making the change. The press reports referring to the matter stated that in changing the motive power the line would not lose its identity as a steam road - the cars and equipment will be the same, but the motive power will be electricity instead of steam. It is proposed to generate power at Ottawa and Cornwall and for the United States section of the line at Massena Springs.

01-Jun-1904 Page 207

S.B. Beamish has been appointed Acting Superintendent at Ottawa vice M.G. de Shaw, Superintendent who has been granted an extended leave of absence on account of ill health.

01-Jun-1904 Page 189

H.M. Gays, General Manager, recently stated in an interview that it was proposed to remove the machinery from the shops at Santa Clara, NY to Ottawa and to employ 50 men in repairing and building rolling stock.

The engineers who have been going over the line with a view to reporting on the cost of changing the motive power from steam to electricity have nearly completed their work and their report is expected to be laid before the directors at an early date.

01-Dec-1904 Page 441

The office of Assistant General Freight Agent, heretofore held by G.A. Brown, who has been appointed to a position with the Board of Railway Commissioners, has been abolished. The duties heretofore discharged by G.A. Brown have been assumed by G.H. Phillips, General Freight Agent.

01-Jan-1905 Page 13

The transfer of the shops from Santa Clara to Ottawa is in progress. The tools are being installed and a shop storage house has been erected.

01-Feb-1905 Page 61

The officers and directors of the O&NY and the NY&O appointed on the reorganization of the companies on the transfer to the New York Central and Hudson River Ry, interests are: President, W.H. Newman; First Vice President, E.V.W. Rossiter; Second Vice-President, W.C. Brown; Third Vice President, J. Carstensen; Fourth Vice President, W.J. Wilgus; Treasurer, E.L. Rossiter. H.W. Gays, who was President and receiver under the old organization, has been appointed General Manager.

01-Mar-1905 Page 94

Press reports state that it is intended by the NYC&HR, which has recently acquired this line and its continuation in New York to Tupper's Lake, to effect considerable improvements in the line so as to make it available for the running of heavy engines and trains, such as are used on the NYC&HR.

01-Jun-1905 Page 247

W.T. Buckley, a conductor on the O&NY, Ottawa, is reported to have inherited \$65,000 under the will of an uncle who died in Buffalo recently.

01-Mar-1906 Page 145

H.W. Gays, General Manager, G.H. Phillips, General Freight and Passenger Agent, H.K. Gays, Assistant General Passenger Agent, NY&O and W. Gays, also in the employ of the same company, are among the incorporators of the Quebec and Ontario Lumber Co. which has been incorporated under the Dominion Companies Act with offices in Ottawa and a capital of \$20,000.

01-Apr-1907 Page 219

Picture of H.W. Gays, General manager, O&NY. On p. 249. H.W. Gays, whose portrait appears in the first page of this issue, was born in Brant, Erie county, NY March 21, 1848. Entered railway service Jan 1, 1861 since which he has been consecutively to Dec 31, 1862, messenger, and Jan 31, 1863 to March 31, 1864, telegraph operator, Erie Ry. at Dunkirk, NY; April 1 1864 to March 18 1867, assistant cashier, and Oct 1 1867 to July 31 1869 cashier Buffalo and Erie Ry. same place; Aug 1 1869 to June 30 1874, cashier; and July 1 1874 to May 30 1877, general agent, Louisville and Cincinnati Mail Line Steamers; June 1 1877 to March 31 1879 general agent and April 1 1879 to March 30 1885 Assistant General Freight Agent, Cleveland, Columbus, Cincinnati and Indianapolis Ry., and Jan 1 1881 to April 30 1885 also General Freight Agent, Indianapolis and St. Louis Ry; July 1 to Oct 31 1885 in charge traffic; Nov 1 1885 to May 30 1886, Superintendent; June 1 1886 to Nov 30 1889, Manager Wiggins Ferry Co., and East St. Louis Connecting Ry., and operated lines at St. Louis; Dec 1 1889 to Aug 1 1894, General Manager, St. Louis Merchant's Bridge and Terminal Ry.; Aug 1 1894 to July 1896, Traffic Manager, St. Louis, Chicago and St. Paul Ry.; July 1896 to Feb 1899, General Manager, same road, and Chicago, Peoria and St. Louis Ry.; Feb 1899 to April 25 1900, General Manager, New York & Ottawa Rd.; Nov 1899 to Apr 25 1900 also President, and Apr 12 1900 was appointed Receiver same road; March 1 1899, Manager Ottawa and New York Ry., and Nov 1899 also President and Receiver, same road. He retained these positions until the NY&O Rd which owned the O&NY Ry. was sold by order of the New York courts in 1904 to the New York Central and Hudson River Rd., when he was appointed General Manager.

