

# Ottawa Items from Railway and Shipping World - 1898

01-Apr-1898

Page 38

New York Central

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 Soosmith 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.

"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 other road. It is proposed to operate the road as a distinctly Ottawa line, for local traffic, & also in connection with the C.P.R. at Finch & Ottawa & the other roads running north & west from Ottawa for the usual traffic interchange. Being the shortest line to the east, it will have intimate relations with all roads competing for New York business. The O. & N.Y. intends having an entrance to Ottawa entirely independent of the C.A.R. up to the deep cut; & as the agreement with that Company holds good only until Sept. 1 next, you can readily see that not much time can be lost in competing the line to that point. 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.

01-Apr-1898

Page 39

Montreal and Ottawa

The CPR short line to Ottawa will be ready for operation by July. This will be the shortest line between Montreal and the capital, and it will be from the start, the fastest. The question whether the CPR will use the Ottawa Union station or put up a structure of its own, is, according to Mr. Shaughnessy, under the consideration of the executive. The company will continue its transcontinental service by the old line via Calumet, the new line, splendidly equipped, being used chiefly for fast passenger service between the commercial and political capitals. The CPR looks forward to seeing this line one of the best paying in the system. Its construction has been rapid, but solidity has not been sacrificed to speed; the rolling stock which is to be placed on it will be among the finest used on the system.

01-Apr-1898

Page 40

Ottawa Terminal

New car shops in Ottawa East will probably be re-commenced about May 1, and about the same date work will begin on the Central Depot.

01-Apr-1898

Page 40

Locksley

W. Russell & Co. have a contract for building this line (Pembroke Southern) from Pembroke, Ont. to Golden Lake where it will connect with the OA&PSR.

01-Apr-1898

Page 51

Ottawa Electric

The first city in the world to have established in it a special electric heating service from a central station was Ottawa. Electric mail cars were first used in Ottawa on 9 Nov 1893 to convey Her Majesty's mails from the central post office to the railway stations.

01-Apr-1898

Page 53

Other

Ottawa and Metcalfe. An electric railway is being advocated between Ottawa and Metcalfe, about 20 miles.

01-Apr-1898 Page 53 Smiths Falls, Rideau and Southern

Smiths Falls, Rideau & Southern Electric recently applied to the Smiths Falls council for permission to lay rails and erect poles.

01-Apr-1898 Page 53 Hull Electric

The Ottawa Car Co. recently received an order from the Hull Electric Ry. for 5 open cars, one to be used as a motor. It will be of the latest design and finest finish. The other four are trailers. It will also remodel the parlour car of the Hull Electric Ry. putting in longitudinal seats in place of the others. The 4 trailer cars and motor car will have curved seat panels, that will enable passengers to enter the car more quickly and with greater ease than with the old ones.

01-May-1898 Page 59 Chalk River

H.B. Spencer is appointed Superintendent of the Chalk River section of the Brockville, Prescott & Eganville branches & of the Ottawa Terminals. Until about two years ago, when he resigned to take the management of the Hull & Aylmer Electric Ry., he was Superintendent of all lines east of Chalk River on the Eastern Division.

J.E.A. Robillard is appointed Superintendent of the Ottawa Section & of the St. Lin, St. Eustache and Labelle branches with office at Montreal. When H.B. Spencer left the CPR, as above mentioned, Mr. Robillard, who was Chief Dispatcher at Ottawa, succeeded him as Superintendent of all lines east of Chalk River on the Eastern Division.

01-May-1898 Page 64 Montreal and Ottawa

This line, which is leased to the CPR leaves the Montreal & Toronto line at Vaudreuil, 23.7 miles west of Montreal. The first portion, from Vaudreuil to Rigaud, 17 miles, was built about 4 years ago, with an extension to Point Fortune, 7 miles. In 1896 the line was extended from Rigaud to Alfred 29 miles and during last year this work has been going on the extension to Ottawa. It is now nearly completed and is expected to be opened to passenger traffic early in July, when express trains are expected to make the time between Montreal and Ottawa in 2½ hours with the greatest security and comfort. The distance from Windsor Street Station, Montreal, to the Central Station, Ottawa, is 111 miles, being five miles shorter than any other route. We are indebted to Mr. R.W. Leonard, Manager of Construction, for the following particulars:

