

# Local Railway Items from Area Papers - Canada Atlantic Railway

*13/03/1871 Ottawa Free Press Canada Atlantic*

The new railway from Ottawa to Coteau Landing will be called the Montreal Junction and Ottawa City Railway.

*01/08/1872 Ottawa Citizen Canada Atlantic Central Depot*

From a text ad repeated over several weeks

Dufresne & McGarity are to move on 20 August to their own new and extensive warehouse situated on the south [sic] side of the Canal Bank contiguous to Sappers Bridge. These premises have been erected by the undersigned at an enormous expense, having been fitted up with all modern improvements, as well as for the receiving and delivering of goods of all descriptions, teams being able to pass through the building and discharge their loads or be loaded in the building by the aid of machinery. ... access from Sussex, St. Paul (now Besserer), & Rideau Streets. In addition to the above, they have their own steamer and barges, and freight of all descriptions is now and will be discharged on the bank of the canal at their own doors.

*09/09/1872 Ottawa Citizen Canada Atlantic*

A full meeting of the Ottawa and Coteau Landing Railway Company was held at Lancaster last Friday. It was decided to increase the force now at work on the road so as to have twenty-two miles graded before the 1st of January 1873m from the Province line westward to Alexandria. Our citizens may now look to the early completion of the road, now that the directors are pushing forward its construction with such commendable energy.

*19/09/1872 Ottawa Citizen Canada Atlantic*

The Ottawa and Coteau Landing Railroad Company have three hundred men at work on the section of their line between the Province line and Alexandria, and the work is advancing rapidly.

*05/10/1872 Ottawa Citizen Canada Atlantic*

Mr. McGillivray received a letter today, from the Superintendent of the Ottawa and Coteau Landing Railway, in which it is stated that there are four hundred men now at work on the road, and it is expected that ten miles of grading will be finished in another week.

*02/11/1872 Ottawa Citizen Canada Atlantic*

There as, we are told, a great deal of talk in Montreal about the folly of building a wooden bridge from Coteau to Valleyfield, in connection with the Coteau and Ottawa Junction Railroad now in course of construction. Considering that Montreal might have had a controlling interest in the road had she accepted the offer made by its original promoters, and considering also that the diversion of the road to Valleyfield must seriously injure several of her most important interests, this imputation of folly looks uncommonly like an exhibition of sour grapes. We don't know if it be too late, but if not we would suggest to the wise men of Montreal that the city should at once take stock in the road to the amount of \$200,000, with the proviso that if the wooden bridge be built across the river, it shall be used wholly for the transport of lumber which secured (piece missing).

*30/01/1873 The Times, Ottawa Canada Atlantic*

City of Ottawa and Coteau Landing Railway

A meeting of the directors of the City of Ottawa and Coteau Landing Railway Company was held Monday last in the town of Lancaster. The work on this important line of railway is now being pushed forward as rapidly as is possible at this season of the year. One hundred men are now employed at the heaviest cuttings, and this force will be largely augmented in the spring. Already 14 miles of the railway have been graded and prepared for track laying in the township of Lochiel and Kenegon (s/b Kenaston)

*07/03/1873 Almonte Gazette Canada Atlantic*

The route for the railroad between High Falls, on the South Native [sic] River and Ottawa has been decided upon. Two hundred men are at present employed at the cutting, and at the bridges.

*16/08/1873 Ottawa Citizen Canada Atlantic*

Coteau Landing R. R.

Locating the Line from this City to High Falls, on the Nation River

Mr. Chas. Legge, chief engineer of the Coteau Landing Railway arrived here from Montreal last evening, with Mr. Wm. Snedden, a well known engineer from New York. We believe their object in visiting Ottawa is to locate the line from this city to the High Falls, on the Nation River. Mr. Snedden, who represents the Americans interested in the line, accompanies Mr. Legge on his present tour with a view of satisfying himself as to the amount of freight that can be procured here during the season and after the close of navigation. We feel satisfied that there will be more freight carried over this road - lumber for the American market - than they will possibly be able to accommodate. It is their intention also to examine the road from the intended line of the bridge over the St. Lawrence, from Coteau to Valleyfield and the South Shore. We learned that an application will be made to the City Council shortly, in aid of the road, on condition that the machine shops of the company will be established in Ottawa. This consideration, alone, should, we think, induce the Council to make such an appropriation, as the city can afford.

## COTEAU ANO OTTAWA RAILWAY,

Meeting of Messrs. Catlin's Creditors at Alexandria - A Little Game Defeated.

From the Cornwall "Gazette" (Grit)

It is known that the contractors for this road have recently made an assignment, through their failure to draw funds from Boston (their head quarters) to continue the work. Confident that they would experience no difficulty in this regard, they undertook to build portions of the line through out, without reference to the terms of the contract, which stipulated that they should not receive any actual money payment from the Company until ten miles of the road had been graded. When they made an assignment, the contractors were in this position: they had done work, which in the judgment of competent engineers; was valued at \$280,000, exclusive of the value of their plant, and they had received in Kenyon and Lochiel bonds about \$30,000, which they had sold, it is said for about 85 cents in the dollar. The contractor assigned to Mr. E.P. Johnston, of L'Original one of their number, residing in the County of Prescott. On Wednesday last

## A MEETING OF THE CREDITORS

was held at Alexandria, for the appointment of an assignee. The Hon. D.A. Macdonald, President of the Road, was in the village on Monday, and on Tuesday there was a meeting of the Directors, held under his auspices. On Wednesday morning, however, before the meeting of creditors, he took his departure for Ottawa, leaving the legal advisers of the Company to fight the battle for the appointment of the assignee - the nominee of the Directors being Mr. Donald McLennan, of Williamstown. The creditors assembled in full force to the number of over a hundred, and it was understood that the object of the President in nominating Mr. McLennan was to force the contractors through the Insolvent Court without delay, in order that the Company might profit by the work they had done. The creditors, however, felt that

## A POLICY OF DELAY

was under the circumstances, a necessity. They wanted to see the contractors get a chance of completing the work and realising their assets, and they decided that the appointment of an assignee was of vital importance in securing their object. The interim Assignee, Mr. Johnston, of L'Original was therefore nominated in their interest, and after a good deal of cross firing, in which the representatives of the Company did not show to advantage, Mr. Johnson was duly appointed by a numerical majority of sixteen - those voting for him representing two-thirds of the liabilities. Curious stories are told about the

## WIRE-PULLING

which was initiated on Monday morning, after Mr. D.A. Macdonald's appearance on the scene. The Reeve of Kenyon became suddenly active in canvassing persons who had claims, to vote for the Director's nominee - actually working all night with that object - while others within the village of Alexandria whose claims were not sufficiently large to enable them to vote were, at the instigation of the President's acolytes, induced to sell those claims in order that the aggregate might produce votes in favor of McLennan. There was a good deal of

## EXCITEMENT IN THE VILLAGE

recently, when the conditions of the contract became known, and it is said that the indignation in Lochiel and Kenyon is great, as a portion of the bonds of those townships amounting to \$20,000 having been retained by the Company for their own purposes, according to the provisions of a contract of which they had been kept in ignorance by their professed friends - particularly those who had been specially deputed to look after their interests. At the meeting on Wednesday, not one of the directors put in an appearance - a fact which has given rise to very damaging comments. People do not scruple to say that they kept away to avoid interpellations as to their conduct.

03/10/1874 *Ottawa Citizen**Canada Atlantic*

## RAILWAY MEETINGS IN GLENGARRY

(From the Montreal "Gazette")

We are informed from a reliable and impartial source that the despatch forwarded in the press from Alexandria by interested parties, respecting the railway meeting held in the townships of Lochiel and Kenyon on Tuesday and Wednesday last, was altogether incorrect. So far from the meeting endorsing the course pursued by the Directors, an emphatic verdict of condemnation was given at both meetings by a majority of the rate payers present. In addition to the speakers mentioned in the despatch, the meeting at Lochiel was addressed by Mr. D.A. McArthur, of Alexandria, Dr. McMillan and Mr. Donald A. McDonald, of Kenyon; and at the close a resolution approving of the course taken by the company was voted down, and the following enthusiastically carried :-

Moved by Mr. D.A. Macdonald's, of Kenyon seconded by Mr. D. McKinnon, and

Resolved, That, after hearing the explanations offered by the President and Directors of the Montreal and City of Ottawa Junction Railway company, we, the rate payers of Lochiel, cannot allow this opportunity to pass without expressing our utter disappointment with the explanation of the object and intention of the last clause of the contract, which give the company the right to retain \$30,000, \$25, 000 of which are the bonds of Lochiel and Kenyon.

At the Kenyon meeting on Wednesday, after speeches by the gentlemen already named and also by Mr. Dartnell, of L'Original, a resolution similar to the one passed at Lochiel was adopted, and also another resolution instructing the representative of Kenyon on the Board of Directors to do all in his power, to have an extension of time granted to the contractors so as to enable them to resume operations on a good footing, and also to have the bonds of the township issued so that the contractors can pay their creditors along the line; always, however, keeping in view the protection of the interests of the township.

Considerable indignation exists among the ratepayers of the two townships mentioned at the manner in which the company have managed the affairs of the railway and have dealt with the contractors, who have been forced to stop work and go into insolvency, leaving debts due to parties in those townships to the amount of dollars \$70,000. We have been given to understand that a full report of the speeches at the above meetings will be published and circulated among the ratepayers, so that they may understand the whole case, for and against the company.

24/03/1875 *Kingston British Whig**Canada Atlantic*

Ottawa, March 24. Mr. Shark, Engineer of the N. E. RR., leaves this morning for the purpose of ascertaining the most direct route for the connection of that road with the Pembroke and Pacific Railroad. He will be accompanied by an engineer of the C. C. RR. A meeting of the Board of Directors of the C. C. Railway was held to-day, and a contract with the Government, for the C. P. Railway extension from Lake Nipissing Eastward, was signed.

28/11/1878 *Ottawa Free Press**Canada Atlantic*

The line of the Coteau Landing Railroad is said to be located as far as High Falls. It is not improbable that it will pass in the vicinity of the Dominion Springs, and will have a terminus at the proposed Central Depot.

26/07/1879 *Ottawa Free Press**Canada Atlantic*

It is said the new Coteau road, if built will run into the city parallel with the St.L. & O. R.R. from the Chaudiere Junction.

13/01/1881 *Almonte Gazette**Canada Atlantic*

Twenty four miles of the Atlantic and Ottawa [sic] Railway have been completed between Alexandria and Coteau, thus connecting the two places. It is expected the workshops will be located at Alexandria.

**25/02/1881** *Globe and Mail* *Canada Atlantic*

A private meeting of several of the directors of the Canada Atlantic Railway was held in this city for the purpose of considering an offer to build the road, and arrangements have been made to carry through the work at once with Mr. Daniel C. Linsley, of Burlington, Vt., a thoroughly practical man. He has given the necessary security which is perfectly satisfactory. The road is to be completed from Coteau to High Falls on the Nation, on the 1st of January 1882, and from the Nation to Ottawa by the 1st of September 1882; and the portion south of Coteau Landing to the province line in about two years. Work is to commence within thirty days after signing the contract.

**26/02/1881** *Ottawa Free Press* *Canada Atlantic*

Report of meeting. Contract awarded to Daniel C. Lindsey of Burlington, Vermont.

**28/02/1881** *Globe and Mail* *Canada Atlantic*

At the adjourned meeting of the Canada Atlantic Railway, held at Lancaster yesterday, the contract for the construction of the road was awarded to Daniel C. Linsley, of Burlington, Vt., for the sum of \$15,000 per mile and the bonuses granted by municipalities amounting to some \$400,000. The contractor put up \$300,000 in cash, and a bond of \$100,000 as security for the completion of the work. The portion of the line between High Falls and Ottawa is to be all completed by the 1st of September, 1882 and the rest of the railway, exclusive of the bridging over the St. Lawrence, by the 15th of May, 1887. The resignation of Hon. D.A. McDonald as President was accepted.

**12/03/1881** *Ottawa Free Press* *Canada Atlantic*

The Canada and Atlantic Railway Company have opened an office at the corner of Wellington and Kent streets. This looks like business, Mr. Linsley, the contractor, is in town.

**24/03/1881** *Ottawa Free Press* *Canada Atlantic*

Mr. Linsley, contractor for the Canada Atlantic Railway Company, has placed the \$30,000 security in the Bank of North America.

**06/04/1881** *Ottawa Citizen* *Canada Atlantic*

Surveyors commenced work yesterday on the line of the Coteau Railway. Mr. William Surtees, a son of the city engineer, is engaged in the work.

**12/05/1881** *Ottawa Free Press* *Canada Atlantic*

Work on the railroad between Coteau and Alexandria is progressing favorably. The engineers are Messrs. Geo. Mountain and Wm. Hall, Quebec; Mr. C. Keefer, this city; Messrs. Ennis, Duffy and Willis of Burlington. Messrs. Fitzgerald and Powell have a heavy subcontract from Mr. Linsley, and Mr. H. Boyd also has a large contract. It is expected that a train of cars will be run into Alexandria from Coteau Landing on the first of July. The work on the road is being pushed forward rapidly.

**26/05/1881** *Ottawa Free Press* *Canada Atlantic*

Satisfactory progress is being made with the construction of the Canada Atlantic R.R. The line between Coteau Landing and Alexandria is all under contract; the bridges, to be of iron and steel, of the standard of the Q.M.O. & O. R.R., are being made by the Toronto Bridge Company, and steel rails for this section, about 30 miles, are now en route from England. Cars are expected to be running in September next. The route between High Falls and Ottawa is now being located by Mr. C.H. Keefer and staff. The annual general meeting will be held in Lancaster next Tuesday when full reports will be made.

**27/06/1881** *Ottawa Free Press* *Canada Atlantic*

This company have been purchasing the right of way into the city through Stewarton and property for station grounds. The McDougal property has been purchased \$3,000 an acre being paid therefore. A block of the By estate has been bought from Mr. C. Magee, and a quantity of land from McLeod Stewart, in all thirteen acres.

**05/07/1881** *Ottawa Free Press* *Canada Atlantic*

The engineers now locating the balance of the Canada Atlantic line are expected to reach the city in two weeks. They are now near Eastman's Springs. The track has now been laid from Coteau Landing to Alexandria, over which part a train now runs, and it is thought that the railway will be complete to Kenyon village a distance of 35 miles by September. The road is to be finished to the city by June of next year, at least that is the terms of the contract, and work is being pushed forward satisfactorily. The company have been buying the necessary lands in the city and Stewarton for station grounds and for workshops. Some six blocks are to be used, five of which are in Stewarton and one within city limits. Quite a number of lots in several blocks have been bought and paid for, but the price of others will have to be decided by arbitrators, the owners asking high figures therefore. The road will cross the canal shortly above the Deep Cut. The blocks of land for station grounds etc., lie between Elgin and John streets, in Stewarton, and between Elgin and Cartier in the city.

**15/07/1881** *Ottawa Citizen* *Canada Atlantic* *Rideau Canal*

The surveying party in charge of the Canada and Atlantic Railway were engaged yesterday in running a line across the Canal.

**16/07/1881** *Ottawa Free Press* *Canada Atlantic*

Mr. D.S. Linsley, contractor for the construction of the Canada Atlantic Railway, is in the city. He has just come over the line from Coteau Landing to this point. He says the work is progressing favorably and that by the middle of next summer - probably the 1st of August - the railway from Coteau to Ottawa will be completed. The Toronto Bridge Company are now at work putting up the bridges on the eastern section of the route between Coteau and the Nation River. There are five bridges under way. It is not yet known exactly how many will be needed, as the western section has not yet been finally located, but parties of surveyors are at work. The largest bridge to be constructed, with the exception of the proposed one over the St. Lawrence, is the one that will be required to cross the Rideau River, and that over the Nation River the next in size. The grading of the road has been completed from Coteau to Alexandria, and track laying has begun from Coteau. It is expected that the road will be finished to the Nation River by Christmas. There are about six hundred men employed on the line, the largest force being at work near Alexandria, in one section alone there being one hundred laborers. A large quantity of ties will be got out this winter for the western division of the road. The distance from Ottawa to Coteau is about 80 miles. Mr. Linsley is having the work done by sub-contract. The 45 miles of road on the south side of the St. Lawrence, to give connections with the American system of railways, will also be built next summer. The right of way into this city has been secured, and by the end of a twelve month the Canada Atlantic Railway, it is expected, will be about ready for traffic, becoming an accomplished fact.

Also in the Kemptville Advance of 22 July 1881

**16/07/1881** *Ottawa Free Press* *Canada Atlantic*

We understand it is contemplated to cross the canal with this line somewhere in the vicinity of the stove factory on the bank of the canal in Gloucester, and thence deflect the line along the east side of Elgin street to the city limits, where the station will be built.

**30/07/1881** *Ottawa Free Press* *Canada Atlantic*

Work on the Canada Atlantic Railway is booming; sufficient men cannot be had to do the work.

**23/08/1881** *Ottawa Free Press* *Canada Atlantic* *Moose Creek*

Mr. R.A. Sims of Bay street left this morning for Moose Creek with fifteen men, engaged to work on the Canada Atlantic Railway for one year at \$1.25 per day. Board is \$2.50 per week. Some fifty men will leave next month for the same destination in charge of Mr. Sims.

**30/08/1881** *Ottawa Free Press* *Canada Atlantic*

The terminus of the Canada Atlantic Railway at this end will be in Stewarton, where lands have been purchased for station grounds. The Chaudiere branch of the St. L. & O. Railway will be used in the shipment of lumber.

**28/09/1881** *Ottawa Free Press* *Canada Atlantic*

It is expected that the final survey of the Canada Atlantic Railway upon the western division will be completed into the city by Saturday evening. Work upon the line is being steadily pushed forward.

**06/10/1881** *Ottawa Free Press* *Canada Atlantic*

The final location of the Ottawa section of the Canada Atlantic Railway is now about completed. The survey party quit work at Hurdman's Bridge last evening, and will have the exact route right into the city figured down before another day goes by. Mr. Hale is engineer in chief of the Canada Atlantic road, being assistant to Mr. Linsley, the contractor. He is now in the city. Mr. Ambrose Duffy is the engineer engaged in the final survey now being made. His party is composed of H. Rees, W.R. Davidson, W. McMillan, F. Reynolds, C. O'Neil, E. Janacque, Y. Janacque. The Western Section.

A magnificent route has been surveyed from High Falls to this city. From the Falls to Taylorsville the road runs along the flats in a straight line, the distance being a little over 22 miles, and an easier section for building a railway cannot be found anywhere on the continent, as it is perfectly level; to use the expression of engineer Duffy, "it is as level as the floor." The line passes just south of Eastman's Springs, crossing one corner of Messrs. Swalwell & Borbridge's hotel property; and runs in a northwesterly direction. It crosses the road a short distance west of the Springs, and runs along the north of it. After passing Taylorsville, the line breaks to a more northerly direction, in order to strike the city as the first trial line took the surveyors some seven miles to the south. The road passes south of the Cyrville Church, thence through Kelly's farm, and will cross the Rideau River about 100 feet north of the Hurdman's bridge, and will come into the city through Archville striking Stewarton. The necessary property in Stewarton and the city has already been secured, although a few lots have yet to be arbitrated upon.

#### THE EASTERN DIVISION

Work is rapidly being pushed forward on the section between Coteau Landing and High Falls. Already the track has been laid some distance west of Kenyon, which is 34 miles from Coteau. It is expected that the track will be laid to High Falls by the first of November. Three trains are operating upon the built portion, one at the head of track, one for ballasting and the other for bringing up the iron. Over 200 men are engaged in tracklaying alone, and 4,000 feet or three quarters of a mile of track, is being laid daily. The ballasting of the road is being pushed forward with all rapidity, a night gang working as well as a day gang, the electric light being used by the enterprising contractor for the construction of the road so as to facilitate night work. This is at the gravel pit a short distance east of Kenyon. The best steel rails are being laid upon the road, which will doubtless be first class in construction.

#### THE SOUTHERN DIVISION-- ENGINEERS IN CHARGE

The assistant engineers under Mr. Hall, who have charge of the work of construction upon the road are as follows: Mr. Lampman at High Falls; Mr. Hobbart at Kenyon; Mr. Mountain at Alexandria, and Mr. McInnis at Coteau.

#### THE ROUTE --

**22/10/1881** *Ottawa Free Press* *Canada Atlantic*

A second line approaching the Rideau river is being located by the Canada Atlantic engineers. The first one was not in a position so that the St. L. & O. Railway trains could switch upon it, but the new line, further south will render such a thing perfectly easy.

**26/10/1881** *Ottawa Free Press* *Canada Atlantic*

This morning Governor Smith, Messrs. J.R. Langdon, James M. Foss, of Vermont and W.H. Dubois of Boston, left the city to make an inspection of the proposed route of the Canada Atlantic Railway between this city and Moose Creek. They will drive to the point named and then take the cars for the trip to Coteau, the eastern section of the road being completed to within a couple of miles of Moose Creek. The gentlemen named are all interested in the railway now being built and will aid in the completion of the southern section which will give a connection with the American system of railways.

Mr. Linsley, contractor for the Canada Atlantic Railway, has given instruction for profiles of the western section of line to be prepared for the inspection of contractors who wish to tender for portions of the work. It is expected that tenders will be let for all the work on the section between this city and Moose Creek within two weeks. Messrs. Corbett & Snaith, who have been doing work on the eastern section, have secured Mr. James Murphy, a good man, as partner.

The engineers will have the new line crossing the Rideau River finally located by tomorrow night. A splendid crossing has been secured - water only four feet deep with rock bottom. The first new line struck hit the river where it had a depth of twenty feet. A hundred feet further south gave them a solid bottom at a depth of four feet. The road will strike across the river just at O'Dell's brickyard and come across to a point just south of Paterson's Creek.

Chief Engineer Hall states that the company will endeavor to make one bridge across the canal do for both the through freight lines and the passenger line turning into the city. The road to the Chaudiere will pass along through the Stewart estate, taking the southern roadway at present cleared through the bush. A conjunction will be made with the St. L. & O. branch before the Chaudiere is reached. The distance from the canal to the Chaudiere will be about two and a half miles. The St. L. & O. Railway will be able to use the Canada Atlantic line running into the city. It is understood that the contracts for the bridges over the Rideau river and canal will be let this fall, so that they can be constructed as early as possible in the springtime. With the work on this end of the line at full blast it will make the city livelier than ever. Ottawa is just beginning to come right again.

The erection of the station and freight buildings in the city and Stewarton will be begun next spring and completed by the time of the opening of the road. The Canada Atlantic will be an accomplished fact in less than nine months at the present rate of progress.

**29/10/1881** *Ottawa Free Press* *Canada Atlantic*

On Wednesday morning last, on the invitation of Mr. D.C. Linsley, contractor, a party of gentlemen drove over the line of this railway now under construction.

Party was composed of the following gentlemen: hon. J. Gregory Smith, president of the Central Vermont Railway; J.R. Langdon of Montpelier, Vermont; Guy C. Noble, St. Albans, Vermont; Mr. Moss, assistant superintendent of the Central Vermont Railway; J.J. Lewis and L.R. Lewis of Boston; W.G. Perley, J.R. Booth, McLeod Stewart; Alderman McDougal and Alderman Masson of Ottawa. The party drove the first day, having a four-in-hand to a comfortable van, about sixty miles.

#### TO MOOSE CREEK

in the Township of Roxboro, where a stoppage was made for the night. On Thursday morning the party took the first passenger train which had been run over the line about two miles from Moose Creek and proceeded to Coteau. Stoppages were made at the different stations and also at the bridges for the purpose of inspecting the work.

Went on to Valleyfield, Rouses Point etc.

**24/11/1881** *Ottawa Free Press* *Canada Atlantic*

The work of construction on the Canada Atlantic Railway, near the head of Deep Cut will be commenced tomorrow morning.

**29/11/1881 Ottawa Citizen Canada Atlantic**

Mr. R.A. Sims, one of the contractors on the Canada Atlantic Railway has commenced work on his section and Ald. O'Leary should commence work on his section this week.

**16/12/1881 Almonte Gazette Canada Atlantic**

Mr. W.J. Featherston has been awarded the contract for getting out 60,000 ties for the Canada ad Atlantic Railway. They will be cut on the Madawaska River

**30/12/1881 Ottawa Free Press Canada Atlantic**

The Witness remarks: "An effort is being made to make Alexandria the mechanical metropolis of the Canada Atlantic Railway, a free site for the workshops and freedom from taxation being the bounty offered. In favor of selecting a small place for mechanical and manufacturing operations there is always a considerable economy in the items in this case offered for nothing, yet other considerations, such as facility if obtaining labor and greater accessibility, often determine such works to greater centres. In this case Ottawa is the other claimant. The decision come to will be interesting.

**25/01/1882 Toronto Daily Mail Canada Atlantic**

Regular trains are now running on the Canada Atlantic railway between High Falls and Coteau. There are two trains each way daily.

**03/02/1882 Almonte Gazette Canada Atlantic**

DEFEATED. - At special meeting of the Ottawa City Council on Saturday evening a motion to ratify the arrangement to pay a bonus of \$100,000 to the Canada Atlantic Railway was defeated by a majority of one. As this road is intended to run in connection with the Toronto and Ottawa, the vote seems to indicate that there will be some difficulty about securing the \$200,000 bonus voted to the latter company

**07/02/1882 Ottawa Citizen Canada Atlantic**

On Thursday evening Mr. Robert McCallum, Civil Engineer Inspector for Railways for Ontario, was in Montreal having just closed his inspection of that part of the Canada Atlantic Railway running between the Ontario border and Casselman. His inspection has been most satisfactory to the company. There is now completed and in running order some fifty miles of the line. It is in running order between Coteau and Casselman, thus leaving thirty miles to be finished in order to complete the distance to Ottawa. In a day or two the company's engineers will have crossed the St. Lawrence to Valleyfield. from this place they will soon locate the railway line through to Rouses Point where the Canada Atlantic will strike a junction with several railways that lead to the sea in straight lines either to New York, Boston or other points. --

**20/02/1882 Ottawa Free Press Canada Atlantic**

Mr. Sims, one of the contractors for the C.A. Railway, has had twenty men at work about twelve miles out the Russell road, cutting down trees and grading in preparation for next summer's track laying.

**23/02/1882 Ottawa Citizen Canada Atlantic**

How the work on the Canada Atlantic is progressing.  
Other side of the St. Lawrence and the bridge.

Between Ottawa and Casselman some 350 men were busily engaged on the work of construction. The masonry of the bridge over the Nation River was completed and the Toronto bridge Company were at present proceeding with operations to allow them to go on with their part of the work. The masonry of the bridge which was laid in cement, was done by Mr. Linsley, contractor, and is in every respect a first class job. The work was assiduously prosecuted during the winter and in order to permit of this artificial heaters were used upon which the stone was laid preparatory to being placed upon the wall. The bridge was some 350 feet in length and 30 feet high, and addition to presenting a picture of stability the work was neatly executed. Large new arches 160 feet long are being built at Big Gully, three miles on this side Nation River. The next work in progress was at South Indian creek, at which point masons were busily erecting a large culvert. Tenders were being received for the building of the Rideau River and Canal bridges and the work of construction was intended to be proceeded with at an early date.

The enterprise of Mr. D.C. Linsley, the general manager of the road is deserving of praise in leaving no time or pains to bring the construction to an early and successful issue. It is expected that the line will be completed to Ottawa at not later than the middle of July. The present time table issued by the company shows that there are two passenger and two freight trains running daily between Coteau and Caselman. The traffic on that portion of the line is already in excess of what might be anticipated and everything taken into consideration foreshadows a bright financial future for the company and an inestimable boon to the citizens of Ottawa from the additional railway facilities which the running of the line will bring upon them.

**04/03/1882 Ottawa Free Press Canada Atlantic**

Ald. O'Leary, to whom has been awarded the contract for constructing the two bridges for the Canada Atlantic Railway, has commenced the work, which will be vigorously prosecuted until finished. The bridges, one over the Rideau River and another over the Canal, will cost in all \$8,000, the latter to be one of the staunchest swing bridges in this district.

**31/03/1882 Almonte Gazette Canada Atlantic**

Work on the Canada Atlantic Railway is progressing favorably. It is expected that the road will be completed to Ottawaby the first day of July next.

**06/04/1882 Ottawa Citizen Canada Atlantic**

Work on the Canada Atlantic Railway is being pushed forward with the utmost despatch. Messrs. Starrs and Fitzgerald will begin operation on their contract Monday next. Mr. Fitzgerald only recently completed a large contract on the same road near Alexandria, and made so many friends on that part of the country during his stay that he was entertained to a sumptuous banquet prior to leaving the district.

**10/04/1882 Ottawa Free Press Canada Atlantic**

This road since it has been completed from Coteau station to the High Falls on the Nation River, a distance of fifty miles, has been running since the first of January from High Falls to Coteau and doing a very good business. Four trains per day are running between these two points, and in the course of a few days the contractor will commence laying the rails from High Falls this way, and he fully expects to be in Ottawa city during the month of July next. The contract could not be in better hands and Mr. Linsley deserves credit for his perseverance and ability in completing the fifty miles now in operation in so short a time. There never was a road in this country built in so short a time, when we consider that the whole expenses was bore by private capital and by two of our most enterprising citizens. It is a matter for regret that the city council did not carry out the wish of the ratepayers and implement the grant of \$100,000. The day may not be far distant when the city will regret the course taken in this matter when the full extent of the error that has been committed will have been discovered.

**14/04/1882 Ottawa Free Press Canada Atlantic Rideau River bridge**

Ald. O'Leary, who returned to town yesterday, states that he is making fair progress with his contract for the bridges over the Rideau River and the Canal. He has two stone piers completed on the Rideau, and has most of the stone drawn for the bridges.

**09/05/1882 Ottawa Citizen Canada Atlantic Archville**

Yesterday forenoon a workman employed on the Canada Atlantic Railway met with a serious accident at a point of the line near the school house at Archville. It appears that the man in question was attempting to leap on to the gravel train when he missed his footing and fell on the track, the car passing over him and crushing him terribly. The injured man was carried to Coynes hotel and medical aid was immediately summoned to attend to his injuries.

**10/05/1882 Ottawa Free Press Canada Atlantic**

Ald. O'Leary has begun the work of grading on the Canada Atlantic Railway. He has quite a number of men employes and intends pushing on his contract as fast as possible.

**23/05/1882 Ottawa Citizen Canada Atlantic Rideau Canal Drawbridge**

Work on the railway bridge over the canal is progressing well and the contractors will easily have the structure completed in accordance with their agreement.

**25/05/1882 Ottawa Citizen Canada Atlantic Rideau Canal drawbridge**

The work on the railway bridge over the canal has progressed so far that the piers are now almost completed, and preparations for the rest of the work are going on rapidly. The material for its completion is almost entirely on the ground.

**31/05/1882 Ottawa Citizen Canada Atlantic**

The annual general meeting of the CAR was held today. Mr. H. McGillivray, president, read the report:

Your directors beg leave to report that since the last annual meeting a very satisfactory progress has been made in constructing the railway from Coteau to the city of Ottawa; the line from Coteau to the High Falls on the Nation River having been completed in the month of December last, and in the month of January two trains each way per day commenced running between Coteau and Nation River. The receipts from passengers and freight exceeded your directors' expectations and the receipts for this portion causes us to look hopefully for the future earnings of the road when completed.

Your directors have also to state that the road is now open to South Indian, a distance of 56 miles from Coteau and 24 miles from Ottawa. Some delays have been caused by owners of lands along the line in getting the right of way, and it is to be hoped that very little more delay will take place from this cause, as the whole line from South Indian to Ottawa is in a fair way of being completed at a very early date. The two principal bridges over the Rideau River and the Rideau canal are making very fair progress so that no delay may be anticipated on their account. Some delay has lately been caused by the want of labourers, but since the arrival of immigrants this want has been satisfied.

Your directors have also to state that the line has been located through the city of Ottawa to its final terminus at the Chaudiere, and every effort has been made with a view to opening the road to Ottawa on the first of August next. Your directors have also to state that preparations are now being made to commence active operation on the eastern portion of the line from Coteau to the province line including the crossing of the St. Lawrence at Coteau.

Your directors are now in negotiation with the Postmaster General with a view to obtaining a contract for carrying the mail from South Indian to Coteau, which is much desired by people along the line, we hope in a short time to be able to report the completion of the contract.

In conclusion your directors have to report the passing of a by law limiting the number of directors to seven, to be annually elected by shareholders, this number being deemed sufficient for the management of the affairs of the company.

Directors for the following year were:

E. McGillivray, McLeod Stewart, G.B. Pattee, Geo. H. Perley, Ottawa; E.C. Smith, St. Albans; Duncan A. McDonald, Lochiel; Alex A. Stewart, Kenyon; Job Rinkin, Montreal; Guy C. Noble, St. Albans.

**01/06/1882 Ottawa Citizen Canada Atlantic Archville**

Archville 31st. Work on the Canada Atlantic Railway is progressing steadily. The stone piers of the bridge across the canal are now finished and present a very firm appearance, being pronounced of an excellent job of masonry, reflecting great credit on the contractors and the men by whom the work was done. Messrs. Starrs and Fitzgerald are pushing forward the work on the cutting at a rapid rate and expect to get through in good time. Work on the culvert in the hollow has been commenced and will be pushed rapidly forward. The masonry of the Rideau bridge is now fairly under way, large quantities of stone and materials is now on the ground and will be added to the structure as rapidly as possible. The activity of the works and the large number of men employed give to the place a very different tone from the air of undisturbed quiet which was hitherto enjoyed in this pretty little suburb.

**13/06/1882 Ottawa Citizen Canada Atlantic Archville**

Daniel Dyer, the man who was injured on the construction cars of the Canada Atlantic Railway, is now so far recovered from his injuries as to be able to go to work again.

The people of the village are now wondering whether or not the goodness of the railway authorities will afford them a footbridge in connection with the railway bridge over the canal. Such would be of great benefit to them and would shorten the distance from the village to the city. They should look to this matter at once.

**15/06/1882 Ottawa Citizen Canada Atlantic Archville**

A boy named Harris employed in driving a horse on the Canada Atlantic Railway met with a painful accident on Monday. It appears he was, by some means, drawn under one of the construction cars while in motion, which passed over his foot crushing and bruising it badly. He was at once taken to his home and a doctor called in, who pronounced the injury to be of a very painful but? not serious nature.

**28/06/1882 Ottawa Free Press Canada Atlantic**

Construction of the road is progressing satisfactorily.. Yesterday a train came within half a mile of Eastman's Springs station.. The track is being laid at the rate of half a mile per day, and the construction train will probably be at the station today. The iron for the bridge over the Rideau River is arriving by the St. Lawrence & Ottawa Railway.

**01/07/1882 Ottawa Citizen Canada Atlantic**

The construction of the Canada Atlantic Railway is proceeding satisfactorily. Last Tuesday a train came within half a mile of Eastman Springs station. The track is being laid at the rate of half a mile a day. The iron for the bridge over the Rideau River has arrived by the St. Lawrence and Ottawa Railway.

**03/07/1882 Ottawa Free Press Canada Atlantic**

The heavy rain of Saturday had the effect of stopping work on the sections of the Canada Atlantic Railway near this city, contracted for by Messrs. Mansfield, O'Leary & Starr. It is likely that, owing to the mud caused by the rain, work will not be resumed before tomorrow.

**04/07/1882 Ottawa Citizen Canada Atlantic**

Owing to the recent rainfall work on the Canada Atlantic Railway in the vicinity of the city has been suspended for a few days.

**07/07/1882 Ottawa Free Press Canada Atlantic**

Account of a construction accident on Starrs contract in which a temporary trestle, which was being filled in, collapsed.--

Mr. Starr has at present about fifty men employes on his section of the Canada Atlantic Railway, near the head of Deep Cut, It is expected that he will finish his section in about a month.

**10/07/1882 Ottawa Citizen Canada Atlantic Archville**

Work on the Canada Atlantic Railway is being rapidly pushed forward. Grading and cutting operations between the bridges over the Rideau River and the Rideau Canal are just approaching completion. The trestle work on both bridges is being pushed rapidly forward and they now begin to assume the appearance of finished structures. Large numbers of men are employed, and it is expected that in a short time the sound of the iron horse will be heard in the village.

The construction of the Canada Atlantic Railway from Coteau Landing on Lake St. Francis to connect with the Grand trunk Railway at Coteau and thence to Ottawa was commenced early in April 1881, by the contractor Mr. D. C. Linsley of Burlington, Vermont. Since that date the great work of construction, grading, bridge building etc. has gone on apace.

During this very brief period for the carrying out of such an enterprise, rapid has been made and today the work is well nigh completed, the track being finished some four miles of Hawthorne, or about 10 miles from the city limits. Up to this point the road is in perfect shape. The contractor has introduced a system of track laying for the first time adopted in this country - the ties being permanently packed outside the rails and the track being thoroughly lined up; so that before the first lift of ballast was put on the road bed he had his roadway in condition to run express trains, indeed the construction train at many times ran at a speed --ing thirty miles an hour. ?? completed the work along the line is of the highest order, wire fencing stone culverts, cattle guards. The grades are easy, the steepest of which is less than 35 feet per mile - and that only for a short distance - while the sharpest curve is only about 2 degrees. The masonry is of neat design and presents a striking appearance from its massiveness and stability. The road has been opened for passenger and freight traffic as far as South Indian and two mixed trains run daily each way. This week traffic will be extended to Eastman's Springs, but the location of the depot there has not yet been decided upon, there being some difficulty in procuring the ground for a suitable site. The various depots along the line are very handsome and convenient structures, adapted in every way to suit the wants of a travelling public. The work of construction from the end of track to the Rideau River - section 70 - which is being performed by Mr. John O'Leary, is being rapidly pushed forward and will be completed on Saturday next. Mr. O'Leary has also the contract for the mason work on the Rideau River and Rideau Canal bridges, the former being completed and the lateral be finished in the course of eight days. The iron work of both bridges is being put up by the Toronto Bridge Company, the one across the river being an iron truss bridge, and the one across the canal an iron swing bridge. The workmanship of both reflects great credit on the company. Work on section 80, (from the Rideau River to the Rideau Canal) is being diligently prosecuted by the contractors Messrs. Fitzgerald and Starrs will be brought to completion in about ten days. It is expected that on or about the first day of August the first locomotive will steam into the city, and the road thrown open to the public for freight and passenger traffic. The line is being laid throughout by steel rails, and when the last spike has been driven it can be truly be said that the country can boast of having one of the best constructed lines, as it will undoubtedly be one of the best paying in the entire Dominion. It is only but justice to mention the untiring energies of Mr. Linsley, the contractor, who upon all occasions worked indefatigably and zealously for the good of the enterprise. His professional ability as a civil engineer, his practical knowledge of railway building, and his extraordinary perseverance, one of his chief characteristics, have eminently fitted him in bringing the completion of this much needed railway to a successful issue. Whether the station for Ottawa will be located in the city or outside the boundary is a question which, if the company have already decided themselves, they have not made it known, and it is readily averred that the matter is still receiving the consideration of the board of directors, and as yet no definite decision has been arrived at. This is of course entirely due to the action of the Corporation in refusing to grant the railway the proposed bonus. Again, regarding the Chaudiere Branch, a difficulty arose through many residents and other parties interested taking objection to the route surveyed for many alleged reasons and endeavouring to show a more feasible and practicable scheme. To this latter course the heads of the railway refused to agree and accordingly it is mere conjecture to say what conclusions may have been arrived at in this direction. However, it is not at all likely, once the line is under operation to the city limits that there will be any serious barrier in the way of arriving at a satisfactory arrangement as to the best possible procurable sites for a passenger depot somewhere in the vicinity of Elgin Street or, on the other hand as the entrance to, or situation of the lumber depot at the Chaudiere.