01-Jul-1907 Page 495

G.H. Phillips, heretofore General Freight and passenger Agent, has been appointed Superintendent and General freight Agent, S.F. Beamish having resigned the Superintendency.

H.K. Gays, heretofore Assistant General Passenger Agent, has been appointed General Passenger Agent.

01-Jul-1907 Page 491

F.J. Balch, who has been appointed Assistant General Freight Agent, Ottawa and New York Ry., Ottawa was born in Massena, NY on April 15 1870 and entered railway service in 1888 having previously spent two years in telegraph service. His record is: 1888 to 1891, agent, operator and latterly as outside ticket agent at summer resorts in the Adirondacks for the Chateauguay Rd.' 1891 to 1898, division agent, Canada Atlantic Ry., Rouses Point NY; 1898 to Dec. 1900, in charge of CAR terminals at Swanton VT.; Dec 1900 to Dec 1901, clerk West Shore Rd., Weehawken, NJ.; Dec 1901 to June 1907, chief clerk in general freight office, O&NYRy., Ottawa.

01-Mar-1908 Page 169

The lease of the NY&O Ry. which includes the O&NY Ry. and the company owning the bridge over the St. Lawrence at Cornwall, to the NYC&HR has been renewed for one year from Feb. 1908.

The Ottawa and New York Railway swing bridge across the Cornwall Canal, near lock 18, collapsed June 23. The accident was caused by the undermining of the centre pier of the bridge, by the rush of water and masonry from a large break in the canal bank. This bridge, with the accompanying one over the St. Lawrence, was opened for traffic in 1900, and was about 286 ft. long. The pier on which the bridge swung was situated against the south bank of the canal and rose about 30 ft. above the canal level. The O&NY Ry. officials had nothing to say about the wreck, beyond the fact that the bridge would be rebuilt as speedily as possible. The break in the canal bank is causing considerable inconvenience to the shipping trade, but a press report recently stated that a special rate is being granted by the railway companies for grain at that time at Kingston, while arrangements would be made for dealing with grain in transit, which had not arrived at Kingston, by transportation by the lake and rail route via Georgian Bay ports. The work of repairing the canal bank is well in hand, in charge of J.L. Weller, Superintendent of the Welland Canal, and it is understood that a temporary cut is being made on the north side, to allow of the passage of vessels which will probably be finished about the middle of July.

01-Aug-1908

Page 547

A temporary bridge across the canal at Cornwall was expected to be completed by July 30 to replace the bridge destroyed by the recent washout on the canal. The question of the reconstruction of a permanent bridge is under consideration. Bids have been asked for the reconstruction of the bridge and also for the reconstruction of a small bridge nearer Ottawa, burned July 14.

01-Oct-1908

Page 721

D'Arcy Scott, who has been appointed to the Board of Railway Commissioners for Canada was born Mar 8, 1872 and was educated at Ottawa University, subsequently taking a law course at Osgoode Hall, Toronto and was called to the bar, June 7, 1895. In 1896 his father, Hon R.W. Scott, giving up practice to enter the Dominion Government, Mr. Scott was appointed CPR solicitor at Ottawa and was later also appointed solicitor for the O&NY and has continued to act in that capacity for the NYC since that company took over the line. He has had considerable railway practice. He has also served two years as a member of Ottawa City Council, and was elected mayor Jan 1, 1908. Among other offices held by him are those of Vice-President of the Union of Canadian Municipalities and Vice-President of the Ontario Municipal Association.

01-Nov-1908

Page 803

D'Arcy Scott, Assistant Chairman of the Board of Railway Commissioners, who was elected mayor of Ottawa in Jan. last, will, it is understood, continue to act in that capacity during the remainder of the term, but will refrain from taking part in any matter concerning Ottawa which may come before the Board.

01-Dec-1908

Page 881

D'Arcy Scott, who was recently appointed Assistant Chief Railway Commissioner, has resigned his position as Mayor of Ottawa.