The line passes along the south shore of the Ottawa River and Lake of Two Mountains from Vaudreuil to Hudson, passing the summer resorts to Como & Hudson thence somewhat inland through beautiful agricultural country past Rigaud and Vankleek Hill to the celebrated mineral springs and summer resorts at Caledonia and Plantagenet from which latter point the Nation River is navigable for small steamers up to Casselman on the CA Ry., a distance of about 20 miles. To the south of Navan and Blackburn is the enormous peat swamp known as Mere Bleue extending to Eastman Springs on the CA Ry.

The stations on the line, with distances from Montreal, are as follows:

Vaudreuil 23.8 miles

Little River 26

Isle Cadieux 28

Como 31

Hudson 33

Hudson Heights 33

Lavigne 37

Rigaud 41

St. Eugene 49

Stardale 54

Vankleek Hill 58 (crosses Hawkesbury branch CA Ry.)

McAlpins 61

Caledonia Springs 66

Alfred 70

Plantagenet 75

Pendleton 80

The Brook 86

Hammond 89 (crosses Rockland branch CA Ry.)

Leonard 95

Navan 99

Blackburn 105

Ottawa 111 (Central Station)

The maximum grades are 0.80 per 100 or 42 feet per mile & the curves are, with very few exceptions, not sharper than 1 degree. It is laid throughout with 73 lb. rails with flat head (section similar to that adopted by Am. Soc. C.E.). Many of the sidings at flag stations are fitted with patent switches and frogs leaving the main line absolutely unbroken at these points and making it particularly safe for fast running.

The principle structures are, Nation River Bridge at Plantagenet Springs 4 steel spans of 100 ft. on masonry substructures, Greens Creek, 30 ft masonry arch culvert, about 4 miles east of Ottawa; Rideau River Bridge at Ottawa, 8 spans half-deck plate girders of 65 feet on masonry substructures. There are many other smaller steel or masonry structures, timber being used only in smaller structures and temporary work.

The line is fenced throughout with Page wire fence.

01-May-1898 Page 68 Lanark County

Lanark County Electric. Breaking ground, a formality necessary to save the Co.'s charter was accomplished by Jas. Doyle of Perth, by turning over the sod for some distance on his farm.

01-May-1898 Page 68 New York Central

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.

01-May-1898 Page 68 Locksley

It is said that a contract for the five miles of the Golden Lake end of this line has been let to J.G. Sherwood of Emsdale, Muskoka.

01-May-1898 Page 71 Canada Atlantic

The CAR is securing legislation from the Dominion parliament to enable it to extend its line through Soulanges and Vaudreuil, crossing the Ottawa River near St. Ann village, & to construct a branch or extension of the railway on the island of Montreal to the St. Lawrence River in or below Montreal.

01-May-1898 Page 80 Kingston, Portsmouth and Catarauqui

The Kingston Electric railway's extension from Princess Street to the lower GTR station is expected to be completed in June.

01-May-1898 Page 81 Smiths Falls, Rideau and Southern

The Smiths Falls, Rideau & Southern Ry. The Kingston News says a contract has been let to a US company to build this line as a third rail electric road for \$8,000 per mile. The Ontario charter empowered the company to construct a single or double track in the town of Smiths Falls & thence through the twps. of S. Emsley, S. Burgess, Bastard, S. Crosby & Kitley to the villages of Portland, Jones Falls and Toledo, also through the twps. Montague, Wolford, Oxford & Augusta and the villages of Merrickville, Oxford Mills and North Augusta. The route to be worked by steam or electricity as they may elect. The line will run over all the paying ground of the Kingston, Smiths Falls and Ottawa Ry.

Up to time of going to press we have been unable to verify the statement as to the letting of a contract for construction. A Smiths Falls correspondent says nothing has been done further than to obtain the charter, and that he does not think a board of directors has been appointed.