15/07/1882 *Ottawa Free Press* *Canada Atlantic*

Some fifteen cars loaded with iron work for the Atlantic Railway bridge to be built across the canal have already arrived by the St. L. & O. R. About three cars more, it is expected, will complete the contract.

19/07/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. Expects to complete his contract in about three weeks.

20/07/1882 *Ottawa Free Press* *Canada Atlantic* *Hurdman*

The work of taking the track of the Canada Atlantic Railway over that of the St. Lawrence & Ottawa Railway was yesterday completed under the superintendence of Mr. S.S. Churchill.

20/07/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. W. Palen has completed the trestle approaches to the C.A.R. bridge over the canal.

26/07/1882 *Ottawa Citizen* *Canada Atlantic*

Ald. O'Leary has finished work on his contract on the Canada Atlantic Railway. It is more than probable that the first train run into the city will pass over the road today.

27/07/1882 *Ottawa Free Press* *Canada Atlantic* *Rideau River bridge*

The first train over the new C.A. Railway bridge, constructed over the Rideau River, near Cassidy's hotel, shunted over the bridge on Tuesday. The structure stood the test well.

27/07/1882 *Ottawa Citizen* *Canada Atlantic*

A large number of men are now employed in erecting the fences which are of barbed wire with cedar posts along the line of this railway.

28/07/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. Pierce Mansfield's contract on the Canada Atlantic Railway was finished on Wednesday last. The work was commenced on the 8th of May--

01/08/1882 *Ottawa Citizen* *Canada Atlantic* *Rideau Canal*

Grading is commenced on the first mile of the Canada Atlantic Railway on the Ottawa side of the Rideau Canal by the contractors Messrs. Macdonald and Brown. This part of the road terminates at the property of Mr. McLeod Stewart.

03/08/1882 *Ottawa Citizen* *Canada Atlantic* *Rideau River*

Yesterday afternoon a CITIZEN reporter took a walk out to the Canada Atlantic Railway Company's bridge over the canal where he was fortunate to find Mr. Linsley the contractor, who kindly gave him an invitation to accompany him on a tour of inspection over a portion of the road. Having finished taking a look at the bridge which spans the Rideau River, a very fine structure, the engine "Georgia" under the control of the genial driver Joe West who claims the honour of being the first over the bridge, was uncoupled from a construction train and started on a good run east. This road is very finely ballasted to within about one and a half miles from the city and work is being pushed on rapidly by a large gang of men. The rails are of the best class of steel from the Ebervale (should be Ebbw Vale) Works in Wales and the nut lock adopted by the road is Atwoods Patent Lock Nut which Mr. Linsley has had manufactured by Taylor of Montreal. The device is the most simple and effective in existence. The swing bridge across the canal is finished and the road graded to Elgin Street so that before many days the residents of Ottawa will be able to reach Montreal in three hours and a half or less. If Mr. Linsley's staff are all as courteous as their chief, the travelling public will have no reason to complain.

04/08/1882 *Quebec Daily Telegraph* *Canada Atlantic* *Ottawa, Elgin Street*

The swing bridge over the Canada Atlantic Railway is completed and the first train has passed over it. Passenger trains will be passing over it in the course of a few days

Report to Board of Directors.

-- the road is constructed and ballasted to within one half mile of the Rideau river and the bridges over the Rideau river and Rideau canal will be fully completed within three or four days. The road is now graded to the line of Elgin street in this city and the ties will be laid on this portion at once, and the ballasting of the whole line to Ottawa will be completed next week. --

16/08/1882 *Ottawa Free Press* *Canada Atlantic*

Mr. MacMac foreman of section of the C.A. Railway now building outside the city, had a dispute with Mr. Lambton, resident engineer yesterday. The result was that some thirty-four men, constituting the gang under Mr. MacMac's direction, immediately quit working. It is said the dispute was over wages.

24/08/1882 *Ottawa Citizen* *Canada Atlantic*

Canada Atlantic Excursions. A number of applications have been sent in so as to secure an excursion on the Canada Atlantic Railway, which will be completed about the 15th of September. The Princess Louise Dragoon Guards being the applicants, as soon as matters are finally settled, will place the management of the excursion in the hands of our popular friend Mr. MacCuaig and we promise the public one of the finest excursions ever offered. The corps will be accompanied by the Guard's Band and the excursionists will have five or six hours to visit the city.

26/08/1882 *Ottawa Citizen* *Canada Atlantic* *Carlsbad Springs*

At the Eastman's Springs station of the Canada Atlantic Railway a man whose name couldn't be ascertained, met with a fatal accident last night. Dr. Corbett, coroner, left at 4 o'clock this morning to hold an inquest.

08/09/1882 *Ottawa Free Press* *Canada Atlantic* *wood*

This afternoon about 2 o'clock the first train of cars containing about 180 cords of fire wood reached the city by the Canada Atlantic. The train numbered eighteen cars and was loaded in the township of Cambridge. It is a mixed wood and is intended for the use of the company. As an instance of what will be done on this road in the future it may be stated that the men in charge commenced to load up at 8 o'clock this morning and discharged the load at Elgin street by three p.m. - in seven hours time. The road runs through an excellent and well wooded country, and even in this respect alone cannot fail to be of great service to our citizens the coming winter.

09/09/1882 *Ottawa Citizen* *Canada Atlantic* *Elgin Street water*

The city and the Canada Atlantic Railway may be congratulated on the progress which that last named corporation is making in the vicinity of Elgin Street. The company is now laying its sidings, erecting its water tanks, laying down a turntable for the use of locomotives, and putting up other works. The framework of the engine house is also in course of construction and will accommodate several engines. On their ground is now to be seen an immense pile of cordwood, about two hundred cords, which came in yesterday from the township of Cambridge by a train of eighteen cars. This shows in one out of many ways what good the Canada Atlantic Railway will be to the city of Ottawa, for the line runs through a fine district of woodlands sufficient to supply the city of Ottawa for many years to come. the firewood now lying at the station was at eight o'clock in the morning lying at the side of the track in Cambridge, and in the afternoon of the same day was unloaded on the west side of the Rideau Canal. In the construction of the Canada Atlantic road there is a prospect of cheaper fuel for the city for some time to come.

12/09/1882 *Ottawa Citizen* *Canada Atlantic*

The directorate and several prominent gentlemen connected with the Canada Atlantic Railway had a trip over their line yesterday by special train. The engine AND car were specially decorated for the occasion.

13/09/1882 *Ottawa Citizen* *Canada Atlantic* *Elgin Street water*

The work on the station grounds at Ottawa of the Canada Atlantic Railway Company is going on rapidly. The roundhouse to accommodate five locomotives, is fast nearing completion, work on the new depot is being pushed ahead, The company is now laying its sidings, erecting its water tanks, laying down a turntable for the use of locomotives, and the frame work of the car shed is going up quickly. A large number of visitors were on the grounds yesterday, most of whom were pleasurably surprised at the progress made during the past two weeks.

14/09/1882 *Ottawa Free Press* *Canada Atlantic*

The first train yesterday into the city, ran over and killed a bull near High Falls. Mr. Starr's contract on the C.A.R. has been completed. Hotel buses run regularly to the C.A.R. Station.

14/09/1882 *Ottawa Free Press* *Canada Atlantic*

The first regular express train on the C.A. Railway arrived in the city Tuesday evening about five o'clock from Coteau. There were a small number of passengers on board, who were met the station in Stewarton by the hotel buses and hacks. Mr. John Brown, formerly of the Vermont Central, is conductor on the passenger train; Ed. Chase, of the V.C., is the driver. Dan Brown is conductor on the accommodation train; and Herby Pangburn driver. The latter formerly ran a passenger train on the North Shore. William Graham, of this city, brought the first train over the road.

14/09/1882 *Ottawa Free Press* *Canada Atlantic* *Roxboro*

The construction of the new Canada Atlantic Railway has been attended, as was almost natural to expect, by an accident which has resulted fatally. A short time ago the boiler of a steam shovel in operation near Roxborough exploded and three men connected with it were injured. Two of them escaped without serious accident, but the cranesman, named McKenly, was so badly scalded that little hopes were entertained of his recovery from the first.--

15/09/1882 *Ottawa Citizen* *Canada Atlantic*

Trains are now running regularly on the Canada Atlantic Railway. The first train on the Canada Atlantic Railway killed a bull near High Falls.

16/09/1882 *Ottawa Free Press* *Canada Atlantic*

Stewart & Fleck, proprietors of the Vulcan Iron Works repair the engines and machinery of the Canada Atlantic Railroad.

25/09/1882 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

C.A.R. station grounds were visited by a large number yesterday.

29/09/1882 *Ottawa Citizen* *Canada Atlantic*

The Canada Atlantic Railway have issued preliminary invitations to an opening excursion over their line from Ottawa to Coteau a on Saturday next. They have invited the member of the Dominion Government, the mayor and aldermen, leading citizens and the businessmen of the city. We believe the intention is to take them to Clarke's Island on the St. Lawrence, which the company have recently purchased (continuing 120 acres) and from there to Valleyfield.

Special from our own Correspondent:

Eastman's Springs, September 30. - The preliminary opening of the Canada Atlantic Railway occurs today. Fully five hundred of the public men and merchants of Ottawa, together with the officers of the road, assembled at the Elgin street depot at eight o'clock this morning. The officers have made arrangements for a fully memorable time, and the weather is also very favorable. The train of eight coaches and baggage car drawn by the engine "Montreal," left the Ottawa station at 8:15. We are now at Eastman's Springs, a very fine place.

Coteau Junction, September 30. - The trip along the line has been very pleasant thus far. We reached this station at 11:15, where a stop of fifteen minutes was made. All along the line the highest praise has been given the road, the easy travelling, etc. Among those in the party were E. McGillivray, President of the Railway; R.H. Bronson, Director; W.G. Perley, Vice-President; R.B. Robbins, American Consul; Ald. Bobier; Robert Surtees, City Engineer; the Bishop of Ontario; W.A. Ross, County Judge; Ald. Wm. Cherry; Senator J. Skead; Dr. Grant; Hon. D.A. MacDonald; Mayor St. Jean; and Messrs. H. Robinson, Marriotte, D.S. Eastwood, James Cunningham, W.Y. Soper, Superintendent Mutual Telegraph Company; Thos. Ahearn, Chas. Magee, A.H. Taylor, C.S. Shaw, R. Blackburn, J.W. Hobbart, W.H. Fees, P. Baskerville, M.P., Capt. Scott M.P., Winnipeg, Collingwood Schreiber, Chief Engineer, C.P.R., A.J. Cambie, A. Percy Sherwood, Chief of Police, M.K. Dickenson, F. Clemow and others. We stop here fifteen minutes then go to the Landing two miles away.

Preliminary opening of the road from Ottawa to Coteau

A pleasant excursion

On Saturday last, through the courtesy of the management of the Canada Atlantic Railway a large number of leading residents of Ottawa were afforded an opportunity of inspecting the road as far as it is completed, and also viewing the site at which it is proposed to bridge the St. Lawrence at Coteau. The following was the invitation card;

INVITATION CARD

Preliminary opening of the  
CANADA ATLANTIC RAILWAY  
from Ottawa to Coteau

The pleasure of your company is requested at the opening excursion on Saturday 30th September 1882

Train will leave Elgin Street station at 8 a.m.

D.C. Linsley, Contractor

E. McGillivray, President

This card to be presented on entering the car.

THE START FROM OTTAWA was made sharp on time, and for a good half hour before, the station of the line at Stewarton was a scene of lively bustle. Invitations had been extended to some 500 gentlemen and ample accommodation made for the transit of the whole party over the route.

Business and other engagements prevented a goodly number of those to whom the courtesy of the company had been extended from participating in the trip but still a large party of the representative gentlemen of the city were present. Among

List of attendance included Thos. Ahearn, J.B. Abbott, W.G. Perley, Collingwood Schrieber, Thomas Ridout C.E., R.B. Bronson but not J.R. Booth.

THE DOWNWARD TRIP

was rapidly and pleasantly made. To almost all of the party the greater portion of the district to be traveled was new and there was general surprise at the excellence of the country, not only as regards its agricultural capacity, but as to the excellent condition of the farms and the general opinion was that the line would still further and greatly improve the district. Eastman's Springs, South Indian, Casselman and intervening stations were rapidly passed and

AT ALEXANDRIA

A number of other residents of that place were added to the party.

Lists them

THE CONSTRUCTION

of the road is of the very best. Although not yet completely ballasted, rapid time was made and on some sections of the trip over forty miles an hour was averaged. This was notably the case between Coteau Landing and Alexandria where a distance of twenty-three miles was made in thirty-six minutes. For easy travelling the road has no superior. As it is not yet fully equipped with rolling stock of its own, the cars in use on Saturday were not of the latest style but there was no perceptible jolting a fact all the more remarkable as a great portion of the line is not yet fully ballasted. The bridges, culverts and other works along the line are all of the very best and most substantial nature and the promoters have had an easy line to run as regards cutting and grading and they have spared no expense in putting in substantial work where it was wanted. At one section of line there is one stretch of over twenty miles over a country that looks like one big field and in which there is not a curve of any kind. The track for the whole of this distance is a line straight as a crow's flight. The party reached

COTEAU

early in the day and got off at the station which is situated close to the village. This is the present terminus of the line. The trip down was made leisurely to enable the party to fairly see the nature of the construction and the description of the country which the road passes through. At the landing all embarked upon the steamer "St. Francis", which was in waiting and proceeded to

TURK'S ISLAND

prettily situated in the St. Lawrence. The island is destined to be one of the points over which the proposed new bridge will pass. It is already connected to the mainland by telegraph, and for the convenience of the visitors, a temporary office under canvas was put up. A large awning tent had been put on the island in which tables for four hundred were laid and by the time all were seated they were well filled. Here a bountiful collation was spread. The drive, the country morning and the fresh air had sharpened the appetites of the excursionists and enabled them to do full justice to the repast. The solid part of the entertainment had come to a close with all well satisfied and with plenty to spare. Mr. McGillivray, president of the road, called on the company to fill their glasses and proposed the health of the Queen, which was received with all honors, the entire party joining in the National Anthem.

The next toast, also proposed by the president of the road, was that of "the President of the United States", in doing which he alluded briefly to the friendly relations existing between the people on each side of the border, and expressed his conviction that the construction of such work as the Coteau must always help, by promoting facilities for commercial interchange to do much to cement a friendly feeling. He coupled the toast with the name of Colonel Robbins, Commercial Consul at Ottawa.

Reply by Colonel Robbins

Toast to the Governor General

Toast to the Army, Navy and Volunteers

Toast to Dominion and Local Legislatures

Toast to Corporation of the City of Ottawa

Toast to the prosperity of the Canada Atlantic Railway

Several volunteer toasts followed.

An adjournment was at once made and the party embarked

FOR VALLEYFIELD

on board the St. Francis. This portion of the trip did not occupy long and a halt was made at the boat landing. The stay at Valleyfield was made of brief duration but long enough to allow the excursionists to form some idea of the place which has about five thousand of a population and contains the largest paper mill and cotton factory in Canada. Both of these structures are of a most substantial character being built of blue limestone and showing considerable architectural taste in their construction.

HOME AGAIN

the party started. On the return trip, while on the steamer, an impromptu meeting was organized and the hurricane deck was converted into a rostrum from which Dr. Hill, Mr. Clemow and several others delivered pithy speeches to the passengers below. At Coteau the train was again taken. The only stop made on the return trip was at Alexandria to let off the contingent which had embarked there. The distance to Ottawa, wanting only an insignificant fraction of being eighty miles was made in slightly less than eight hours and a half. The train got to Stewarton at twenty minutes past eight.

Formal opening of the Canada Atlantic Railway

Trip from Ottawa to Valleyfield

Ottawa Oct. 1. Yesterday about 300 invited guests accompanied the directors of the Canada Atlantic railway in a trip over the road on the occasion of its preliminary opening. The party left the city at eight o'clock in the morning, and after several stoppages en route for the purpose of examining the line, arrived at Coteau at eleven, a distance of 87 miles. The road is well laid, and the running is consequently smooth. There are very slight gradients and few curves of any account, the Canada Atlantic in these respects resembling the Canada Southern. The end of the line for the present is at Coteau, where it joins the Grand Trunk, but it is contemplated to construct a bridge across the St. Lawrence from this point to Valleyfield, in the county of Neuharbois, and thence to extend the railway 45 miles to the United States frontier, where it will connect with the Vermont Central, and so provide direct communication with Boston and New York. Between Coteau and Valleyfield is a chain of islands which afford great facilities for the construction of a bridge with comparatively short spans. When the road now in course of construction to connect the Midland system with Ottawa is complete, there will be a through line from Buffalo to the seaboard, of which the road opened yesterday will be an important link. At Coteau the party went on board the St. Francis steamboat, and were taken to Clark island, the largest of the group across which the Canada Atlantic is to be extended. A large tent had been erected on the island, and under it an excellent luncheon was provided. Toasts followed, and among the speakers were Senators Skead of Ottawa and Sutherland of Manitoba, Messrs. Tasse, M.P. for Ottawa, Scott, M.P. for Winnipeg, Dickinson, M.P. for Russell, Desjardins, M.P.P. for Montmorency, Baskerville, M.P.P. for Ottawa, Mayor St. Jean of Ottawa, Sherriff Sweetland, Col. Robins, American vice-consul, Dr. Grant, and Mr. Lindsay, the contractor for the road. Mr. C. McGillivray, Canada Atlantic Railway Company, presided. The speakers all anticipated great results to the Ottawa valley from the construction of the line, eulogised the contractor for the manner in which it had been built, and urged the Ottawa corporation to pay the bonus it had promised to the company. The steamer then conveyed the guests to Valleyfield, where a very brief stay was made, though sufficient to show the lively character of the town and the imposing structures it contained in its cotton mills, churches, convents, and halls. The party then returned to Coteau, from which point they were conveyed to Ottawa in two hours and a half.

02/10/1882 *Ottawa Free Press*

*Canada Atlantic*

On Saturday evening a number of young ladies boarded an engine and were taken for a short trip down the line of the C.A.R.

02/10/1882 *Ottawa Free Press*

*Canada Atlantic*

Very full account of the opening excursion.

06/10/1882 *Almonte Gazette*

*Canada Atlantic*

ANOTHER LINE. Direct communication with Montreal by another line than the C. P. R. has been obtained by the Ottawa people by the opening of the Canada Atlantic Railway which runs to Coteau Landing, where it meets the Grand Trunk. The line was formally opened on Saturday last, when 500 invited guests made a trip over the line and expressed themselves delighted with it. The opening of this line will have a tendency to reduce rates on freights between the cities of Ottawa and Montreal. The line when finished will pass over the St Lawrence by a bridge and on into Vermont, thus affording direct communication with New York and Boston, and will thus have a tendency to shorten the time of the conveyance of goods to and from England by connecting with the almost daily steam service from these points.

06/10/1882 *Ottawa Free Press*

*Canada Atlantic*

The property owned by Mr. P.A. Eagleson, at the corner of Rideau and Sussex streets, has been sold for railway purposes, the consideration being \$25,000. The purchasers are said to be the Canada Atlantic Railway co.

Yesterday afternoon a CITIZEN reporter visited the new depots of the Canada Atlantic Railway, which is now under construction at Stewarton and found that the different contractors were rapidly pushing the work entrusted to them towards completion. As is known to most of the readers of THE CITIZEN the depots are situated on Elgin Street and is about ten minutes walk distant from the City Hall. The

#### PASSENGER DEPOT

is being erected by Messrs. MacLaren and Parkham, who have also constructed all other stations on the line, commencing at Coteau and finishing at Ottawa. The appearance of the building at first glance denotes that comfort to the officers of the line and convenience to the public have been considered more than architectural beauty. Arriving at the place by Elgin Street access can be had to the different offices and the cars by a platform 300 feet long, which extends westward, and is covered by a roof, so as to prevent passengers from being subjected to the inclemency of the weather. The building proper is 72 by 24 feet. Off the waiting room, which will be considerably larger than the usual size are a ticket office and a telegraph room. The latter is somewhat different from those generally observed on other roads. A large bay window extends from the centre of the building on to the platform, with glass on each side as well as in the front, so that the operator, who will have his table placed at the window, may see approaching trains from either direction. This is a decided improvement on the old system, where an operator was closed up in a room and hidden from having any opportunity as to what was going on around him. Perhaps there is no more frequent mistake made by telegraph clerks than the omission to change his order board in obedience to instructions wired by the train despatcher. If the order board and the road for some distance on each side of the depot were in view of the operator, as they will happily be in the present case, the liability to incur accidents through the negligence to perform the arduous duties pertaining to one entrusted with the lives of hundreds, would be reduced to its lowest minimum. A case in point is the recent Bainsville disaster on the Grand Trunk Railway (gives details) One feature of the roof is that it projects sufficiently to allow the rain to pass on to the cars or line of rails and thereby prevent passengers from any nuisance on this score. Although the building is a wooden one, it is of a very substantial character and everything is so arranged that the slightest possible inconvenience will be suffered by the travelling community. The grounds around the depot are being tastefully laid out and the accommodation for those arriving in vehicles is carefully taken into consideration. Messrs. MacLaren and Parkham will have their part of the work finished in the course of four weeks.

#### FREIGHT SHED

The freight shed, which is situated westward from the passenger depot is being built by the well known contractor Mr. Black of this city and the work reflects great credit upon him. The superstructure is 112 feet by 26 feet with a platform 24 feet long extending from each end and another 12 feet wide on either side of the building. An office for the freight agent and his staff of clerks will be placed at the eastern end of the shed. It is intended to heat the shed by steam. Mr. Black informed our representative that he expected to have the contract finished in about two weeks hence.

#### CAR SHEDS

Mr. White of Ottawa is the contractor for the erection of the car sheds, which are placed on the eastern side of Elgin Street and are 250 feet long by 39 feet wide. The structure may be styled a balloon framework, and is built on fixed posts covering two lines of rails for the accommodation of passenger cars. There is nothing peculiar about the building which is of a permanent and substantial character, the workmanship being highly creditable to the builder.

#### THE ROUND HOUSE

A few yards further east and almost on a line with the car sheds, is the engine or roundhouse which everyone knows is for the accommodation of the locomotives when they are not in use. The building, which is being erected by Mr. Palen, is a wooden structure 107 feet by 72, and contains sufficient stalls for five engines. A main line of rails approaches the superstructure and, by a turning table in front of the building, each engine can be turned into whatever stall may be desired. All engines used on the road are wood burners. Mr. Palen expects to have the work completed by the end of next week at the latest.

#### CHAUDIERE BRANCH

The company has experienced no small difficulty in locating the Chaudiere branch which runs from this point to the flats, principally for the benefit of the lumbermen of the city. Several routes have been all but decided upon, but, as it were, in the eleventh hour something arose which upset the entire plans of the promoters, and today they are as far from locating the line as they have been at any time during the history of the road. The most recent route determined upon by the company was objected to by the Government, as the place of the crossing - Richmond Road - would entail two crossings in close proximity to each other - namely that of the St. Lawrence and Ottawa railway and the one in question - thereby being dangerous to public travel by the road. To remedy the difficulty it was proposed to deflect the road to a point where it would be practicable for the railway to run under. The company which owns the road, however, would not sanction this, and some other change had, of necessity, to be made. To assist them out of their difficulty the Dominion Government suggested that the line should be brought alongside the St. Lawrence and Ottawa Branch and cross the Richmond Road close to the former railway, thus making actually one crossing. The scheme is at present occupying the attention of the Chief Engineer. If it is adopted, a heavy grade to climb by east-going trains will be the consequence, not to speak of heavy a heavy cutting through solid rock, all of which it is needless to say, the company wish to avoid, both for the expense and the practical occupation of the line afterwards. The east end of the branch is well under way and it is very likely that the final location of the remaining portion will be settled at an early day.

#### TRAIN SERVICE

There are at present two trains running each way from Stewarton station to Coteau and vice versa. Considering that the road has only been open to this city for the past few days, the amount of travel which has already been secured is simply marvelous, and established the fact beyond the shadow of a doubt that by the construction of the line a long felt want has been supplied to the residents of the Capital and those in the different districts through which the Canada Atlantic Railway traverses.

14/10/1882

Ottawa Free Press

Canada Atlantic

Mr. Switzer, formerly constable of the St. L. & O. Railway Depot in Lower Town, is at present acting constable at the C.A. Railway Station at the foot of Elgin street.

14/10/1882

Ottawa Citizen

Canada Atlantic

Carlsbad Springs

The foundation of the new station on the Canada Atlantic Railway at Eastman's Springs has been laid and Messrs. MacLaren and Parkham have sent several men from the building which they are engaged in putting up at Stewarton to the former place to proceed with the carpenter work. When both stations named are completed all will be finished between Ottawa and Coteau.

14/10/1882

Ottawa Citizen

Canada Atlantic

Mr. R. Watts, Sparks Street has been awarded the contractor painting the engine house and freight shed of the Canada Atlantic Railway depot at Stewarton.

The running of trains on the Canada Atlantic Railway between Montreal and Ottawa will commence on November 1st.

**16/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*

Montreal Witness. The announcement recently made that the Grand Trunk would run three hour trains to the capital rather took the syndicate by surprise, if all is true that is said of their action. When the announcement was made there was a hurrying up of the engineers of the department, and it was resolved to run the trains between one point and another in three hours and twenty minutes. This appears to be the fastest time that can now be made over the Canadian Pacific.

"What do you think of the competition," said our reporter to an employee of the Canada Atlantic?

"The Grand Trunk can run quicker over our line than the Syndicate can over theirs, for the reason that the grades on our line are all easier, there are few bridges - none speak of - and, if necessary, time can be made half an hour shorter."

"What is to be gained by the competition?"

"The public will be the gainer as to the true difference. But when the Quebec and Ontario road is completed through to Toronto, mark my words, there will be a saving of time. They will have some of these days to run eight hour trains to the Queen City of the West - perhaps even shorter time trains than that."

The Ottawa trains over the Grand Trunk are thus to be taken as a sample of what competition is going to do for Montreal and Toronto cities.

**18/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*                     *Rideau Canal*

At 8.30 yesterday morning a special train left the Stewarton depot of the Canada Atlantic Railway having on board Messrs. W. Shanly C.E., T.C. Keefer C.E., E. Ridout C.E. of the Department of Railways and Canals, D.C. Linsley, contractor, G.W. Lampman, resident engineer, A. Duffy C.E., G.M. Sprague, auditor, E.C. Winnie, general freight and passenger agent, F.M. Barstow C.E. and D. Donaldson, mechanical engineer. The object was to test the bridges recently constructed by the Toronto Bridge Company. The train consisted of three engines and a passenger car, the aggregate weight being 200 tons. The first bridge tested was that over the Rideau Canal, the deflection being one fourth of an inch. The other bridges in turn were carefully examined, and it was found that none of them exceeded the deflection above noted. This was considered highly satisfactory and the party returned to the city fully of the opinion that the work had been well done. The comfort of the "inner man" was not forgotten on the trip, a sumptuous repast being served up between Moose Creek and Casselmans.

**19/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*                     *Elgin Street Station*

Canada Atlantic - great activity is now being displayed at the Elgin Street station of the Canada Atlantic Railway. Trains of ballasting material are now being brought in at night and the work of leveling the yard is being rapidly proceeded with. Ten carloads of freight arrived in the city by this road yesterday.

Manitoba special - it is more than probable that the next Manitoba special, both for the carrying of settlers and their effects to the Prairie Province will leave by the Canada Atlantic Railway and join the Grand Trunk at Coteau instead of proceeding by the Canadian Pacific to Brockville as heretofore. The next party leaves on the 8th November

**26/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*

On a cowcatcher - one of the most miraculous escapes on record happened to Mr. H.B. Wood of 39 Mosgrove Street last Tuesday evening on the line of the Canada Atlantic Railway. It seems that as Mr. Wood was driving alongside the railway, somewhere near Hurdman's Bridge, he fell asleep in the buggy in which he was seated and the horse wandered on to the line. A few minutes afterwards a locomotive came along at such a rate that, although the engineer did all in his power, he was unable to stop the train, and it was but the work of a minute more when the buggy was hurled over the embankment and into the river beneath, but fortunately for the occupant, he was pitched on to the cross bar of the engine, which is placed over the cowcatcher, and carried to the railway station safe and still asleep. It is needless to say when the man was told the circumstances of how he escaped he was overjoyed and by so means wept over the loss of the buggy. The horse was caught afterwards in a field close by unharmed.

**27/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*                     *Elgin Street station*

The new station of the Canada Atlantic Railway which is now under construction at Stewarton will be completed in a few days. Mr. Howman has got the contract for plastering the building, and along with the painters is busy at work.

**27/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*

Article on the Canada Atlantic bonus by the City of Ottawa. Failed by one vote.

Work was commenced in August 1872 in Glengarry county and proceeded without interruption until January 1874 when over twenty-seven miles was fully graded and about ten miles were in addition under way including bridges, masonry, culverts, fencing and other work.

CAR formed on 15th May 1879 by amalgamation of Coteau and Province Line Ry. and bridge Co. and Montreal and City of Ottawa Junction Ry. Contract was awarded to D.C. Linsley in February 1882 who continued believing in good faith that the city would grant the \$100,000. A writ will be served on the city.

**27/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*                     *Carlsbad Springs*

The carpenter work of the station at Eastman's Springs is all but completed. Messrs. McLaren and Parham [sic] had the contract, as they also had of all the other stations on the line.

**30/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*                     *Rideau Canal drawbridge*

The authorities of the Canada Atlantic Railway have stopped pedestrian passage across their bridge over the canal. A notice has been placed on it that it is dangerous for foot passengers, and the keeper has orders not to allow them to pass.

**31/10/1882**     *Ottawa Citizen*                     *Canada Atlantic*

Press Excursion Montreal to Ottawa. Mainly about the lunch at the Russell Hotel.

Train left Montreal at 0900 and arrived at Ottawa at 1229, one minute early. Consist - one Pullman, one first class, one second and one baggage car newly purchased by the CAR. Messrs. Perley, Booth, Fleck, Sprague and Gormully waited for the press men at the station. Party left for Montreal at 4.20 p.m.

**01/11/1882**     *Ottawa Citizen*                     *Canada Atlantic*

Today regular train service on the CAR will open for passenger traffic. Public now have at their disposal two first class lines of railway by which they can travel between Montreal and Ottawa.

**10/11/1882**     *Ottawa Citizen*                     *Canada Atlantic*

The Canada Atlantic Railway have taken possession of their new general offices on Elgra (Elgin?) Street near the Stewarton depot.

**14/11/1882**     *Ottawa Free Press*                     *Canada Atlantic*

Construction trains are running nightly on the Canada Atlantic Railway. They are at present engaged in dumping earth into the new car shop to form an embankment on which to lay tracks.

**02/01/1883**     *Ottawa Citizen*                     *Canada Atlantic*

There is a boom in the freight trade of the Canada Atlantic Railway of late. No less than thirty-eight car loads of freight came in on Saturday last.

**16/01/1883**     *Ottawa Citizen*                     *Canada Atlantic*                     *Bearbrook*

The train of the Canada Atlantic did not arrive here until near midnight, three cars having left the track near Bearbrook. The cause has not been definitely ascertained but is supposed to be a broken rail. No one seriously injured.

Also reported in the Ottawa Free Press, same date. Rear truck of tender derailed.

*07/02/1883 Ottawa Free Press Canada Atlantic Kenyon*

Collision at Kenyon. The fireman on locomotive No. 2 was killed. Also account in Renfrew Mercury February 16.

*08/02/1883 Ottawa Citizen Canada Atlantic Kenyon*

On Tuesday night last an accident occurred on the Canada Atlantic road which seems to have arisen from the want of due attention to instructions on the part of some of the hands, and unfortunately resulted in the loss of life. The accident occurred at Kenyon and was caused by a collision between the night mixed trains which are supposed to cross at that point. The west bound train had arrived at the station, and after discharging its passengers, was backing to enter the siding and make way for the train bound eastward. The latter came ahead under the control of one of the oldest and ablest engineers on the line but, owing to the dark and storm nature of the night he does not seem to have seen the other train until it was too late to avoid a collision. The engines were not thrown off the track, but were considerably injured. The passengers on board sustained no damage beyond considerable fright. The fireman of the eastbound train Mr. Clarke, was unfortunately killed, and the engineer, Mr. Miles, had two of his ribs broken, besides sustaining other injuries. Clarke, who was killed, was a young man residing with his parents at Coteau and was highly thought of by all of his friends. Three other train hands were also injured but not seriously. The cause of the collision, so far as can be learned, was the state of the night which prevented the engineer of the eastbound train to see what was before him.

*09/02/1883 Almonte Gazette Canada Atlantic Kenyon*

FATAL COLLISION - A collision occurred on the Canada Atlantic Railway near Ottawa on Wednesday, between a freight and a passenger train, doing considerable damage. The engineer and fireman on one of the engines were killed. We have not heard the particulars.

*22/03/1883 Ottawa Free Press Canada Atlantic*

Mr. Hiram Loomis, for many years locomotive engineer on the St. Lawrence & Ottawa Railway, and more recently on the C.P.R., has accepted a similar position on the Canada Atlantic Railway. Mr. Loomis is an old experienced controller of the iron horse and one of the most careful and competent engineers on the continent.

*09/04/1883 Ottawa Citizen Canada Atlantic*

On and after Tuesday March 4 CAR and GTR will run a Pullman sleeping car to Montreal. Leave Ottawa 10 p.m. and arrive in Montreal 7 a.m.

*16/05/1883 Ottawa Citizen Canada Atlantic Elgin Street wood*

On Saturday last a sad accident occurred near the Canada Atlantic Railway station. A couple of men were engaged in sawing wood for the locomotives when, in some unaccountable way, the back of the hand of one of them, named Nathaniel Gammon, came in contact with the saw. ---

*17/05/1883 Ottawa Free Press Canada Atlantic*

From our own reporter.

South Indian May 17 - the increasing demand for accommodation for the transmission of freight on the Canada Atlantic Railway rendered it necessary for the managers to make larger provision to supply the wants of its list of merchants patrons in the city. The road has accordingly been graded at several points where formerly the inclination was steep. This will allow a much heavier train to be hauled over the line and a much larger amount of freight can be delivered in a shorter time. The larger amount of freight now carried by the line goes eastward, and the steepest grade situated about

HALF WAY TO COTEAU

has been reduced to 29 feet to the mile. Coming westwards towards the city, the grade is some 10 feet steeper, but the diminished amount of freight makes this unfelt. With a view to testing the improved working of the line, an unusually large freight train consisting of 22 construction cars and one passenger car left the Elgin street station this morning. Among those on board were Messrs. D.C. Linsley, general manager; E.O. Winnie, general superintendent, W.H. Hibbard, General Agent and M. Donaldson, Mechanical Superintendent. Messrs. McNee, Winnipeg Free Press, Stafford, ?, Cooke, Mail, Maginnes, Citizen; Enright, Free Press; were the press representatives by kind invitation of Mr. Hibbard.

THE LOCOMOTIVE MANSFIELD

the most powerful on the road was attached, and the passenger car was rendered rather historic by the fact that it was the first car which ever ran over the road. A speed of twenty miles an hour was attained between Ottawa and Eastman's Springs, a portion of the grade being slightly downwards. South Indian, twenty-two miles from Ottawa was arrived sharply on time without a hitch, and here the express due in the city at 12.43 p.m. was passed.

Long continuation on May 18th.

Mansfield was built by Mason, a modification of the English Fairlie, 16x24 cylinders.

Special trial train of heavy freight.

An enjoyable trip.

On the 30th of September last the first through train to Montreal via the Canada Atlantic Railway was made, and, satisfactory as that trip was considered, the contractors and managers have spent the interval in greatly improving the road in every respect. The main object of the line is primarily to effect a means of transit for the heavy timber shipments of the Ottawa lumberers, and in order to meet fully this desirable end the road and rolling stock must necessarily be of such a nature as to carry very heavy freight at a low rate. With the view of testing the capacities of the road in this respect the managers yesterday made up a

#### SPECIAL FREIGHT TRAIN

attached to which was a passenger car, in which, by the courtesy of the management, several reporters were accommodated. Messrs. D.C. Linsley, the contractor and manager; W.R. Hibbard, general agent; E.O. Winnie, general superintendent, and a few other gentlemen went down also with the train. The engine attached to the train was worthy of notice, being the

#### ONLY ONE OF THE KIND

in Canada, and having few sister engines in the States. It was constructed by Mr. Mason, of Taunton, Mass., the pioneer of locomotive manufacturing in this country, and is a modification of the celebrated English Fairlie engine. Its special features consist in its having six coupled driving wheels as an independent truck. The cylinders are 16x24, and the power of the engine, as will be seen by the weight of the load carried yesterday, is enormous.

Leaving Ottawa at 10 o'clock with some forty cars, mostly empty, the train went at a rapid pace until

#### EASTMAN'S SPRINGS

was reached. Here, while waiting for the uncoupling of empty cars and substitution of full ones, by the courtesy of Mr. Borbridge, the party was conducted to the celebrated fountain of mineral water from which the place takes its name. There are no less than seven distinct varieties of sulphurous and saline springs in the radius of a very few yards, all of them of valuable medicinal quality.

Mr. Borbridge hopes in a very short time to have the place fitted up for the reception of visitors, in which case so desirable a resort within such a short distance of the Capital cannot fail to be a success.

Having boarded the train again, a very short time sufficed to bring the train to

#### SOUTH INDIAN

which has been transformed by the fact of the road having a station there, from a waste of a wilderness to a thriving and growing little village. The same ceremony of hitching and unhitching having been gone through, the train proceeded to Casselmans, passing on the way over a stretch of road as straight as an arrow for some

#### TWENTY-TWO AND A HALF MILES

At Casselmans, while waiting for the inevitable changing, the time was most agreeably spent in discussing a most welcome and appetizing luncheon, after full justice being done to which the customary toasts were drunk with musical honours. In responding to his health, Mr. Linsley gave a most interesting account of the inception, construction and success of the road, By the time these little ceremonies were concluded the train had reached

#### ROXBORO GRAVEL PIT

the place whence the line drew all the gravel used in its construction. The gravel is of good quality and apparently inexhaustible, a depth of 32 feet finding the bed still as thick as ever.

The next station, Maxville, saw the last change made in the constitution of the train, a large number of heavily loaded timber trucks being taken on. The train now consisted of 45 cars, the equivalent to 10 tons each, though, in all probability, that is far below the actual weight. The car was measured and found to contain 9,000 feet of green pine lumber, weighing at least 36,000 lbs., or

#### EIGHTEEN TONS

Between Maxville and Kenyon is the highest point crossed by the line between Ottawa and St. Lawrence, and shortly after passing the little station the train rolled into:

#### ALEXANDRIA

where it waited an hour or so for the passing of the express for Ottawa. Advantage of the delay was taken to stroll through the pleasant little village, which will be the scene of the Unity Protestant Benefit Society's picnic on the 24th. Returning to the station, the train was again boarded, and Glen Robertson and St. Polycarpe passed quickly by. Between Alexandria and Glen Robertson occurs the most difficult portion of the line, the grades being both steep, long and uneven. However, the

#### GALLANT "MANSFIELD"

laid herself out in fine style for her work and carried the enormous train at a rapid rate over all difficulties. At St. Polycarpe the express from Ottawa coming up, the party left the freight train and embarked on the express, on which Coteau station was reached in a very few minutes, and there a plentiful and elegant

#### SUPPER

was provided. After partaking for a second time of the hospitality of the management, it was found that the freight train had arrived at its destination and the party sallied out to congratulate both managers and engineers on the

#### UNPRECEDENTED SUCCESS

of the trial trip. The passenger car being detached from it, a special engine was hitched on, and a rapid spin down to Ottawa finished a most enjoyable day's travelling.