01-Dec-1908

Page 901

The repairs to the Cornwall Canal above lock 18, where the bank was carried away June 23, causing the collapse of the Ottawa and New York Ry. bridge, are practically completed. A solid concrete wall has been constructed, 260 ft. long by 20 ft. wide at the bottom, and 3 ft. at the top, and 39 ft. from bottom to top. It is to be reinforced on the outside by a bank of heavy ballast. A concrete pier, 23 ft. diameter, and rising 24 ft. above the canal has been constructed to carry the railway and the swing bridge.

01-Apr-1911

Page 352

F.J. Balch, heretofore General Freight Agent has also been appointed General Passenger Agent, vice H. Gays, resigned. Office Ottawa.

01-May-1911

Page 451

J.P. Daly, heretofore chief clerk to Division Freight Agent, NYC Buffalo, has been appointed General Freight and Passenger Agent O&NY vice F.J. Balch, resigned. Office Ottawa.

01-Dec-1912

Page 608

J.P. Daly, General freight and passenger Agent, O&NY and NY&O, was presented with a silver salver by the office staff, a gold signet ring by the station agents and a gold ring, locket and chain by the locomotive engineers and trainmen on the company's lines, Nov. 1, on the occasion of his transfer to Buffalo, NY. to another position in the NYC&HR service.

01-Aug-1913

Page 379

Press reports state that the GTR is negotiations are in progress for obtaining running rights over the Ottawa and New York Ry. from Cornwall to Ottawa. The object aimed at is to secure a shorter route than at present than is available between Toronto and Ottawa. (sic).

Henry W. Gays, General Manager, Ottawa and New York Ry., Ottawa, who died there May 21, after an illness of about four months, was born at Brant, Erie County, N.Y., May 21, 1848. He entered railway service Jan 1, 1861 since when he was, to Dec. 31, 1862 messenger, Erie Rd., Dunkirk, N.Y.; Jan. 1, 1863 to Mar. 31, 1864 telegraph operator, same road, Dunkirk, N.Y.; Apr. 1, 1864 to Mar 18, 1867, assistant cashier, Buffalo and Erie Rd., Dunkirk, N.Y.; Oct. 1, 1867 to July 31, 1869, cashier, same road, Dunkirk, N.Y.; Aug. 1, 1869 to June 30, 1874, cashier, Louisville and Cincinnati Mail Line Steamers; July 1, 1874 to May 30, 1877, General Agent, same company; June 1, 1877 to Mar. 31, 1879, General Agent, Cleveland, Columbus, Cincinnati and Indianapolis Ry.; Apr. 1, 1879 to Mar. 30, 1885, Assistant General Freight Agent, same road; Jan. 1, 1881, to Apr. 30, 1885, also General Freight Agent, Indianapolis and St. Louis Ry.; July 1 to Oct. 31, 1885, in charge of traffic, Wiggins Ferry Co. and East St. Louis Connecting Ry.; and operated lines at East St. Louis, Mo.; Nov. 1, 1885 to May 30, 1886, Superintendent same companies; June 1, 1886 to Nov. 30, 1889, Manager, same companies; Dec. 1, 1889, to Aug. 1, 1894 General Manager, St. Louis Merchants Bridge and Terminal Ry.; Aug. 1, 1894 to July, 1896, Traffic Manager. St. Louis, Chicago and St. Paul Ry.; July 1896 to Feb. 1899, General Manager, same road and Chicago, Peoria and St. Louis Ry.; Feb. 1899 to Apr. 25, 1900, General Manager, New York and Ottawa Rd.; Nov. 1899 to Apr. 25, 1900, also President, and Apr. 25, 1900 appointed Receiver, same road; Mar. 1, 1899 appointed Manager, Ottawa and New York Ry., and Nov., 1899 also President and receiver, same road, which positions he retained until the New York and Ottawa Rd., which owned the Ottawa and New York Ry., was sold by order of the U.S. Courts in 1904, to the New York Central and Hudson River Rd., when he was appointed General Manager.

01-Nov-1914

Page 517

The Ontario Railway and Municipal Board has given judgement in favour of Cornwall township in a case between the New York division and the township. Mr. Justice Britton gave judgement last June, holding the International Bridge crossing the River St. Lawrence, west of Cornwall, assessable. The railway company appealed to the Ontario Railway and Municipal Board, which has now given judgement in favour of the township, upholding the assessment of \$300,000 placed on the bridge by the township.