01-May-1898 Page 81 Hull Electric

A bill to incorporate the Ontario and Quebec Bridge co, recently was defeated in the Railway Committee of the House of Commons. The proposed company asked for power to bridge the Ottawa River from the foot of Bank Street, to Ottawa Street in Hull. The promoter was the Hull Electric Ry. whose line extends to Aylmer where it connects with the Pontiac & Pacific Ry. These lines have no entrance into Ottawa and were trying to secure such by means of the bridge for which they did not ask any subsidy.

01-Jun-1898 Page 96 Montreal and Ottawa

The M&O is expected to be opened for traffic some time in July, will become part of the CPR Eastern Division under the immediate jurisdiction of Superintendent H.B. Spencer at Ottawa. At present the completed portion of the line between Vaudreuil & Plantagenet is attached to the Ontario & Quebec division. It is not the intention to run the Atlantic & Pacific transcontinental express trains over the new line, and they will continue to run between Montreal and Ottawa via Calumet (official).

01-Jun-1898 Page 98 Canada Atlantic

President Booth visited Quebec recently and had a conference with President Garneau and Manager Scott of the Great Northern with reference to pushing work on the latter road so as to give the CAR connection with Quebec City.

01-Jun-1898 Page 99 Locksley

We have been unable to verify the press report that a contract for building this line from Pembroke to Golden Lake has been entered into. We have written several letters to the Manager of the co. but they have not elicited any reply.

01-Jun-1898 Page 99 New York Central

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.

01-Jun-1898 Page 99 New York Central

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.

01-Jun-1898 Page 109 Kingston, Portsmouth and Catarqui

The Kingston Branch of the Lord's Day Alliance recently applied to the Attorney General for a fiat against the S.R. co. for running cars on Sunday. The Attorney General's reply was "It appears that the Co. have no intention of systematically running its cars on Sunday. Though the cars ran on the Sunday preceding the Queen's birthday, this was in consequence of there being a large number of volunteers in Kingston and many visitors who were desirous of seeing the camp. Under these circumstances it is thought a fiat should not be granted on the present application, but should the cars at any time be run regularly on Sundays a fiat will be issued.

01-Jun-1898 Page 109 Smiths Falls, Rideau and Southern

Smiths Falls, Rideau & Southern. The directors have been negotiating with a US firm in regard to construction but since the declaration of war they have been unable to proceed with negotiations. The directors are anxious to arrange for construction in the town of Smiths Falls and from there to the Rideau Lakes which are fast becoming important summer resorts.

01-Jul-1898 Page 113 Article

Collingwood Schrieber.

01-Jul-1898 Page 118 Ottawa, Northern and Western

The fact that the PPJ and O&G employees are some 9 months behind in their pay was recently brought to the attention of the Minister of Railways who said he would get the Deputy Minister to look into it to see what could be done. P. Heney of these companies, states that no employee of the roads can truthfully say his pay is 9 months in arrears. It is true, he says, that some employees are not fully paid, but they all receive pay every month, either in cash or orders, which are invariably honoured. In reference to the financial condition of the roads and the extent of the present business, he says both are improving and that their condition today is 25% better than a year ago.

The Quebec Government has issued execution against the PPJ and Gatineau Valley roads in connection with a judgement secured in the Superior Court in 1884. The company, it is alleged, owes commercial taxes to the government.

01-Jul-1898 Page 121 Canada Atlantic

Early in July the section men on the Canada Atlantic struck. They were getting \$1, and had been trying to get \$1.10, but the management refused to treat with them as a body. On striking they demanded \$1.25. A committee of drivers and conductors acted as intermediaries and after being out a few days the men went back to work on being advanced to \$1.10.

01-Jul-1898 Page 121 Carleton Place

Two CPR trains, an express and a freight were brought to a standstill between Ottawa and Carleton Place recently by caterpillars which covered the track and, being crushed, rendered the rails so slippery that locomotion was impossible. The caterpillars were of the tent variety and formed a column two miles long. Every vestige of foliage along their route was eaten up. The rails had to be swept and sanded before the trains could proceed.