The whole journey from Ottawa to Coteau showed the excellency of the road in every particular. The contractor claims that its alignment, grades, curves and ballasting is

#### SECOND TO NO LINE

in the country, and his claim is, apparently, a very just one. The thorough care displayed at every point, and the minute details of management everywhere evident give a high guarantee of the safety of the trains running on the road.

Although the party did not proceed beyond Coteau, the line is rapidly extending beyond the river. The total distance to be done is some 53 miles, of which about one-third is finished and in working order. Altogether, in a few months, the Canada Atlantic Railway will be completed, and will present a means of travel, in excellence of permanent way, in convenience of roadbed, in power of engines, and in general efficiency, equal to anything on the continent.

The highest grade on the line going westward is only 39 feet to the mile, going east only 29. The great bulk of traffic being eastward bound, the heavier grades will be easily ascended by the empty cars, and a speedy and cheap method of freight transit is provided for the Ottawa shippers, and one which cannot fail to largely increase our trade.

CANADA ATLANTIC.

Annual Meeting of Shareholders Yesterday - Annual Report.

The annual meeting of the shareholders of the Canada Atlantic Railway took place at noon yesterday in the head offices of the company, Wellington street. The president, Mr. E. McGillivray, presented the following report which was adopted: -

To the Shareholders of the Canada Atlantic Railway Company:

GENTLEMEN. - at the last annual meeting of the shareholders your directors reported the completion of the railway from Coteau Landing to Casselman, a distance of fifty miles, and thirty miles from Ottawa, and that the railway was in operation carrying passengers and freight on the first of January, 1882.

Your directors have much pleasure to-day in reporting to you that the road was opened for traffic between Coteau Landing and the City of Ottawa on the first day of November last, thus completing the distance between these two points in nineteen months. In doing this, much credit is due to the energy and perseverance of the contractor, Mr. D.C. Linsley.

Your directors, in order to facilitate the traffic business of the road, have made satisfactory arrangements with the Grand Trunk Railway Company for a limited period for through passenger and freight traffic between Ottawa and Montreal, so that two express passenger trains leave Montreal and Ottawa each day, besides a local freight and passenger train each way every day in order to accommodate the local traffic and passenger travel along the line, and for a short time during the sitting of Parliament a night train had to be placed on the road in order to accommodate the wants of the public, and that satisfactory arrangements have been made with the Postmaster-General for through mails each way as well as the local delivery of the mails at the different stations of the railway.

Your directors have much pleasure in stating that since the road has commenced running to Ottawa several villages have sprung up along the line, besides which six steam mills for sawing lumber are now in operation which will be of great assistance to the traffic of the railway, besides in the country along the line the population is increasing rapidly. Your directors in this report are unable to give you a comparative statement of the earnings of the road compared with last year, as only a portion of the road was in operation up to the first of November last, nevertheless it is gratifying to state to you today that the freight and passenger traffic on the road has exceeded your directors most sanguine expectations, although the severe and unprecedented storms last winter somewhat interfered with the running of trains for a short time, yet with very few exceptions both freight and passenger trains arrived at their destination with great regularity.

Your directors have lately traveled over the road and have much pleasure in stating that they have found the road in first-class order, and the gravel used for ballasting is found to be of superior quality, besides the road being laid with superior steel rails and the running time from Ottawa to Montreal is made with great ease in three hours and three quarters. When we couple with this the report of the Government and company's chief engineers, both showing that the bridges and culverts have been thoroughly tested to their satisfaction, and that the road is in first-class condition it must be satisfactory to you and will give increased confidence to the public who have to travel over the road.

Your directors have also to report that the eastern end of the line south of the St. Lawrence to the province line is making fair progress. About twenty miles will be ready for the rails at a very early date, and that portion between Elgin street station and the lumber district at the Chaudiere is expected to be completed about the middle of August next.

Your directors, in conclusion, feel quite sanguine as to the future prospects of the railway, judging from the past earnings, that it will prove a most profitable investment to the shareholders when the connections are made across the St. Lawrence, and the necessary docks and elevators are built at Valleyfield to receive freight from steamers and sailing vessels from Ontario and the Western States, will be of immense benefit to the revenue of the railway, which will be the cheapest and shortest point that western produce can be shipped to the American markets. When once on board the cars at Valleyfield it will not take over twenty-four hours to reach New York or Boston, and when we consider the immense quantity of lumber cut at Ottawa and its immediate vicinity, amounting annually to three hundred and fifty millions, this of itself must give a large business to our road, it being the shortest rail route from Ottawa to the American lumber markets.

All which is respectfully submitted,

E. MCGILLIVRAY,

President.

A.W. Fleck.

Secretary-Treasurer.

Ottawa, 29th May, 1883.

Other routine business was transacted and the meeting adjourned.

*02/06/1883 Ottawa Citizen Canada Atlantic Elgin Street*

The Canada Atlantic Railway Company are making extensive additions to their station buildings on Elgin Street. One hundred and fifty feet will be added to the main freight shed and a building for the storage of eggs for transportation and an office for the customs officer are in course of erection.

*26/07/1883 Ottawa Free Press Canada Atlantic*

Description of a journey over the line, country etc.

*02/08/1883 Ottawa Free Press Canada Atlantic locomotive*

Engine No. 4 of the Canada Atlantic Railway is having new leading and trailing driving wheels put in. The wheels are 5 foot 6 inches in diameter and no doubt will be a great advantage to the engine, the former ones being 5 feet 2 inches.

*14/08/1883 Ottawa Free Press Canada Atlantic locomotive*

No. 2 engine, which took the special passenger train over the Canada Atlantic Railway on Saturday made a very fast run, covering the 78 miles in one hour and forty-eight minutes, stopping twice on the road for water and running slow through all the station yards. Mr. Panghar, the engineer, says he could have made the distance quicker, but it was not necessary. The cylinder of the engine is only 15x22, while the driving wheels are only 5 feet in diameter. This speaks well for the road which must be well graded and ballasted.

*23/08/1883 Ottawa Citizen Canada Atlantic*

Canada Atlantic

The afternoon express of the above railway ran the distance from Montreal to Ottawa this afternoon in the remarkable short time of two hours and twenty-eight minutes. General Manager Linsley was on board from Alexandria to this city. The road is in first class condition and the time in which the fast express trains each way are now run under the new arrangement is the fastest made by any railway on this continent, with the exception of the lightning express between New York and Philadelphia on the Pennsylvania Railway.

*28/08/1883 Ottawa Free Press Canada Atlantic*

Two magnificent first class cars have been added to the C.A.R. rolling stock.

*20/09/1883 Ottawa Free Press Canada Atlantic Casselman*

The C.A.R. have moved into the new station at Casselman.

Canada Atlantic Railway

The Quebec Favorite to Ottawa

We have been invited by the Manager of the Canada Atlantic Railway to ride over their railway from Montreal to Ottawa, which is said to be much shorter than the C.P.R. from Hochelaga. We can assure Mr. Linsley, that the Canada Atlantic is favorably known by the press of Quebec, through the many courtesies extended to the Association. Those members who have already passed over the road, speak in words of praise of the whole line and go as far as to recommend the travelling public to patronize the Canada Atlantic Railway, from Montreal to Ottawa. The Montreal Witness says:- "When Sir Henry Tyler recently remarked that most people would think ten hours between Toronto and Montreal fast enough, he could hardly have known the impatient desire expressed on all sides by business men to bring the cities even closer together. "Fast trains are safe trains" has grown to be a maxim with our railway men, and as extra precautions, improved cars, engines and other service are placed upon them they become popular. While Sir Henry is thus cautious, Mr. D.C. Linsley, the manager of the Canada Atlantic, proves the utility and popularity of fast trains, and in a tabular statement recently published of relative speed of railways Canada actually takes the lead upon this continent. The Canada Atlantic does the distance between Coteau and Ottawa - some seventy-eight and four tenths miles in one hour and thirty four minutes, making three stops and giving an average speed of fifty miles an hour. On the schedule time eleven miles between Eastman's Springs and South Indian are done at the rate of a mile a minute by the fast express. This latest of our railways appears to have been constructed especially with reference to fast service, and when finished to its southern terminus, near Rouse's Point must make a revolution in the business between Ottawa and New York. It is claimed for fast service that it increases the desire for travelling, and since Canada Atlantic has been started and its competitor the Canadian Pacific also increased its speed, the business between Ottawa and Montreal has been largely increased so far as passenger traffic is concerned".

*01/10/1883* *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

Two trains of lumber per diem are now being run out from this city by the Canada Atlantic Railway. Note. Presume this is from Elgin Street depot.

*16/10/1883* *Ottawa Free Press* *Canada Atlantic* *Alexandria water*

The Canada Atlantic Railway have purchased 40 acres of land adjoining their station at Alexandria from the Hon. D.A. MacDonald, the consideration being \$3,000. Having found the old tank inadequate to the requirements of the large number of engines that take water at that station, the company will put up on the property a new and a larger tank which will be fed from a stream about half a mile away. There was an impression along the line at first that the company intended erecting workshops on the property in revenge for the Council of Ottawa having disputed the \$100,000 bonus.

*16/10/1883* *New York Times* *Canada Atlantic*

Ottawa, Ontario, Oct. 15. The Governor General and Princess Louise left Ottawa by the Canada Atlantic Railway at noon to-day. They were escorted from Rideau Hall by the Princess Louise Dragoon Guards, and a guard of honor of the Governor general's foot guards were drawn up at the station, where a large crowd assembled to witness their departure. The marquis and Princess bade a kindly good-bye to many of those present. A royal salute was fired by the Ottawa Field Battery as the train moved away.

*29/10/1883* *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

A new freight shed is going up at the Canada Atlantic Railway station on Elgin Street.

*30/10/1883* *Ottawa Free Press* *Canada Atlantic* *Alexandria*

The tank at Alexandria, for which the Canada Atlantic Railway purchased 40 acres of land, is being run up with great rapidity. Still the company will have difficulty in finishing it before the frost sets in. A very substantial brick engine house has been nearly completed about three acres away from the station house.

*16/11/1883* *Ottawa Citizen* *Canada Atlantic* *wood*

The wood trains on the Canada Atlantic are very heavy just now.

Also reported in the Ottawa Free Press, 15th November.

*17/11/1883* *Ottawa Free Press* *Canada Atlantic*

After today the mixed trains on the C.A.R. will be discontinued for the winter. A good many people who used to find them convenient for travel between intermediate stations will miss them much.

*22/11/1883* *Ottawa Free Press* *Canada Atlantic* *Alexandria*

The Canada Atlantic Railway are building a new baggage house at Alexandria station. This is indeed a great improvement as it was badly needed.

*23/11/1883* *Ottawa Free Press* *Canada Atlantic* *locomotive*

The Canada Atlantic Railway has added another engine to its list.

*26/11/1883* *Ottawa Free Press* *Canada Atlantic* *wood*

The new wood shed at the C.A.R. is completed.

*10/12/1883* *Ottawa Citizen* *Canada Atlantic* *locomotive*

The Canada Atlantic has put another new locomotive on its rails, which on trial trip, made over sixty miles an hour.

*11/12/1883* *Ottawa Free Press* *Canada Atlantic*

Owing to the increase in the lumber shipments, the Canada Atlantic Railway has decided to put on a special lumber train.--

*27/12/1883* *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

Rowdies are nightly infesting the Canada Atlantic station. This is no fault of the railway authorities as the loafers keep out of the jurisdiction of the station officials.

*21/05/1884* *Ottawa Free Press* *Canada Atlantic*

The steam shovel which was at work on the Chaudiere track of the Canada Atlantic Railway has been taken to Alexandria.

*14/06/1884* *Ottawa Citizen* *Canada Atlantic*

The yard accommodation at the Canada Atlantic is being increased. Extra traffic demands extra accommodation and the company wants to accommodate the public.

*07/07/1884* *Ottawa Citizen* *Canada Atlantic*

A correspondent of the Citizen complained a few days ago that a parlour car, advertised to be connected with each train on the Canada Atlantic Railway, had been missing on several occasions. The reason was in consequence of the cars undergoing improvements. The cars will soon be running as usual.

*15/07/1884* *Ottawa Citizen* *Canada Atlantic*

Parlour cars. Canada Atlantic Ry. These popular cars are now running on the trains between Ottawa and Montreal after having been renovated, re-upholstered and otherwise renewed in first class style affording to the travelling public the comforts of the drawing room.

What a railway does,

The little village of Casselmans, which but a short time ago was almost unknown to and had little in common with Ottawa, is now brought in close contact with it by the Canada Atlantic Railway. In one particular alone Casselmans has benefited considerably by the construction of this line. For 2,500 cords of hardwood have been cut in that vicinity for use in the Ottawa market.

10/10/1884 *Ottawa Free Press*

Canada Atlantic

wood

The wood trains on the Canada Atlantic Railway have been started again and are busily engaged in drawing wood from down the line to Ottawa.

09/12/1884 *Ottawa Citizen*

Canada Atlantic

Elgin street

Sir John MacDonald arrives at the Canada Atlantic station at noon today. No doubt there will be a large and enthusiastic number of people present to welcome him back from England. A band will be in attendance and an address will be presented by the Liberal-Conservative Association.

There is a description in the next day's paper. The train was 30 minutes late.

10/01/1885 *Ottawa Citizen*

Canada Atlantic

TESTED. - the new ferry steamer of the Canada Atlantic Railway intended for the transport of passenger and freight cars between Coteau and Valleyfield was tested a few days ago, and found to be in every particular suitable to the service. The boat has two tracks, and a capacity for carrying ten box cars or seven passenger cars. As soon as the slip at Valleyfield is completed the through freight and passenger service between here and points south east and west will come into operation.

22/01/1885 *Ottawa Citizen*

Canada Atlantic

locomotive

Heavy train. Engine No. 5 of the Canada Atlantic Railway leaves this morning with a freight consisting of 25 cars of lumber for the American market.

10/02/1885 *Ottawa Free Press*

Canada Atlantic

The Canada Atlantic Railway will be opened on Monday next for through traffic to Rouses Point and the entire American railway system.

10/02/1885 *Ottawa Citizen*

Canada Atlantic

Rouses Point

On Monday next the Canada Atlantic will open to traffic to Rouses Point whence it will connect with the entire American railway system.

04/03/1885 *Ottawa Citizen*

Canada Atlantic

Alexandria

The morning train from Ottawa to Montreal on the Canada Atlantic Railway was delayed by the breaking of a driving wheel of the locomotive about a half a mile west of Alexandria. The accident necessitated the transshipment of the passengers from the Montreal train to the Ottawa train and vice versa. The paragraph of the Free Press of Monday evening very much exaggerates the extent of the accident. The engine alone left the rails and none of the passengers were aware of the accident until informed by the railway employees. Beyond the breaking of the engine, no damage whatever was done to either cars or the roadbed.

05/06/1885 *Ottawa Free Press*

Canada Atlantic

Bearbrook

A station is to be built on the Canada Atlantic line at Bear Creek Crossing. This will give the booming little town more chance of development, of which it will not be slow to take advantage.

14/07/1885 *Ottawa Citizen*

Canada Atlantic

Casselman

Fire at Casselman lumber mill. Two GTR car loads of lumber were burned but sustained little damage. (follow up in July 20 edition).

17/07/1885 *Ottawa Free Press*

Canada Atlantic

Elgin Street

Dr. Mullen's Salvation Car Coupler will be tested tomorrow afternoon at 4 o'clock at the Canada Atlantic Railway station Stewarton.

03/08/1885 *Montreal Daily Witness*

Canada Atlantic

Valleyfield ferry

The Canada Atlantic Transfer

How the railway cars cross the St. Lawrence at Valleyfield

The strides of the Canada Atlantic Railway over the great difficulties which the managers have encountered appear to be uncoasting and before many months have passed it is very likely that passengers from Ottawa will run through to the end of the road at St. Albans without any inconvenience. They are now carried to Lacolle and the few miles which remain to be completed can hardly be delayed now. One of the very greatest hardships the railway had to contend with was the manner in which its proposal to bridge the St. Lawrence from Coteau to Valleyfield was treated. All sorts of objections were urged by interested parties until the Government insisted upon such measures as left no hope for building the bridge at present. But there are other methods of crossing a stream besides tunnelling and bridging. The improved ferry machinery of the present day makes the matter easy, and the result was a splendid new ferry steamer built for the Company's service and now in full operation. A Witness reporter yesterday made the trip from Alexandria to Valleyfield for a look into the new steamer, and so rapidly are the cars placed on the ferry-boat that it was not until we were actually afloat that we were aware we had left the main track for the steamer's deck. Then, leaving the cars, it could be seen that the whole train was safe on board a huge ferry steamer which was carrying us across to Valleyfield. By the kindness of Captain Boyer a description of the steamer was given. She is large enough to carry a locomotive, tender and five passenger cars, is double tracked, has two engines - one on each side - and two distinct boilers and funnels. She is 170 feet long, forty feet beam, seventy feet over all and flat bottomed, uses four balancing rudders at each end, and captain Boyer runs the gear by the use of an excellent system of bells. The boat is painted a chocolate color, and is a side wheeler, with four water-tight compartments, pumping capacity of three in stream in each, and steam connections running to each rudder for thawing the ice during the winter season. Her wheels are twenty-eight feet in diameter, with twelve feet bucket paddles, the wheels making eighteen turns to the minute. The name of the vessel is "The Canada Atlantic Transfer," and she draws three feet of water light and four feet with ten cars on board.

The "Transfer's" engines are 300 horse-power. They were built by Rees Brothers of Pittsburgh, Pa., and are two separate engines, side-heavers, double acting valves, size of cylinder 22 by 8 feet stroke; length of connecting rod, 24 feet; crank, 4 feet; size of shaft, 9 inches in diameter. Her boilers were built by Messrs. J. McDougall & Co., of Montreal, and are made of steel. Their length is 22 feet 6 inches; diameter, 5 feet; and they are fitted with 113 three-inch tubes. There are two capsules at each end of the boat worked by "nigger" engines which are used for pulling on the cars in case there is no locomotive to put them on board or take them off again. A Worthington pump five by ten feet, furnishes water to the boiler. The river's width must give the boat over a mile to travel from side to side, but she makes the round trip with her load in forty five minutes. She consumes eighteen cords of wood per week. In appearance she is like two paddle-boxes set on each side of a broad deck, and roofed over in the centre, with a cupola on a bridge within, and upon this the captain and mate work the vessel. As an evidence of the celerity with which she was built it may be stated that her first timbers were laid in June, 1884, and on January 1st steam was gotten up for the first time. We have stated before that there was much about the Canada Atlantic road to put one in mind of the Pennsylvania Central's crack road, and the deck which has been built for the boat shows the same careful handling, being an excellent piece of work all through. The dock on the south side is not altogether finished, but the men are getting it rapidly in condition. Meanwhile a temporary dock fills the gap.

The personnel of the boat are Captain Rodger Boyer, Julien Martin, mate; H.A. Pangborn, chief engineer; Angus Mennish, first engineer; William Moban, second engineer; C.W. Wilson, third engineer. Altogether the "Transfer" is evidently a first-class boat for the purposes she is intended to serve. It should be observed that the sail across the river is delightful. The ferry passes three large and prettily wooded islands, and from the shores, across these islands, the Coteau bridge will some day be built. Meantime the "Transfer" is a comfortable means of crossing.

**A SHOCKING ACCIDENT.**

**CHILDREN CUT TO PIECES ON THE RAILWAY TRACK.**

A fearful accident occurred this afternoon, on the Canada Atlantic Railway. at the bridge over the Rideau about a mile and a quarter from the Elgin Street station. A few minutes before three o'clock the freight train, Ne. 6, consisting of a locomotive, twenty-one cars and a van, was coming from the east and, when on the curve, just at the bridge, the discovered four children on the structure. The bridge is one which is not intended for public use and warning notices are placed at each end of it. Seeing at a glance the danger the children were in Chase, the driver, an old, careful, hand, at once reversed his engine and signalled "down brakes." The train was not going very fast, and for a few seconds he hoped to control it. In some way two of the children got away, but the two eldest girls, of about eleven and fourteen years of age, were caught by the train and mangled to death. The greater portion of the cars passed over them and literally tore them to pieces. Chase brought the train to a stand, waited only long enough to make sure nothing could be done, and uncoupling his engine drove into the station and reported what had taken place. Dr. Grant was at once sent for and returned with the driver to the scene of the catastrophe. His presence could avail nothing. The fragments of the bodies, which were in some cases many feet apart, were placed in a tool chest and brought to the city. An examination of the locomotive showed that there were no marks on the pilot nor any indication that it had touched either of them. The driving wheel and several of the car wheels were marked with blood hair and fragments of skin, showing the dreadful mutilation which the victims had suffered. So far it has been impossible to ascertain their identity, but they are said to be the children of a man named Hogan, who resided on Theodore street.

03/09/1885 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The Canada Atlantic officials are busy at the station making preparations by clearing the station and otherwise to receive the immense Barnum and London special composed of nearly one hundred coaches.

06/01/1886 *Ottawa Citizen* *Canada Atlantic*

The Canada Atlantic Railway will commence today a new train service, connecting with the D. and H. and the C.V.R. via Rouse's Point, and securing a through passenger route between Ottawa, Boston and New York. Through Pullman sleepers will be run between Ottawa and Boston, and Ottawa passengers for New York will change Pullmans at St. Albans where twenty minutes is allowed for refreshments. This route offers exceptional advantages and will undoubtedly become very popular. For full particulars see advertisement in another column.

09/01/1886 *Ottawa Free Press* *Canada Atlantic*

In today's Canada Gazette appears an application to parliament from the Canada Atlantic railway, for power to extend their railway to the lumber districts around the city of Hull and Chaudiere; to issue further mortgage bonds and to extend the time for the completion of the railway.

22/01/1886 *Ottawa Free Press* *Canada Atlantic*

A winged snow plough of a new design is being used these days by the Canada Atlantic railway. It was run through Hurdman's cut yesterday at the rate of forty miles an hour. A freight was stuck in the cut. After elevating the snow about twelve feet it threw the bulk fully forty feet from the track. It was built in the C.A.R. Mechanical department, and is the invention of a leading official of the railroad. Mr. Linsley went out this morning to see the plough at work.

22/01/1886 *Ottawa Free Press* *Canada Atlantic* *locomotive*

A new Rhode Island locomotive for the Canada Atlantic railway arrived on Wednesday. She has three pair of driving wheels and will be used for freighting purposes.

06/03/1886 *Ottawa Free Press* *Canada Atlantic*

The lumber office of the Canada Atlantic railway on the Richmond road, as well as the freight office on Elgin street, has been connected by telephone with all of the principal offices in the city.

14/04/1886 *Ottawa Journal* *Canada Atlantic* *Ottawa*

**A RAILWAY PITCH-IN.**

One Engine Smashed, Three Cars Telescoped but Nobody Injured.

A serious pitch in occurred on the Canada Atlantic this morning shortly after seven o'clock at a point about eight miles from the city. It appears that the out-going freight train, which was the first departure from Elgin Street station, was followed by another freight. The latter train departed only five or ten minutes later and had reached the points named when it dashed into the rear cars of the forward train with tremendous force. A dense fog was prevailing at the time, preventing the engineer from whistling "down brakes" until too late. As it was the driver and fireman had barely time to jump for their lives. They escaped unhurt. The engine was pretty badly smashed and now lies overturned in the ditch. The three rear-most cars of the first train were partially telescoped and were also hurled from the track scattering their contents about. As the accident occurred between two stations intelligence of it did not reach the city until half an hour later. In the meantime, the express for Montreal started but was brought to a standstill at the scene of the accident. The passengers were brought back to town and the train was cancelled. A wrecking train was despatched from the station about 8:30, and the track is now clear of the debris. Several brakeman on the freights were somewhat shaken, but all escaped injury.

The loss will probably exceed a couple of thousand dollars. An investigation into the cause of the accident will be held. The usual evening train will be dispatched to Montreal to-day.

15/04/1886 *Ottawa Citizen* *Canada Atlantic*

The early morning mixed train on the Canada Atlantic Railway yesterday was brought to a stop about four miles from the city owing to the engine breaking down. A freight train coming along five minutes later ran into the rear of the mixed, the fog being so dense the driver had not time to stop the train after perceiving the obstruction. The freight engine was derailed and pretty badly broken, as were also three cars of the mixed train. None of the men on the trains were hurt.

19/04/1886 *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The cars wrecked on the recent smash-up on the C.A.R. are being repaired at the Company's shops on Elgin street.

21/04/1886 *Ottawa Citizen* *Canada Atlantic*

**Parliamentary Pullman car**

An extra parlour car is attached to the train on the Canada Atlantic Railway leaving Ottawa 4.50 p.m. on Friday for Montreal and returning will leave Montreal on Mondays at 8.45 a.m.

17/05/1886 *Ottawa Journal* *Canada Atlantic* *locomotive*

The express locomotive "No. 4" of the Canada Atlantic Railway, which was being reconstructed for some time past at the Elgin Street shops, will be ready for its trial trip about the end of the present week. Among other improvements made the engine, which will run between Ottawa and St. Albans, VT., is the putting in of the Westinghouse air brake.

21/05/1886 *Ottawa Citizen* *Canada Atlantic*

Editorial. Supreme court has given judgment for the city against the Canada Atlantic. Question of subsidy.

*20/07/1886 Ottawa Journal Canada Atlantic*

The Canada Atlantic, with considerable enterprise yesterday instituted a buffet dining service on the train between the city and Montreal.

*20/07/1886 Ottawa Citizen Canada Atlantic Deep cut*

New piling ground. To accommodate their increasing lumber business Messrs. Bronson & Co. are erecting new piling grounds at the deep cut, also a new planing mill at the same place.

*04/09/1886 Ottawa Free Press Canada Atlantic*

For some time past the Canada Atlantic trains have been annoyed by stones thrown at the cars while in motion. Last night County Constable McKenzie succeeded in tracing the nuisance to three small boys in Rochesterville. Owing to the tender age of the offenders he did not arrest the culprits, judging that a vigorous use of the sole of the paternal slipper would be as good a preventative to a repetition of the offence as any punishment the magistrate could inflict.

*11/09/1886 Ottawa Journal Canada Atlantic*

Messrs. D.C. Linsley and Chamberlain, the latter the new general manager of the Canada Atlantic were engaged at work today in the company's office, Elgin street. It is understood that Mr. Linsley, who is deemed one of the best railroad men in the country, will retain his connection with the road until spring, when his successor will be thoroughly acquainted with his duties. Mr. Linsley has not yet decided upon his future movements. He is at present considering three or four lucrative offers made him by various railways. The new manager of the Canada Atlantic is a protégée of Governor Smith of Vermont. His career with the Central Vermont railway has been a most successful one.

*13/09/1886 Ottawa Journal Canada Atlantic*

Messrs. Linsley and Chamberlain, with a view to testing the roadbed of the Canada Atlantic had a quick run over the road on Saturday. They left the station here and accomplished the distance to Coteau, including stoppages, at the rate of a mile a minute. The train, which consisted of a locomotive and one car, below Casselman struck two cows hurling them from the track and killing them instantly. The occupants of the car experienced only a slight shock.

*14/09/1886 Ottawa Citizen Canada Atlantic*

General Manager Linsley of the Canada Atlantic Railway took a party of friends over the line to Coteau on Saturday, the run of eighty-one miles being made in the remarkable time of eighty-two minutes, including stops. The actual running time was seventy-eight minutes. This is claimed to be the fastest time ever made on this continent. Mr. W.G. Cole was conductor of the train and Mr. WM. Christie engineer.

*29/09/1886 Ottawa Citizen Canada Atlantic Alexandria*

A number of navvies hired to work on the CPR short line railway, and had been paid to Alexandria and refused to leave the Canada Atlantic train at that station Monday night, and it was only after a delay of several minutes that they were forced off the train.

*02/10/1886 Ottawa Free Press Canada Atlantic locomotive*

The Canada Atlantic Railway company are adding to their rolling stock. They will have three locomotives running on and after December 1.

*09/10/1886 Ottawa Free Press Canada Atlantic*

Our railways - article on the history of the Canada Atlantic railway.

*28/10/1886 Ottawa Journal Canada Atlantic*

One of the largest excursions that ever left Ottawa by the Canada Atlantic Railway, left here Tuesday for New York to Witness the unveiling of the Bartholdi monument of liberty enlightening the world.

Canada Atlantic builder.

Presented with a Farewell Address from Employees of the Road

A large number of employees of the Canada Atlantic Railway assembled in the parlour of the Russell last evening to take part in a presentation of a farewell address to Mr. D.C. Linsley, the contractor for the road who handed it over to the company on the 1st September last. The address was presented by Mr. W.R. Hibbard, general agent, who, before doing so made a brief speech, in which he expressed the extreme gratification which afforded him, having known Mr. Linsley from boyhood, to be called upon to represent the employees of the road in their expression of good will and esteem to him. It read as follows:-

FAREWELL ADDRESS

to Mr. D. C. Linsley, contractor and manager Canada Atlantic railway, Ottawa:

Sir,- with feelings of deep regret we have received the announcement of the termination of your official connection with the railway, and we cannot permit the occasion to pass without intimating in a formal manner the sentiments inspired by the long association with you as your assistance in the construction and operating of the Canada Atlantic Railway.

We feel it is to your experience, ability and sound judgment that this important line is indebted for its present standing as a first class railway, fitted by its location, construction and gradients to maintain a leading position among the railways of America, both as to the speed of its trains and excellent character of its road bed.

From you we have each and all of us learned valuable practical lessons by which we hope to profit and apply to good purpose and discharging our respective duties in future years.

Your fertility of conception and energy in execution, combined with an unerring foresight in preparation, have inspired our confidence, and often enabled us to overcome most perplexing difficulties.

Coming as you did to Canada, a stranger to its people and to their ways, your frank manner and equity of character have gathered to you hosts of friends, but also to accord you the highest esteem.

Most gladly would we remain attached to a school of such value in developing our talents, but since this may not be, we beg that you will permit us the privilege of recording our appreciation of your considerate and kindly treatment of us while pursuing our duties, the reluctance with which this pleasant connection is severed, and the dearest hope that you made long enjoy health and prosperity.

Signed on behalf of the employers, [sic]

W. R. Hibbard, General agent; M. Donaldson Meek?, Superintendent; Geo. A. Mountain, resident engineer; G.W. Lampman, resident engineer; James King, agent of construction; Geo. J. Root, assistant engineer; J. E. Duval, superintendent telegraph; and T.D.R. K. Claire, agent; J. McMullen, manager's secretary; A.A. Dion, cashier; Alf. T. Gow, Chief clerk audit offices; B.C Waite, fuel agent.

Sept. 1st, 1886.

The address was brilliantly illuminated around the border being depicted realistic scenes of railway life in several departments. It was contained in a large and handsome ebonized frame, upon the folding panels of which appeared on one side the monogram "C. A. R.," and on the other, "D. C. L." the whole work was highly artistic, and, as Mr. Hibbard out, "home-made," being of Montreal extension.?

Mr. Linsley, upon rising to reply, first referred to his long connection with railroading, it being 40 years since he first swung an axe with an engineer party. His duties had taken him into a great many tight places, he said, but he had never felt in a worse box than his friends of the C. A. R. had placed him in in thus springing this presentation upon him. He returned thanks for the present manifestation of goodwill and esteem towards him by the employees of the road, his appreciation of which he could hardly find words to utter; and also expressed his sense of the value of the assistance rendered him by all hands in his efforts to place the road in its present condition. In conclusion he congratulated the company and all connected with it upon the choice of manager which had been made in the appointment of M. E. J. Chamberlain, of whom from long personal acquaintance he could speak in high terms, and whom he felt sure all would like the more the longer they had dealings with him.

Individual congratulations of Mr. Linsley and expressions of goodwill for the future followed, and the happy gathering dispersed..

17/11/1886

*Ottawa Citizen*

*Canada Atlantic*

*Bearbrook*

Mr. J.F. Wilson of Bearbrook was in town yesterday. Some one thousand dollars have been raised by the residents and property owners of that locality towards the erection of a railway station shed, and it is understood that the Canada Atlantic authorities have consented to make it a stopping place.

01/12/1886

*Ottawa Journal*

*Canada Atlantic*

*Roxboro*

A new station has been built by the Canada Atlantic Railway at Roxboro. The station is now in charge of Mr. A.B. Taylor of the C.A.R. freight sheds of this city.

10/12/1886

*Ottawa Journal*

*Canada Atlantic*

The C.A.R. have made new stations at Bearbrook, Roxboro and Valleyfield at which all trains are timed to stop. The new order of things is to commence at 12 o'clock noon Sunday.

11/12/1886

*Ottawa Free Press*

*Canada Atlantic*

The new engines ordered specially for freight purposes by the C.A.Ry. are expected to arrive very shortly. They are to be of very powerful construction.

27/01/1887

*Ottawa Journal*

*Canada Atlantic*

*Elgin Street*

Mr. Chambers, one of the employees of the Canada Atlantic Railway caught yesterday at the station on Elgin Street a wild canary.

02/02/1887

*Ottawa Citizen*

*Canada Atlantic*

*Deep cut*

Messrs. Bronson and Weston, who last year established a new lumber dock at Stewarton, near the head of the Deep Cut, have a large gang of men at work at present extending it. They intend to pile a considerable quantity of lumber there next season and are building a new tug for the purpose of towing it out.

04/03/1887

*Ottawa Free Press*

*Canada Atlantic*

*Bronson and Weston mill*

-extension of the new piling grounds at Stewarton and the construction of a dock there. Railway connection, it is expected, will be established between this yard and the Canada Atlantic railway within the course of a few weeks.

13/04/1887

*Ottawa Citizen*

*Canada Atlantic*

During the summer months an extra train will leave the Canada Atlantic station, Ottawa, at 2 o'clock and will arrive at Coteau at 4 o'clock, thus connecting with the Richelieu and Ontario line of steamers. This arrangement will afford passengers the pleasure of shooting the Lachine Rapids en route to Montreal.

21/04/1887

*Ottawa Citizen*

*Canada Atlantic*

A deputation of the Locomotive Brotherhood of Engineers of America yesterday morning waited upon Mayor McLeod Stewart, asking that in the event of an excursion of the Brotherhood coming to Ottawa on the Queen's Jubilee, would they be given a public reception? The Mayor received them cordially and promised that such a reception would be accorded them. It is expected that some 900 members of the Brotherhood will in consequence arrive in Ottawa on the 29th of June and also spend Dominion Day in the Capital.

11/05/1887

Ottawa Citizen

Canada Atlantic

Vars

An accident which might have been of a serious nature but in which, fortunately, no loss of life occurred, took place on the Canada Atlantic line yesterday about twenty miles from the city. The New York Express, due here at 10.30 a.m. was flagged to stop, a freight train consisting of forty-one cars being in front. This train had run into a hand car, the engine going off the line and being buried deep in the ditch. A general smash-up of the freight cars was the result, the engineer and fireman having a miraculous escape and being uninjured although much shaken. The passengers on the express were delayed nearly four hours awaiting a train from the city. The damage to the freight cars is considerable and it will take some time to remove the wreck.

17/05/1887

Ottawa Free Press

Canada Atlantic

locomotive

Locomotive No. 6 of the C.A.R., which was considerably damaged over a year ago by a mishap, will be ready for use again on June 10th, when the Central Vermont engine at present in use, will be returned. The locomotive which was recently overturned and buried by the accident on the Canada Atlantic railway at Moose Creek was raised yesterday and brought to the city last night, to be repaired at the shops.

20/05/1887

Ottawa Citizen

Canada Atlantic

Deep Cut

Several barge loads of lumber have been shipped from the new dock on the Rideau canal near the Canada Atlantic Depot. The dock is nearly completed and will be a great addition to the locality and one which was much needed.

28/05/1887

Ottawa Free Press

Canada Atlantic

The Canada Atlantic railway company will add to their rolling stock some magnificent new passenger coaches which will arrive on the 29th inst.

30/05/1887

Ottawa Journal

Canada Atlantic

ON THE C.A.R.

The Facilities of the Ottawa Road for Pleasant Excursions.

From Coteau Down the St. Lawrence Rapids, and Back by the Beauharnois Canal.

General Manager Chamberlin, of the Canada Atlantic Railway, on Friday invited some friends to an excursion down the road, and the exceedingly pleasant trip which was had, show the facilities of the line for affording a day's outing from the city. To the regular morning express leaving the Elgin St. Station at 8 a.m. was attached a special car, on board of which a party of twenty ladies and gentlemen made themselves comfortable. The morning was wet, but on board the car this did not count, and by the time the broad bosom of the St. Lawrence was found heaving at Coteau, the rain had ceased and although the sun remained behind the clouds most of the day, this but gave the excursionists and opportunity to discover that even with dull weather and cool, almost chilly breezes, the trip to which they were treated was a most pleasant one.

DOWN THE RAPIDS

At Coteau the excursion was joined by friends from St. Albans, Vt., and elsewhere, making up quite a large party. It was then that in the company's little steamer Anderson the best part of the trip came on. Coteau was reached in the train about a quarter to eleven. Taking the Anderson, the party steamed across the rapid current of the mighty river to Clark's Island, opposite Valleyfield. In this pretty spot a large tent is at the disposal of excursionists, and it was duly ready for the use of Friday's party; but the dampness of the grass caused a change of program, and lunch was served instead in the cabin of the Anderson. The fresh air meant clean appetites, and Mr. Chamberlin's guests did Ottawa full justice at the table; some of the masculine contingent rather morre so. The latter, in fact kept up a running attack on the lunch table all the way down the rapids to Beauharnois - for down the rapids the Anderson went.

Twelve miles is about the distance down the St. Lawrence from Valleyfield to the mouth of the Beauharnois canal. These 12 miles are largely a series of rapids, and from one rush of huge waves and white foam to another the little steamer passes, Guided by sure hands. Past pretty is and and [sic] by wooded or turf clad shores the traveler descends, until finally the bold maple-crowned height of the Bisson point rises on the right, and gives warning that the last rapid is at hand, and that a couple of miles below, the downward trip will end. Down the little steamer goes, and a few minutes later it is through the rough water and turning into the mouth of the Beauharnois canal. Since leaving Clark's island it has come through the Coteau, Cedars and Cascade rapids. The Anderson is not a large steamer, but like a large boat it must slow up in the rapids; yet the twelve miles have been run in less than an hour and it is not two o'clock when the return at the canal is come.

ON THE RETURN

It does not sound romantic, this canal business. Yet if anyone fancies it is not pleasant to ascend the Beaharnois canal, he is mistaken. It is probably the prettiest bit of canal traveling in America. It has been built chiefly by embanking, not dug out by cuttings. High up on the shore, the steamer in it looks out for long distances over the turbulent St. Lawrence, and across to the smiling north shore. On the other side, inland, there is most of the way a most charming country of forest and field, dotted with pretty homesteads.

Yet pretty or not pretty, Mr. Chamberlin did not confine his guests to the canal. A stage was in waiting at Melocheville, which is the name of the village at the foot of the canal, and a number of the ladies took the stage with some of the gentlemen, along on foot to visit the Besson point, one of the prettiest picnic grounds on the St. Lawrence. It was reached by an easy drive along a couple of miles over a good road, and after it's beaties [sic] has been admired, and some of the huge sturgeon which the fisherman on the point keep in pools had been wondered at, the road was again taken, and the steamer rejoined some miles up the canal. Puffing onwards, the little boat put on speed to make connection below Valleyfield with the east-bound train for Boston, which some of the party wished to catch; and the feat was duly accomplished. A little further on the great castellated mass of the Valleyfield cotton mills was passed, and a few minutes later Valleyfield was in the rear, and the Anderson breasting the swift St. Lawrence once more, with Coteau in view on the opposite shore.