01-Apr-1915

Page 137

This line is owned by the NYC&HR. Applying to the Dominion Parliament for authority to lease the line to the NYC&HR. When the bill was before the House of Commons it was decided to limit the period to which the lines could be leased to ten years and to compel application to be made to Parliament for authority to renew the lease. In the Senate, Mar. 11, it was decided to make the period 21 years to which the Minister of Railways signified his approval.

01-Mar-1920

Page 118

The Ontario Legislature is being asked to ratify a Cornwall tp. Council bylaw confirming an agreement made between the council and the Ottawa and New York Ry. fixing an annual assessment of \$150,000 on the portion of the international bridge between Canada and the United States which is in Cornwall tp.

01-Oct-1922

Page 520

This dispute was referred to a board of which Senator G.D. Robertson was chairman, and on which M. Goodrich represented the railway and J.T. Foster the employes. The boards report, signed by all three members, recommended that the railway apply, and the men accept, the wages paid shopmen on the larger Canadian roads. The award was accepted by all concerned.

01-Aug-1928

Page 463

During a heavy gale and thunderstorm on July 9, the roof of the freight shed was blown off.

01-Feb-1929

Page 75

A Cornwall, Ont., press dispatch of Jan. 6 credited J.K. Brown, Superintendent, Adirondack and Ottawa Divisions, N.Y.C.R. with having stated electric battery cars might soon replace steam trains between Cornwall and Ottawa as heavy power and equipment was not required for the amount of business handled on the division. We were advised officially on Jan. 9 that there was no definite information that could then be furnished in regard to the matter.

01-Jul-1929

Page 451

National Toll Bridge Co., New York, has proposed a roadway to link up the Montreal Kingston highway on the Canadian side of the St. Lawrence River, with the Roosevelt Highway in New York State. This project would involve the construction of about three miles of highway and the decking of the Ottawa and New York Railway bridge across the St. Lawrence River and the Cornwall Canal at Cornwall. The bridge consists of two sections, one across the north channel of the river to Cornwall Island and the other from Cornwall Island across the south channel of the river. At present motorists have to get across the river by a ferry about two miles east of Cornwall. Surveyors are reported to be working out details for the roadway on Cornwall island and the connection between the ends of the bridge and the two highways, and the promoters are negotiating with authorities in Ontario and New York respecting the proposal.

01-Jul-31

Page 437

The Cornwall Board of Trade is reported as having begun negotiations with the NYC to have the railway bridge across the St. Lawrence River between Cornwall and Nyando planked to make it suitable for vehicular traffic. If the bridge were dealt with in this manner it would provide the only communication, other than ferries, for vehicular traffic, between Montreal and Niagara Falls. The Cornwall Board of Trade and the N.Y., Chamber of Commerce, had a joint meeting recently to discuss the proposition.

01-Oct-31

Page 649

A Cornwall press despatch of Aug. 27 quoted C. Munro, President of Cornwall Board of Trade, as stating that Prime Minister Bennett had been written requesting issue of an order in council to authorize the planking of the NYCR bridge over the St. Lawrence River between Cornwall and Nyando, and that efforts would be made to arrange an appointment with Mr. Bennett to urge the desirability of immediate action. Another Cornwall press despatch of Sept. 13 stated that steps were to be taken for the incorporation of the Cornwall-Massena International Bridge Co. which is being promoted by the Cornwall Board of trade and the Massena Chamber of Trade for the purpose of converting the NYCR bridge into a vehicular traffic bridge, to provide the only international traffic link between Montreal and Niagara Falls. The despatch stated that at a meeting Sept. 12 it was decided that the converting of the bridge into a vehicular traffic one would start as soon as the company secures incorporation and added "Approaches to the bridge will be built during the late autumn and planking will be done during the winter. The promoters are anxious to make an early start so that the project may assist in relieving unemployment. More than 60% of the labour to be employed will be Canadian. Planking of the bridge will cost approximately \$200,000".

01-Jan-32

Page 7

A press report of Dec. 9, 1931 stated that work on planking the NYC bridge to make it suitable for vehicular traffic, will start early in the spring; that the material required will include creosoted plank, hardware, etc., for 8,000 lin. ft. of bridge, material for toll and custom houses, railway signal equipment and material for about 2 miles of concrete pavement. The estimated total expenditure was given as \$140,000. The bridge work will, it is said, be undertaken by Cornwall and Massena International Bridge Co.