01-Jul-1898 Page 121 Montreal and Ottawa

The Montreal & Ottawa Railway, Vaudreuil to Ottawa, was transferred to the Operating Department of the Eastern Division July 20 and placed under the jurisdiction of H.B. Spencer at Ottawa. It is expected to commence through train service between Montreal and Ottawa on Aug. 1 and to make the trip of 111½ miles in 3 hours with only three stops on the way, Vaudreuil, Vankleek Hill and Caledonia. There will likely be one fast train each way daily and a local each way for general business.

01-Jul-1898 Page 122 New York Central

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.

01-Jul-1898 Page 122 Locksley

This line, now under construction from Pembroke to Golden lake on the OA&PS, is 21 miles in length. The grading has about been completed and track is being laid. The contractors are Russell, Poulin & Co. of Pembroke who practically control the road, which the town of Pembroke has bonussed with a view of getting more direct connection with Toronto. The completion of a link between Golden Lake and the eastern terminus of the IB&O line would give almost direct communication between Pembroke and Toronto. The Pembroke Southern will open up a very fine agricultural country.

01-Jul-1898 Page 123 Chalk River

The reballasting and improving the main line between Carleton Junction and Chalk River is well advanced,  $\frac{3}{4}$  of the distance being done.

01-Jul-1898 Page 138 Ottawa Electric

The conductors recently demanded \$1.50 a day for 9 hour's work. The company refused the demand and compromised on \$1.35 or 15 cents. an hour for a 9 hour day.

A movement is on foot in Ottawa to secure a citizens' vote on the question of operating the street railway on Sunday.

01-Sep-1898 Page 147 Ottawa, Northern and Western

Reference to July issue page 118. An Ottawa dispatch of Aug 11 said Mr. P.W. Resselman, who is Superintendent of both lines, had received a communication from the government's solicitor settling the matter, that all proceedings had been withdrawn, the papers being cancelled on July 30 and that the sales advertised would not take place.

01-Sep-1898 Page 147 New York Central

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.

01-Sep-1898 Page 150 New York Central

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

01-Sep-1898 Page 150 Canada Atlantic

The locomotive engineers of the CAR and OA&PS are waging a war against aliens. Some time ago these companies leased a number of locomotives from the Central Vermont for aiding in hauling in the extensive lake grain trade from Parry Sound. At the same time a number of men were imported to run the locomotives thus giving to aliens the work which should have belonged to Canadians. At present the engineers are provided with pilots, but these will shortly be removed, and with their removal the old employees of the lines state that they will insist on the new men being sent back. It is said the CV refused to lease the engines to the CA unless CV men were employed.

01-Sep-1898 Page 151 Interprovincial Bridge

The Pontiac Pacific Junction Ry. jointly with the Ottawa & Gatineau Ry. is going on with the substructure for the Interprovincial Bridge between Ottawa and Hull, 2 piers of which are finished a 3rd half finished and the excavation of sawdust being done for a fourth. Rock excavation is also going on on the approach to the bridge on the Ottawa side. The acting Chief Engineer is G.C. Dunn.

01-Sep-1898 Page 151 New York Central

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.

01-Sep-1898 Page 151 Waltham

It is the intention of this company to build an extension from the present terminus of its line at Aylmer to Hull this year, a distance of 10 miles. The contract had not been let up to Aug 3.

01-Sep-1898 Page 153 Point Fortune

A number of daily papers have recently been asserting that the Co. had decided to extend the Point Fortune branch from that place, 24 miles from Vaudreuil to Hawkesbury on the Ottawa River. We are officially informed that there is no truth in the statement.

01-Sep-1898 Page 153 Montreal and Ottawa

This line having been completed, will be opened for passenger traffic August 28, by three hours' service between the two cities, 2 trains a day each way. The rumour is revived that the Co. intends building a passenger station in Ottawa on the east side of Sappers Bridge.