The Ottawa train is caught, and at 5:40 it steams out of Coteau for the capital with the special car behind. The day has been dull and the breeze is chilly; but all have enjoyed the trip and have been glad of coming, and with bright, warm weather there is probably not a pleasant outing within reach of Ottawa people than such as the Canada Atlantic showed its guests on Friday.

01/06/1887

Ottawa Citizen

Canada Atlantic

The annual meeting of the Directors of the Canada Atlantic Railway Company took place yesterday afternoon on Mr. J.R. Booth's office. The report of the Directors for the past year was considered highly satisfactory and financial returns for the six months from 1st. September last showed an advance of 60 per cent over the corresponding six months of last year. The increase in the traffic had been so great that it was recommended that 2,000 new cars be placed on the road. The Chaudiere extension of the road will at once be commenced and finished as soon as possible, the proposed extension being considered a very valuable one. Should the traffic continue to increase in the way it has done the directors will consider the advisability of constructing a double track. The following directors and officers were elected for the current year:- D.C. Linsley, President; G.H. Perley, Vice-President; Wm. Anderson, C.B. Powell, C.J. Booth, E.C. Smith, Guy C. Noble, directors.

01/06/1887

Ottawa Journal

Canada Atlantic

In the report of the directors of the Canada Atlantic Railway, the docks at Coteau Landing and Clark's Island are said to be in a fair state of progress and will be pushed forward to completion as rapidly as possible.

**04/06/1887 Ottawa Journal Canada Atlantic**

The Canada Atlantic Railroad company have ordered two fine first class passenger coaches from the Pullman Car company of Chicago. The cars will be beautifully furnished in plush and mahogany. They will arrive in the city about the middle of June.

**06/06/1887 Ottawa Free Press Canada Atlantic**

The Canada Atlantic railroad company are buying several new cars. They have ordered from Messrs. Crossen & Co. four of the best constructed cars in Canada, and from the Pullman Car company of Chicago, two new first class passenger cars.

**10/06/1887 Ottawa Journal Canada Atlantic**

Uniting the roads.

The purchase of the Aylmer branch of the Canadian Pacific by the Pontiac Railway Co. revives the scheme of bridging the Ottawa to the east of the Suspension bridge, by the Canada Atlantic, and thus making a connection with the Pontiac road and the prospective Gatineau Valley road. In the charter granted the Canada Atlantic permission is given to build a bridge across the Ottawa. Now, it is said, plans of this new structure have been made and the work will commence as soon as the transfer of the Aylmer branch takes place. The bridge, it is understood, will be both a railway and a passenger bridge. By the junction of the two roads at Hull, the Canada Atlantic will be able to tap the Ottawa Valley and the Pontiac people will have a short route to Montreal and the east. A new depot is also spoken of in connection with the prospect.

**20/06/1887 Ottawa Free Press Canada Atlantic Coteau Bronson**

The C.A.R. are putting down a new siding from the main line at Bronson's lumber yards.

The new brick station house at Coteau will be completed by Monday next.

**20/06/1887 Ottawa Free Press Canada Atlantic locomotive**

Seven new locomotives have been placed on the C.A.R. within a short time past.

Engine No. 6 of the Canada Atlantic has now been thoroughly repaired and made its trial trip satisfactorily on Saturday night.

**07/07/1887 Ottawa Citizen Canada Atlantic**

EMPLOYEE'S EXCURSION - The Canada Atlantic Railway contemplate giving their employees a free excursion to Valleyfield on the 23rd. The services of Barratt's band have already been engaged for the occasion.

**14/07/1887 Ottawa Journal Canada Atlantic Coteau**

Description of a press excursion to Montreal over the Canada Atlantic to Coteau and then through the St. Lawrence Rapids to Montreal.

**22/07/1887 Ottawa Journal Canada Atlantic**

The Canada Atlantic Railroad Co. expect a new train of passenger cars which were ordered about three months ago, to arrive in the city by the 18th of August. The cars will be among the finest ever turned out by the Crossen Car Co. of Coburg.

**22/07/1887 Ottawa Free Press Canada Atlantic locomotive**

Mr. Chamberlain, general manager of the Canada Atlantic railway, expects a complete new train of cars for the Montreal service at the end of the month. This company, with their usual enterprise, are making very large additions to their rolling stock. They have recently received six new engines and are sending out orders for more.

**23/07/1887 Ottawa Free Press Canada Atlantic**

The strains of lively music at the Canada Atlantic railway station at the early hour of six this morning announced the fact that several hundred jolly railroaders, employed on that popular line, were about to depart on their annual picnic on Clark's Island, St. Lawrence River, opposite Coteau Landing. Half an hour later, fifteen first class cars, filled with nearly a thousand pleasure seekers, rolled out of the station, amidst the shrieking of several locomotives in the yard and the music of Barrett's fine band. --

**25/07/1887 Ottawa Citizen Canada Atlantic**

The Canada Atlantic Railway Company's employee excursion on Saturday was a decided success. The train which was gaily decorated with flags and streamers started from the Chaudiere picking up many of the employees on the way to the Elgin Street Depot. Here, the majority of the passengers, to the number of some 700, got on board, and after a selection from Barrett's band, which accompanied the excursion, the party started at 6.30 a.m. o'clock on their long day's outing. A glimpse through the long line of thirteen cars showed the preparations that had been made for an enjoyable day. Many of the men had furnished baskets, minnows and rods, and though no fish were seen, there will doubtless be the usual number of fish stories. Some had prepared to play cricket, and nearly all had their sweethearts or wives with the usual number of picnic baskets. All down the line at the point the cars stopped at fresh numbers got on board, and by the time Coteau had been reached, at 9.45, the number of pleasure seekers exceeded 800. In but few minutes, the whole party, augmented by some 250 from Coteau, were on board the Transfer which was waiting for them, and which, in the course of half an hour, took them past several of the beautiful islands of the St. Lawrence and landed them at their destination, Clarke Island. The trip across, with the music of the band and beautiful sun and breeze, was much enjoyed. Arrived on the island to find the excellent preparation that had been made by the committee for the party consisted of two large marquees and a number of small tents. The largest marquee was devoted to those who had not brought provisions with them, and here lengthy tables were laid out and an excellent meal could be had for the modest sum of 25 cents. The other marquee was provided with a large platform and band stand, and here many dancers enjoyed themselves to the strains of Barrett's string band. The other tents were occupied by the baseballers, lacrosse players and runners. It being, by this time about lunch time, the various groups found shelter under the trees by the river and lunch baskets were opened out, many of the enthusiastic anglers however being tempted to at once try the beautiful waters of the St. Lawrence. The first item of the long list of games and sports on the programme to start was the

BASEBALL MATCH

...

VALLEYFIELD LACROSSE TEAM

...

After the lacrosse match the company started home and were once more marshalled on the Transfer, all hands being delighted with the visit to the island, and many evincing a desire to stay a few more hours. On the train it was plain to be seen that they had had a long enough days amusement for much of the company took advantage of the first class carriages to indulge in a sleep to wake up and say good night to their friends at the different stations as they got off. The train arrives at the depot at 10.45 and the passengers went home to renew the reminiscences of an enjoyable day's picnic. But one thing occurred to mar the pleasure and that was that a lady named Mrs. Hill was taken ill on the way home and had to be seen by a doctor at Coteau, who relieved the feelings of all present by saying that there was no danger, the attack of faintness being caused by the heat. Too much praise cannot be given to the gentlemen who arranged the excursion and carried it off so successfully. It was a great boon to the general public to be allowed to join and the committee must be thanked for the uniform courtesy that was shown to everyone of the company.

## ON CLARKE'S ISLAND

Canada Atlantic Railway Men and Their Friends on Saturday  
A Splendid Outing Brought off Without Hitch or Drawback.

Thirteen first class cars with fully eight hundred excursionists, the brave, the fair and the little ones, all alive for a days frolic steamed out of the Elgin Street Station on Saturday morning last bound for Clarke's Island and a good day's outing among the scenery and the health giving breezes of the St. Lawrence in the vicinity of Coteau landing. The excursion was the first annual picnic of the employees of the Canada Atlantic Railway company, and the successful way it was carried out gives ample guarantee that the employees are quite capable of organizing a day's pleasure to the satisfaction of everyone. The employees' committee who had charge of the excursion are deserving of the highest encomiums [sic] for the way they managed things. They were indefatigable in their efforts to make everybody happy, and they succeeded abundantly.

The weather was simply splendid. The run to Coteau Landing was without accident, if one accepts the large contingents of pleasure seekers who boarded the train at the different stations en route.

## A SCOTT ACT RACE

Something amusing occurred at Alexandria, when the train stopped there. Several of the male excursionists, no doubt eager to test their powers of speed, started an impromptu race from the the train to McDonald's hotel, a distance of a couple of hundred yards. The car windows spectators called it a Scott Act race, and took the liveliest interest in the sport, with running comments on the different conditions of the contestants. Some were old and carried canes but although thus handicapped with age and wooden support, they put many of the younger men on their mettle. Some of the excursionists too indolent or not thirsty enough to take an active part in the sport, conjectured that the train would move on and leave the racers behind. But the train was a pic-nic one and was too polite to be inhospitable and the panting "sprinters" regained their seats amid general applause.

When the landing was reached the big transport steamer the "Transfer"[sic] was waiting to receive the party, and its decks, upper, lower and everywhere were soon crowded with a living laughing freight who drank in the bracing breeze on the St. Lawrence with a robust heartiness that was general.

## ON CLARKE'S ISLAND

Clarke's Island, the scene of the days festivities is one of the choicest spots for a picnic in the Dominion. It is thousands of acres in extent mostly all meadow land nearly level and with a velvety sward. On its western side it commands a fifteen mile sweep of the river which is here fully eight miles wide. The shores of the island on all sides are boarded with hardwood giant trees, the value of whose shade the pic-nickers were not slow in valuing, when baskets were emptied and keen appetites brought into action. The island is the property of the C.A.R. Co. who purpose making it a summer resort shortly by building a large hotel and putting a track on it for races and sports. It is just such a spot where those weary of the heat and dust of the city can find relaxation with every stimulus to health.

In selecting this place for a pic-nic the C.A.R. employees conferred a favor on their patrons, and this latter were not slow to acknowledge it. Everything was in readiness on the grounds when the party arrived. A large refreshment tent which had been erected for the convenience of those who came unprovided was quickly filled with hungry mortals and its full catering capabilities tested. When dinner had been partaken of the day's sports began. These were not of the professional, but rather of the family order. The picnic was a family one and the amusements were all built accordingly.

## SPORTS ALL AROUND

(Details of the events omitted here)

One of the features of the day's amusement was dancing, a large dancing platform having been erected in a large tent for that purpose. Barrett's string band supplied the music to everyone's satisfaction, and everyone danced that could shake a leg. At intervals during the day Barrett's brass band played many really fine selections, which added a musical spice to all the other proceedings.

## HOME SWEET HOME

Shortly after six o'clock the "Transfer" steamed to the dock, and the party filed on board, many with regret that the day was not a little longer, it had been so pleasant. Shortly after seven o'clock the excursionists were all safely seated in the train. The run home was without incident, the party reaching the Elgin street station shortly after eleven o'clock.

In every respect the excursion was an unbounded success, without a hitch or without a flaw, and it may be safely prophesied that when next summer's trip takes place thirteen or fifteen cars won't half accommodate those wishing to go if the weather is fine and Clarke's Island the point of destination.

The Prize Winners.

(Details omitted here)

27/07/1887 *Ottawa Free Press* *Canada Atlantic*

A cow was struck by a yard locomotive of the Canada Atlantic railway last evening. The animal met its death at the rock cut west of Bank street.

03/08/1887 *Ottawa Citizen* *Canada Atlantic*

The Canada Atlantic Railway has two new passenger cars en route from Pullman.

05/08/1887 *Almonte Gazette* *Canada Atlantic* *Coteau*

It is understood that the Canada Atlantic has completed the necessary financial arrangements for bridging the St. Lawrence at Coteau, and the work will be proceeded with immediately.

17/08/1887 *Ottawa Journal* *Canada Atlantic* *shop*

The Canada Atlantic Railroad Company have ordered from the Wagner Car Company a fine train of passenger cars, which will arrive in the city about the 25th. The first class cars are models of perfection. The sleepers are the best kind turned out by the Wagner Car Company. They are all inlaid with rosewood and cherry and will be lighted by electric light. There will be eighteen incandescent electric lights in each car. This will be the first train of cars in Canada that will be lighted by electric light. In addition to lighting the inside of the cars the company have introduced a new feature which is a great improvement on the old style, and will prevent many serious accidents. Many accidents have been caused by people coming out of a well lighted car on to a dark platform and alighting at a way station in the dark. To prevent accidents of this kind the C.A.R. company will supply their sleepers which are lighted with electric light, with a light on the platform of each car. When the train is running the light will not be burning but as soon as the train stops at the station the conductor, by pressing a button, lights these lights on the platforms of the cars, and by this light passengers are enabled to alight at any station without danger of an accident in the darkness.

For this new train the company have sent to Germany to the famous Krupp, manufactory for the new style of wheels, which, it is claimed, will never break, and this claim is endorsed by the German government.

18/08/1887 *Ottawa Journal* *Canada Atlantic*

The new train which will shortly be placed on the Canada Atlantic Railroad will run between Ottawa and Montreal.

06/09/1887 *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railroad company are having a large number of their box freight cars repainted and lettered anew. The work is being done in the car sheds, at the Elgin street depot.

The Canada Atlantic Railway, have received from the Pullman Car Company of Pullman, IL, a new and magnificent train of passenger coaches. The train consists of a baggage and mail car, three first class and two second class cars. The cars are some of the finest ever turned out by that company. Messrs. Ahearn and Soper, electricians of this city, are now engaged in placing incandescent electric lights in all the first class cars, and on the platforms of all the cars in the train. Each car will be lighted with eight lights, with one on each platform outside the car. When the train is in motion the lights on the platform will not be lit but as soon as the train arrives at a station the conductor by pressing a button lights all the lights on the platforms, thus affording abundant illumination for the passengers coming from a well lighted car to leave the train without any danger of accident. The power required for running the dynamo which supplies the electric current will be obtained from the locomotive. This train. The first ever in Canada to be lighted by electric light will run between Ottawa and Montreal. When the work of placing the electric lights and apparatus is completed, it is the intention of the General Freight and Passenger Agent, Mr. Percy R. Todd, to make a trial trip with the car to Coteau.

21/09/1887 *Ottawa Free Press* *Canada Atlantic* *locomotive*

Locomotives Nos. 1, 2, 3, 4 and 7 have been sold by the Canada Atlantic railway to the Montreal and Sorel R.R. and will be fitted up in the shops before being sent to the latter road.

Two locomotives of the C.A.R. have been sent to St. Albans, Vt. for repairs. The old "No. 8", the cab of which was burned off accidentally at Coteau Landing, will hereafter be known as locomotive "A".

Three new locomotives, constructed in Providence R.I., have arrived for use on the Canada Atlantic. One is a shifting engine, and the other two will be used on the main line. The former will be placed on the eastern division and the latter on the western division.

21/09/1887 *Ottawa Free Press* *Canada Atlantic* *Elgin Street wood*

The C.A.R. are procuring a new patent coal crane from the United States for use in hoisting fuel at the Elgin street station on locomotive tenders.

22/09/1887 *Ottawa Citizen* *Canada Atlantic* *Elgin Street wood*

Coal Crane. The C.A.R. is procuring a new patent coal crane for use at the Elgin Street station.

27/09/1887 *Ottawa Journal* *Canada Atlantic* *Eastman's Springs*

Narrow Escape.

PART OF A CANADA ATLANTIC TRAIN DERAILED AND BURNED.

Bush Fires Injure the Track Near Eastman's, Derail the Express and Burn Four cars - The Passengers Shaken Up, and Some Mail Lost  
Some excitement prevailed in the city last evening when it was rumored that the 4:50 p.m. express to Montreal on the Canada Atlantic had met with an accident and some of the cars had been burned. A number of people gathered at the Elgin street depot enquiring after news from the scene of the accident. About eight o'clock a special train with three doctor, stretchers and other necessaries for injured people left the Canada Atlantic station. On its return some time later the particulars of the accident were learned,

It appears that the train left Ottawa on time as usual at 4.50 p. m., and was composed of an engine and tender, baggage car, smoker and mail car, second class car, a first class car and a Pullman. There were in all about one hundred passengers on board. After passing Eastman's Springs, the train was bowling along at the rate of about 25 miles an hour when the train slowed up, and it was evident that the brakes had been put down. Almost instantly the cars left the track and bounded over the ties, and then settled down on one side without turning altogether on their sides. There was at once great excitement among the passengers some climbed to the doors others made for the windows and in a short time the cars were empty. Dense smoke prevailed, and the flames from bush fires were close at hand.

The engine tender and baggage car seemed to have got over the break all right and were standing a short distance ahead. The Pullman, first class, second class, mail and smoking cars were lying partially on their sides along side the track, and in a few minutes they caught fire and were burning fiercely when the passengers left This they did on the caboose of a freight train, which had been following the passenger train from Ottawa, and which was flagged to stop after the accident occurred. The train returned to Eastman's Springs and was side tracked and the engine and caboose conveyed the passengers to Eastman's Springs where they remained until the special arrived from Ottawa. The four cars left at the wreck were completely burned.

All the passengers seen by The Journal representative spoke highly of the energetic manner in which the train hands and railroad officials had attended to and assisted the passengers in leaving and after they had left the wrecked train.

The Cause

The accident was of course the result of bush fires which had been raging in the vicinity for some time past. Late yesterday afternoon the fire must have swept across a portion of the track, and attacking the ties thus loosened the rails, which spread when the train passed over them. A good many yards of track were thus torn up when the train ran off. A section man had discovered the fire and was running to warn the train, but so dense was the smoke that the engineer could not see the signals. In fact it was impossible to see more than a few yards in front of one.. After leaving the passengers of the wrecked train at Ottawa the special train again proceeded to the scene of the accident to bring up the passengers on the 8 o'clock train from Montreal. A Journal reporter by permission went down. After leaving Eastman's Springs in proceedd slowly down the line. On either side of the track the bush was on fire, and the heavy smoke was almost suffocating on the car platform. On approaching the track, the fire appeared to be heavier, and as far as the eye could reach on either side, all was one mass of surrounding fire with, here and there, a small blaze, showing the rapid manner in which the fire spread. When the train stopped, one was almost choked and blinded by the smoke and ashes; proceeding down the line where the track was completely torn up, the remains of the wrecked train, were burning still, little more than the iron work remaining. The baggage car and engine were not damaged and had by that time been placed on the track again. The engineer said: "When I noticed the fire across the track I pulled the throttle and applied all the air brakes; the train answered well, almost stopping, but it was too late to prevent her from going over that portion of the track which was on fire. The engine and tender got over all right but it was evident that the cars could not do so as we could feel the track giving.

Mr. Wm. Browne. The mail clerk in one of the last burned cars, saved twenty-seven bags of mail, about twelve being burned with the car. The line is now cleared, and the track which was torn up re-laid. The up train from Montreal due here last evening at 8.10 o'clock arrived at the Elgin street depot at 7.30 o'clock this morning having remained at Alexandria over night and proceeded up this morning. The passengers escaped unhurt, nothing more serious than bruises having been reported, though they were all shaken up a good deal. Sir Adolph Caron was among the passengers in the pullman. An old man named Berraux from Vaudreuil was slightly cut about the hand from being thrown against the car windows.

The Conductor's Account

"I had just crossed the platform into the parlor car, when suddenly, the train, without more warning than a few sudden jerks fell on its side, coming to an abrupt standstill the next moment. The engineer, it appears, retained the presence of mind to reverse, thus preventing a more serious accident. Within the cars all the passengers, between ninety and one hundred in number, were thrown about unceremoniously, the majority receiving a rough shaking up. The passengers could not have behaved better under any circumstances. Those in the rear car were the first to come to the rescue, assisting their fellow travellers through the doors and windows. There was no hurry or confusion. The ladies who were in the majority kept perfectly cool. Sir Adolph Caron, Mr. Fleck of this city, Mr. McFarlane and Mr. E. Tasse of Montreal, worked hard rescuing the passengers. The last persons had hardly escaped when the entire train caught fire from the burning stumps upon which it rested. There was no water at hand, and we were obliged to witness the cars burn before our eyes."

On The Canada Atlantic

Mr. J. Logan, yard foreman of the C. A. R. says the bush in the vicinity of Wood Station, about 34 miles down the line, is all on fire. At the present time the flames are only a quarter of a mile from the station wood yard. If a wind should spring up the yard and station would be in great danger. He attributes the burning of the ties at the scene of the late accident to the wind which sprung up that afternoon. Everything was all right at 3 o'clock that day.

Bearbrook September 27. Yesterday your correspondent visited the fires at present raging in the vicinity of Navan and found about fifty men guarding Mr. Richard Clarke's property from the devouring elements. It may be said that the whole country, between Navan and Bearbrook Crossing is literally on fire as fire is burning more or less on every man's property for a distance of fourteen miles. Last night twelve men were guarding Mr. McDonald's hotel, North of Navan, and a similar number guarding Mr. Duffey's. The smoke is so dense that it is utterly impossible to distinguish one residence from another at 50 yards all the way from Navan to South Indian hundreds of acres of the best woods are destroyed. One man living near the wrecked train on the C. A. R. had one-hundred cords of good maple wood burned. Bears and deer are making their appearance, being driven out before the fire around Bearbrook crossing.

*30/09/1887 Almonte Gazette Canada Atlantic*

A train on the Canada Atlantic Railway from Ottawa was derailed by the rails spreading, owing to the ties having been burned by the bush fires raging along the line. A second-class, postal, first-class and Pullman cars also ran off and upset in the ditch, but no one was seriously injured. The train had almost stopped before the cars left the track. The cars were all burned.

*01/10/1887 Ottawa Citizen Canada Atlantic shop*

The Canada Atlantic Railway have replaced the four cars burned in the recent accident by new ones from the Grand Trunk Railway. In a few days the Canada Atlantic propose running a train lighted by the electric light.

*01/10/1887 Ottawa Free Press Canada Atlantic shop*

The four cars recently burned on the C.A.R. have been replaced by others from the Grand Trunk railway. In a day or two the company will run a train lit by electric light.

*01/10/1887 Canada Lumberman Canada Atlantic Rochesterville*

J.R. Booth is extending his piling ground in the vicinity of Rochesterville, and a siding is being put into it from the C.A. Ry

*14/10/1887 Ottawa Free Press Canada Atlantic Bank Street*

Residents about the railway crossing on Bank street road say the railway company would confer a favor on them and many others if they would have gates put up at that point. There is a signal man there already, he does his duty well but still they would like the gates.

*02/11/1887 Ottawa Citizen Canada Atlantic shop*

The Canada Atlantic Railway Company will have their new electric-lighted train ready for inspection at the Elgin Street station this afternoon. The Cassandra and Feorenza?, the two parlor cars are models of beauty and well worth a visit.

November 3 - Did you see the Canada Atlantic exhibit of electric lighted cars last night at their depot, Elgin Street? I never saw such palaces and to think those cars are to form the excursion train leaving Saturday morning at 8 a.m. and returning leave Montreal by special at 8.25 p.m., and the tickets only \$2.25, why we are all going. No one should miss it. Tickets are now selling at the Boston & New York office, 24 Sparks street, and are good to return until Monday.

*03/11/1887 Ottawa Free Press Canada Atlantic Elgin Street*

An immense storage shed, 100 feet long by 13 deep, has been constructed at the Canada Atlantic railway station by the Samuel Rogers Oil company. It has a capacity of holding one thousand barrels.

*04/11/1887 Ottawa Citizen Canada Atlantic shop*

Electric Light Train

Luxurious Travelling Cars of the C.A.R.

A Very Enterprising Company

The Canada Atlantic Railway Company has once again shown their regard for the comfort of their passengers and for some days the electric light train has been the subject of much comment and a great deal of curiosity. It is the first train lighted by this means that has run in Canada, and made its first journey yesterday, arriving at the Elgin Street depot last night. The two new cars are called "Cassandra" and "Fivrenza" and are parlour cars, the equal of which it is only fair to say are not to be found in Canada, and the superior of which cannot be seen on any part of the vast American continent. To travel in these cars is the very essence of comfort, on entering them there is a feeling of perfect ease and homeliness in spite of the gorgeous fittings, rich colours and altogether magnificent appearance of the cars. While the colouring is particularly rich, at the same time there is nothing gaudy and nothing to offend even an artist's critical eye.

First of all the chairs must be mentioned. They are in themselves perfect marvels of comfort and ease. Here is found a fine blending of colours, the chairs being draped in a light blue velvet, with carpets and foot stools of black and ochre. At each end of the car another excellent arrangement is found, as two seats are made on a sliding principle, enabling them to be formed into comfortable lounges, suitable for the easy travelling of an invalid. Raw silk curtains are also festooned at the sides, and by drawing these the chair or the lounge, as the case may be, is turned into a complete private apartment. These curtains are of a peculiar but beautiful orange tawny color. The window hangings are of velvet and the same colour and shade as the curtains. In conspicuous parts of the car are to be found mirrors and neat and convenient hat racks of nickel plate. The lighting of the car is done by incandescent electric light, and these are hung along the car at frequent intervals. Should these from any cause fail to act, provision is made to supply a fine light from handsome pendant bronze lamps which are also supplied.

Wandering through to the end of the gentlemen's car, the buffet is found, and here the hungry traveller, at a few minute's notice can obtain tea, coffee, eggs, toast, oysters and all the delicacies of the season. To obtain these it is not necessary for the traveller to leave his seat in the car, as by raising the hand an electric bell knot can be touched which communicates with the buffet and summons one of the attendants. Passing beyond the buffet, a cosy and handsomely furnished gentlemen's smoking room is found with a rich blend of colours, the prevailing tint being a rich orange. The heating of the car is entrusted to a Black's heater, which is one of the best on the market, and which is so arranged that a certain temperature can always be obtained. The heater is enclosed in a casing with an asbestos lining. The two cars are the manufacture of the Pullman Company and are supplied with double windows throughout. The motion is particularly smooth, the cars are mounted on twelve trucks the wheels of which are made of Allan paper.

On passing from the parlour car the traveller encounters a first class car manufactured in Coburg by Mr. J. Crossen. Here another fine blending of colours is found, the crimson velvet upholstery, bronze hat racks and mahogany fittings. The third car on the train is a second class, made by the same manufacturer as the first class and very comfortable. These two cars and the baggage car are run on Krupp steel wheels, which have been imported direct from Germany for these cars. The name of the manufacturer of these wheels, which will be recognized as the famous Krupp cannon makers, is sufficient to convince the nervous traveller that on these cars at least there is no fear of a broken wheel.

Among the travellers who took the first journey from Montreal on the new train were Messrs. D.B. Stewart, Montreal Gazette; P.T. Cronan, Montreal Herald and D.A. Poe, Montreal Witness who are loud in their praise of the luxurious travelling afforded by the Canada Atlantic Railway's new move.

*04/11/1887 Ottawa Citizen Canada Atlantic*

The Canada Atlantic Railway have for some time past been running their trains over the Grand Trunk Line between Ottawa and Montreal under a mutual agreement entered into between the two companies. The conductor in charge of the train has heretofore been an employee of the Canada Atlantic, and has run between those two places. Yesterday a new rule went into effect for the first time, by which the Canada Atlantic conductor hands over the Coteau charge of cars to a Grand Trunk conductor.

*04/11/1887 Ottawa Journal Canada Atlantic shop*

The Canada Atlantic Railway Company have just received their new train of passenger cars from the works of the Pullman Car Company at Pullman. This train is on exhibition at the Elgin Street Depot, and will commence running between Ottawa and Montreal tomorrow. Mr. Percy R. Todd, general passenger agent of the company, kindly accompanied a Journal reporter to examine the new train and to explain the new features. The train consists of a baggage car, 2nd class and smoking car, 1st class and drawing room car, all of whom were turned out by the Pullman company. The entire cost of the train, exclusive of the engine was \$36,000. The baggage car is a model of perfection and is exceedingly well built, the second class and smoking car are finished in oak and ash and present a neat and handsome appearance being lighted by six incandescent electric lights. The first class car which alone cost \$6,000 (?) is much above the ordinary, being beautifully finished in oak, ash and white mahogany, with beautiful hand painted decorations on the ceilings and sides. The car is lighted with sixteen incandescent electric lights and two large lights on the platforms which are lighted automatically as the train stops at the station, lighting up the car platform as well as the station platform. The car is also heated with steam and provided with coils under each seat, thus affording comfort to the passengers. The drawing room car, which the Pullman Company acknowledges in a letter to Mr. Todd to be the best ever to be turned out of their works, and the finest on the continent, was the next visited. It is a model of beauty and elegance, and far surpasses everything previously seen in Ottawa. The car is elegantly finished in white mahogany with plush finishings with three bay windows on each side of the car laying inwards, thus allowing passengers to see anywhere, even close to the train. These bay windows are alternated with plate glass mirrors and are hung with gold plush curtains. The chairs are elegant and comfortable being finished in fine blue plush. Another new feature is introduced into this car. At one end two compartments are closed off simply by dropping curtains, thus separating them from the rest of the car. These compartments, Mr. Todd remarked, are very convenient for bridal couples. At the farther end of this magnificent car, which is all finished with brass ornaments and supplied with electric bells at each seat, communicating with the Buffet in the smoking room, the cosiest and most comfortable compartment in the entire car, furnished with plush seats and all conveniences for smokers. The entire car is lighted with twenty-four incandescent lights. Mr. Todd said that in addition to this train, the Company had received an extra parlor car exactly the same as the one described, which would compose most of the new train of cars for the four fifty train out of Ottawa for Montreal. The Grand Trunk Railway, by agreement, supply the other cars for the train. When completed the train will be exactly the same as the new train.

*05/11/1887 Ottawa Journal Canada Atlantic Deep Cut*

The Canada Atlantic Railway company have completed the laying of a series of side lines through the extensive lumber yard of Messrs. Bronson & Weston at the Deep Cut and are now running the cars by locomotive between the rows of lumber piles in the yard. This work was done at considerable cost but is a great convenience.

*10/11/1887 Ottawa Citizen Canada Atlantic shop*

Canada Atlantic Railway Advertisement "The only road in Canada running trains lighted by electricity and heated by steam. Includes: A train leaves Richmond Road station at 7.40 a.m. and 4.30 p.m. connecting with the Montreal Express trains leaving Elgin Street at 8.00 a.m. and 4.50 p.m.

*11/11/1887 Ottawa Citizen Canada Atlantic shop*

The Grand Trunk Railway authorities have decided to test the value of certain improved apparatus for heating cars by steam from the locomotives. Two trials will be made during the coming winter. The apparatus to be used on the Cornwall section will be Martin, and on the Ottawa section of that railway the Sewel apparatus will be tried.

*21/11/1887 Ottawa Journal Canada Atlantic Newton*

The Canada Atlantic Railway Company are building a new station house and other necessary buildings between Glen Robertson and St. Polycarpe. The new station will be called Newton and will be completed in a few weeks.

*21/11/1887 Ottawa Journal Canada Atlantic*

The Canada Atlantic Railway received yesterday from the Pullman Car Company a train of thirty-two box freight cars, which form the second installment on their order for 500 cars. The new cars will be used in the lumber carrying business.

*01/12/1887 Canada Lumberman Canada Atlantic*

Messrs. J. R. Booth & Co. have completed laying the side tracks through the new piling grounds on the line of the extension of the Canada Atlantic Railway and the grounds are ready for use as soon as the extension is completed.

*12/12/1887 Ottawa Journal Canada Atlantic Elgin Street*

The Canada Atlantic have a number of men engaged at their car sheds, on Elgin street, making the winter improvements.

*24/12/1887 Ottawa Journal Canada Atlantic Elgin Street locomotive*

The Canada Atlantic Railroad Company are making improvements to their locomotive sheds at the Elgin street depot, in order to make room for two new engines.

*03/01/1888 Ottawa Journal Canada Atlantic*

The Canada Atlantic Railway Company have just received from their car shops three new snow ploughs.

*10/01/1888 Ottawa Citizen Canada Atlantic*

The Canada Atlantic Railway will commence running a special service of heated freight cars between Ottawa and Montreal today (Tuesday) and will continue the same every Tuesday and Thursday until further notice.

Also reported in the Ottawa Free Press same day.

*12/01/1888 Ottawa Citizen Canada Atlantic shop*

Heating Cars by Steam. Once again the Canada Atlantic Railway have shown some of their enterprise, and intend in future to heat their cars by steam. Each car will be heated from the locomotive, and will have pipes running along the side with a coil under each seat. Rubber pipe connections are used between the locomotive and the different cars by which means they can be easily uncoupled. The Canada Atlantic is the first railway to adopt this system, which removes a great danger - that of fire from the heating stoves.

*06/02/1888 Montreal Daily Witness Canada Atlantic St. Polycarpe*

While the up train from Montreal, on the Canada Atlantic Railway, was passing St. Polycarpe last night, an inknown miscreant alongside the track hurled a stone, which shattered a pane of glass of the parlour car. The passengers got a bad scare. The railway authorities are investigating the matter.

*10/02/1888 Ottawa Citizen Canada Atlantic*

The Canada Atlantic Railway has just completed and put on the road a fine new snow plough which will replace the large winged plough which was badly damaged at St. Polycarpe. The new plough was made at the company's Elgin street workshops.

Editor of THE CITIZEN

.Sir, Having heard so much of the travelling facilities on the Canada Atlantic Railway from Ottawa to Montreal, and when I was told that perhaps it was one the finest and best equipped (if not the best) lines of this or any other continent, thought my informant was drawing largely on his imagination. But knowing him to be an "old stager" on railroad travelling I was obliged to bow to his opinion, but resolved on the first occasion of my having to visit Ottawa that I would travel over the Canada Atlantic and see if my old fellow-traveller was right in the formation of his good encomiums of the line. In railway travelling I am no novice. I have breakfasted close by Cannon Street Station in London and dined in Paris; rushed through at the base of the Alps, what the French Emperor of that day deemed a wonderful performance to cross at the top. Dublin to Kingston with the Irish limited; then on board the "Ulster" or the "Connaught," which "casts off" as soon as the mails are aboard, no matter what wind or weather is blowing, and stands out for Holyhead across the chopping channel. On arriving there, all aboard the London North Western (the best managed line in all England, with Mr. Moore for its head) and into Euston Station to the minute. Or who has not enjoyed that hourly train from "Auld Reekie" into Princess Street Station in beautiful Edinboro'. These I have enumerated are all among the bright side of my old country travel. On this side of the Atlantic I have dashed over the Canada Southern, a line for equipment and comfort which I thought had no equal until a few days ago, when I took the 4.30 p.m. train from Montreal to your city. If my experience of railway travelling amounts to much I can now with all confidence confirm the statement of my friend, that for speed, comfort and luxury of travel the Canada Atlantic has no equal in Canada. I have been over them all. Montreal to Chicago, and Montreal to the capital of the N. W. T. The cars on the Canada Atlantic are, I believe, the only cars in Canada, which are heated by steam from the engine, doing away with the unsightly box stove in the corner, while the antiquated oil lamp has given place to the electric light, which enables the passenger to read the smallest print with perfect ease. All this comfort is not confined to the luxurious Pullman, but is to be found in all the cars. I took a seat in the parlour car "Cassman," which only costs \$50 extra a mere trifle compared with all the surrounding comforts. The attentive and courteous porter served up meals of a high order at a very moderate cost. It would be well if some of our hotel-keepers would ask and pay that porter for his recipe for making coffee. Now, Mr. Editor your readers have my opinion of the Canada Atlantic as a mode of locomotion between your city and Montreal, and I think you will say, on reference to my card; which I enclose, that I am in a position to form and give an opinion.

Yours truly,  
Caxton.

11/02/1888 *Ottawa Citizen**Canada Atlantic**locomotive*

The Canada Atlantic Railway Company have added a large new engine to their rolling stock. The size of the engine can be imagined from the fact that the tender carries eight tons of coal and 3,800 gallons of water. The new engine will run between Montreal and Ottawa.

20/02/1888 *Ottawa Journal**Canada Atlantic**Greenfield*

The Canada Atlantic Railway Company have a gang of men at work removing the lumber and freight cars ditched below Greenfield on Friday morning. The damaged cars will be brought to Ottawa and repaired in the car shops.

22/02/1888 *Ottawa Citizen**Canada Atlantic*

Railway Workshops

His worship the Mayor is strongly in favour of having the workshops of the Canada Atlantic Railway built here and considers that the City Council should either grant a bonus or exemption from taxation as an equivalent. He has prepared the following letter which he will submit to a special meeting of council:

A short time ago it was reported in the Ottawa papers that the Canada Atlantic Railway intended erecting their workshops at Clarke's Island. In view of the fact that the Canada Atlantic Railway property will be in the new territory added to the city it is highly desirable, and of the utmost vital importance that the workshops should be kept here.

Upon inquiry I find it is the intention of the company to locate their workshops at the point referred to, and commence work as soon as the weather will permit.

The reason assigned by the company for locating at Clarke's Island is that they own 120 acres there: it is in the centre of the road, and furthermore they can land their own coal at that point direct from the mines by water.

It is reported that the Valleyfield people are moving energetically in the matter, and will give a handsome bonus, exemption from taxation for a term of years etc.

The capacity of the new workshops will be very large, employing two hundred and fifty men at the commencement.

The Canada Atlantic Railway, in the very near future, will extend its line to Parry Sound. A bridge will shortly be erected at Coteau therefore the growing importance of this road can hardly be estimated. I think that a strong effort should be made to have these workshops here. Now is an opportune time when the bill is before the legislature of Ontario..

Would it not be wise, and in the best interest of the city to take prompt action in the matter and not have it said outside of Ottawa that Valleyfield had "stolen a march on us".

Leaving the matter to your favourable consideration, etc.

23/02/1888 *Ottawa Journal**Canada Atlantic*

There is quite a division of opinion with regard to whether the Canada Atlantic workshops should be bonussed by the corporation. Ald. Hutchison is firmly against anything in the shape of a bonus while Ald. Roger thinks that anything that would add to the wealth or population of the city should receive a reasonable encouragement.

01/03/1888 *Ottawa Citizen**Canada Atlantic**Elgin Street*

Man met his death at the Elgin Street station

Last night at about midnight a man was found horribly mutilated on the line at the east end of the Canada Atlantic station. Life was found to be extinct and word was at once sent to Constable McKenzie who was soon on the spot, and the police station by telephone, word being sent back to communicate with the coroner. A Citizen reporter visited the station at 1.30 a.m. and found Constable McKenzie at the depot. In answer to inquiries he stated that the man had been killed by the express which came in at 8.30 p.m., but was not discovered until midnight. It is thought that he got off the express on to the platform at the west end, and there being no passengers for the Chaudiere, the cars were backed into the shed. He must have then stepped off the platform on to the rails and been struck by the car of the attached engine kept to take the Chaudiere passengers to their destination. From this spot he was carried to the switch at the east (Elgin street) end of the platform where he was eventually found. The engine, after backing the car into the sheds went to the Chaudiere and must have passed a second time over the spot where the unfortunate man was found. He must have been first struck by the car at the west end of the platform as blood was to be distinctly seen on the snow there (as well as on the car). The body was fearfully mutilated, one leg being completely severed from the body and the other being broken in several places, the rest of the body, with the exception of the face being horribly cut up. Constable McKenzie searched the body which appears to be that of a man of about 33 years of age but could find no clue to his identity. He was dressed in dark home spun-clothes and had nothing in his pockets. At 1.45 a.m. Constable McKenzie left the station to telephone to Coroner Wright.