01-Feb-32

Page 62

Proposed planking of bridge --- estimated to cost \$140,000, will be begun in the spring if Massena citizens will purchase bonds to the extent of \$70,000. Hope to have the structure ready for motor vehicle traffic by July.

01-May-32

Page 243

See photo copy.

01-Jun-32

Page 309

The bill introduced in the Commons to empower the NYC to enter into an agreement with any toll bridge company etc. to cross the river at Cornwall passed the Commons, April 8, but before passage by the Senate, it was amended by the addition of:
Notwithstanding anything in this act or any other act, should His Majesty take, for any public purpose, the land or any portion thereof forming the site of said bridge, or the land or any portion thereof forming the site of any of the approaches to said bridge, then in any such case His Majesty shall not be liable to pay, by reason or on account of any such taking of lands, any compensation or damages, for, or on account of, any works constructed or rights exercised under, or pursuant to, any of the provisions of this Act.

01-Jul-32

Page 367

NYC has issued local passenger tariff CRC 583, cancelling O&NY tariff CRC 131, of charges over the St. Lawrence River bridge at Cornwall and which has been approved by the Board of Railway Commissioners. The new charges are:- between Cornwall and Uscan, 15c; between Cornwall and international boundary, 25c; between Uscan and international boundary, 10c; children over five years of age and under 12 years, half fares plus amount necessary to make the fare end in an 0 or 5. Children under five years, when accompanied by a parent or guardian, are carried free. For baggage, the rules and regulations in NYC Rd. tariff 159, second issue, CRC 274, and in supplements to it or new issues of it, apply.

01-Oct-32

Page 514

In connection with the proposed planking of the bridge --- a deputation from Cornwall visited New York late in August to arrange for financing the undertaking, and the Mayor was quoted as saying upon his return that satisfactory progress in the negotiations had been made. A Cornwall press despatch of Sept. 9 stated that the Mayor had reported to the board of trade that actual start on the work was in prospect, and that subject to approval by a senior officer, a USA engineering company had agreed to finance the project at an estimated cost of \$150,000, adding:-
"They would expect residents of Cornwall and Massena who are primarily interested in the bridge to subscribe for a \$25,000 block of stock. As soon as the agreement is definitely closed, engineers will be sent for final surveys and to supervise construction work. The major portion of the contract may be carried out this autumn in preparation for opening of the bridge for traffic in the spring."

01-Dec-32

Page 634

Bridge - see photo copy.

01-Jun-33

Page 261

C.C. Munro, President, Cornwall Board of Trade is reported as saying recently that the delay in proceeding with the planking of the NYC bridge over the St. Lawrence River between Cornwall and Nyando to make it suitable for vehicular traffic, had been caused by difficulty in raising money due to financial conditions in the USA but that negotiations were proceeding.

01-Jan-34

Page 14

Cornwall bridge planking - see photo copy.

01-Feb-34

Page 56

The Cornwall - Northern New York International Bridge Corporation has been authorized by Ontario Government Order in Council 1600, under the act respecting licensing of extra provincial corporations, to exercise in Ontario such powers set forth in its certificate of incorporation as may be directly or by implication conferred by the Ontario Companies Act parts 1 and 13, subject to the limitations contained in the Act, provided that capital of not more than \$38,000 is used in Ontario. The company, which is planking the O&NY bridges across the St. Lawrence River to make them suitable for vehicular traffic was incorporated under New York State laws, Nov. 12, 1932. It has appointed Aaron Horovitz, Cornwall, as its attorney.

01-Jul-34

Page 97

International Bridge opened June 30 - see photo copy.

01-Feb-57

Page 54

NYC to abandon Ottawa line - first paragraph does not add much.

The application for leave to abandon the line was forecast in our October issue where it was recorded that the St. Lawrence Seaway work requires the removal of the international bridge over the St. Lawrence River south channel near Cornwall; this south channel will be the seaway navigation channel and the bridge is the southern terminus of the Ottawa and New York Railway and its connection with the NYC. To relocate the railway without obstructing seaway navigation, and to provide alternative bridges would have required at least 3.08 miles of new railway construction and estimated total expenditure of \$9,332,000 and in view of O&NY financial results such an expenditure was not economically justified. Evidence showed that communities along the Ottawa-Cornwall railway route are well served by adequate all weather roads.