01-Sep-1898 Page 156 Other

Ottawa River Bridge. Perkins & Fraser, solicitors, give notice of application to the Dominion Government for the incorporation of a company to construct and operate a railway and general traffic bridge across the Ottawa River between the cities of Ottawa and Hull, with the necessary approaches from any station which the company may erect in those cities to the bridge for railway, street railway, tramway, carriage, foot and passenger traffic purposes with powers to expropriate lands; to amalgamate with or enter into arrangements with railway, street railway or any other corporation for the use of the bridge; and to charge toll, subject to the approval of the Governor in Council. The height of the arches of the bridge to be not less than 35 ft. and the interval between the abutments or piers to be not less than 150 ft; and for other purposes.

01-Sep-1898 Page 157 New York Central

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.

01-Sep-1898 Page 165 Cornwall Street

On Sunday Aug 14 a large party of Roman Catholic Foresters went from Montreal by GTR to Cornwall where they were conveyed by the street railway to St. Lawrence Park where they spent the day. It is said the electric cars continued running through the day and carried ordinary passengers as well. The Lord's Day Alliance is contemplating legal steps in the matter.

01-Sep-1898 Page 166 Ottawa Electric

City Council has decided to submit the Sunday street car question to the popular vote next January. There are two obstacles in the way of operation of streetcars in Ottawa on Sunday, the prohibitive act of the Ontario legislature and a clause in the street railway company's charter forbidding Sunday cars.

The men are asking for a nine hour day at the present rate of pay \$1.50. The company has offered \$1.43 for a ten hours day which the men refuse. It is

01-Sep-1898 Page 169 Article

J.R. Booth.

01-Sep-1898 Page 178 New York Central

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.

01-Sep-1898 Page 182 Canada Atlantic

Aliens on the Canada Atlantic.

Just before our August issue went to press a press dispatch on this subject was sent out from Ottawa and, as there was no time to verify it we gave it for what it was worth as follows:

(quotes earlier article)

We communicated on the subject with General Manager Chamberlain who replied as follows: "we have not now, nor have we had at any time any CV engines under lease. We have a large number of engines running through to the US and when business is heavy, more or less CV engines run over here as an offset. The statements in the despatch to which you refer were absolutely without foundation as there has never been any complaint or cause for complaint on the part of our employees.

01-Sep-1898 Page 183 Montreal and Ottawa

Some of the structures between Montreal and Ottawa were built to accommodate a second track.

01-Sep-1898 Page 184 Locksley

It is said that this line has been completed (July page 122)

01-Sep-1898 Page 193 Ottawa Electric

This company which has been having trouble with its employees on account of hours and wages, has decided to pay 15 c. an hour to employees of 3 years standing, 14 2/7 c. to employees of two years standing and 14 c. for those of less than 2 years standing. This, it is thought, will prevent a strike, as it meets the demands of 80 out of 136 motormen and conductors. Spare men will be allowed 13 c. an hour but the Co. will not recognize the Union. In this settlement both sides made compromise that enables the employees to come out of the negotiations with a considerable gain, their day having been reduced an hour without any corresponding reduction in wages.

It is expected the Co. will extend its line from Rockliffe Park to the Rifle Range next year, the Dominion government having promised to furnish free old steel rails taken up from the Intercolonial Ry.

The suburb of Britannia wants the Ottawa Co.'s lines extended to that place.

01-Sep-1898 Page 193 Lanark County Electric

Lanark County. The ratepayers of Perth have defeated the Lanark County Electric Ry. bonus by-law. A scheme is now on foot to build an electric road from Carleton Place to Lanark.

01-Sep-1898 Page 194 Other

The Brockville Times says "There is no reason why an electric railway connecting Brockville with the summer resorts up the river and with Prescott below should not pay. The local traffic on such a railway would be large and a great many tourists would travel over the line of it were properly advertised.

There is no doubt that such a railway would bring many customers to the merchants of Brockville. Light freight cars, as well as passenger cars could run over it and farmers could thus send their produce cheaply and conveniently to town.

01-Sep-1898 Page 194 Hull Electric

The Hull and Aylmer Co. has given notice of application to the Dominion Parliament for a charter for a bridge between Hull and Ottawa to enable it to get into Ottawa. A vigorous lobby defeated its bill last session.