March 2 - The unfortunate man who was killed on Wednesday evening at the Elgin Street station was identified yesterday morning as Francis Deslaurier. The deceased lived about eight miles from Casselman and was a fairly well-to-do farmer. County Constable McKenzie notified Coroner Wright who visited the spot early yesterday morning and after inquiring into the facts of the case considered that an inquest was not necessary. Enquiries were then made by telegraph along the line which led to the body being identified. Friends of the deceased visited the depot and took the remains home on the noon train. Deceased was a man of about 60 years of age and leaves a family of grown up sons and daughters.

*03/03/1888 Ottawa Journal Canada Atlantic Coteau*

Mr. E.J. Chamberlain, general manager of the Canada Atlantic Railway Company speaking to a Journal reporter said that the work on the bridge across the St. Lawrence River at Coteau would be started this spring. "In fact the work has already been commenced, for a large quantity of material for the stone work of the bridge is now on the ground and men have been employed during the winter months preparing the stones."

*05/03/1888 Ottawa Journal Canada Atlantic*

The Canada Atlantic Railway Company have just received from the Pullman Car Company two hundred freight cars which will be used during the coming spring in the lumber carrying trade on that line.

*06/03/1888 Ottawa Free Press Canada Atlantic Elgin Street*

It having been reported that the Canada Atlantic Railway were about to place gates on each side of their track at the foot of Elgin street and elsewhere, a Free Press reporter called on Mr. E.J. Chamberlain, general manager of the road, this afternoon at his office. Mr. Chamberlain said that it was not the intention of the company to place any gates on Elgin street, but when the road was running through to the Chaudiere they may place them at the crossing on Queen street. However, nothing definite has been decided on at present.

*13/03/1888 Ottawa Journal Canada Atlantic Elgin Street*

The Canada Atlantic Railway Company have some twenty men building sheds at their Elgin street depot for the accommodation of the new cars lately purchased by the company.

*12/04/1888 Ottawa Journal Canada Atlantic locomotive*

Mr. Ogilvie, mechanical engineer of the Canada Atlantic Railway, has just completed preparing for use the new locomotive purchased by the company in Philadelphia. The locomotive is one of the finest in Canada.

*14/04/1888 Ottawa Journal Canada Atlantic Ottawa East*

The residents of Archville complain that every Sunday, for some time back, the sanctity of this day has been broken by the unnecessary and obtrusive whistling and puffing of a shunting engine in the C.A.R. yards south of the bridge. The nuisance, they say, is especially despicable while they are at church.

*17/04/1888 Ottawa Journal Canada Atlantic locomotive*

The Canada Atlantic Railway Company have just had placed in their train service between Ottawa and Montreal the locomotive purchased a couple of weeks ago at Philadelphia.

*19/04/1888 Ottawa Journal Canada Atlantic*

The Canada Atlantic Railway Company have just made another addition to their rolling stock. A train of twenty-five empty freight cars arrived in the city yesterday from Pullman. They will be used this summer in carrying lumber.

*23/04/1888 Ottawa Journal Canada Atlantic Elgin Street*

The Canada Atlantic Railway Company are about to have conspicuous red lights placed on Elgin street where their line crossed that street as an additional preventative of accidents.

A SHARP GAME.

THE CANADA ATLANTIC VS. COAL CARTAGE CO.

Mr. Percy E. Todd Ventilates his Suspicions About last Year's Coal shed [?] Tells How he Proposes to Get Even this Year.

The cute job which the Ottawa Coal Combine put up last year on the Canada Atlantic Railway Company and their co-operating friends the Rathbun Forwarding Company, of Deseronto, was explained to the Parliamentary Combines Committee to-day by Mr. Percy R. Todd, the general freight and passenger agent of the Canada Atlantic

It appears that ever since the road commenced operations, it has been endeavoring to secure a share of the coal freight coming into Ottawa, but without avail. Last summer they tried another tack. They told the dealers that having failed to get a share of the freight they had made an arrangement with the Rathbun Forwarding company, of Deseronto, to send an agent here to sell coal, to be brought in over the Canada Atlantic This agent was Mr. J. C. Carter.

The prospect of competition brought the dealers to time. At a meeting at which several were present, including Messrs. Butterworth and Ray, it was agreed that if Mr. Carter did not sell coal retail, the Ottawa dealers would purchase from him seven thousand tons of coal to come in over the Canada Atlantic, and a contract to that effect was entered into. The amount of coal was fixed on the basis of that sent into Ottawa the previous season by the Delaware and Hudson railway, whose coal the Canada Atlantic was in the best position to handle.

MYSTERIOUS DIFFICULTIES

After this contract had been made Mr. Carter went to the agents of the Delaware & Hudson to get quotations, but they appear to have made game of him, passing him on from one to the other without giving a y [sic] definite answer, and finally sending him home without the quotations. Then he asked Mr. Todd to go over the ground with him, and they went to Utica together. They saw the district agent, Mr. Eddy, who told them that there was very serious obstacle in the way of sending coal over the Canada Atlantic, this being an old contract whereby the Delaware & Hudson were to give to the Utica & Black River road all traffic to oompetitire points. That was said to be the only reason against the C.A.R.

Mr. Todd doubted that this was really the only reason. He suspected that the Ottawa coal men had forestalled the visit of Mr. Carter by communicating with the Delaware & Hudson, their communication having the effect of causing the refusal to give Mr. Carter quotations. Mr. Todd was confirmed in his suspicions by the fact that immediately after telling him about this contract Mr. Eddy had expressed his willingness to make a compromise by sending 5,000 tons over the Canada Atlantic. Then Mr. Todd suggested that all the coal sent to Ottawa in excess of the quantity of the previous years shipments should go over the Canada Atlantic. This was agreed to, and Mr. Eddy was just about to sign an agreement to this effect, when he made up his mind that the matter was too serious to be settled by the district agent, and he asked Mr. Todd and Mr. Carter to go to New York with him, to see the general traffic manager. They went to New York, and after the Delaware & Hudson officers had conferred together they declared flat-footed that they would not send any by the Canada Atlantic.

Mr. Todd came home and gave the Ottawa coal men a bit of his mind.

COST TO THE RATHBUNS AND THE C.A. R.

Then the Canada Atlantic Company and the Rathbuns looked about to get coal elsewhere, and made an agreement with the Pennsylvania Coal Co. for a quantity to be delivered by water at Rouses Point. On account the scarcity of coal the amount of the contract with the Ottawa dealers had in the meantime been reduced from 7,000 to 5,000 tons. Of this 5,000 3,500 only was delivered to the C. A. R at Rouse's Point before the close of navigation in Lake Champlain. Of the remainder a thousand tons was carried all the way round by Ogdensburg and Lake Champlain railway to Rouse's Point, and thence by the Canada Atlantic railway into Ottawa. There had in the beginning been only 50c a ton margin between the price the Rathbuns paid for the coal at Ogdensburg and the price at which they had contracted to sell it to the Coal Cartage Company at Ottawa, it cost sixty cents a ton to take it from Ogdensburg round to Rouse's Point, making a loss of ten cents on each ton. Even this loss was only stopped at by the Canada Atlantic assisting the Rathbuns by drawing the coal from Rouses Point to Ottawa free.

The remaining five hundred tons was furnished by the Canadian Pacific Railway from a surplus that road had on hand at Brockville.

A QUESTION OF QUALITY.

The coal cartage company had made great objection to the quality of the coal, dwelling particulatiy on the point that it was not all rail, though as a matter of fact only forty or fifty per cent of the coal sold by them as all rail really was entitled to this description. For instance, of the 20,000 tons brought in from Prescott over the C.P.R only 8,000 tons came all rail from the mines, the balance having come by water to Prescott. But a it was screened when unloaded from the boats, it became, if anything, better than all rail, and this was exactly the position of the coal brought in by the Canada Atlantic, which was screened st Rouse's Point before being put upon the cars there. Mr. Todd had heard that the local dealers are now engaged in crying down the Canada Atlantic coal because it is not all rail, but they knew that it was in the same position as the most of the coal they are selling under that name.

THE CANADA ATLANTIC PROGRAMME,

The Canada Atlantic Railway company do not propose to be caught in any trap this year. They have arranged for grounds from which to handle coal sold by retail, and have arranged with the Rathbun company to open an office here, besides expecting to see at least one other independent dealer bringing coal over their line. They had told the Rathbuns that the railway oompany would stand in with them and protect them against loss by reason of any sction the combine may take, and if necessary will haul the coal tree.

If the Rathbuns' agents find when they try to make sale that their coal is being decried by the local dealers as worth less per ton than that brought in otherwise, they are authorised to make reductions corresponding to the extent of the alleged inferiority. For instance if Mr. Butterworth say his coal is worth fifty cents a ton more than the Canada Atlantic coal, the price of the latter will be made just fifty cents a ton less than Mr. Butterworth's. The Canada Atlantic Company wish it distinctly understood that they do not propose to run an opposition combine. They will charge the same freight rate to all parties using their line, and their agreement with the Pensylvania Coal company is that coal is to be sold to all shippers over the Canada Atlantic at circular rates, allowing the railway 68c a ton for freight. The sole obiect of the Canada Atlantic is to secure a fair share of the coal freight coming into Ottawa.

29/04/1888 *Ottawa Citizen* *Canada Atlantic*

The rapidly increasing traffic over the Canada Atlantic Railway Company's line has made it necessary for the company to purchase considerable new rolling stock recently. The last addition is in the shape of twenty-five freight cars from Pullman which will be used for carrying lumber.

02/05/1888 *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railway Company have taken a new departure and one which will greatly aid the lumber interests of the city. They have completed arrangements by which they can take lumber shipped from Ottawa to New York by rail to Rouse's Point and thence by barge to Albany and New York.

Shorter route than water to Sorel and Richelieu River to Lake Champlain.

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The Canada Atlantic have since their inception been the great lumber carrying line from Ottawa, but until the present have not been able to quote rates as low as the carriers by the Ottawa river. These new rates are actually lower than the all-water route, and in addition the lumber is carried to its destination much quicker than it would have been by barges.

The company expect to do a rushing business this summer.

The new arrangements will not affect local forwarders, as most of them have contracts with the lumbermen spreading over a large number of years, but it will affect the owners of American bottoms, which are supposed to carry most of the transitory trade.

**03/05/1888 Ottawa Journal Canada Atlantic Bearbrook**

The Canada Atlantic Railway have a gang of men engaged rebalasting their tracks down about Bearbrook where a portion of the track was washed out by spring rains.

**04/05/1888 Ottawa Journal Canada Atlantic McAuley's siding**

South Indian May 1 - A painful and probably fatal accident occurred yesterday morning at McAuley's siding, two miles below here, which may result in the death of Mr. A Paquette an esteemed resident of this place. It appears the workmen belonging to Mr. McTavish's saw mill were placing cars for loading and Mr. Paquette, in attempting to cross the track, was crushed into a space of not more than six inches, between two loaded cars, the cars bounded back from the force of the concussion and poor Paquette fell unconscious. ---.

**05/05/1888 Ottawa Citizen Canada Atlantic St. Justine**

New station on the C.A.R.

The St. Justine station, located between Glen Robertson and St. Polycarpe Junction on the Canada Atlantic Railway, is now completed and ready for business. Mr. A.I. Page has been appointed agent at the above named station.

Journal - Mr. A.L. Lepage of this city has been appointed station agent for the Canada Atlantic Railway at their new station, St. Justine, situated between Glen Robertson and St. Polycarpe Junction.

**21/05/1888 Ottawa Citizen Canada Atlantic**

The Canada Atlantic Railway Company intend repairing their line all the way to Coteau during the summer. They have put on a number of new hands for ballasting.

**25/05/1888 Ottawa Citizen Canada Atlantic Elgin Street**

Departure of Lord Lansdowne. Station decorated, speeches etc. Train went direct to Quebec.

**26/05/1888 Ottawa Journal Canada Atlantic**

The Canada Atlantic Railway Company have just received from the Pullman Company a train of thirty-two freight cars which will be used this season for hauling lumber.

**04/06/1888 Ottawa Journal Canada Atlantic Elgin Street**

The Canada Atlantic Railway Company have a gang of men engaged building two new sidings in their freight yards for the accommodation of their increasing traffic.

**06/07/1888 Ottawa Citizen Canada Atlantic Limoges**

Yesterday afternoon news reached the city that the line of the Canada Atlantic Railway was blocked near South Indian owing to fire raging on each side and across the track.. the line was impassable, the rails having coiled up with the intensity of the heat .. anticipated that the men would get to work during the night and relay the 100 yards or so of burnt line in time for the first train in the morning.

It was about this time last year when this line was troubled by fire near Bearbrook and a serious accident narrowly averted.

July 7 - The Canada Atlantic Railway Company lost no time yesterday morning in repairing the damage done to their track by the fire. Sixty sectionmen were put to work, and the afternoon Montreal express, which stopped at Casselman all night was able to get through and reached Ottawa at 5 a.m. in the morning. The passengers speak highly of the attention of the company.

**06/07/1888 Ottawa Free Press Canada Atlantic Casselman**

Fire at the mill at Casselman - full account.

**07/07/1888 Ottawa Citizen Canada Atlantic**

THE CANADA ATLANTIC FIRE. - the Canada Atlantic Railway company lost no time yesterday morning in repairing the damage done to their track by the fire. Sixty section men were put to work, and the afternoon Montreal express, which stopped at Casselman all night, was able to get through and reach Ottawa at 5 a.m. in the morning. The passengers speak highly of the attentions of the company.

**14/07/1888 Ottawa Journal Canada Atlantic Elgin Street**

The Canada Atlantic Railway intend erecting an addition to their station platform at the Elgin street depot as the present platform is too small.

**16/07/1888 Ottawa Journal Canada Atlantic**

Article speculating on the future of the Canada Atlantic. CPR will buy as soon as the Chaudiere extension is completed and then sell the North Shore line to the Pontiac and Pacific.---

**16/07/1888 Ottawa Journal Canada Atlantic Bank street**

Messrs. Parson and Smith, coal oil dealers of Sussex street, have constructed a large shed near the Canada Atlantic Railway on Bank street where they have stored about 200 barrels of coal oil which they were compelled to move from their storehouse at the old St. Lawrence and Ottawa depot.

**02/08/1888 Ottawa Free Press Canada Atlantic**

C.A.R. will put on service to New York.-- The first of the two new cars arrived yesterday morning and are perhaps the best equipped and most comfortable cars on the continent. They are called the "Kenosha" and the "Kastola" and have just been turned out of the Wagner company's shops--

**03/08/1888 Ottawa Free Press Canada Atlantic Moose Creek**

Grand Trunk ballast trains of 65 cars each are at present engaged in drawing gravel daily from the Moose Creek pit, on the C.A.R., for the new double track laid from Coteau to Cornwall.

**03/08/1888 Ottawa Free Press Canada Atlantic locomotive**

Four new locomotives of heavy draught, manufactured at the Baldwin works, Philadelphia, Pa., will shortly arrive in this city for use on the C.A.R. Engine No. 11, which has been under repair in the workshops, resumed running yesterday.

**10/08/1888 Ottawa Free Press Canada Atlantic**

Second annual C.A.R. employees excursion to Clarke's Island - ten cars.

**29/08/1888 Ottawa Free Press Canada Atlantic Elgin Street**

A new coal hoist on a large scale has been placed on the C.A.R. between the station and the bridge across the canal. New machinery has been put in by the company to effect repairs to the rolling stock when necessary.

**30/08/1888 Ottawa Citizen Canada Atlantic wood**

The C.A.R. is having a coal hoist placed in position at their depot.

**01/09/1888 Ottawa Citizen Canada Atlantic**

At present the Canada Atlantic Railway is shipping an average of over 60 carloads of lumber per day into American markets.

11/09/1888

Ottawa Journal

Canada Atlantic

Elgin Street

The Canada Atlantic Railway company have come to the conclusion that their passenger terminus can be placed further up Elgin street with advantage. Mr. Mountain, the company's engineer has just completed plans and specifications for a new passenger station on the corner of Lewis and Elgin streets, on the east side of Elgin.

It may be remembered that before the Canada Atlantic line was built some years ago, the company purchases a large block of land from the Stewart estate extending from where their present station is to the corner of Lewis street facing on Elgin. It was the intention at the time to build the passenger station at the corner of Lewis street, which is fully a quarter of a mile nearer to the centre of the city than the present station. But when the city refused to pay the road the \$110,000 bonus which the Canada Atlantic people claimed, the company refused to enter the city and built their present station.

Now that the limits of the city have been extended to take in the present station, the company have concluded that they may as well bring their passenger depot as near to the centre of the city as possible. The work of constructing the new station and lines leading to it from the bridge across the Rideau canal will be commenced early next spring.

**A PROBABLE UNION DEPOT**

The move on the part of the company will be a decided advantage on the part of the public. The company, however, have a double object in building this new station. They argue that in a few years the proposed new station will be in the very centre of the city, which is rapidly expanding its limits south and west, and it is their intention to make the new depot a union depot. It is understood that the company will have made arrangements with the Vaudreuil and Ottawa road and the Gatineau Valley companies whereby these Ottawa Valley lines when completed run into this new depot, and then it is expected the C.P.R. will see it to be to their advantage to do so likewise.

The old depot on Elgin street will be converted into a freight office and the main line of the Canada Atlantic will remain the same, the Chaudiere being the proper terminus of the road at present.

13/09/1888

Ottawa Free Press

Canada Atlantic

Elgin Street

The C.A. railway with their usual enterprise, have built unloading pens for live hog shipments which arrive at their Elgin street depot for local dealers. Messrs. Slattery and Thompson yesterday received two car loads of prize porkers by this road, from Essex Centre, Ont.

21/09/1888

Ottawa Free Press

Canada Atlantic

locomotive

The Canada Atlantic railway company are to the front again, this time with an elegant new locomotive painted a sort of Turkish rouge in order to correspond with the already handsome appearance of the coaches. Both engine and coaches are now of the same color and really present a gay appearance. Mr. W. Actor is in charge of this new engine while S. Athelton assists as fireman. 414 is the number of the new venture.

22/09/1888

Ottawa Free Press

Canada Atlantic

Elgin Street locomotive

Locomotive No. 5 of the C.A.R. went into the shop today for repairs, and will hereafter be used for passenger purposes.

01/10/1888

Canada Lumberman

Canada Atlantic

Two hundred and thirty-five car loads of lumber was shipped over the Canada Atlantic railway from Ottawa during a period of one week in October. Its destination was New York and Burlington.

24/10/1888

Ottawa Journal

Canada Atlantic

Elgin Street

The Canada Atlantic railway company have nearly completed their new coal sheds at the Elgin street depot. They will have a capacity of 22,000 tons of coal.

02/11/1888

Ottawa Free Press

Canada Atlantic

Elgin Street

The yard room at the Canada Atlantic railway station has become so limited owing to the rush of business that two extra long sidings are now being put down.

14/11/1888

Ottawa Journal

Canada Atlantic

Elgin Street

The C.A.R. have completed the erection of the new coal sheds at the Elgin street depot. As soon as the sidings leading to the sheds are completed they will be ready to receive winter supplies of coal.

16/11/1888

Ottawa Free Press

Canada Atlantic

Elgin Street

The Canada Atlantic railway will begin to receive the winter supply of coal in their new sheds by the end of this week. The new sheds are almost complete, with the exception of the sidings, which will be in working operation shortly.

23/11/1888

Ottawa Journal

Canada Atlantic

Elgin Street

The Canada Atlantic Railway Co. have received several large shipments of coal which they have stored in their new coal sheds. Heretofore all coal shipped to the city on the C.A.R. had to remain in the cars until removed by the dealer who owned it.

23/11/1888

Ottawa Free Press

Canada Atlantic

locomotive

Two new locomotives and a couple that have been in the workshops for repairs will be added to the rolling stock of the C.A.R. next month.

28/11/1888

Ottawa Journal

Canada Atlantic

Elgin Street

The C.A.R. are putting down new siding tracks for the accommodation of cars laden with coal at the Elgin street depot.

01/12/1888

Canada Lumberman

Canada Atlantic

Chaudiere

An exchange, speaking on lumbering in the Ottawa Valley, says that although the present yards are overcrowded, it will not be long be for long, as the Canada Atlantic Railway and the firms of J.R. Booth and Perley & Pattee have workmen engaged in laying tracks in the new yards of the latter, on the line of that road, a little over a mile from the mills. This railway has been extended almost into the heart of the lumber district, the station being but a few hundred yards from the two firms above mentioned, Bronson & Weston Lumber Co., and Pierce & Co., as well as Barnes & Co's box shoo factory. Therefore a great saving is expected, as the lumber is taken almost directly from the saw to the yards by rail, much cheaper than by ordinary wagons, and when dry, it can be shipped directly to his destination, and another advantage, the ground being high and open, it is expected that the lumber will season quicker than in the overcrowded vicinity of the mills. But for this extension most of the mills would have been obliged to shut down long ago for want of piling room.

01/12/1888

Canada Lumberman

Canada Atlantic

The Canada Atlantic railway seems to be carrying far more lumber from Ottawa this year than any other road. As many as one hundred cars in a day have been shipped by this line.

03/12/1888

Ottawa Free Press

Canada Atlantic

Chaudiere Junction

The Canada Atlantic Junction at the Chaudiere, which is capable of holding 200 cars, is almost filled. A lively winter is anticipated in shipping. A large quantity of lumber will be exported and grain and potatoes brought in. Mr. Shaughnessy's present office is shortly to be replaced by a larger one in order to give better accommodation.

04/12/1888

Ottawa Free Press

Canada Atlantic

locomotive

J.R. Booth's locomotive is being renewed in the Canada Atlantic shop.

**05/12/1888** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

Shortly after six o'clock this morning one of the men at work on the engine shed at the C.A.R. found it to be on fire and an alarm was instantly sounded from box 134 at the depot. The brigade made quick time and guided by the terrific row being made by all the whistles of all the engines being blown at once, soon made their way to the spot. The heavy streams poured into the flames soon quenched them, and a few minutes comparatively served to subdue what promised to be a serious fire. The loss was about \$250, which was covered by insurance.

**06/12/1888** *Ottawa Citizen* *Canada Atlantic* *Elgin Street roundhouse*

A fire broke out in the boiler house of the Canada Atlantic Railway yesterday morning a few minutes after six o'clock. The engineer in charge did a smart piece of work by tying down the steam whistle, which by its continuous blowing woke up all that neighborhood and brought many employees to the scene. The brigade was quickly in attendance and the flames were soon extinguished. The damage is estimated at \$200, but might have been \$50,000, as very valuable machinery, and new locomotives were contained in the burning building. The loss is covered by insurance.

**12/12/1888** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The boiler house of the Canada Atlantic railway company which was destroyed by fire a short time ago is now built up again.

**20/12/1888** *Ottawa Free Press* *Canada Atlantic*

Proposal to build a Union depot between Elgin and Bank.

**21/12/1888** *Ottawa Free Press* *Canada Atlantic* *Chaudiere*

In addition to the Chaudiere extension of the Canada Atlantic railway, a few more branches of the line will be laid at the back of Mount Sherwood on the opening up of spring. The additional property consists of sixteen lots lately purchased and will be constructed for the purpose of reaching Perley & Pattee's and J.R. Booth's lumber yards.

**27/12/1888** *Ottawa Citizen* *Canada Atlantic*

When the Canada Atlantic application for permission to close a number of Stewarton Streets so that a shunting ground may be established there comes up before Judge Rose this morning it will be sturdily opposed by a deputation representing the property owners.

More - whistle noise - Marcus Smith said it was in the best interest of the railway company to locate their shunting grounds across the Rideau. More.

Friday December 28 - C.A.R. withdraws application to close Stewarton streets.

**02/01/1889** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

New Years morning very early a shunting engine on the C.A.R. between Elgin St. station and Chaudiere Junction ran its tender against a freight car, smashing the tender very badly. It being a dark night the engineer didn't take notice of the car until he struck it.

**10/01/1889** *Ottawa Journal* *Canada Atlantic* *Isabella Street coal trestle*

The Canada Atlantic Railway company have the most convenient coal sheds of any in Canada today. The sheds are built after the style of the dump sheds of the Delaware and Lackawanna Railway. The coal cars run along a track on top of the sheds and the roof of the shed slides open, the sides of the coal car are moved and the coal is shoved off the platform car into the shed. The delivering carts obtain the coal from the shed twenty feet below the level of the elevated railway track. By this method sixty car loads of coal can be unloaded in half a day.

**11/01/1889** *Ottawa Citizen* *Canada Atlantic* *Elgin Street station*

The committee appointed by the Council to look into the alleged grievances of some residents of the southern part of the city owing to the shunting of cars and the occasional stoppage to traffic by the Canada Atlantic Railway Company, were to have met last night, but only Ald. Gordon, the chairman of the committee turned up. The company have sent the committee a reply to the complaints made, stating that they have no other place to do their shunting, and as to the danger at the crossings, they have had for years diligent and faithful watchmen employed. It is likely a meeting of the committee will take place Tuesday next.

**19/01/1889** *Ottawa Citizen* *Canada Atlantic* *Elgin Street station*

A station policeman.

Before His Honour, Judge Ross, Patrick Hurley, county constable, was yesterday sworn in as city policeman and will do duty at the Elgin street station and on the line of the Canada Atlantic Railway.

**21/01/1889** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The coal sheds at the Elgin Street station of the C.A.R. are now completed, and are a source of much advantage to the local dealers, who experienced little or no trouble in clearing car loads. They are constructed after the style of the extension sheds at Lackawanna, Pa. Rumor has it that the C.P.R. will build sheds of the same model at their yards in the west part of the city next spring.

**24/01/1889** *Ottawa Free Press* *Canada Atlantic* *Shepherd & Morse*

The old George Hurdman farm, east of the Rideau river; along the line of the C.A.R. has been purchased by the Shepherd & Morse Lumber Company, who will forthwith use it as a piling ground. Well seasoned lumber will be placed on the new territory and it will be shipped direct to Boston, Burlington and other American cities. The above firm formerly had their yards in Hull.

**05/02/1889** *Ottawa Journal* *Canada Atlantic* *Elgin Street*

A large number of Ottawa citizens, their wives and children, left today to attend the carnival in Montreal. Fully three hundred people went by the special train of the Canada Atlantic this morning. At about ten minutes to nine, the station on Elgin street presented a lively appearance. All was bustle and activity. Vehicles of every description came dashing up to the platforms, discharging their occupants, who, all muffled up, hurried to the ticket office to secure seats. The train was composed of five cars, two being Pullman buffet cars, two first classes and one combination first class smoker. The two Pullman buffet cars were marvel of the builder's art. The cars were built specially for the company at Pullman, Ill., magnificently furnished inside with rosewood inlaid with mahogany and gorgeously decorated. Buffets were attached as a light lunch was to be served on the train. Sharp at nine, train master Dewey nodded to the conductor who gave the signal and the train slowly steamed out of the station timed to arrive in Montreal at 12:30. Returning the train will leave Montreal at 11:30 p.m. arriving home again at around 2 a.m. The train was in charge of that general and popular conductor, Jack Campbell, who is acknowledged to be one of the best on the road. Mr. A.M.M. Flack, Secy. of the C.A.R., and S. Ebbe, city passenger agent, accompanied the excursionists. General manager Chamberlain and Mr. Walsh were at the station seeing the train off. A big crowd of people left by the earlier train so that, despite the bad weather, it seems as if the Ottawa contingent to the carnival over the C.A.R. would be very large.

February 8 - severe snow storm - delays Wednesday - a GT snow plow running over the road in order to clear the heavy drifts caused an unfortunate accident on reaching Vaudreuil station yesterday morning. It appears that the drifts were so heavy the plow left the track and the engine following came into a collision with a Pullman car in the rear of the Ottawa train in the yard. Three passengers were slightly injured.

**08/02/1889** *Ottawa Free Press* *Canada Atlantic*

CAR will locate their shops on Clark's Island - more.

**12/02/1889** *Ottawa Journal* *Canada Atlantic* *Bearbrook*

Reference to Bearbrook station.

**19/02/1889** *Ottawa Free Press* *Canada Atlantic* *wood*

The C.A.R. are bringing in a large number of carloads of cordwood daily from the vicinity of Eastman's Springs and South Indian for consumption at Ottawa. Large shipments are also made of it are also made to Albany and other points in New York state.

**01/03/1889** *Canada Lumberman* *Canada Atlantic*

The Shepherd & Morse Lumber Company has recently purchased a large tract of land along the Rideau River\*, which it will in future make its piling ground, abandoning its old yards in Hull,. The Canada Atlantic will run a siding into the new yard. The company has made a contract whereby its entire Canadian lumber receipts will reach Boston over the New York and New England railroad, and the large freight piers utilized for loading vessels of large register, with lumber consigned to ports on the River Plate in South America, a move which brings into use a piece of Boston wharf property which is one of the best in the city and has been practically idle ever since its construction. The shipment of lumber to South America has been enormous and the Boston & Maine railroad had its wharf facilitated over-taxed. Before the season is over the Shepherd & Morse Company will have shipped over 25,000,000 to the River Plate.

\* - should this be Rideau Canal?

**04/03/1889** *Ottawa Free Press* *Canada Atlantic* *Elgin Street locomotive*

A new monster yard locomotive, known as No. 2, which was built in the United States, arrived at the Elgin Street station for the C.A.R. It is of heavy draught power.

**16/03/1889** *Ottawa Free Press* *Canada Atlantic* *locomotive*

Two more locomotives will be placed on the Canada Atlantic in the spring.

**29/03/1889** *Ottawa Free Press* *Canada Atlantic* *locomotive*

Another new freight locomotive has arrived on the line of the Canada Atlantic--

**06/04/1889** *Ottawa Journal* *Canada Atlantic* *shop*

The new railway station indicator invented by Mr. J.P. O'Brien was tested yesterday on the Canada Atlantic Railway between Ottawa and Montreal and found perfectly satisfactory. The indicator will be on all passenger trains in future. The C.A.R. leads in improvements. The Intercolonial will be the next to use the indicator.

**23/04/1889** *Ottawa Free Press* *Canada Atlantic* *shop*

The Canada Atlantic Railway company received from Detroit, Michigan, yesterday, batteries with which to run the electric light in their cars.

**30/04/1889** *Ottawa Free Press* *Canada Atlantic* *Shepherd & Morse*

Hurdman's siding near the diamond crossing, was completed last night and will be used by the Shepherd & Morse lumber company.

**01/05/1889** *Ottawa Free Press* *Canada Atlantic* *Bank Street*

A new piling ground is to be laid out by Chaudiere lumber firms adjacent to the C.A.R. at Bank street and will comprise 50 acres. A track is now being laid on the reserve.

**01/05/1889** *Ottawa Free Press* *Canada Atlantic* *locomotive wood*

Three double engines for shunting have been added to the rolling stock of the C.A.R. Two will be engaged in the Elgin Street yard from today, and one will draw lumber at nights from the Chaudiere to the sidings at Hurdman's Cut.

A new hard coal burner locomotive is being turned out for the C.A.R. by the Baldwin Locomotive Works of Philadelphia, Pa. It will be used for drawing lumber and will have a capacity of hauling 41 loaded cars. This engine will not throw sparks.

Engines No. 8 (freight) and No. 14 (passenger) which were damaged by the recent accidental smash up on the C.A.R. at Buffalo, have been turned out from the repairing shops ready for traffic.

(On page 178 of Allan Bell's "A Way to the West" Buffalo Hill Cut is between Alexandria and Greenfield)

**23/05/1889** *Ottawa Citizen* *Canada Atlantic*

The new offices for the general officials of the Canada Atlantic Railway, immediately over Durie's stationery store, on Sparks street, are now ready for occupation. Part of the officials have already moved in. The city ticket office will still be run by Mr. S. Ebbs, in its present location in the Russell House block.

**27/05/1889** *Ottawa Journal* *Canada Atlantic* *Vars*

Vars. In consideration of the increasing business at the station, the Canada Atlantic Railway Company will put in a new siding connecting with the different mills.

**01/06/1889** *Ottawa Free Press* *Canada Atlantic* *locomotive*

A couple of new locomotives of heavy build, for draught purposes, have arrived for the Canada Atlantic railway.

**22/06/1889** *Ottawa Journal* *Canada Atlantic* *Vars*

A "flying gang" of the Canada Atlantic are now putting in new ties in this section. The want of a suitable station yard is much felt.

**22/06/1889** *Ottawa Journal* *Canada Atlantic* *Vars*

A "flying gang" of the Canada Atlantic are now putting in new ties in this section. The want of a suitable station yard is much felt.

**13/07/1889** *Ottawa Free Press* *Canada Atlantic* *Elgin Street locomotive*

Two new locomotives are being turned out for the Canada Atlantic railway and are daily expected at the Elgin street depot.

**23/07/1889** *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic employees excursion to Clarke's Island, which left the city this morning at 7 o'clock, was the largest that ever left Ottawa for that place. Over one thousand people attended, and sixteen cars were required for their accommodation.

**24/07/1889** *Ottawa Free Press* *Canada Atlantic* *Shepherd & Morse*

A large gang of men are employed laying tracks in the Shepherd & Morse lumber yard on the Hurdman property in Gloucester.--

**24/07/1889** *Ottawa Citizen* *Canada Atlantic*

Third annual employees picnic to Clark's Island Full account but little railway interest.

**25/07/1889** *Ottawa Journal* *Canada Atlantic*

New timetable advertisement effective this day. Two trains a day to Montreal and one to Rouses Point. All trains leave from Elgin Street and no mention of Richmond Road.

**29/07/1889** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The steamer Minnie Bell passed through the locks for Booths lumber yard at the Canada Atlantic station having in tow eighteen car loads of inch lumber.

**01/08/1889** *Canada Lumberman* *Canada Atlantic*

Messrs. R. Hurdman & Co., and the Bronson & Weston Lumber Co./ ship thirty cars of green lumber daily to the Shepherd & Morse Co.'s yards situated on the Hurdman property across the Rideau. The lumber thus shipped is principally stock for the export trade.

**12/08/1889** *Ottawa Citizen* *Canada Atlantic* *Elgin Street station*

Messrs. O'Reilly and Heney, coal merchants, have had a large new coal shed built near the C.A.R. station.

**22/08/1889** *Ottawa Journal* *Canada Atlantic* *Ottawa*

Son of Conductor O'Leary had both his legs cut off at the C.A.R. depot this afternoon and is dying

**23/08/1889** *Ottawa Citizen* *Canada Atlantic* *Ottawa*

#### LEG AMPUTATED BY A TRAIN

A serious accident occurred on the Canada Atlantic Railway, near Concession street, about 3 30 yesterday afternoon. It appears that a yard engine, with fifteen cars, was coming from the Chaudiere. When passing Concession Street a boy of 11 years of age, a son of Mr. D. O'Leary, conductor on the CPR, attempted to jump on the car next the engine, but was prevented from doing so by the yard master. He managed, however, to catch the sixth car from the engine, and springing between that and the seventh, missed his hold and fell under the wheel, having one leg cut off at the thigh. The poor boy was terribly mangled and quite unconscious when picked up. He was taken to his father's home on Bell street, where he died last evening.

**23/08/1889** *Ottawa Journal* *Canada Atlantic* *Ottawa*

The young son of Mr. D. O'Leary, who was run over on the C.A. Ry. As reported in yesterday's JOURNAL, died last evening.

**27/08/1889** *Ottawa Journal* *Canada Atlantic* *Booth Piling Grounds*

A very large undertaking is being carried out by Mr. Booth in the near neighbourhood of the St. Louis Dam where that gentleman has purchased some 15 acres of land for piling ground, and where a large body of men are daily busy laying metals, shipping lumber and laths and other work. The new railway construction for this work commences at the crossing of Rochester Street from the main line of the C.A.R. Here a branch line strikes of towards the dam. This line afterwards divides and there are already some 2,200 feet of steel rails, consisting of two branches of 600 each and one of 1,000 feet.

#### A TALK WITH MR. BOOTH

Mr. J.R. Booth, in conversation with the Journal Saturday, said : "There are I do not quite know how many acres, as the whole lies in lots. I begin from below here, extend from the Carling Lake to the Concession line, and run down as far as the first fence below the road over the dam. I think I deserve the thanks of the city for my action. I have made provision here for ground sufficient to pile all my cut, and before the end of the season, I shall have some ten million feet piled here, and should have more but for the difficulty of getting everything in readiness. By this means I relieve the Chaudiere and lessen the fire risk there as I shall pile there no more. The ground there will be turned into building lots. This ground would ever be used for any other purpose. I thought I would get out of the city for my piling, but you see I was not sharp enough. They have taken me in, and I am still on taxable ground. No, I had not room enough to pile where I was. You see the trade is changing very much, We used to ship our lumber directly it was dry, and it would be piled at Albany, Burlington and other places, from whence it would be distributed. Now, however, that is changing; we all have to pile for twelve months, and then it is distributed from us, by rail instead of by water as in the old days. Oh, it cuts against the producer; we have to provide more piling ground, run greater risk of fire, pay more insurance, and lie out our money longer.

#### A FIRE STATION TO BE BUILT

I intend to build a fire station down here at the end of the lake, and put in a steamer for the protection of this lumber. I do a good deal of trade with England and consume a good deal of the lumber I produce myself. The English trade I do not do direct. It is done by the Quebec agents. They come down here and buy in the summer and go over to England and do their business in the winter. The English trade has lain in their hands and still lies there.

If I had only thoughts that this land would come into the city I would have waited and gone as others have done across the Rideau for my piling ground.

Mr. Fleck who went over the whole line with the Journal pointed out the various places where they had purchased lot after lot so as to save discussion and dispute. In reply to the question "Are you renting these houses? applied to several standing on the newly acquired ground, he answered "Oh, no, the people are just staying in them rent free until January, and then we will take possession. They would only bring in a dollar or two a month, and that is more to them than to us. You see as regards the permission to cross streets, we cross the Roberts, Division and Lebreton, but the law has been complied with in every respect. In no place do we alter the grade. They are all level crossings, and we injure nobody, besides using a large amount of ground that otherwise would not be used.

#### ACROSS THE RIDEAU

In addition to this new large piling ground, Messrs. Sheppard and Morse have secured a large track on the Hurdman farm beyond the Rideau and are piling their lumber there.

**28/08/1889** *Ottawa Citizen* *Canada Atlantic* *Booth Piling Grounds*

#### New Piling Grounds

Mr. J.R. Booth has purchased some 15 acres of land for piling ground for his lumber, in the neighbourhood of the St. Louis dam. A new railway construction is being carried on from where the C.A.R. crosses Rochester street to his grounds. There will be two branches, one 600 and the other 1,000 feet in length. Mr. Booth says he will pile no more lumber on the Chaudiere, as he has made provision on his new site for piling ten million feet. He says further that he intends to build a fire station near his ground and put in a steamer for the protection of his lumber.

**30/08/1889** *Almonte Gazette* *Canada Atlantic* *Ottawa*

A horrible accident occurred on the Canada Atlantic Railway at Ottawa last Thursday afternoon, when John O'Leary, the 11-year-old son of conductor Leon O'Leary of the Canadian Pacific Railway, had both his legs cut off by a train which ran over him. Young O'Leary was on the rails when the train was approaching and, not noticing it, was run down. He died half-an-hour later.

**05/09/1889** *Ottawa Free Press* *Canada Atlantic* *Booths Piling Ground*

It is stated that Mr. J.R. Booth will not pile any more lumber in his Rochester yard, which is situated in close proximity to Chaudiere bay. It is understood that the lumber previously piled there, will, in the future, be brought by rail to Mr. Booth's big yard near the dam.

**07/09/1889** *Ottawa Free Press* *Canada Atlantic* *locomotive*

Two new locomotives have arrived for use on the Canada Atlantic Railway and will be engaged hauling freight.

**21/09/1889** *Ottawa Free Press* *Canada Atlantic* *Chaudiere Junction*

The shipping of lumber from the Chaudiere Junction of the Canada Atlantic Railway is lively at present. During the past week close on to 5,000,000 feet were shipped.

**23/09/1889** *Ottawa Free Press* *Canada Atlantic* *locomotive*

Locomotive No. 7 has been placed permanently for Sunday shunting in the Canada Atlantic Railway yards.

*15/10/1889 Ottawa Journal Canada Atlantic Vars*

Vars. After many changes the Canada Atlantic Railway company have appointed a permanent agent here in the person of Mr. T. Asselin. If they would now put in the long promised siding and level the station yard the public would be greatly benefited.

*28/10/1889 Ottawa Citizen Canada Atlantic Glen Robertson*

Accidents are of rare occurrence on the Canada Atlantic, and the most casual examination into the causes of that recently occurring between Glen Robertson and St. Justine, about 65 miles from Ottawa showed that it was due not to any carelessness on the part of employees or defect in the road, but rather was accused by the deliberate act of some evil-disposed person. It will be remembered that a large freight train ran off the track through an open switch, and several cars and their contents were made a total wreck. The engineer, fireman and other employees narrowly escaped with their lives. The company engaged Detective Gross of Montreal to locate the guilty party, and this officer, on Saturday, arrested, near Casselman, a former employee of the road named James Beauchamp, on whom suspicion had fallen by reason of threats he is said to have made to be revenged for his dismissal from the road. Detective Gross brought his prisoner to Ottawa on Saturday evening and he was lodged in the police station.

*29/10/1889 Ottawa Free Press Canada Atlantic Elgin Street*

Long article about complaints of noise and blocking crossings.--

*29/10/1889 Ottawa Free Press Canada Atlantic Elgin Street*

The city hackmen are said to have a grievance. It is that there is too much light at the C.A.R. station, so that when passengers leave the train they fancy they are right in the city and instead of taking a conveyance walk to their destination. The hackmen do not therefore join in the cry of "Light, more light."

*01/11/1889 Ottawa Free Press Canada Atlantic locomotive*

A fine new locomotive, of exceedingly heavy draught, has arrived for use on the Canada Atlantic Railway, and will be used for freight purposes.

*18/11/1889 Ottawa Journal Canada Atlantic Limoges*

South Indian - Mr. Geo. Serviser is busy shipping a large lot of railway ties to the Vaudreuil and Prescott Railway through the Rathbun Company. Mr. Donovan, the genial station agent, has moved his family from Casselman and is now settled here for the winter.

*20/11/1889 Ottawa Journal Canada Atlantic Vars*

Vars November 16 - a large gang of men are at work grading for the new siding here. Mr. A. Snyder is in charge of the work.

*23/11/1889 Ottawa Free Press Canada Atlantic locomotive*

The Canada Atlantic have further replenished their rolling stock by the addition of a heavy draught locomotive. Two engines are at present under repairs in the shop.

*30/11/1889 Ottawa Journal Canada Atlantic Central Depot*

The Canada Atlantic Railway today gave notice of its intention to apply to the Railway Committee of the Privy Council to sanction the building of a branch line and the expropriation of the necessary lands for the purpose through part of the township of Nepean.

It is proposed to start from the main line near Archville and run north over parts of lots D, E, F and G in concession D and also over lots C and D in concession C. All these lots are now in the city of Ottawa except lots F and G in concession D.

This means that the company proposes to build a line from Archville along the east shore of the canal as far as the canal basin.

The object of the important undertaking here foreshadowed is evidently the erection of a great central passenger depot here. Particulars of the scheme outlined last year have already been published in the Journal.

The scheme would give a line to the centre of the city without crossing a single street as Maria Street could be passed by a subway.

The complaints of the parties on Bank Street about shunting are understood to probably have hastened the determination of the company. But to get completely over the difficulty it would be necessary to give up their present line altogether west of Elgin Street and build a branch along the south shore of the Rideau River and run into the Chaudiere where the St. L. & O. branch of the C.P.R. does.

*02/12/1889 Ottawa Citizen Canada Atlantic Central Depot*

The Canada Atlantic Railway Company will ask Parliament for authority to build a branch line to Centre Town, down the east side of the canal. It is contemplated to establish a central railway station adjacent to the Canal Basin.

*06/12/1889 Ottawa Journal Canada Atlantic Central depot*

The application for power to traverse the east bank of the Deep Cut and erect a central Depot near the canal basin of which the C.A.R. has given notice in the Canada Gazette, is not likely to be allowed to pass the railway committee of the Privy Council without opposition.

Mr. Charlebois of the Vaudreuil and Ottawa Railway was in the city yesterday and was seen by the Journal. He said: "The application will almost certainly be opposed by our line, on the ground that it interferes with our charter, and we shall see what the committee will do."

"Does your charter recite the course the C.A.R. are anxious to take for their new line?"

"Of course not, charters don't lay down lots and locations."

"Then how does this interfere with your charter?"

"Our charter gives us power to make a terminus somewhere in the city not at a point outside the city. Well, we haven't yet selected our site, and this site is one we might like to take. It is about the place that I would think would be a good locality. If we desire to select that site we ought to be able to do."

Do you think the Vaudreuil would be desirous of making it a Union depot and running in with the C.A.R.?"

"No, I do not think so at present. What might happen, I cannot say."

Among the business men in the neighbourhood of the proposed depot the proposition of the C.A. Ry. finds great favour.

Mr. W.H. Baldwin, of the firm of Baldwin Bros., grocers, in conversation with the Journal, said: "There is no doubt about it, the establishment of a depot in that part of the city would be good for the whole city and would be the realization of the pet dreams of my late father. Many years ago, when the Bytown and Prescott, now the St. Lawrence and Ottawa Railway, was projected, he was one of those who took part in public affairs. He then urged this very neighbourhood as the best site, and he got up a list of subscriptions to succeed in fixing it here. I shall hail the day when I hear the shriek of the railway whistle on the canal basin."

Mr. Rochon, dry goods, Nicholas and Rideau streets, said: "Certainly the C.A.R. plan is a magnificent one. It will do good to the whole city and not to this district alone. No doubt it would do us special good."

Ald. Askwith, in conversation, said: "You will see that this is the beginning of some feasible step towards a central union depot. The C.A.R. asks to come from Hurdman's bridge, down the east side of the canal basin. At the same time the Gatineau Valley road applies for power to bridge the Ottawa from Hull to Nepean point. They will skut [sic] up the locks and, under Dufferin and Sappers bridges and join the C.A. Ry. at the canal basin. Then the C.P. Ry. will take a switch off their line as they enter Hull and join the Gatineau Valley, and so join in. The Vaudreuil and Ottawa will probably come in with the C.A. Ry. and so we shall have a central depot. It is the natural site for it, and will be a grand thing for the city."

*12/12/1889 Ottawa Free Press Canada Atlantic locomotive*

Some new and heavy locomotives for draught purposes which were put on the Canada Atlantic line lately have been tested and found eminently satisfactory.

Fatal accident.

The Ottawa Journal of the 5th inst, says: Robert Hutcheson, night yardman at the Canada Atlantic yard here, met his death suddenly at 10 o'clock this morning while "staking cars." He was walking between the stake and the moving car seemingly unconscious of the danger of that position. One of his fellow workmen called to him to look out or he would be caught, but before he could get away he had been caught between the stake and the car and instantly killed. The steak pressed against his breast just over his heart. Death was instantaneous. He was 27 years of age and unmarried. He lived with his mother, whom he supported, at the Chaudiere. He had done that work hundreds of times before.

08/01/1890 *Ottawa Journal*

*Canada Atlantic*

*Elgin Street*

The committee to consider the petition of the residents of Stewarton concerning the shunting on the C.A. Ry. met last evening, Ald. Gordon presiding, Mr. Marcus Smith attended for the petitioners and Mr. J.C. Chamberlain, the general manager and Mr. A.W. Fleck, secretary for the C.A.R.

#### THE CAR CENTRAL STATION PLANS

Mr. Chamberlain showed that if the present plans which the C.A.R. had exhibited to the government for entering the city via Ottawa East, and passing down the canal bank were carried out, the nuisance at Stewarton would be done away with. He urged that Mr. Smith withdraw the petition. The present plans would divert the roadway at the head of the deep cut slightly into the hollow, so that the railway would pass over head, the canal reserve will be cut down to within a few feet of the water level, and continuous wharves on a level with those at the canal basin, with a retaining wall built. The line will pass under the Maria street bridge to a point near Dey's rink. Two lines of rails will be laid along the embankment at first if permission is given.

Mr. Smith stated that the shipping of lumber had ceased for the winter and the nuisance abated; still he feared that it would begin again in the summer. He also pointed out that in the summer months there was a danger to passengers on Elgin and Bank streets. He asked more assurance that the nuisance was abated permanently before withdrawing the petition.

#### THE CITY MIGHT SECOND THE C.A.R.

Mr. Fleck thought the committee might urge the government to allow the proposition of the C.A.R.

Ald. Gordon objected that they would exceed their powers in so doing.

Mr. Smith, as an engineer, highly applauded the scheme, which he thought greatly in the interests of the city. Even without that he thought more advantageous and less annoying shunting grounds might be found.

Mr. Chamberlain was anxious to do all he could to meet the petitioners wishes. Moving came expensive, and until some decision on their present proposals was arrived at they could not decide on any other point.

It was decided to report in accordance with the facts deduced.

#### A CENTRAL UNION STATION

In the course of conversation it was stated that should the other companies entering the city desire a central station near Sappers bridge the C.A.R. would join in. The tracks and baggage rooms would in that case be down stairs and the passenger room on a level with the street.

08/01/1890 *Ottawa Citizen*

*Canada Atlantic*

*Elgin Street*

The special committee to whom was referred the petition of residents in the Stewarton section, complaining of a nuisance caused by continuous shunting on the Canada Atlantic Railway in that vicinity, held a meeting last evening to dispose of the matter before the new council takes possession. There were present Ald. Gordon, who presided, Ald. McLean and Ald. Heney. Mr. Marcus Smith C.E. for the petitioners and General Manager Chamberlain and Secretary Fleck for the railway company.

Mr. Chamberlain showed the committee the plans of the proposed entry to the city on the east side of the canal, which had been submitted to the Government for approval. Were the company allowed to bring their line in as proposed, the necessity for shunting at Stewarton would be removed, and he suggested that Mr. Smith should withdraw the present petition and have the residents join in one asking the Government to speedily grant the application for approval of the plans.

Mr. Smith said they had little to complain of since the petition had been sent in, the lumber trains having stopped for the winter, and the shunting, both night and day, being very much reduced. But he felt that when summer came there would be a repetition of the nightly nuisance, to say nothing of the positive danger to life from the constant crossing by trains of Bank and Elgin streets. He thought some further assurance of a discontinuance of the nuisance should be given by the company before the petition was withdrawn.

Mr. Chamberlain remarked that the railway could not move until the railway found a place to move to; and Mr. Fleck suggested that the committee might report to the Government in favor of allowing the new entry proposed.

Ald. Gordon said it was not the matter referred to the committee, and consequently they could not very well report upon it.

Mr. Smith said that speaking as an engineer he considered the proposition of the Canada Atlantic Railway Company to be a very excellent scheme and greatly in the interests of the city. But without this change being made they could easily find shunting grounds more advantageous to themselves than those now used, and where no one would suffer from the nuisance,

Mr. Chamberlain said he was anxious to afford what relief was possible, but the petitioners' wishes could not be accorded until they get rid of the present freight depot. It was expensive work moving, and until the plans now before the Government were decided on the company could come to no determination.

The committee determined to report to the Council, the present condition of affairs, and an adjournment then took place.

#### THE CANADA ATLANTIC PLANS

The proposition if the company is to extend their line along the east bank of the canal to the spot now occupied by Dey's Rink. They would have no level crossing inside city limits. The canal reserve would be cut down from Theodore street to Deep Cut to within a few feet of the level of the water, a retaining wall and continuous wharf being built, at the height of the present wharves about the basin. This would permit the trains to cross Theodore street beneath the level. At the head of the Deep Cut the roadway would be diverted a bit from the water's edge, so that it would pass into the adjoining hollow, thus allowing the trains to cross overhead. It is proposed for the present to build only two tracks from Archville to the basin, but there seems little doubt that in a few years the reserve would be occupied by tracks to its entire width.

Should the other companies whose roads enter the city desire to join in such a scheme, the Canada Atlantic would assist in creating a Central station at Rideau street in the vicinity of Sapper's Bridge, the passenger rooms to be on the level of the street and the tracks, with baggage room, etc. below.

23/01/1890 *Ottawa Citizen*

*Canada Atlantic*

*Central Depot*

Since the information regarding a union station scheme became public property holders in the vicinity of the Canal Reserve have advanced their views considerably. It is to be hoped that such parties will put a reasonable price on their holdings if approached to sell for railway purposes, as the erection of a union depot at that point would be a great benefit to neighbouring property holders as well the citizens generally. The building of a union station there would mean a passenger and railway bridge from Nepean Point to Hull. All these schemes are of the greatest importance to the business men of Ottawa; we cannot have these improvements too soon. Ottawa's wholesale trade is making wonderful progress. We have some of the largest and best managed wholesale grocery firms in the Canada; also one of the largest and best known wholesale lubricating and burning oil houses in the Dominion. The firm in question manufactures their own oils in the west and transport it to this city in tank cars. Their illuminating oils are widely known; their "Photogene" and "Diamond" oils command the trade. They might well do this as quality is one of the first considerations with the S. Rogers Oil Co. If we could only get a union station, a bridge from Nepean Point to Hull, and a street railway from Cummin's Bridge to Canal Bridge, Bank Street Road, strangers when visiting our city would carry away with them an idea of Ottawa's importance - but what about parks? The echo answers, what?

## THE UNION STATION

## MR. J.R. BOOTH ON THE C.A.R.'S CLAIM TO THE CANAL ROUTE

The Company Prepared to Begin Work in the Spring - The Scheme an Old One with Them, but Other Projects Interfered Till Now.

Mr. J.R. Booth, ex-president of the Canada Atlantic railway, was seen this morning by THE JOURNAL in connection with the interesting fight now pending between the Canada Atlantic and the Vaudreuil railways for the canal bank route, to the projected union station at the canal basin

Mr. Booth said: "The Canada Atlantic has had the scheme in view for over two years and the Union station and new entrance would today have been an accomplished fact had it not been for several other undertakings that were in hand before and which we had to finish before we took up this matter. I refer to the branch line at the Chaudiere and to the Coteau bridge. This last great work is just finished and we are prepared to go on with the canal branch. Our plans it is claimed, were only filed last December. That is true, but we could have filed them two years ago had we thought, which we did not, that any other company would seek an entrance by the same route. If all goes well we will commence the new line and the union stations the first thing in the spring. Our objective in coming in by the canal, is twofold, first to give additional convenience to the travelling public, and secondly to avoid running across streets to which so much complaint was made by the residents of Archville.

"But probably," continued Mr. Booth, "the most important feature of business contemplated new station is that it is part of the big scheme which will be such an advantage to the city, viz. the bridge across the Ottawa by which it is proposed to bring in both the Pontiac and Pacific and Gatineau Valley railways right into the city and into our union depot.

## THE SUBSIDY QUESTION

"And now as regards subsidy. The Canada Atlantic was built by local enterprise, and by Ottawa citizens, and never had any bonus, although the council voted it. As you know by some informality of the by-law, the city refused to pay it. Now if any bonus is going I think the Canada Atlantic in view of the great services it has rendered to the city, should get it."

"And," he continued, "supposing the Vaudreuil railway was in to-day what more could it do that the Canada Atlantic has done and gives promise of doing? I do not think the ground should be tied up with a company which may not be ready to use it for some time, whereas the Canada Atlantic on the other hand is ready to go on at once. I think our claims to the route are by far the strongest.

27/01/1890

Ottawa Citizen

Canada Atlantic

St. Polycarpe

One of the most distressing accidents recorded in the long list of casualties to railway employees, was that at St. Polycarpe on Saturday last, by which brakeman Larue of the Canada Atlantic Railway lost his life. An engine and car were making what is known as a flying shunt, and while attending the switch, which required extreme alacrity in such cases, the unfortunate man was caught by the passing of the car and thrown beneath the wheels. His body was so shockingly mangled as to be scarcely recognizable.

St. Polycarpe is the point at which the Canadian Pacific short line crosses the track of the Canada Atlantic. Larue was a resident of Coteau village. Also reported in the Ottawa Free Press same date.

07/02/1890

Ottawa Journal

Canada Atlantic

Coteau

The statement that the new Canada Atlantic Railway steel bridge over the St. Lawrence at Coteau Landing will be used for the passage of freight trains on Monday next is premature, but it is hoped that by the end of next week such trains will be able to cross.

25/02/1890

Ottawa Journal

Canada Atlantic

Coteau

New Canada Atlantic timetable advertisement showing trains running over the Coteau bridge. New service started 24 February.

24/03/1890

Ottawa Free Press

Canada Atlantic

locomotive

Three new engines, manufactured by the Rhode Island Locomotive works, of Providence, R.I., have been placed on the road of the Canada Atlantic Railway company.

23/04/1890

Ottawa Free Press

Canada Atlantic

locomotive

A new draught locomotive, of the mogul pattern, has arrived, for use on the Canada Atlantic railway, and will be put on the freight traffic.

01/05/1890

Canada Lumberman

Canada Atlantic

Chaudiere

Now that the car famine has terminated, over one hundred cars of lumber a day are being loaded and despatched from the Chaudiere over the C.A.R.

08/05/1890

Ottawa Journal

Canada Atlantic

Coteau

The Coteau bridge was formally tested yesterday.

Special train left the C.A.R. station having on board ex-president J.R. Booth, General manager Chamberlain, Mr. Donaldson, superintendent of the road; Mr. Mountain the company's engineer and Mr. Thomas Ridout and Marcus Smith government engineers.

Gives details of modus operandi - two mogul engines each weighing 140,000 lbs and three flat cars each weighing 75,000 lbs. .. maximum deflection 3/4 inch.

There will not it is understood be any formal opening. The trains have been running over regularly since the bridge was finished and the company seem inclined to let things run on smoothly and without needless formalities.

12/05/1890

Ottawa Free Press

Canada Atlantic

locomotive

Three new heavy locomotives arrived from the United States last week for the Canada Atlantic Railway and were sent to the shops to be got ready to go on the road for freighting purposes.

19/05/1890

Ottawa Citizen

Canada Atlantic

Central Depot

The application of the Canada Atlantic Railway for power to build a branch line from the main line to the Central Basin was heard before the Railway Committee of the Privy Council yesterday. Interested parties:

Pontiac Pacific Junction; Canada Atlantic; City of Ottawa;

It was explained that the line would require not one level crossing; that the Vaudreuil and Ottawa Railway had filed plans for a branch over the same route, and for a crossing over the Ottawa at the same point; but that there was room enough on the canal reserve for the tracks of both railways.-- probably would be in the interests of the companies to have a union station, but this would be a matter of agreement.

City - no one company should be given a monopoly.

Taken into consideration.

21/05/1890

Ottawa Free Press

Canada Atlantic

The Canada Atlantic Railway is having new sleepers put down on the line from the Elgin street station outwards for several miles. The sleepers are being conveyed here from Rockland.

Meeting of the Railway Committee of the Privy Council.

The application of the Canada Atlantic railway to construct a branch to the canal basin was next considered.

Mr. Chrysler appeared for the C.A.R. and Mr. Gemmell for the Pontiac and Pacific Junction Railway. The corporation were represented by mayor Erratt, Ald. McLean and Stroud and city solicitor MacTavish.

Mr. Chrysler explained that the proposed branch line would be something more than a mile in length. An application had been sent in to enter the property of the government on the east side of the canal but their application had not yet been acceded to and was not actually embodied in the present application. They were now making application under the 121st section of the Railway Act, for the right to expropriate land of private owners up to the government land which could not upon until permission had been given to do so. The ground for making the application is that it would give increased facilities for the business of the company.

The line was one that could be built with very little inconvenience because there were no streets in the way except Maria street which was considerably above the level at which the railway would require to run and Nicholas street, which could readily be crossed by an under crossing, the road being carried overhead.

The Vaudreuil and Prescott road according to their plans wished to cross the Rideau River at nearly the same point as the C.A.R., and if permitted by the government to would be the same route, the only difference being at the termination of the road. There appeared to be nothing in the application of the Vaudreuil road that would interfere with the C.A.R. There was plenty of room for both lines. If necessary the two tracks could be built on the land ordinarily required for one.

Sir John MacDonald inquired whether the company had entered into any agreement with the other company and Mr. Chrysler replied in the negative.

In answer to Mr. Chapleau, Mr. Chrysler said probably it would be in the interest of both companies should there be a union station but that would have to be a matter of agreement.

#### THE CORPORATIO'S SAY

Mr. MacTavish said that the city council were opposed to exclusive privileges being granted to any particular company, the object being to secure a central union passenger depot under conditions to be imposed by the Railway Committee of the Privy Council. He had received a telegram from the Montreal and Ottawa railway company asking him to oppose the application of the C.A.R. He submitted that the C.A.R. had exhausted their charter, having constructed their line to Ottawa, and could not continue without a new charter.

The application was taken en delibere by the committee.

**06/06/1890** *Ottawa Free Press* *Canada Atlantic* *locomotive*

A couple of new locomotives were placed on the Canada Atlantic railway line this week, having arrived from the Rhode Island Locomotive Works. They are intended for draught and passenger work combined.

**23/06/1890** *Ottawa Free Press* *Canada Atlantic* *locomotive*

A new locomotive for drawing heavy train of freight was added to the rolling stock of the Canada Atlantic on Saturday.

**27/06/1890** *Ottawa Free Press* *Canada Atlantic*

The C.A.R. had intended to erect new workshops at Clark's Island this summer. Their decision to build a branch line at Ottawa from the station down to the canal basin has interfered with this arrangement, however, and the shops on Clark's Island have been re-arranged and temporarily fixed up pending the time when the construction can be commenced.

**30/06/1890** *Ottawa Journal* *Canada Atlantic* *Ottawa East*

The C.A.R. are constructing four new sidings on the side of the canal near Ottawa East to relieve the Elgin Street freight yard and lessen shunting. The sidings will provide about as much accommodation as that existing in the present yard.

Owing to their having undertaken this work, the intention to erect new workshops at Clarke's Island this summer, has been temporarily abandoned and the old workshops have been remodeled and done up to suit present emergencies.

**05/07/1890** *Ottawa Free Press* *Canada Atlantic* *locomotive*

A new locomotive arrived at the Canada Atlantic railway shops yesterday, having been built across the line. It will be used in the passenger service.

**26/07/1890** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

Twenty-one car loads filled with rollicking railroaders, employees of the Canada Atlantic railway, their wives, sisters, sweethearts, not to mention a host of friends, left the Elgin street depot this morning at 7 o'clock bound for Clark's Island and Valleyfield. The annual picnic of the C.A.R. staff was held at the former place, where a long list of games was to be gone through, for which handsome prizes are offered. Mr. Donaldson, mechanical superintendent, accompanied the party which returns to the city at nine o'clock this evening. Nearly two thousand persons in all went down.

**28/07/1890** *Ottawa Free Press* *Canada Atlantic*

Account of C.A.R. picnic.

The locomotive of the train was beautifully decorated with streamers, various colored flags and flowers and the long string of cars as it moved slowly from the Elgin street station, shortly after seven o'clock represented a truly merry procession of intending pleasure seekers. Halts were made along the line for additional contingents of pleasure seekers, and another engine was found necessary to help surmount some of the grades on the road, there being such a heavy load of human freight aboard. A buffet car attached dispensed refreshments along the route while there was no dearth of vocal and instrumental music, the 43rd battalion band's strains mingling with the joyous exclamations of the excursionists as they gaily rumbled along.--

The warning "toot" of the locomotive mustered all hands on board for the return trip shortly after five o'clock, tired, but pleased with the day's sports, and with the aid of a couple more locomotives, the city was reached between nine and ten o'clock--

**28/07/1890** *Ottawa Citizen* *Canada Atlantic*

Account of Clark Island picnic for employees of CAR.

Train consisted of twenty-one cars. Locomotive was beautifully decorated with flowers and bunting. 1,800 present at the grounds.

**06/08/1890** *Ottawa Free Press* *Canada Atlantic* *locomotive*

A new locomotive arrived yesterday for use on the Canada Atlantic railway. It will be used in the passenger service, and is designed especially for speed.

**18/08/1890** *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railway cheap Saturday excursion to Clark's Island was another success. A number got on at Ottawa and 75 at various places along the line. The trip is a most pleasant one, and since the pavilion has been erected on the island has become very popular.

**18/08/1890** *Ottawa Journal* *Canada Atlantic*

The Canada Atlantic Railway company's Saturday excursion to Clark's island and thence by steamer through the Cedars Cascades and other rapids was greatly enjoyed and patronized on Saturday. The weather was fine and cool, the scenery most beautiful, whilst the excitement of running the rapids gave a piquancy to the day's enjoyment. The peace and quiet of the return run through the Carillon Canal to Coteau was most pleasant. The day proved most satisfactory to all who participated therein.

A longer racy account occurs in the August 20 edition.

The party returned to Valleyfield and ran over the new bridge.

A special train will leave Ottawa Chaudiere next Thursday at 8 a.m. and Elgin Street at 8.30 stopping only at Alexandria and Coteau --

**22/08/1890** *Ottawa Journal* *Canada Atlantic* *Clark island Excursion*

It took seventeen cars to convey the excursionists to Clark's Island. Sons of England picnic.

**22/08/1890** *Ottawa Journal* *Canada Atlantic* *Dows Lake piling grounds*

Mr. J.R. Booth has built out into Carling Lake for some hundreds of yards in order to reach deep water, so as to be able to ship his lumber thence by water. He has filled in the space to the bank and made ground for two or three tracks.

**30/08/1890** *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The Canada Atlantic railway yesterday put in the large platform scales at their depot, an automatic register. It is the first of the kind ever used in the Dominion and the weight of each car is ascertained, and registered as the train passes over the scale platform. The cars are not uncoupled, and therefore an immense amount of time is saved. Directly the apparatus has been sanctioned by the government it will be put into regular operation.

**30/08/1890** *Ottawa Journal* *Canada Atlantic* *Elgin Street*

The Canada Atlantic railway have attached an automatic registrar to their platform scales at the Elgin Street depot. By means of this attachment every car is weighed and its weight recorded as the train passes over it thus abolishing the necessity of uncoupling the cars as heretofore. This apparatus, invented by a Chicago merchant, will be put in use as soon as the government sanction has been obtained.

**13/09/1890** *Ottawa Journal* *Canada Atlantic*

Over the Canada Atlantic Bridge - account of a trip over the bridge at Coteau. Not very detailed.

**04/10/1890** *New York Times* *Canada Atlantic*

As was expected when the new and splendid bridge across the St. Lawrence was constructed, the Canada Atlantic Railway is floating first mortgage bonds on the road. It is announced in financial centres that the railway has issued \$3,450,000 of first mortgage 5 per cent twenty-year bonds with interest payable on Jan. 5 and July 5. The net earnings of the Canada Atlantic Railway for the six months ending June 30, 1890, are \$121,810, an increase of \$14,370 over the earnings of 1889 and \$35,560 in excess of 5 per cent interest on the proposed issue of \$3,450,000 bonds.

**10/10/1890** *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

A meeting of the special committee appointed by the City Council to consider the communications sent by Mr. Marcus Smith and others, asking a reconsideration of last year's petition re. The Bank Street crossing of the C.A.R. was held last evening.

Ald. Gordon and MacLean were present and Ald. Gordin was appointed chairman.

Mr. Marcus Smith represented the petitioners and stated that at the previous meeting the company, represented by their general manager, had promised to do certain things, but had not done much to abate the nuisance. The complaint was not against the ordinary city business, but was against the making up of the lumber trains. Those trains shunted backwards and forwards over the line and impeded traffic to a great extent, and was also a source of great danger. Since the last complaint there had not been so much noise at night, but any improvements made had been more than counterbalanced by an increase in business. The complaint arose simply from the want of a proper shunting place for the lumber trains. He found on inquiries that the government had no objection to the proposed central depot at the Canal Basin, but a hitch had occurred between the companies. He suggested that the proper way to have done would have been to have built the road round Dows Lake from the Richmond Road. Ald. Gordon "The McKinley bill has abolished considerably the nuisance they say."

Mr. Smith "It has not abated it at all in the last few days, as the line still carries the same amount of lumber." The company has also closed up streets without any authority. It was not to a company's advantage to have anything but a proper shunting ground, and they wanted at least twenty tracks.

Ald. Stroud did not think there could be any differences of opinion as to the desirability of relieving Bank street.

Ald. Gordon said there was much more noise at the C.P.R. depot.

Mr. Smith said there was no doubt the Council should settle the matter if they could, if not it would be necessary to appeal to the Privy Council.

The meeting adjourned for the company to send a representative.

**10/10/1890** *Ottawa Journal* *Canada Atlantic* *Bank Street*

Committee to consider shunting on Bank Street met last night. Mr. Marcus Smith C.E. was present on behalf of the residents. He said the general manager of the road promised last January that the company would do many things to remove the troubled shunting across the street. Since then he could see no steps taken by the company to prevent it, the only noticeable difference being that there was less shunting at night and two or three additional tracks laid in the yard. There are only six or seven tracks in the yard at present, whereas some thirty or forty were required, in order that a train would not have to cross over the track six or seven times to shunt a certain car on to a side track. There was great delay to people going to and fro. All the cars loaded with lumber are taken from the Chaudiere and made up into trains in that yard, and the noise made by shunting was almost unbearable.

Aldermen agreed there was a problem but adjourned - no railway representative present.

**11/10/1890** *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

Mr. Chamberlain of the C.A.R. returned to the city yesterday, and when seen in reference to the special committee re. the shunting at Bank Street, said that Mr. Smith had apparently misunderstood what he said with reference to abating the nuisance. It was about this time last year that the first meeting took place, and then Mr. Chamberlain said they were nearly through with their season's work with green lumber, and the nuisance complained of would be abated, but he made no permanent promise. As to the statement made by Mr. Smith that he understood the companies interested had disagreed as to the proposed central depot, this was not so, as no negotiations had been gone into, and the plans submitted by the C.A.R. to the Railway Committee for the proposed work had so far not been approved.

"This is the spot where we propose to erect the new Central Depot," said Mr. E.C. Chamberlain, general manager of the Canada Atlantic Railway company to a Journal reporter, yesterday as they met on Sappers Bridge. "That is the spot," continued he pointing to the miniature place d'armes, and the militia stores. "Our plan is to come in at the head of the deep cut - you can see the whole route standing here - and run down the side of the canal, passing under Maria Street bridge, cutting off the corner of the canal, and running down the side of the wharf reach this point. The station will be on a nearly a level with the canal. The waiting rooms would be on a level with the sidewalk, and over them would be the general offices. It would be a handsome building. There is no town or city that I know with such a naturally adapted site for a central depot. We are able to run right through the centre of the city without injuring private interests or crossing a street.

Leaving our line just after it crosses the Rideau, instead of taking a curve as at present, we should keep straight on and come round here. The road to Hurdman's Bridge would by a very slight deflection pass under our line. Then we should strike the deep cut near the head and run down the bank side. In order to do this we should improve the canal. At present the bank is constantly slipping down into the canal. This we should dredge out and the bank would be properly restrained. We should pass under Maria Street bridge and if any other were thrown across the cut it would, in order to allow of boats passing, be above the track. If the corner of the basin cut off is badly wanted, the basin on the other side can be developed, and that unsightly old wood yard removed. It would not be allowed to remain there in many towns.

#### TO JOIN THE ROADS ON THE QUEBEC SIDE

Then passing on here, the line would pass under the Sappers and Dufferin bridges straight on to join the Pontiac Pacific Junction and the Gatineau Valley and finally the C.P.R.

Then look at the situation for the depot. Here are the hotels right around it. Passengers not wanting to spend a quarter can easily walk. Sussex Street would be the site of the hack stand, and here are the street railways passing right in front of the waiting room doors. There is no doubt this is the spot for the station, and when the public demand it the government will grant it.

"Where would you put your freight sheds. Not here surely?"

"No, higher up, above Maria Street bridge, so that traffic could be diverted from the main streets. You see that will be the depot of the future."

In a few days the survey of the Ottawa and Parry Sound railway between here and Arnprior will be completed.

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The new road will not enter Ottawa but will pass off in a southerly direction connecting with the C.A.R. at Eastman's Springs or some other point thereabouts. A branch line for passenger traffic may though be run into the city. Through freightage from Parry Sound to New York is the idea of the company.

--

"No. 15" an fine new heavy locomotive will shortly be turned out of the Canada Atlantic shops on Elgin street and will be one of the prettiest engines on the line.

Locomotive No. "15"

A splendid new engine rebuilt at the C.A.R. Shops.

No more danger of fire from coal stoves when Miss Fifteen is on duty.

The C.A.R. express this morning from Ottawa to Montreal was taken down by a magnificent new engine, which makes its first complete journey today.

The trial trip of the engine was made on Saturday afternoon, the Journal being among those on the locomotive. The reporter, on arrival at the Elgin Street depot was met by Mr. White, by whom he was introduced to Mr. Ogilvie, locomotive superintendent, Mr. Chase, the driver and Mr. Kane the fireman of the new engine. The vast mass of powerful machinery was found with steam up standing in the yard, near the mechanical office, whilst around her swarmed a number of mechanical engineers with monkey wrenches, oil cans, etc. putting finishing touches to the new favorite.

In appearance she is the very model of a modern express engine, combining elegance and power, and dispensing with much of the clumsy cumbersomeness of the old fashioned engines.

#### REBUILT IN OTTAWA

Mr. Ogilvie informed the Journal that the locomotive was manufactured by the Baldwin Foundry company Philadelphia, but that she had been entirely rebuilt in the C.A.R. workshops here, and had only just been completed. She is a 17 x 24 cylinder, four wheels coupled and with Eames bracken [sic] driving brake. She is fitted with full equipment for heating the cars, thereby dispensing with the necessity and danger of stoves. The driver wheels are 5 feet 8½ inches in diameter. The whole of the work has been done under the direct supervision of Mr. Donaldson. Her speed is intended to be about fifty miles an hour. She is painted in dark olive green and gold, bearing the description "C.A.R. 15".

#### IN THE CAB

The scribe having climbed into the cab found himself in a small glass house, opening at the rear on to the tender. On either side a seat with windows on three sides, whilst the centre of the front is filled with taps, handles guages [sic] etc. By the side of the right hand seat are the levers working the propelling and reversing slide valves and the whistle gear. This is the driver's side.

Steam is up and the heavy mass vibrates. The order is given to clear out, and having backed gently to the points, the great engine runs slowly, but smoothly into the depot. Here there are a number of machinists who have been putting the last touches to her. The signal that the line is clear is given, these men all scramble on board, and a start is made, the engine running backwards. Heavy vibration stops, the connecting rods and valve links are working smoothly as do the pistons in their cylinder covers. Slowly at first, but increasing in speed, she passes away from the city, over the Rideau and past Sheppard and Morse's piling ground into the country. The machinists, apparently, while taking great pride in their latest pet, have still lingering anxieties as to her behaving herself properly, and whilst one seems to be on a sort of a patrol on the side boards wandering out of one window of the cab round by the cow catcher and in at the other window; another keeps vigilant watch on the tell tales of grease or tallow placed on the eccentrics to show whether or not they are heating.

#### YOU DON'T KNOW WHEN YOU MIGHT GET BACK

There seems to be reason in some case for these anxieties. As Mr. Ogilvie put it, on a trial trip an engine may go out but something may happen and you don't know when she will come back. This one of the workmen illustrated by saying "An engine may run all right one way, but when it comes to the other - ah."

However, Miss 15 is gracious. She runs without a jar, and having done 12 miles stops at Eastman's. Immediately she is surrounded by the men and the eccentrics and axle boxes anxiously felt. All serene, no heating as the tallow shows. A little oil is given here, a touch of grease there, until perfection having been perfected, and a general congratulatory verdict given, she is off again, this time for Ottawa.

The homeward journey is much like the outward except that now the engine heads the other way, and the party see before them as they sit. Sitting there looking down on to the track, with their two apparently converging shiny lines like broad knitting needles running away into the distance, one can realise how the majority of drivers of passenger engines mostly become silent, grave men and more than ever of the marvel of travelling by rail.

#### LET HER RIP

The run from Eastman's tests her speed, the pressure has been carefully brought down to 140, and let her rip. So she does, easily and gently, running smoothly and answering perfectly. About three miles from Ottawa she slacks down and lands up in the depot in 8 minutes for 12 miles.

The trial trip party wish each other "good by" and the Journal representative wends his way home, feeling more than ever that Ottawa is to be congratulated on the enterprise and energy shown by the C.A.R.

## Railway Accommodation

## A Complaint about a C.A.R. Train

Knowing as I do that the columns of The Journal are always open and -- to advocate equal rights to all, I will ask you to publish this letter. On the first day of this month I had very important business in Ottawa. I bought a first class ticket at Bearbrook station, good to Ottawa and return. I was (?) on the 11.30 train for Ottawa but was delayed and could not catch the 1.30 train to Bearbrook, so I had to wait until the 5 p.m. train went. I showed my ticket to the station agent at Ottawa and asked if I would be able to get off at Bearbrook station. The agent asked me how many there were, I said three. He said he thought the conductor would let us off. The agent did not say my ticket was no good on that train, so we all got on the train.

Immediately after the train left Elgin st. station Conductor Cole collected my ticket. After he got it he demanded thirty cents extra fare, although my ticket was good as far as Bearbrook station. What was this extra fare for as I had not one particle of luggage with me? I would like to know what rights a conductor has to demand extra fare until I pass the station where my ticket is good to, I told Cole that I would jump off at Bearbrook station and I did get off at Bearbrook station. I did not travel any further than my ticket was good for.

Mr. Chamberlin the general manager, says the extra was to Casselman. But why in the world did he want to take me to Casselman and charge me 30 cents and then want me to pay 30 cents to return when I took no ticket for that place? It looks like trying to extort money for nothing. Mr.

Chamberlin says the 5 p.m. train does not stop at Bearbrook station. I can produce proof that the 5 p.m. train does stop at that station to let passengers off. The train did stop this evening (9th day of December) to let passengers off. I would like to know if the C.A.R. Co. authorizes the conductor to stop at any station he likes or run past any station he chooses. If so, what is the use in the agents at the station issuing return tickets at all if they are not to be honored? Or are there no regulations laid down by the company governing conductors? Is every conductor allowed to make a regulation to suit himself? If so it is time the public knew it.

I have to go to Ottawa very often and I think it very strange if the company want me to travel past my station and go all the way down to Casselman station and wait there for the 9 o'clock train and then return to Bearbrook station and charge sixty cents. It looks like extorting money out of passengers. If the \$1.10 is not sufficient fare from Bearbrook station to Ottawa and return, why not make the return ticket one dollar and seventy cents at once? And if the train stops for one why not stop for all? We do not squeal at the fare. What we want is accommodation, and to be let off at the station our ticket is good to. I think it very strange that we should have to jump from the train and it is running at the rate of thirty-five miles per hour while travelling on a return ticket. My ticket did not exhaust until I reach Bearbrook station and I travelled no further on that train, then why is there this extra charge? Perhaps Cole is a friend of the managers and his faults are not seen, but the company will find they are losing money by keeping him as a conductor on their line. It is to be hoped the company will at once investigate the matter and put a stop to it. All the other conductors are courteous.