01-Oct-1898 Page 216 Ottawa Electric

The crowds during the recent Central Canada Exhibition were so large that the Street Railway had difficulty in handling them, the equipment being insufficient. A number of open cars will be built during the winter.

01-Nov- Page 233 New York Central

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

01-Nov- Page 237 Westport

The line has been put in good condition and with the renewal of certain bridges now in progress will give a good account of itself to its owners.

01-Nov- Page 237 Carp, Almonte and Lanark

Carp, Almonte and Lanark. Interest has been revived on this proposed line which is projected to run from Carp on the OA&PS through Lanark County to connect with the CPR at Almonte. It is claimed by the promoters that aside from opening up one of the finest sections of new country in Ontario, it would also furnish the shortest and quickest route between Toronto and Ottawa. Among the promoters are A. Bell, C.E., Dr. Raines & W. Stafford of Almonte. President Booth, of the OA&PS has, it is said, declined to take stock, preferring to confine himself to his present lines. It is said the present lines have been surveyed.

01-Nov- Page 242 Kingston, Portsmouth and Catarqui

Ontario Court of Appeal Nov. 16. Judgement was given on appeal by plaintiff in favour of defendant (City v. Street Ry.) The action was brought to compel the defendant to keep its cars running over the whole of its line of railway during the whole of each year pursuant to agreement.

01-Nov- Page 242 Hull Electric

In reference to a statement of the daily press that the Hull and Aylmer Electric Ry. is about to be extended to Gatineau Point, the secretary of the company informs us that the Co. has no such intention at present.

01-Nov- Page 242 Cornwall Street

The electric railway is now undergoing reorganization and until this is completed no steps will be taken in carrying out the rumored improvements in the system. It is hoped matters will be straightened out by the end of Nov. One of the principal changes likely to be made will be changing from steam to water power.

01-Nov- Page 243 Ottawa Electric

The City Council has taken action to compel the Electric Ry. to extend its track to the Exhibition grounds in accordance with its contract with the City. An injunction has been applied for to restrain the Co. from operating the railway already built until the track has been extended as above mentioned. The Co. has declined to proceed with the extension on account of not having received the sanction of the Privy Council Railway Committee to cross the Canada Atlantic tracks. The application is still pending and, if it is granted, the Co. will probably go on with the extension.

It is said the Co. has in view the extension to Britannia, but that nothing will be done before next spring.

The biggest seizure ever made by the Customs Department, involving 18 locomotives and 1000 box cars was recently made public. The rolling stock belongs to the CAR and OA&PS. The seizures were made on two different occasions. The first was made on Dec 14 1897, when 5 engines and 500 freight cars were seized for alleged non payment of duty. The freight cars were marked V&PL and the while are valued in the Customs books at \$350,000. The other seizure was made in July 1897 of 13 engines and 500 freight cars marked Canada Atlantic Ry. via Central Vermont Ry. The last seizure is entered as worth \$400,000 thus making the enormous seizure total of \$750,000. The seizure was made for alleged non-entry of the engines and cars upon their arrival in Canada. The Customs Department requires that all new cars entering the country must be reported to the Customs Department. The officials of the railways mentioned have had several interviews with the Commissioner of Customs regarding the disposition of the cars, but so far, it is said, a decision has not been given. It was asserted by the railway officials that the cars were for international traffic. The Customs Department is, however, in possession of a copy of the following order, issued by General Superintendent Donaldson of the Booth lines Aug 4 1898:

"Order No 619. Circular to all agents. V&PL cars from now on must not be loaded off the CA. They must be used entirely between the elevators at Depot Harbour and Coteau. Agents will, for the present, be guided by this order".

Most of the cars have been released and are now in use, but the seizures are still in effect. It is said the railway companies claim that they have acted within their rights, there being a clause in their charters authorizing them to borrow or rent cars. This, they claim to have done, the clause not specifying that the railway from whom they rent shall be a Canadian railway.

This line, which extends from Brockville to Westport, 54 miles, has been considerably improved this season. The whole line has been relaid with cedar ties and largely rebalasted. Cattle guards and culverts have been renewed with new timbers, several bridges have been entirely rebuilt and the frame work for all water tanks has been reconstructed (Nov. pg. 237).