Yours etc R. Bowden

Bearbrook Dec. 9, 1890

(Note- As the C.A.R. express for Montreal is not timed to stop at Bearbrook, people there are supposed to use the accommodation trains. Mr. Bowden says he was delayed and could not catch the train timed to stop at Bearbrook. He accordingly took the Montreal express later on. The nearest station that train is timed to stop at is Casselman, some miles past Bearbrook, and the fare to Casselman is 30 cents more than to Bearbrook. The station agent at Ottawa told Mr. Bowden he thought the conductor would let him off at Bearbrook. The conductor did so, but the conductor also collected the legal fare to Casselman, which it was no doubt his duty to do so. And at this Mr. Bowden kicks.

It seems to us the railway has been trying to oblige the people along the line by stopping the express when circumstances suggest it at the smaller stations, although in order to compete with the Canada [sic] Pacific railway and meet its living like the rest of us, it has to make the fastest possible time to Montreal. It seems to us that the railway tried to oblige Mr. Bowden. It appears to have made a mistake. There could be little reason for surprise in view of the return which people like Mr. Bowden make, if the railway now made up its mind not to oblige anybody in future.

We publish Mr; Bowden's letter because we feel morally obliged to publish almost any complaint sent to us by a sane reader over his own name, but we certainly grudge the space, in view of the fact that Mr. Bowden has an old quarrel with Conductor Cole, which seems to jaundice his view of all that occurs to him when Conductor Cole is around - Ed.)

13/12/1890 *Ottawa Free Press*

*Canada Atlantic*

*Maxville*

The Maxville station of the Canada Atlantic railway is being considerably enlarged in order to meet the demands of the rapidly increasing business there. It is said the station agent will shortly have an assistant.

08/01/1891 *Ottawa Citizen*

*Canada Atlantic*

*Bank street*

Ald. Gordon presented the report of the special committee appointed to deal with the complaint of residents of Bank street against the C.A. Railway. It recommended that the company be asked to desist from shunting on streets complained of, and in case they did not comply, that any application made by the petitioners to the Railway Committee of the Privy Council, to cause them to desist, shall be supported by the Corporation. The report was adopted.

12/01/1891 *Ottawa Free Press*

*Canada Atlantic*

*locomotive*

No. 6 locomotive of the Canada Atlantic, a heavy freight engine, has arrived back from the shops of the Kingston locomotive works, where it was fitted with a new and massive boiler.

03/02/1891 *Ottawa Free Press*

*Canada Atlantic*

*Elgin Street locomotive*

Locomotive No. 16, a passenger engine on the Canada Atlantic, is undergoing a thorough overhauling in the shops, and will be turned out almost new in about a week's time. No. 2 shunting engine has been taken apart for repairs.

03/02/1891 *Ottawa Free Press*

*Canada Atlantic*

*Elgin Street*

Station Constable Joseph Lauzon, of the Canada Atlantic railway, who was formerly a member of the city police force, has resigned his position, and will probably be succeeded by Mr. John White, of the blacksmithing branch of the road.

The C.A.R. Freight Shed wrecked.

Under an immense accumulation of snow the roof caves in.

The large and commodious freight shed of the C.A.R. is a memory of the past. This morning about 5 o'clock the roof suddenly gave away and fell in, and in its descent shoved out the walls on either side so that scarcely a stick or piece of timber was left standing.

The cave in is attributed to a heavy accumulation of snow on the roof. The building was comparatively new and in good preservation. The alarm was quickly given but fortunately the accident occurred at a time when nobody was around, and no lives were lost, though the loss to the company will of course be heavy, the entire building being reduced to a mass of wreckage. Had the cave in occurred a couple of hours later, it is quite probable that several valuable lives would have been sacrificed as a dozen or so of the hands are generally at work about the shed and some of them undoubtedly would have been instantly killed.

The shed was about 75 yards long and 10 wide. There was a fair amount of freight in the shed at the time, but not of such a frail nature as to be damaged to any extent. It consisted chiefly of barrels and boxes.

#### A MARVELOUS ESCAPE

Andrew O'Neil, the watchman, was in the freight agent's office, adjoining the shed, when the accident occurred, and he received a severe shock from the crash. He had a marvelous escape with his life as he had only that moment left the shed and walked over to the office to attend to the fire before leaving for home.

Mr. Claire, the Freight Agent, had a large number of men at work today, clearing away the wreck. He informed the Journal that a temporary building would be erected immediately, so as not to interfere with the storing of the freight. He said it was not known whether the company would construct the shed in the same place or in another part of the yard.

07/02/1891 *Ottawa Citizen**Canada Atlantic**Elgin street*

The freight sheds at the C.A.R. station fell in early yesterday morning, the heavy accumulation of snow on the roof being the cause. All the woodwork was smashed and freight to the value of a few hundred dollars was ruined.

09/02/1891 *Ottawa Citizen**Canada Atlantic**Central Depot*

#### THE CENTRAL STATION

Application to be Made to Parliament for a Charter.

The sister scheme to the Interprovincial bridge project, namely that of a Union depot at the Canal Basin, is also about assuming definite shape. The promoters of the station are those who have taken hold of the bridge project, although nominally the schemes are under separate organizations and the intention is to amalgamate both enterprises. Saturday's issue of the CANADA GAZETTE contains the following notice:

"Notice is here by given that application will be made to the Parliament of Canada, at its next session, for an Act to incorporate a company for the purpose of erecting, maintaining and managing a central railway station or depot, in the City of Ottawa, at some point on or near the east bank of the Rideau Canal between the Bank street swing bridge and the Sappers' Bridge, and to construct and operate in connection therewith a line or lines of railway from said station or depot to any point or points in the City of Ottawa, and to connect with any other line or lines of railway; with all the powers as to acquiring and expropriating of lands necessary for the purpose of said station or depot and railways which are given as to railways by the Railway Act. Also with power to amalgamate with the Interprovincial Bridge Company or any other company having bridging powers over the River Ottawa. Also with power to lease or otherwise arrange with any railway company for the use of said central Station or depot and lines of Railway in connection therewith. And with all the other powers incident to railway companies under the Railway Act.

A. FERGUSON, solicitor for the applicants.

10/02/1891 *Ottawa Journal**Canada Atlantic**Central Depot*

Prospect that building will be started early.

New company for the construction of central depot is being pushed.

Mr. C. Chabot promoter of scheme - also Interprovincial Bridge. Plans much the same as those of the C.A.R.

13/02/1891 *Almonte Gazette**Canada Atlantic**Ottawa*

The Canada Atlantic Railway freight sheds at Ottawa were crushed to the ground, last week, by the accumulation of snow on them.

28/03/1891 *Ottawa Free Press**Canada Atlantic**Elgin Street locomotive*

Shunting engine No. 1 of the Canada Atlantic, which has been in the shops for repairs, has been replaced on the road at its normal work. Passenger locomotive No. 14 and freight engine No. 6 have now gone into the shops to be overhauled.

28/03/1891 *Ottawa Citizen**Canada Atlantic**Bank street*

It is said that the Canada Atlantic may connect its track with the railway track of the Electric Company at its junction on Bank street and thus be able to run their passenger trains direct to the gate of the Exhibition Grounds during exhibition week.

28/03/1891 *Ottawa Free Press**Canada Atlantic**Elgin Street*

Mr. Lanigan, a brakeman on the Canada Atlantic railway who had two fingers of his left hand accidentally severed on the road a short time ago, has been appointed station constable at the Elgin street depot.

22/04/1891 *Ottawa Free Press**Canada Atlantic**Elgin Street locomotive*

A couple of brand new locomotives arrived at the Elgin street yards yesterday for use on the Canada Atlantic Railway. They are intended for passenger purposes.

19/05/1891 *Ottawa Free Press**Canada Atlantic**locomotive*

A couple of locomotives have been added to the stock of the Canada Atlantic Railway, which brings power for freight up a good deal.

27/05/1891 *Ottawa Journal**Canada Atlantic*

The news that the Canada Atlantic Railway Co. are building at Coburg a train of cars to be completed by June 1st which will run between Ottawa and Montreal, is causing a great amount of pleasurable anticipation to our travelling public. This train will be unsurpassed as to beauty and elegance of finish and every convenience has been provided to make travelling on the C.A. line a happy event.

13/06/1891 *Ottawa Citizen**Canada Atlantic*

The cars which leave the Canada Atlantic station on Monday afternoon will compose by long odds the most handsome passenger train ever run on a Canadian railway. In the matter of luxurious railway travel the Canada Atlantic people have long been up to the times, but this last stroke of enterprise places them incomparably in the van.

The new cars have just arrived and will be lighted up and all ready for public inspection this evening between seven and ten o'clock. The outfit comprises an entire train and two extra cars. To describe the appearance of these handsome coaches is no easy task, since nothing short of a close inspection can give an adequate idea of their magnificence. Everything about them is of the latest design.

There follows a detailed description.

Fire at Casselman. Special train sent out at 11 p.m. Arduous task of mounting the Conqueror, which taxed all muscles to the utmost. -- The engine and special relief train was driven by Engineer Macdonald, Fireman Kane and Brakeman Keswick. Away sped the train with 30 miles to go with 1,200 feet of hose and 1,000 feet of the C.A.R. hose. At Eastman's, South Indian and Bearbrook the train took up hands till there were 200 buckets and some 420 men on board. At 11.45 they left Bearbrook and at 11.50 they steamed into Casselman.

29/06/1891 *Ottawa Journal**Canada Atlantic*

C.A.R. PICNIC.

A PLEASANT DAY'S OUTING AT CLARKE'S ISLAND THE SPORTS AND PRIZE WINNERS

The fifth annual excursion of the C.A.R, employees took place to Clark's island on Saturday and was in every way the most successful the body has held.

At 7 o'clock precisely the train consisting of fifteen coaches and drawn by engine 15 with engineer F. Chase and fireman E. Kane and engine 14 with engineer P. Roy and fireman F. Casey steamed out of the Elgin street depot with fully one thousand on board including Mr. Donaldson and the members of the committee who traveled in a Pullman at the rear.

Many of the excursionists having left home early had boarded the cars without breakfast and they soon found their way to the center of the train, a mail car turned for the occasion into a refreshment car where Messrs. Robitaille and Charlebois dispensed sandwiches fruit and soft drinks.

Clark's Island was reached on time, 10:25, and in a few minutes the crowd of excursionists with several who had come up from Valleyfield was scattered over the whole surface of the great island. The weather was glorious, the scenery grand and a cool, refreshing breeze was ably seconded [sic] in its effects by the cooling splash of the rapid river as it swept by sedgy banks and gurgling scours.

As soon as it transpired that the cars were going to Valleyfield to be shunted till night several excursionists made for the same destination and enjoyed excellent dinner provided by mine host St. Onge at the Queens hotel, quickly rejoining the picnics by water.

Mr. Donaldson, who was the life and soul of the picnic, was early at work, and up to the last minute of the day was indefatigable in his efforts to make everybody enjoy themselves to the full.

Luncheon was one of the first requirements of many of the multitude, and an excellent one was supplied by Mr. L. H. Sauve.

THE PROGRAMME OF SPORTS

(details omitted here.)

throughout the afternoon the Guards band under Bandmaster Carter, played excellently their orchestra playing for the dancers in the pavilion.

At 5:30 the band moved from the ground to the gates and a few minutes after the whistle of the engine announced the approach of the train and at a quarter to 6 p.m. the long line of cars, heavy with its living freight across the great Coteau bridge on the return journey.

The tired pleasure seekers arranged themselves in easy positions. The more tired committee men took a much needed snack? in their Pullman. The train arrived at Elgin street in good shape at 10:30, all having enjoyed a first class day's outing.

The arrangements made by the committee were most excellent.

(Composition omitted partially illegible)

The engine number 15 was very tastefully decorated with evergreens, flags and motos, the work being artistically carried out by Messrs F. Alan and J. Harvey.

The bean guessing content remains to be heard from.

Also full account in the Ottawa Free Press - says eighteen cars were used. No 14 was in charge of Phil Roy, engineer and Fred Chase, fireman while No. 15 was under the care of Ed. Chase engineer, and Tom Kane, fireman.

09/07/1891 *Ottawa Journal**Canada Atlantic*

The Canada Atlantic Railway has issued one of the prettiest blotters ever printed. It is an illustration, beautifully designed, of the new express train just put on between Ottawa and Montreal. This luxuriously appointed and perfectly equipped express is now regularly running, and has already been fully described in these columns. (?)

11/07/1891 *Ottawa Free Press**Canada Atlantic**locomotive*

A new locomotive has been added to the passenger rolling stock of the Canada Atlantic railway, and is a powerful and handsome engine.

18/07/1891 *Ottawa Journal**Canada Atlantic*

Mr. M. Donaldson appointed Superintendent of the road.

Mr. Morley Donaldson, late superintendent of transportation of the Canada Atlantic Railway, has been appointed to the new office of general superintendent of the road.

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Born in Ottawa

Worked with Walter Shanly on the Hoosac Tunnel.

Railway construction on Pacific coast and Mexico

Finally when the construction of the Canada Atlantic railway was begun he returned to Ottawa to take a position under the late Mr. Linsley and subsequently appointed mechanical superintendent of the road.

23/07/1891 *Ottawa Free Press**Canada Atlantic**locomotive*

A new locomotive was turned out on Monday for the passenger service on the Canada Atlantic railway, and will be placed in service at once.

05/08/1891 *Ottawa Journal**Canada Atlantic*

The trains [sic] on the C.P.R. [sic] for St. Andrews excursion tomorrow to Clark's Island will leave the Queen Street crossing at 7.45 o'clock and the Elgin street station at 8 o'clock.

An engine, tender and one freight car on the Canada Atlantic railway dropped into the canal this morning at ten minutes past six through the open "draw" on the swing bridge, near the Elgin street depot, and now lie almost submerged in 12 feet of water. It appears from the statement made to the Journal by Supt. Donaldson that the usual morning "way" freight bound for Coteau drawn by engine "33" was being made up in the yard. The engine with four cars, the first two of which were loaded with laths, were standing on a siding in the yard. Driver M. McGaffney was in the office receiving his orders, Mr. Cote, the conductor, not knowing McGaffney was off the engine, told Brakesman Gordon to shunt the engine and four cars on to the main line and finish making up the train. Gordon signalled the order to the engine. Fireman Fred Page, contrary to orders and in the absence of the engineer ran the engine from the siding on to the main track towards the swing bridge. In the meantime the tug, Minnie Bell, had whistled for passage through the draw, Bridgeman Wallace immediately turned the semaphore, and opened the draw. While this was being done, Page who was apparently not aware of the danger, ran his train down on to the bridge so as to clear the switch. He noticed the danger too late, and a second later the big engine and tender had gone headlong into the water with a tremendous crashing and splashing.

#### THE SCENE DESCRIBED

The scene is best described in the words of one of the eye witnesses, Bridgeman Wallace. To the Journal he said, "Shortly after six I heard a boat whistling up the canal. I immediately turned the semaphore to warn trains and opened the draw. I had hardly finished opening the draw when to my surprise and alarm I saw engine 33 coming toward the open bridge at a pace I knew was too fast to pull up in time. As I looked I saw through the window of the cab that the driver had his back turned and apparently did not see the danger. I shouted to warn him.. At the same moment, the Minnie Bell, for which I opened the draw, appeared in sight. The puffing of the boat seemed to attract the driver's attention for he turned quickly, looked at her and then glanced round at the open draw. He appeared to take in the situation at once, for he promptly reversed his engine. He was then not twenty yards from the draw.

"It was impossible for him then to stop, but he stuck by her until she began to topple and then jumped into the water. By this time the engine was almost stopped. She therefore did not have much impetus and went over quite slowly. She went head first and turned completely over, striking the water on her back. There was a great splash as she struck the water and the live red coals falling out of the furnace struck the water with a loud hissing noise, causing a big cloud of steam to fly up.

"The tender followed after the engine, landing up on top of it. The first freight car followed, and when about half over it literally broke in half, one half remaining on the track and the other falling into the water. The breaking of the lath laden car caused a great crashing and the whole incident presented a scene not soon to be forgotten."

At the time the engine fell the Minnie Bell was not 30 yards away. She only swung round just in time.

Supt. Donaldson, seen by the Journal after the accident, said the fault lay entirely with Fireman Page. In the first place he had no right to touch the engine for driving purpose, in the second place, having done so, he should have seen that the draw was not open, and in the third place he had no need to run as far as he did to clear the switch.

Mr. Donaldson estimates the loss to the company at between \$1,800 and \$2,000, the largest part of which will be in raising the engine. This work will take a day or a day and a half. Steam derrick scows will likely be employed.

Engine 33 is one of the newest and largest on the road, had 19x24 cylinders and weighed 70 tons.

When the Journal visited the scene this morning all that could be seen of the engine was the top of one of the driving wheels. The tender was turned inside out and the boxcar was badly broken up.

The C.A.R. seems to have struck a vein of ill luck today. This afternoon at 2.30 o'clock some employees of the line clambered to the top of a string of cars, fifteen in number, that were lying on the track which runs along the canal from the railway bridge to the new passenger bridge leading to Archville. This siding is a steep down grade to the latter bridge where the track ends, a heavy buttress buffer being built there. When the men released the brakes the cars started down grade and struck the buttress with a tremendous crash as they were travelling about ten miles an hour. The structure was torn away and one car was thrown completely across the roadway of the bridge blocking the traffic. The other cars were piled up in a heap, two of them being badly smashed. The men who were handling the brakes were novices and did not know how to apply the pressure rapidly enough for the steep grade.

Note: Fast Express leaves Elgin Street at 8.00 a.m. for Montreal.

A railway accident of a peculiarly terrible and happily rare nature occurred at the C.A.R. depot on Elgin street early this morning, when an engine and tender plunged into the canal through an open swing bridge there. The east-bound mixed way train of a dozen cars had been made up last night to go to Coteau were on a south siding, whilst the remainder of the train was on a line to the north of this. The engine was attached to three cars and it was the intention of the officials to shunt these cars on the main train. To secure this the engine and cars had to proceed rather more than 100 yards eastwards which would lead them on the trestle and swing bridge that spans the canal at this point.

An attempt was made but with disastrous results. The engineer of the train had gone to the office for his final instructions whilst at the same time the fireman jumped into the cab. Not knowing that the engineer was not on board, the conductor signaled to go on exactly at 6:10 a.m., and the fireman started the engine. Simultaneously the ominous whistling of the tug *Minnie Bell*, proceeding down the canal was heard. This was the signal for the opening of the swing bridge, towards which the train was now rapidly approaching. Bridgemaster Wallace proceeded to open the bridge, and had just done so, when with an exclamation of horror, he saw the train running to its inevitable fate. He shouted and gesticulated to the fireman, whom he saw all unconscious of the doom to which he was bearing, sitting on the engineer's seat. Suddenly, with a roar, the latter became aware of the awful position he was in. He had presence of mind to reverse the engine.

ALAS! TOO LATE! The momentum of the train was too great, and an awful sight was seen. The engine plunged headlong into the gap, followed by the tender, whilst the first car was completely cut in two as neatly as though through done by a huge saw. Those who saw the sight screamed. As the engine struck the water a loud roar, almost similar to an explosion, was emitted, whilst the live coals flashed through the air and entered the water with a hissing, spluttering sound, the water all around seeming boiling like a huge cauldron.

Now all was excitement and hurrying to the spot by anxious men and women as well as a number of willing hands from the depot. But what could be done? Simply nothing. Below lay a heaped up mass: the engine out of sight the tender partially so, and half a car with its contents to the rear of the pile.

"Where is the man" echoed and re-echoed from every tongue. No one knew but everyone expressed the worst fears. It was known that he had not jumped when he saw his error but after reversing seemed completely awed, terror stricken and helpless. He was safe, however, as was discovered after a short time. When the engine fell he had been thrown into the water and had escaped being struck by the falling train, a fact which is considered marvelous. He swam ashore.

The tug had a very narrow escape. At this point there are what might be called three channels in the canal formed by two piers running out from the bridge. The tug was in the centre channel and was just about twenty yards from the bridge, but "hard aport" was the shout, and she swung into the side channel just in time to clear going under the falling train.

The officials of the train were engineer, Michael Gaffney, who has been in the service for many years; fireman John Page, who has only been in the employ of the company about two years; conductor, Cote; and brakeman Gordon. The engine was no. 33, a magnificent specimen weighing 70 tons (actually 50 tons), with cylinders 19 x 24. She was quite a recent addition to the plant of the company.

Mr. McDonald, superintendent of the company here, at once ordered an investigation and took charge of it. He found in his inquiries and said to the *Free Press* representative that the blame was solely attached to fireman Page. Firemen had no power to start an engine in any case whatever without special instructions, which he had not. Conductor Cote simply signaled the train ahead thinking the engineer was on his engine. No blame whatever is laid to the charge of Mr. Wallace, the bridgemaster, who simply did his duty. Another important point of evidence is that the engine did not require to go as far as the swing bridge but about 40 yards to reach the switch, and Page's conduct is spoken of by the authorities as unqualified carelessness and gross negligence. It is not yet known whether or not Page will be prosecuted, or whether an additional inspection will take place, but there is a likelihood of both.

Mr. McDonald is in favor of using the wreck derrick scow in raising the engine and it is probable this will be the means used. The damage to the engine is very slight. The loss by the accident will amount to about \$2,000, the largest part of which sum will be devoted to the raising expenses.

Bridgemaster Wallace, on being seen by the reporter said: "I saw the whole affair and the whole blame lies on Page. He had no right to start the engine and did not require to come as far as the swing. I saw the train starting from Elgin street and everyone round seemed to have heard the whistling of the tug but Page. I shouted to him as he came on but he did not hear me and did not see the signal against him."

The bridge has not been damaged in the slightest. After the accident the two remaining cars and the smashed one were removed back to a siding in the yard. The bridge was immediately closed and the traffic of the road was in no way impeded and there was no damage to the line. There is a semaphore on the bridge which shows the engineers of trains a long distance off whether the bridge is open or closed.

Repeated in the *Kemptville Advance* of 14 August 1891

The scene at the Canada Atlantic depot today is emblematical of nothing having happened. The station wears its wonted aspect and there is nothing of the subdued excitement that prevailed yesterday over the incident. Along the bridge everything is quietude. The channel of the canal is quite open at each side and vessels can freely pass through. Bridgemaster Wallace, who is a C.A. employe, is attending to his duties as usual but peering from the bridge through the ties and trestle work, one sees the silent evidence of yesterday's catastrophe. Both ends of the bridge are guarded by officials to prevent the inquisitive and morbid sightseers from crossing to the scene and thus probably add to the list of accidents. The locomotive is more plainly seen today, all the wheels being above the surface as also a part of the boiler, but this only tends to more fully realize the difficulty there will be in raising it to its desired position.

Men are at work on the tender, stripping it of its frame and other parts, whilst the lathing with which the smashed car was loaded is also being removed. Page, the fireman, on whom the authorities of the company attach all the blame of causing the accident was not heard of around the station, but he is reported to be feeling the severity of his position very keenly.

Mr. McDonald, superintendent of the company, left today for Montreal and other parts to make arrangements for procuring the necessary appliances for bringing the engine and tender to the surface. The opinion is still held that derrick scows will be brought into service for this purpose. It is anticipated that the work of raising the engine and tender will be completed by Monday afternoon. This will employ an immense gang of men, as well as the exercise of all modern appliances.

Public opinion on the accident has been expressed very freely since yesterday, the consensus of which is that in the interest of the travelling public's satisfaction and confidence a thorough enquiry should be held, the results of which are to be made available to the people. Such accidents are very rare on the C.A.R. and the remark is often expressed, "Had there been a train load of human beings instead of freight what would have been the results?"

13/08/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

A disastrous accident, which fortunately did not result in loss of life, occurred early yesterday morning at the C.A.R. depot. An engine and three cars was in readiness to shunt on to a load of cars for the east and Fireman Page, without waiting for the engineer, started the engine and three cars for the swing bridge over the canal to shunt back. At the same time, the tug Minnie Bell whistled for the bridge to open and Bridgemaster Wallace opened the bridge and signaled the approaching train. Fireman Page seems not to have heard either the tug's whistle, the bridgemaster's shouts or to have seen the semaphore on the bridge until, on the verge of the opening, when he, too late, reversed his engine. The train, however, had no chance to stop and the engine, tender and half the first car disappeared into the canal. At once a rush was made to the spot, and no one expected to see Fireman Page alive. He, however, had a miraculous escape, as he was pitched from the car and swam ashore suffering only slight shock. The tug Minnie Bell was sufficiently far off to see the danger and slow up, and thus escape running under the train. The blame of the accident rests with the fireman, who in the first place assumed the responsibility of starting the locomotive without the engineer, and secondly, had no occasion to run as far as the bridge to shunt his cars. He has only been in the employ of the company about two years, and reported yesterday that he was suffering too much from chills and shock to attend the investigation.

The bridge was not damaged and traffic was not impeded. The engine, no 33, was not damaged, but as it weighs 70 tons, the work of raising it will be an arduous and expensive one, and the loss to the company will be in the neighbourhood of \$1,000.

This was not the only streak of bad luck the company had yesterday, for in the afternoon a gang of men started a string of cars leading to the Archville bridge, and the siding being on a steep down grade, and the men apparently not being able to control the brakes, the cars dashed down and struck the buttress of the bridge with tremendous force. The structure was badly shaken, one car was thrown into such a position that it impeded all traffic, and the other cars were piled into a heap. The company at once set men to work to clear away the debris.

This is the first serious accident that has happened on the Canada Atlantic in a long while.

14/08/1891

Ottawa Free Press

Canada Atlantic

Rideau canal drawbridge

The preliminary operations for the raising of the engine from the bottom of the canal at the Elgin street depot are now in full progress. A large gang of men are at work with the assistance of a huge barge removing parts of the tender that will interfere with the removal of the locomotive when that work comes to be done. Mr. Donaldson, superintendent, who was in his office today, having returned to the city after procuring two barges for the raising of the engine. Derrick screws will not be used, but the monster machine will be brought to the surface partly by "jacking" and partly by making the scows take the place of caissons. This work will be done on Sunday and probably the "No. 33" will be again on the rails on Monday morning.

An erroneous impression has got abroad that it was Engineer Gaffney who signalled to the fireman to go ahead. The Free Press distinctly stated that Gaffney was in the office getting his final instructions when the engine was started. It was Brakeman Gordon who signalled the fireman to go ahead. Gaffney has also been suspended pending an inquiry although he had nothing to do with the accident. The fireman Page is a very steady man who has already done his work well. He has always been strictly temperate and regular at his duties and his wide circle of friends exceedingly regrets his present unfortunate position.

14/08/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

The Canada Atlantic Railway locomotive in the canal will be raised by means of a steam dredge.

15/08/1891

Ottawa Free Press

Canada Atlantic

Rideau Canal drawbridge

The latest development in the operations of raising the submerged engine from the canal at the C.A.R. depot is the employing of a diver to examine the position of the locomotive prior to beginning the work proper of raising her. Mr. James Rolleau of the Waterworks department, was the diver employed and at ten o'clock this morning he descended from his barge, while an assistant carefully pumped him the necessary breath of life from the surface. He walked around the fallen monster and found everything intact. He came to the surface occasionally and quit work at midday. He reported that the engine was uninjured, of course, from a diver's point of view, as was significantly pointed out to the reporter. It is, however, confidently expected that it is comparatively uninjured and certainly not structurally damaged, the effect of the water on certain parts perhaps being the greatest mischief. It has now been decided that the practical work of raising her will not be commenced until next week, when the suggestions of the diver will be acted upon.

THE TENDER ON DECK

The tender of the train is now on the surface, the workmen employed having worked assiduously under the direction of Mr. Holby. The men gradually worked it down the canal from the scene of the accident, a distance of about forty yards. Strong timbers were then placed under the vehicle on which rails were laid sloping up from the water to the flatcar on the siding. Ropes and chains were then attached and connected to a double pulley, the ropes leading through to an engine on the line at a right angle, the pulley being secured by strong stakes to the ground. Everything being thus fixed, the word "go" was given, and surely but slowly the coal and water box was raised to its natural position.

17/08/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

The Canada Atlantic Railway will raise their locomotive now in the canal this week. They have engaged a diver, who was at work last Saturday.

20/08/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

Work is progressing on the raising of the C.A.R. engine No. 33 from the canal. Yesterday the driver succeeded in getting the massive machine turned over in which position it is thought that it can more easily be raised. The work will take some time and the 51 tons will be raised by hydraulic screws. The value of the engine is about \$10,000.

29/08/1891

Ottawa Journal

Canada Atlantic

Rideau canal drawbridge

The submerged engine belonging to the C.A.R. that has been at the bottom of the canal for some time past will, it is expected, be got out on Tuesday.

07/09/1891

Ottawa Journal

Canada Atlantic

Booth Piling Grounds

Mr. J.R. Booth has made some extensive repairs recently by fixing up the docks and blasting away rock to make more room for piling.

08/09/1891

Ottawa Citizen

Canada Atlantic

Rideau Canal drawbridge

The C.A.R. locomotive precipitated into the canal some time ago was raised on Monday, placed on the track and run into the sheds. The work of raising was by means of pontoons, being under the supervision of Superintendent Donaldson and Mr. Holsby.

09/09/1891

Ottawa Journal

Canada Atlantic

Rideau Canal Drawbridge

The work of raising the C.A.R. engine that was submerged in the canal for some time past has been successfully completed by means of pontoons under the supervision of Superintendent Donaldson and Mr. Holtby.

09/09/1891

Ottawa Free Press

Canada Atlantic

Rideau Canal drawbridge

Within three days of a month ago, C.A.R. engine 33 and tender were driven into the canal at the Elgin street depot through the open drawbridge of the canal. A few days afterwards the tender was safely raised and put on the rails but the engine was not so easily recovered. A number of circumstances and unavoidable preventatives intervened to hinder the desired accomplishment but Mr. Donaldson, the esteemed superintendent, was indefatigable in his exertions and his trials of different means. Eventually the pontoon system was found to be the most applicable and after several days work the monster was safely drawn ashore Monday night. The method used was the filling the pontoons with water and erecting cross beams under the engine. The pontoons were then pumped out and as they emptied, they gradually rose bringing the locomotive with them. When five feet from the bottom, she was run on to sunken rails and afterwards hauled on the bank.

The C.A.R. repair shops turned out No. 51 Mogul on Saturday morning, that locomotive having been almost rebuilt, making it one of the finest on the line. The engine which was submerged in the canal is being rebuilt.

A Tree on the Track

And a train thrown off, and two laborers in the hospital

A train was thrown off the track on the Canada Atlantic near Glen Robinson [sic] this morning, and two railway navvies were very seriously injured.

An engine and some freight cars with tools and navvies left Glen Robinson. It had been started only a few minutes when the train was suddenly stopped by a tree across the track.

The engine did not leave the track, but the cars in which the navvies were, were thrown down an embankment, and the occupants were more or less injured. Dominique Duplino and Sept Turette each had their legs broken, and one was badly injured on the head. Both were sent to Montreal, and they arrived on the 11.20 train at Bonaventure Station. The General Hospital ambulance was in attendance, and carries the sufferers to the hospital. The doctors amputated one of Duplino's legs

The blacksmiths bellows in the C.A.R. shop at Ottawa filled with gas and exploded throwing heavy irons across the shop, one piece in its descent striking Nelson Dio a heavy blow just above the right eye cutting a gash three inches long in the scalp.

The Canada Atlantic Railway has just completed a new piece of enterprise by which all their passenger rolling stock is heated by steam, instead of the so called "deadly car stove". For some time past the company has had one train equipped with steam but now the four Montreal trains, two Boston trains and all the reserve cars are heated in the modern style. The Canada Atlantic is the only company in Canada whose entire car outfit is equipped with steam. The system is the "Sewell" and the work was wholly done by Ottawa workmen. Besides being more satisfactory in every way than the stove, the new system is said to be entirely safe.

The Canada Atlantic Railway Company will heat all their passenger cars by steam in future instead of stoves, which have been done such damage in the past in case of wrecks.

OTTAWA AND THE C.A.R.

SHUNTING, AND THE UNION DEPOT SCHEME

Interesting Discussion at a Meeting of the Special Committee on Shunting Grievances.

The special committee of the city council to look into the complaints re the Canada Atlantic railway crossing on Bank street and so forth held a meeting last evening, Ald Cox presiding. The other aldermen present were Messrs. Durocher, Cunningham and Scrim. Mr Marcus Smith on behalf of a number of residents who reside in the southern parts of Central and Wellington wards attended to give any information in his possession with regard to the shunting and blockade of traffic by the trains of the company.

HOW TO REMEDY THE EVIL

Chairman Cox explained why the committee was called together. He said in the interest of the city something ought to be done with regard to the grievances complained of. The C.A. Company were charged with daily blockading travel on one of the leading streets of the city. Mr. John McRae had addressed a communication to the city council suggesting a way out of the difficulty. This could be done according to Mr. McRae by the C.A.R. coming up the east side of the canal to the projected Central depot at Sapper's bridge. Then again, instead of getting access to the Chaudiere as by the present route they could carry the road along the bank of the canal crossing near the Exhibition grounds, which would be considerably farther out, continuing until they met their Chaudiere extension.

MUST NOT GO AHEAD TOO FAST

Ald Cunningham said all this would necessitate the building of large sections of new road, which would be likely to prove a costly affair. He thought there was no use in talking about a Central depot until a bridge was built across the Ottawa River. The Canada Atlantic company had done a great deal for the city and he thought the city should go slow in regards to telling the company just what they should do.

Ald Cox and Scrim were of the opinion that in the interest of the city and as a protection to the people living in the vicinity of the C.A.R. track crossing the streets for shunting purposes would have to be got rid of in some shape. The general public is crying out against stopping up the streets.

THE SHUNTING DIFFICULTY

Mr. Marcus Smith remarked that the shunting nuisance has become an outrage; public traffic was intercepted. Nobody in any civilized community ever say such a nuisance tolerated, and if the city does not protect the people against it the people will be obliged to ask for an injunction to stop it. Ald. Cox said they would have public opinion with them in an effort to get this shunting nuisance abolished. The company had a large quantity of land near Elgin Street, now used as a car pasture, which could be turned into a shunting yard if the company so willed it. Then the discussion came back to the suggestion of Mr. McRae with regard to the C.A.R. following the east bank of the canal.

HOW ABOUT THE ARNPRIOR RAILWAY?

Ald Cunningham said it was perfectly natural for Mr McRae, president of the Electric Railway company, to desire to get everything out of the way of the electric cars. There was a railway coming in from Arnprior and it would strike the city about the Experimental farm. If the C.A.R. would move their track from its present location how could a connection be formed with the road coming in? As he understood the question before the committee they simply had to deal with a grievance represented here by Mr. Smith. They had nothing to do with the suggestion about a route from illegible. These suggestions were one question, Mr. Smith's grievance was another. Before moving into the matter illegible to have the written opinion of the city solicitor as to the position of the city on the question of the grievances brought before the committee.

It was resolved to have the written opinion of the city solicitor, and it was also decided to illegible with the mayor and city solicitor at the meeting of the railway committee of the privy council on the 24th for the purpose of looking after the city's interests when the proposed amendment to the charter of the Canada Atlantic Railway company come before that body.

The committee then adjourned.

The rolling stock of the Canada Atlantic railway is being added to by a large freight locomotive which goes into service next week.

Mr. John White, the contracting plasterer of this city, has just finished the job of plastering seven different stations on the Canada Atlantic railway.

A new locomotive of powerful build has arrived in the freight department of the Canada Atlantic, and will be put into service at once.

The Canada Atlantic railway have made a new arrangement by which a train stops daily at Russell station, in Russell county. It is considered a great boon by the residents who are thus enabled to pay a visit to the city and return the same day.

Vars

There was quite a stir here recently about the railway station, when Mr. R. A. Nelson and Mr. J. Armstrong of Bearbrook, were loading a car of settlers effects for Manitoba, where they are going to make their home in the future.

14/04/1892 *Ottawa Free Press* *Canada Atlantic*

Extensive new docks are being erected by the C.A.R. Co. along the Rideau canal on the west side between Ottawa East and the railway bridges and on the east side from near the Independent Coal company's yard. The docks are intended for the transshipment of lumber on to American barges bound for Whitehall and have 900 feet frontage altogether. Some thirty men are engaged in the work of building.

28/04/1892 *Ottawa Journal* *Canada Atlantic*

The new wharves which the C.A.R. are erecting along the canal are almost complete.

28/04/1892 *Ottawa Citizen* *Canada Atlantic* *Rideau Canal*

The C.A. Railway company have about completed their new wharves on the canal. When the rails are laid cars will be able to be loaded from the barges.

07/05/1892 *Ottawa Free Press* *Canada Atlantic* *locomotive*

Two extra heavy locomotives for freight hauling purposes have been added to the rolling stock of the Canada Atlantic railway.

06/06/1892 *Ottawa Free Press* *Canada Atlantic*

Account of a press trip to Montreal via Clark's Island and the Lachine Rapids. Included a ride in the cab of No. 14, the fastest engine at present owned by the company.

22/06/1892 *Ottawa Citizen* *Canada Atlantic*

The C.A.R. Company have found it impossible to provide a sufficient number of cars on Saturday for their annual picnic to Clarke's Island, and the picnic has been indefinitely postponed.

30/06/1892 *Ottawa Journal* *Canada Atlantic* *Bank Street*

Collision between a freight train and electric car No. 23. Stopped at crossing, train of cars going down to the Chaudiere, stopped and the cars reversed on the rebound.

06/07/1892 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The C.A.R. are placing Mr. Peter Robinson's patent gravity bolt on a portion of their line near the Elgin street depot, in order to make a fair test of its efficacy.

26/07/1892 *Ottawa Citizen* *Canada Atlantic*

A most complete wrecking car has just been completed at the C.A.R. workshops.

26/07/1892 *Ottawa Journal* *Canada Atlantic*

Conductor Cole transferring to Coteau to take charge of the Coteau - Boston train.

28/07/1892 *Ottawa Citizen* *Canada Atlantic* *Shepherd & Morse*

Shepherd and Morse have completed one of their large sheds at their Rideau yard, for the storing of lumber. The other shed will be completed shortly.

24/08/1892 *Ottawa Citizen* *Canada Atlantic*

It seems as if the Canada Atlantic employees were not going to hold a picnic this year. They were to have one on June 27th, but it was postponed and no other date has yet been fixed.

24/08/1892 *Ottawa Free Press* *Canada Atlantic*

The Canada Atlantic Railway company is having a dozen handsome new passenger coaches manufactured for the line. A couple of them arrived this week and are now in the yard between Elgin and Bank streets.

31/08/1892 *Ottawa Citizen* *Canada Atlantic*

The picnic of the C.A.R. employees to Clark Island on Saturday promises to be as successful as it usually is --

02/09/1892 *Ottawa Citizen* *Canada Atlantic*

Arrangements have been completed for the sixth annual excursion and picnic to Clark Island Park tomorrow. -- The company will have 20 coaches on the special train leaving Elgin street depot at 7 a.m. In addition connection will be made with Chaudiere by train leaving Broad street at 6.30 a.m., stopping at Lebreton Street. Mr. Codd will have a special refreshment car on train -- Electric cars will run in time to connect with train at Elgin street depot, leaving at 7 a.m. and arriving at 9.30 p.m.