President Booth states that plans are being prepared for a Union Station in Ottawa to cost about \$130,000 and to accommodate the three lines now running into Ottawa. The station will extend from the present building at the canal basin over the vacant lot of land to Rideau St., with an entrance from Sapper's Bridge. There will be a train shed in the rear. The lower floor will be used for waiting rooms, ticket offices and dining hall and the upper floors will be devoted to railway offices. The building will be of stone and brick and it is expected the work will be commenced early next spring.

This line, which runs from the CPR at Pembroke to Golden Lake on the OA&PS at Golden Lake, has been completed and inspected by R. McCallum of the Ontario Public Works Department (See pg. 184).

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.

Canada Atlantic elevators.

The Brockville Times says "While we are not opposed to the building of an electric railway we believe that if the council would actively endeavour to interest capitalists in the matter it would be possible to secure the construction of an electric line by a company with an agreement that would guarantee a good service and low fares. A Brockville electric railway might in course of time be made the centre of a system of radial electric lines extending to a number of tributary towns and villages. For some reasons it might be better to have such a system owned and operated by private capitalists. The gas and electric light systems are used only by the people of Brockville. An electric railway would be used by many outsiders and in case of extensions to other towns might belong to them as much as to Brockville. Still some strong arguments might be advanced in favour of municipal ownership of an electric railway and if the council should decide in favour of it we would not oppose it, although we believe a satisfactory arrangement could be made with a company if the council would go about it in the right way."

The Railway Committee of the Privy Council has refused the application of the company for permission to cross the Canada Atlantic Ry. tracks at Elgin Street, so as to continue the line to the Exhibition Grounds. (Nov. pg. 243).

The cost of the proposed extension to Britannia, which is not likely to be taken up before next spring, is estimated at \$125,000. It is also suggested that the road be extended to Rockland, 22 miles.

J. Sheppard is suing the Co. for wrongful ejection from a car. Several weeks ago, he alleges, he boarded a car and at the time was smoking a cigar. He entered the car at the front vestibule and merely held the cigar in his mouth while taking a car ticket from his pocket book. He further alleges that he was forcibly ejected by the conductor without remonstrance and in attempting to reboard the car a second time at the rear entrance he was again pushed off and in the fall sustained a severe sprain of the ankle, with which he has since been laid up.



01-Dec- Page 273 Hull Electric

The cars of this company between Hull and Aylmer have been equipped with headlights which have five lamps of 16 candle power each, placed together before a strong reflector. It is said the equipment will be altered so that running speed may be increased to 40 mph.

01-Dec- Page 273 Carp, Almonte and Lanark

Carp, Almonte & Lanark. A statement which has been extensively published to the effect that work is to begin soon on this road is at least premature. The charter granted by the Ontario Legislature has lapsed without any work being done and Andrew Bell C.E. of Almonte, who is interested in the scheme, informs us that it has not yet been decided whether application to revive the charter will be made next session, though it is probable it will be if arrangements for building the line are made by that time. The lapsed charter was for a line from the OA&PS at Carp, 20 miles west of Ottawa, through Almonte and Lanark to Bridgewater, Hastings County, where connection was to be made with the since disused Madoc branch of the GTR. Mr. Bell says this would make the shortest possible line, with least works required, from Ottawa to Toronto, and adds that the country through which the line would pass is generally easy for railway building, especially as it was intended to utilize some 40 miles of the grading done by the intended Toronto and Ottawa Railway.

01-Dec- Page 275 Other

Ottawa to Meach lake. G.E. Kidd, solicitor for the applicants, gives notice of application to the Dominion Parliament to incorporate a company to build a railway or tramway, operated by steam, electricity or other motive power from Ottawa, through the township of Nepean, by Kingsmere to Meach Lake, QC; with branches to Hogs Back and Grahams Bay in Nepean twp. and the town of Aylmer and city of Hull; also to build a railway, foot passenger and vehicular bridge across the Ottawa River from the township of Nepean to the township of Hull at or near Remous Rapids.