02/09/1892 *Ottawa Journal* *Canada Atlantic*

Picnic of the C.A.R. employes at Clark's Island tomorrow.

There will be 20 coaches at the C.A.R. employes' picnic tomorrow which leaves at 7 a.m. Connection will be made by train leaving Broad street crossing at 6.30 a.m. and stopping at Lebreton street. Mr. W. Codd has the refreshment contract and has a special dining car on the train and large marquees on the grounds.

03/09/1892 *Ottawa Journal* *Canada Atlantic*

Twenty-one cars containing some 900 C.A.R. employes, their families, friends and the general public left the C.A.R. depot this morning for Clark Island park, the occasion being the annual picnic of the men. Eighteen cars were crowded, the other three being left for the accommodation of those to be picked up along the road. It was expected that in all about 1,500 persons would be in the park today.

05/09/1892 *Ottawa Citizen* *Canada Atlantic*

Clark Island picnic, 21 cars with engine No. 61. The engine was prettily decorated with red, white and blue ribbons.

06/09/1892 *Ottawa Journal* *Canada Atlantic*

Brief account of the C.A.R. employes picnic. Confirmed twenty-one cars used.

13/09/1892 *Ottawa Free Press* *Canada Atlantic* *Chaudiere junction*

Twenty carloads of lumber left the Chaudiere junction of the Canada Atlantic railway yesterday afternoon for Montreal and American points.

29/10/1892 *Ottawa Journal* *Canada Atlantic* *Coteau*

A joint station for the G.T.R. and C.A.R. is now being constructed at Coteau. Mr. Tomlinson, of this city, is the contractor. The cost will be about \$4,000.

Local Railway Pay Roll

In connection with the claim put forward that the bonusing of the O., A. & P., S. railway would be a paying investment for the city, the pay roll of the C. A. R. is cited. The following figures speak for themselves.

Men employed at Ottawa, about 300

Monthly wages, \$16,000

Total monthly wages, \$20,000

Workingmen on construction, about 280

14/11/1892 *Ottawa Journal* *Canada Atlantic*

Mr. Booth will take the bonuses and build the depot himself. land for car shops etc.

18/11/1892 *Almonte Gazette* *Canada Atlantic* *Central Depot*

Mr. J.R. Booth, who is building the Ottawa & Parry Sound railway, agrees to construct a central station in Ottawa if given \$50,000 by the city

01/01/1893 *Canada Lumberman* *Canada Atlantic*

A sad accident occurred at Shephers & Morses' lumber yard, Ottawa, Ont Dec 30 by which Mr. Thomas Hurdman, a young man aged 21, son of M.. George Hurdman was instantly killed, and William Ascher, aged 16 was severely injured. The two young men were checking lumber in a box car for shipment to the United States when the shunting engine, through some mistake, struck the train of loaded box cars heavily, throwing the piled lumber on the young men, by which Hurdman was instantly killed. The box cars are filled with lumber at each end and the space in the doorway in the middle of the cars is left with enough room for a man to load and unload the lumber. It was in this space the victims were standing when the lumber pitched forward. Both were badly mangled.

01/02/1893 *Canada Lumberman* *Canada Atlantic*

The relatives of the young man, Thomas F. Hurdman, who was killed in a lumber car a few weeks ago, will enter suit for damages against the Canada Atlantic Railway Company in the sum of \$10,000.

07/02/1893 *Ottawa Journal* *Canada Atlantic*

Attached to the 11.20 a.m. train which pulled into Elgin Street station Monday morning was the superb Wagner sleeping car "Athenia", which left New York at 7 p.m. on Sunday. This car is fitted up with all the latest improvements and its arrival today signifies much more to the people of Ottawa than might appear. Heretofore passengers from Ottawa to New York had been forced to change cars and swallow hasty meals at dining stations en route, but by the new arrangements there are none of these inconveniences. The 3.25 p.m. Canada Atlantic express from Ottawa will hereafter have a through Wagner car attached for New York via the Adirondack mountains, arriving in New York at 7.45 a.m. At Coteau Junction a dining car will be picked up and dinner served between 6 and 7.15 p.m. Returning through car for Ottawa will leave New York at 7 p.m. arriving in Ottawa at 11.20 a.m. Breakfast served in the dining car from 7.15 to 8.30 a.m. The full bill of fare has been fixed at 75c.

The Canada Atlantic management is to be congratulated on this new addition to their already efficient train service and we bespeak for them the liberal patronage of the Ottawa travelling public.

07/02/1893 *Ottawa Citizen* *Canada Atlantic*

The Canada Atlantic Railway Company ran their first train yesterday over the short route from this city to New York though the Adirondack Mountains. Quite a number of passengers were on board.

08/02/1893 *Ottawa Free Press* *Canada Atlantic*

New service inaugurated between Ottawa and New York. Wagner Palace Cars "Altica" and "Athena". Full description.

07/04/1893 *Almonte Gazette* *Canada Atlantic*

The Canada Atlantic Railway workshops at Ottawa have an order to get out the rolling stock for the Ottawa, Arnprior and Parry Sound railway. An order for one hundred freight cars is now being attended to. Another addition to the staff of workman will be made in a couple of weeks, so that the cars may be ready for the beginning of the regular traffic about the first of May. The passenger coaches for the new line are being built at present in Coburg.

26/06/1893 *Ottawa Journal* *Canada Atlantic*

Note about new service on the CAR.

12/07/1893 *Ottawa Citizen* *Canada Atlantic*

It is said Mr. J.R. Booth's various railway interests, the Canada Atlantic, St. Lawrence and Adirondack and Ottawa and Parry Sound will be amalgamated into a single system as soon as the work of construction is finished on the latter division. The necessary legislation to effect the union of these interests will be secured in the meantime.--

01/08/1893 *Ottawa Journal* *Canada Atlantic*

Excursion to Clark's Island. Twenty-seven coaches and they had to be divided into two sections.

05/08/1893 *Ottawa Journal* *Canada Atlantic* *Wood station*

Three flat cars of a freight train derailed at Wood station between Casselman and Moose Creek.

12/08/1893 *Ottawa Citizen* *Canada Atlantic* *Moose Creek*

Many of the C.A.R. employees went to Moose Creek yesterday to attend the funeral of Rory Grant. The company furnished a special train.

22/08/1893 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

Continuation of interview with Mountain.

Referring to the matter of the Central Station in this city, Mr. Mountain said that he had as yet received no instructions in connection with it, nor any intimation of its location. However, he felt confident that the station would be erected in due time. When the work would be commenced it would be rushed through with as little delay as possible.

13/09/1893 *Ottawa Journal* *Canada Atlantic* *Central Depot*

TO PUSH THE CENTRAL DEPOT

a committee consisting of Messrs. F. McDougal, W.R. Stroud, the president vice president, J.M. Garland, Senator Clemow, H.K. Egan, J.W. McRae, Geo. Cox, Chas. Magee and A.D. Richard were appointed to wait on the minister of railways and canals to urge on the government the necessity of granting J.R. Booth the right of way along the eastern bank of the canal to the Central Depot.

18/09/1893 *Ottawa Journal* *Canada Atlantic* *Casselman*

A G.T.R. [sic] freight train killed a cow at a road crossing near Casselman on Tuesday.

## Speedy Engines

How the C.A.R. are improving their locomotive system.

The Canada Atlantic Railway is again to the front with the largest locomotives that have been used on any railway in Canada.

These have been built expressly to meet the largely increased international trade on that line between Ottawa and Rouse's Point which has been greatly augmented by a wonderfully large business that has already begun on the O.,A. & P.S. railway.

The locomotives arrived but a few days ago from the Baldwin Locomotive Works, Philadelphia, Pa., and since that time they have been admired by hundreds of people. There are three of them and they are numbered 20, 1 [sic] and 100.

## A 116,000 POUNDER

This is a description of engine 100, which is described first as it is the largest of the three. The locomotive alone weighs 116,000 pounds and the tender 80,000 or a total weight of 98 tons, which when heavily loaded with fuel will exceed 100 tons.

The driving wheels are 57 inches in diameter and the cylinders 19 x 26 inches. The shell of the boiler is 64 inches in diameter. The engine has steam brakes on the drivers and an air brake on the tender, consequently it can quickly be reversed. It will draw 45 cars loaded with lumber from here to Rouse's Point without difficulty. So large, indeed, are these engines that they cannot be used to run between here and Montreal because it would be impossible for them to pass through the St. Anne's bridge.

Locomotives 20 and 21 were originally intended for passenger locomotives but in the meantime they will be used for the transportation of freight.

## MODERN IMPROVEMENTS

They are both alike, the locomotive weighing fifty tons and the tender forty. The driving wheels are six feet in diameter. They have all the latest improvements. Among these improvements is a speed indicator which is of wonderful advantage to the driver. This indicator is figured up to ninety miles an hour, but the regular speed of the locomotive will be seventy miles an hour. There is another improvement for the private information of the superintendent of the road which tells exactly the rate that the engine ran on any part of the line, the length of time it stopped at any station and other useful information. There is also a steam gage which indicates the degree of heat to which the passenger coaches attached are heated. These engines have beautiful chime whistles which do not disturb the weary traveller as do the usual harsh whistles on the locomotives now in use.

"Bob" Orr is the driver of engine No. 20 and Ed Chase the driver of No. 21 and two prouder men are not now to be found in the city.

28/09/1893 *Ottawa Journal**Canada Atlantic*

The big one hundred ton engine of the C.A.R. made her initial trip down to Coteau Monday. When commencing the return journey Tuesday the steam pressure forced off the cap of the whistle. Of course all the steam escaped. Fires had to be put out and it took some little time to effect repairs.

29/09/1893 *Ottawa Journal**Canada Atlantic**locomotive*

As usual with all new engines the C.A.R. hundred tonner is affording a little work to its operators. Tuesday she blew off her whistle and yesterday, while hauling a special, she broke down at Bearbrook. She is so heavy that on her first trip she broke seven rails.

21/10/1893 *Ottawa Free Press**Canada Atlantic*

A regular passenger train on the way from Montreal is credited with making the distance between Eastman's Springs and Ottawa, a distance of twelve miles, in nine minutes.

AN OFFER FROM MR. BOOTH  
TO BUILD A CENTRAL RAILWAY STATION

Will be Received by the Minister of Railways Who will Report Upon the Matter to Council - Mr. Haggart Would Like to See yjr Scheme Carried out.

The deputation of the Ottawa Board of Trade that waited yesterday afternoon upon the Hon. Mr. Haggart went away satisfied upon one point at least, namely, that the Minister may be counted on to do all in his power to facilitate the acquisition of a right of way along the canal bank for the purpose of a central railway station and its approaches. The whole question was pretty thoroughly threshed out in all its bearings in the course of the twenty minutes' discussion between the Minister and the citizens composing the committee.

WHAT IS WANTED.

Secretary Scott, of the Board of Trade, after the deputation, had been individually introduced, went straight to the point. "The object of this deputation," said he addressing the Minister, "is to conform to a resolution passed by the Board of Trade authorizing us to ask you to urge upon the government the necessity of granting to Mr. J. R. Booth the right of way along the east bank of the canal. This matter is of the greatest importance to the citizens of Ottawa. They have already evidenced their feeling on the subject by granting a large bonus to the enterprize; and if something could be done at once it would be of great advantage to the city by giving work to many during the winter. We know the matter of the title to a portion of the canal reserve is now before the courts, but we have been given, to understand that an arrangement might be come to with the other parties to the action so as to have the heirs of the Sparks estate allow the work of construction to go on pending final settlement of their claims in the courts. I also wish to say that the ground over which a portion of the right of way is asked is not claimed by the Sparks estate. At least I think I am right in saying so. At any rate Mr. McDougal, the mover of the resolution, knows all about the question."

Thus appealed to Mr. Frank McDougall spoke up. What Mr. Booth would do, said the ex-Mayor, is to build as far north as Maria street, build a temporary station there, and wait the action of the courts in the matter of the Sparks estate claim before proceeding to the canal basin. Our citizens, generally, he continued, are deeply interested in this question, and, I may say Mr. Booth would have to spend about \$73,000 to fix up the east bank of the canal as far as Maria street in accordance with the requirements of the department in the matter of building a stone retaining wall at the back of the lots that face Theodore street

Hon. Mr. Haggart - I don't know that there has been any understanding to that effect.

Mr. McDougall - Well; I believe that Mr. Booth estimates the expenditure at that amount.

THE MINISTER'S REPLY.

Hon. Mr. Haggart - The government, I may say just here, has never given Mr. Booth to understand that he or anyone else would get exclusive right to build a station and approaches on the government property. What I have said is that I would favor a union station to which all railways should have access in common.

Mr. C. Ross That is exactly the condition upon which the city has bonussed Mr Booth's project.

Hon. Mr. Haggart went on to say that he deemed it hardly possible that an arrangement could be made by the government with the Sparks estate in order that no matter how the suit goes, the right of way shall be secured."

"You see, gentlemen," the Minister proceeded, how extremely difficult it is for the government to make any proposition of the kind to the parties with; whom we are in litigation. It might be argued, if we make advances of that sort, that it was tantamount to an admission that we had more land than we want for canal purposes, even within the meaning of the original deed of conveyance and an admission of that sort might possibly injure our case. So that it is awkward to give an opinion."

A member of the deputation here remarked that there was no dispute as to the government's sole ownership of the canal reserve south of the Maria Street bridge, to which Mr. Haggart replied that he knew the government had been established in the title to that portion of land by a series of law suits carried to the Imperial Privy Council.

Mr. Garland wanted to know, that being the case, if the government would not grant the right of way as far as Maria street to Mr. Booth in the meantime,

WHAT HE WILL DO.

Hon. Mr. Haggart - Is Mr. Booth or anyone else prepared to build that far as part of a union station scheme granting rights in common to all railways desiring to use it, in conformity with the requirements of the government? I don't think that any formal offer of the sort has ever been made to us. We have had applications from the Canada Atlantic, the Ottawa, Arnprior and Parry Sound, the Atlantic Pacific, the Montreal and Ottawa, the Vaudreuil and, the Pontiac and Pacific Junction railways for permission to use the right of way on the canal reserve, but no offer to build a union scheme. And I will say this, that whenever any railway company is prepared to enter into a contract for a union depot with equal privileges to all roads desiring access thereto I shall facilitate the project all I can, so far as this department is concerned, in the matter of, their getting the land. The government, of course holds this, as it does all other in trust for the people of Canada, but I think it would be readily conceded that such a project as a union station, would be sufficiently a work in the interest of the whole country to justify, us in giving the land for that purpose, for a reasonable, perhaps a nominal consideration. That," he added, "is; what I told the deputation of the workmen."

Mr. C. Ross enquired if the judgment sought by the heirs of the Sparks estate were not a money consideration for their alleged claims, in which case, a compromise might be affected upon the basis of a cash equivalent.

The Minister replied that such was not his impression of the case. As he understood it the estate laid claim to possession of the land itself on the ground that it had been diverted from the terms of the original deed of gift.

Mr. McRae didn't think the Minister could do more for the present than he had promised. "What we now want to do," he continued, to get the Canada Atlantic railway company and the others to agree upon such terms as would put them all upon an equal footing in the use of the Central station and approaches."

Mr. Scott remarked that Mr. Booth was prepared to accord equal facilities to all roads and go ahead with the work.

To this Mr. Haggart replied that what Mr. Booth might consider ample facilities might not be regarded as fair by the other roads desiring access to the station.

In answer further to a question put by ex-Ald. Stroud the minister said: 'Well, if Mr. Booth says he will build to the Central station I'll make out a report to Council to say on what terms I think we should give him permission to build.'

This ended the conversation, the deputation before withdrawing individually expressing to the Minister their appreciation of the frank manner in which he entered into the discussion and the candor with which he expressed his opinion upon the subject of the interview.

The members of the Board of Trade present were Messrs. V. Scott, C. Ross, J. W. McRae, Geo. Cox, F. McDougall, A. D. Richard, J. M. Garland, W. Stroud and P. H. Chabot.

About the Central depot Route

Nearly all the afternoon yesterday was taken up by Mr. J.R. Booth, ex-mayor McDougal and Geo. Mountain C.E. in looking over the proposed approach to the new central depot. They looked carefully along the canal bank and the alternate route east of Nicholas Street. The inspection showed that a great deal of heavy excavation would have to be done along the canal and it would be next to impossible to get this excavation away unless a crib work was built by the water's edge to allow cars to come in and haul it out. By building a crib work the cars could come in and the excavated earth taken out to fill in where the Canada Atlantic and Parry Sound junction. If the government should build this crib work this winter in order that a temporary track could be laid Mr. Booth would commence operations in the spring of making the approach.

With regard to the alternate route that is east of Nicholas street the question of tunnelling was discussed. By this means a route could be secured quite independent of the canal reserve, that is it could be brought in through the partially unbuilt section southeast of the canal and then when near the corner where Nicholas and Waller street junction a tunnel could be made and carried under Theodore street coming out below the Granite Company's works. As the canal bank is 24 feet lower than Theodore street, no engineering obstacles stand in the way but the cost would be very heavy as a great deal of private property would have to be bought and on this property are several houses.

12/01/1894 *Almonte Gazette**Canada Atlantic**Alexandria*

The Canada Atlantic Express while entering the station at Alexandria on Friday last struck the sleigh of Mr. Donald Cameron, of Lochiel. Mr. Cameron, his daughter Winfred, and Miss Young of Montreal, were in the sleigh at the time. Knowing he could not turn his horses, Mr. Cameron attempted to cross but the engine struck the horses unscratched on the south side and hurling the sleigh and occupants to the north. The ladies escaped with slight bruises but Mr. Cameron received several severe scalp wounds, and the right thigh bone was broken.

19/01/1894 *Eastern Ontario Review**Canada Atlantic**Alexandria*

The Dreadful Grade Crossing.

Several level crossing disasters are reported, one occurred at Alexandria, on the 5th, when the Ottawa eastbound morning express, while entering the station, struck the sleigh of Mr. Donald Cameron, of Lochiel. The accident occurred at the railway crossing, a little west of the station. Mr. Cameron, his daughter Winfred, and a Miss Young, of Montreal, were in the sleigh at the time, and were on their way in to the village with grist for the Alexandria roller mills. Seemingly, they did not hear the whistle, and were opposite the Alexandria Manufacturing Company factory, situated on the north side of the track, when they first perceived the approaching train. Knowing he could not turn his horses and believing he had time to cross, Mr Cameron made the attempt, but had hardly reached the track when the engine struck them, leaving the horses unscratched on the south side, and hurting the sleigh and its occupants to the north side. The two ladies escaped with slight bruises, but Mr Cameron received several scalp wounds and the right thigh bone was broken. Surgical aide was called in, and Mr Cameron is reported as doing well.

16/02/1894 *Ottawa Citizen**Canada Atlantic**Rideau Canal*

Bumped over the bridge

A freight train comes to grief in a bad place

The swing bridge near the C.A.R. Depot blocked for the night by three derailed cars - the Conductor jumps to the ice below and a Brakeman hangs on.

Last evening about half past seven o'clock three cars at the rear of a long freight train derailed as the train was pulling out of the C.A.R station at a pretty lively speed.

The train was composed of 28 loaded cars and was bound for the Rouse's Point. The engine and a number of the cars had cleared the swing bridge across the canal and as the rear three cars were approaching the bridge they

LEFT THE TRACK

but from what cause it is not definitely known. It is said that the switch, a short distance to the west of the bridge where the cars appear to have left the track, was not properly locked, and it consequently flew out of place or else someone turned it before the hind truck of the event at the rear of the train had passed over.

However, the van and the two cars in front went bumping over the beams of the bridge and on arriving at the opposite side of the canal, became detached from the other cars and plunged into a heavy snow embankment.

JUMPED FOR HIS LIFE

Daniel Lemieux, the conductor, was on top of the van at the time and fearing serious results jumped on to the ice below and escaped injury. One of the brakemen John Connolly, was also on the van, but he clung to it until he was finally thrown off when the car went into the snow bank. In order to keep from being thrown off while going over the bridge, he was obliged to lie down and cling to the small platform on the roof of the van. He escaped with a shaking up.

The derailed cars were pretty badly smashed. The trucks were torn away from the bodies of the cars, and the heavy iron braces were twisted into all shapes.

Men were set to work immediately to clear the track and repair the bridge. They were engaged the whole of the night.

The Montreal train was unable to pass the wreck, and had to pull up and let the passengers off at the Archville road, on the east of the canal.

THE CAUSE UNKNOWN

There is considerable mystery involved as to how the cars came to leave the track. The brakeman claimed that the switch was locked with the regular pin used for that purpose, and under this circumstance it could not spring or fly back. They attributed it to a broken beam on one of the cars having fallen while going over the switch, thus throwing the wheels from the track. Then again it is said that such was hardly probable.

An investigation will likely be held into the matter by the railway authorities.

06/04/1894 *Ottawa Journal**Canada Atlantic**Bearbrook*

COUPLED HIS LAST CAR

J. CROTEAU CRUSHED TO DEATH ON THE C.A.R. AT BEARBROOK

An Early Morning Accident That Cost a Life - An Inquest to be Held at the Request of the Company - How the Accident Occurred.

J. Croteau, a brakeman on the Canada Atlantic Ry., while coupling cars early this morning at Bearbrook, was fatally crushed and died of his injuries on reaching the city shortly after 8 o'clock.

After the accident the injured man was promptly brought to the city where at the station doctor. R.W. Bell was waiting. It was seen, however, that medical aid was of no avail and the victim had hardly made a statement to Dr. Bell when he passed away.

The Remains were taken to his home at Archville and Coroner Mark notified. At the request of General Manager Chamberlain he decided to hold an inquest. The company wished to be freed from any blame that might attach to the death which they claimed was purely accidental. Accordingly this afternoon an inquest was opened at the late residence of deceased.

07/04/1894 *Ottawa Free Press**Canada Atlantic**Bearbrook*

Accident at Bearbrooke station.

14/04/1894 *Ottawa Free Press**Canada Atlantic**Bearbrook*

The van of No. 11 train over the Canada Atlantic railway will remain draped for four weeks as a token of respect for the late Joseph Croteau who was killed at Bearbrook station last week.

*15/05/1894 Ottawa Free Press Canada Atlantic*

The work of reballasting the main line of the Canada Atlantic railway from Moose Creek to this city is advancing steadily and a couple of trains are working on the section of road this side of Eastman's Springs. The roadway below Eastman's however, has not been gone over and trains are working there also.

*02/06/1894 Ottawa Free Press Canada Atlantic*

The work of reballasting the main line of the Canada Atlantic railway between Ottawa and Casselman is progressing rapidly and in a short time the whole road will be in a condition to stand several years' hard traffic.

*22/06/1894 Ottawa Citizen Canada Atlantic*

C.A.R. EMPLOYEES

Their Annual Picnic Yesterday the Usual Success - Sports Winners

The annual picnic of the C.A.R. employees at Clarke's Island yesterday proved the usual success in every way. There was a large attendance and all enjoyed themselves well.

The picnic was attended by fully two thousand people, some 1,200 being from the city. They left the C.A.R. station at 7.20 a.m. in twenty fine cars provided by the efficient managing committee.

The popular picnic ground, where the refreshing breezes from the St. Lawrence can be obtained, was reached about 10.30, and there during the day there was music by the G.G.F.G. band and dancing in the excellent pavilion, while a choice program of sports was carried out. At 6 o'clock the train was boarded for the home trip, and at 9.45 the city was reached. All the excursionists were well pleased with their day's outing, although many were tired. The committee of management, who are to be congratulated on the success of their efforts, and the members of which were kind to all, was composed of the following: E. Aust, (chairman). F. Radmore, (secretary), J. Brown, (treasurer), Messrs. Harvey, W. Holtby, A. Holtby, Robb, McFarlane, O'Doherty, W. Baker, Yeatman, Allen, J. Clark, Roy, Ellis, Boyer, Monson, McEwen, Pangborne, Bruyere, Phillips, J. White, Logan, J. Campbell, aE. BrazeauBrazil and P. McDonald.

List of price winners omitted.

*22/06/1894 Eastern Ontario Review Canada Atlantic Glen Robertson*

A fatal accident.

Yesterday morning or Wednesday night Mr McDonald and his brother-in-law Mr. John Erwin, both of this place, left Alexandria to walk to Glen Robertson on the railway track. About midnight or a little before, Mr. McDonald feeling tired wanted to sit down and rest, but his companion did not want to so he kept on for a while longer, until they were about 2 miles from the Glen when Mr. McDonald's would not go any further and sat down on the track, but Erwin kept on for a little way further when he too sat down, not on the track as the former but on the bank, he went to sleep and on the wakening at about four o'clock in the morning, started back to find McDonald, supposing he had fallen asleep also, but when he arrived at the spot where he had left him sitting the reader can imagine his horror when he beheld his brother-in-law's mangled body lying on the track cut into three pieces. Erwin started with all haste for Glenn Robertson and notified Senator McMillan, who is the corner of that place, and other officials, who returned immediately to the scene of the accident. The remains were picked up and brought back to the Glen in a packing case, where an inquest was held on the body at five o'clock in the afternoon. They returned a verdict of accidental death as there was no evidence which pointed to the contrary.

By all appearance there must have been two trains that ran over McDonald as they [sic] sat down about midnight and, and from the time they went to sleep until Erwin awoke, 12:20 train number 15 and the 3,20 passed by, but from the opinion of the jury it was the first train that did all the damage as a suction of the wheels will pull him from one side of the car to the other and would certainly cause instantaneous death. The remains were brought to "The Hill" last night on the regular evening train and was taken to his home on High Street.

The funeral will take place today at 2 p.m. .

He leaves a wife and four children to mourn his loss.

*18/07/1894 Ottawa Journal Canada Atlantic*

Mr. A.W. Fleck states that the report that Mr. Booth would build the Parry Sound Railway car shops on Sherwood street is incorrect. Mr. Booth has made no decision yet as to the place where they will be erected or the time of their erection.

*20/07/1894 Eastern Ontario Review Canada Atlantic Vars*

Vars, July 13. - A fatal accident occurred on the C.A.R. near this place last night. An old man who was walking on the track was struck by the Montreal express and instantly killed. He was unknown here, but papers found on his body show his name to be John ?ton.

*27/08/1894 New York Times Canada Atlantic*

Ottawa, Ontario, Aug. 26. Fire this afternoon burned 300 lumber piles, a long string of freight cars on the Canada Atlantic Railway, and late tonight, the fire was still not under control.

*27/08/1894 Ottawa Citizen Canada Atlantic*

For the second time within a couple of months Mr. J. R. Booth has suffered heavy loss by fires. Worse still, the circumstances seem to point to incendiarism as the origin of both. That the business enterprise which Mr. Booth has displayed should render him the particular object of this villainous species of malignity is a further cause for regret; and we feel sure that the sympathy of every citizen of the Capital will be his in the misfortune which overtook him yesterday.

*06/09/1894 Ottawa Journal Canada Atlantic Rideau River*

The C.A.R. bridge near Hurdman's bridge has just been painted a vigorous red.

*06/10/1894 Ottawa Journal Canada Atlantic Alexandria*

The Canada Atlantic purposes erecting a new station at Alexandria. It will be about eighty feet long and work will be begun upon it at once.

## DANGEROUS PLAY.

## BOYS UN-BRAKE CARS ON THE C. A. R. AND CAUSE A RUNAWAY.

And now the Police are After Them - A Serious Accident Might Have Occurred

Informations are to be sworn out immediately charging several Ottawa East boys with a very serious offence.

The charge will be that they set loose, a number of freight cars on a down grade on the Canada Atlantic railway in Ottawa East and thereby might have caused a smash-up.

The cars were set loose Wednesday evening. There are several tracks in the portion of the C. A. R. yard in Ottawa East and quite a number of the boys of the village have been in the habit of playing on and around them.

On Wednesday night some of the boys loosened the brakes of several of the cars on the side track. There is a heavy grade on this part of the line and the cars sped away Montreal direction. They broke through a safety appliance designed to prevent them getting on to the main track, and tore down the line. A couple of them, it is said, jumped the track further down.

Fortunately some yard hands discovered the occurrence, and steps were taken to prevent any accidents. It is said the special on which the president of the Central Vermont Ry. and party came to Ottawa arrived shortly after the occurrence and had to be taken around by a side track. The Canada Atlantic authorities placed the matter in the hands of Detective Flanagan, who is about to serve paper in the case.

05/11/1894 *Ottawa Journal**Canada Atlantic**Carlsbad Springs*

What might have been a serious accident was narrowly averted on the C.A.R. Saturday about noon.

The party of Central Vermont Ry. officials who returned to the city Friday evening from a week's hunt at the terminus of the O.,A. & P.S. Ry. left Ottawa about 11 o'clock on Saturday for home. They travelled on their own special train, which was in charge of an engineer and fireman of their own line.

When the special was approaching Eastman's Springs the agent at that place, it is alleged, flagged the train to stop, but the engineer, it is stated, took no notice of the signal and went straight through without stopping.

The Boston express coming to Ottawa had, by this time, left Bearbrook, the next station below Eastman's, and it seemed that a collision was certain. Half way between those stations the engineers of both trains saw the other train approaching. The engines were brought to a standstill just in time, for not thirty yards of track separated the two trains when they were brought to a halt.

## THE STRAIGHT LINE DID IT

A passenger on the Boston train, who informed the Journal of the narrow escape of the trains, states that the stretch of straight line between Eastman's and Bearbrook was the only thing that prevented a collision.

The Central Vermont special backed up in front of the Boston express to Eastman's.

It is learned that an inquiry will be made into the matter by the C.A.R. officials. The agent at Eastman's stated that he has witnesses to prove that he flagged the special.

## AFTER THE CULPRIT.

An investigation was in progress before Mr. E.J. Chamberlain, general manager of the C.A.R. today. The agent at Eastman's and the engineer of the Central Vermont special were the principal parties to give evidence.

16/03/1895 *Ottawa Free Press**Canada Atlantic**locomotive*

Three new "Mogul" locomotives, Nos. 101, 102 and 103 intended for the O.A. & P.S. railway arrived at the Canada Atlantic Railway station yesterday and will go into service at once.

29/03/1895 *Ottawa Journal**Canada Atlantic*

The C.A.R. will put a large number of new, elegant excursion coaches on their line this summer. The coaches are now being built at the Crossen Car Works.

30/04/1895 *Ottawa Journal**Canada Atlantic*

The C.A.R. will construct one hundred flat cars this summer.

02/05/1895 *Ottawa Free Press**Canada Atlantic*

Government will drive piles along the canal bank - article.

08/05/1895 *Ottawa Free Press**Canada Atlantic**Ottawa East*

There is a rumor abroad today which appears to be well founded that negotiations are pending between the principals of the Parry Sound Railway, and the Ottawa East council for the erection of the workshops in that village. More.

22/05/1895 *Ottawa Citizen**Canada Atlantic**Ottawa Union Central Depot*

## THE CENTRAL STATION

Arrangements in Connection With the Project

## CHANGES IN THE RAILWAY ROUTES

It was learned last night from a reliable source that Mr. Booth had completed all arrangements for the central station project as well as for the construction of the workshops for the C.A.R. and the O.A. & P.S. railways.

What the Citizen was told was:

"That a station would be erected on the east side of Dey's rink near Theodore street.

"That to reach it the line of the C.A.R. beginning at the west side of the bridge over the Rideau river would be changed so that it would run directly to the head of Deep Cut and thence by way of the canal bank;

"That the line of the Parry Sound railway would be extended on the east of the canal so that it would connect with the C.A.R. line at the head of Deep Cut; and

"That the site of the proposed workshops would be the government property near the Deep Cut.

## TO HAVE A SUBWAY

The Citizen's informant stated there would not be a level crossing on Theodore street for a subway was to be built. He further stated that the pile driving necessary along the canal bank for the construction of the railway was to be commenced in a few days. As the Citizen has stated a short time ago, Mr. Booth would have the work done. Yesterday two scows used by Messrs. Bronson and Weston some time ago in towing lumber up from their mills to the piling grounds at Rockcliffe had been taken up through the locks and would be used in the work. Another small scow was in the course of construction at the C.A.R. workshops and was to be used for the same purpose.

## A TEMPORARY STATION

Regarding the site of the station, the Citizen was told that Mr. Booth had come to the conclusion that it was best to construct a temporary station on the site indicated pending a settlement on the ownership of the property along the canal basin, and now in dispute between the Government and the Sparks' estate. The property for the station had been purchased from Mr. Thomas Kirby, and it was likely Mr. Booth would have the station and railways completed by October.

C.A.R. Extension

The impression having got abroad that the Canada Atlantic railway was about to take vigorous action to prevent the tracklaying of the electric railway at the south end of Nicholas street at the very point proposed to be crossed by the C.A.R. extension down the canal bank to the Central station whenever that work is proceeded with, the Journal called on Mr. Booth yesterday for information on the subject. Mr. Booth was very reluctant to speak, but eventually consented to do so.

Wholly baseless

Was there any ground for the report that your company intended to stop the Electric Railway Company from putting down their track on the south end of Nicholas street? Mr. Booth was asked.

None whatever, Mr. Booth replied. I prefer to do things in an honorable and businesslike way.

The Electric Railway Company have put down a piece of track where your line will cross Nicholas street?

Yes, it is so reported.

Will that interfere in any way with your line?

Oh no.

Well then, what was their object in putting down a short piece of track at that point and then stopping work?

Their object

I can't give any reason than that it arose from a resolve to get ahead of me, to get prior rights of the crossing. Perhaps I should give my reasons for using these terms. When I found out they were putting a track on that street, and as I understood they were only going to the city limits, as I would soon be crossing gravel trains at that point very often each day for some time, and I had an interview with Mr. Ahearn and the city engineer and I explained to them that I intended to make an undercrossing at that point, as I considered it would be in the interests of both companies and the public to have it in that way.

Mr. Ahearn agreed with me. He asked me how long it would take to put in the undercrossing. I answered about a month or so. Mr. Ahearn said then he would stop the work there, and I was very much surprised to learn that he had put down a few yards of track just at this point, where it was intended to make the undercrossing. I was very much surprised also to hear that police protection had been obtained in anticipation of a difficulty. What will your company do now in the matter of the crossing?

Oh nothing, only to give them the level crossing that they appear to want.

As to Central Station.

What about Central Station?

I am working on that, and am trying to get things in shape to go on as soon as possible but matters are not in a position just yet to say anything further on that point.

WHAT MR. AHEARN SAYS

Mr. Ahearn was seen by the Journal this morning with respect to the Nicholas street extension of the Electric Railway Company. He said he was desirous of removing the impression that trouble with the Canada Atlantic had been expected. From the reports circulated one would have thought the electric people were going out with shotguns "loaded for b'ar." On the contrary, the relations were most cordial.

Why were policemen sent out to protect the electric railway construction?

I was never more surprised than when I heard it. There was nothing in the relations of the two companies calling for it. I found out on enquiry that they were sent out on the application of the Contractor Leamy, who had been told there might be trouble if he employed Italians or other elements not agreeable to the labor leaders. They were not wanted by the electric road.

Why the south end was started.

As regards the question of constructing the electric road track across the proposed C.A.R. right of way, Mr. Ahearn explained that he had been asked to stop construction at that point for a few weeks, and had agreed to do so. In the meantime, however, he was charged with not intending to go on with the road, and a question arose as well as to stopping construction at the end of the granolithic sidewalk on Nicholas street, which is about 150 yards from city limits. The object of the Electric Company was to get to Ottawa East. To stop short of the south end of Nicholas street would be out of the question. It was therefore decided to proceed with the construction at once - but at the south end of the street. Unless he did so, the C.A.R. would have the right of way and the extension of the electric road to Ottawa East might be delayed indefinitely and this of course was out of the question. There was no help for it but to commence at the south end and secure the right of way for the electric road. It was purely a measure of self defence and an absolutely necessary one. The company could not allow its track to be stopped on the north side of the C.A.R. crossing indefinitely.

The contract.

The city engineer being asked what should be done, answered "There's your contract. carry it out." In other words their contract with the city called on them to build across the proposed C.A.R. crossing at the south end of Nicholas street, and they had gone ahead accordingly.

27/05/1895 *Ottawa Journal**Canada Atlantic*

Grand Trunk timetable advertisement.

Trains leave Union station at 11 a.m., 6.10 p.m. and 10.35 p.m. for all points west, northwest and southwest.

Leave Elgin st. station 8 a.m. and 4.15 p.m. for all points east and south.

31/05/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

A young man by the name of Wm. Ogilvie in the employ of the C.A.R on the work of the pile driving on the east bank of the canal had his fore and second fingers badly jammed yesterday.

05/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Mr. A.W. Fleck, secretary treasurer to the O.A. & P.S. and C.A. Ry., was walking along the canal bank last evening viewing the pile driving that is now being done there by Mr. Booth, when a Journal reporter met him. He states that Mr. Booth will be obliged to run night and day gangs, as they have only a limited time to complete the work.

05/06/1895 *Ottawa Free Press**Canada Atlantic*

Arrangements being made for locating work shops in Archville. More.

10/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

An engineering party from the Canada Atlantic railway are surveying a route for a temporary track from the main line back of Ottawa East to the Deep Cut. A level crossing has also been laid over the roadway fronting the canal in the village just outside the city limits.

The object of the track about to be laid, is, the company state, to secure a means of carting away the material that will be taken out of the canal, in connection with the pile driving and also to draw material to fill in the flat below the Deep Cut through which it is proposed to run the canal bank line, when formalities are settled.

There is also the likelihood that the line for which the survey is now being made will also be used as a permanent line, if the road goes on.

Some people who saw the crossing put down were of the impression that the Canada Atlantic were trying to secure possession of the street crossing, but Canada Atlantic officials asked about the matter said the idea was away off. Possession would do the company no good, as all crossings depended upon the approval of the railway committee of the Privy Council.

Trestle work begun

A definite move towards the canal bank line

The first definite move in the direction of building a line into the Central depot was began this morning, when a gang of men were set to work to build the trestle work of the line from the C.A.R. main line to the head of Deep Cut. The timber is being laid today on Mr. Alex. Stewart's property, the flow flat of land lying back of Ottawa East.

An official of the C.A.R. stated today that the trestle work will go on at once. It will take some time to build the trestle, as it will be nearly a quarter of a mile in length. After the trestle is all built the company will begin filling it in with gravel. This work will keep a gang of men employed almost all summer.

18/06/1895 *Ottawa Journal**Canada Atlantic**Ottawa East Central Depot*

"There will be no delay in the work of building the line into the Central depot," said Mr. A.W. Fleck, secretary-treasurer of the C.A.R. this morning, "now that the trestle work has been begun."

"We are waiting for an answer from the Ottawa East council to our request for an exemption from taxes if we build our workshops adjoining the village. If it is in the affirmative we will then go on after the trestle work has been built to fill in the low property between the eastern and western lines preparatory to building our work shops there.

"If this is done a large force of men will be employed all summer."

A Great Benefit

A work such as the filling in of the low land as above described will be very welcome as it will keep a large number of men employed all summer, and will give a general stimulus to business. Just how much work will be done this summer of the work proposed is not known, but one thing is certain, as much as possible will be done.

18/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Fifty men were put at work this morning to build the trestle work of the line into the Central Depot.

The survey of the line as far as Theodore street has been completed and yesterday Mr. Geo. Root and a party of the engineering staff of the O.A. & P.S. Ry. finished taking their levels for the trestle work so that it could be immediately commenced.

Construction of the trestle will go on with as much rapidity as possible. The timbers are all on the spot so there will be no delay on that score.

Framers and other workers are on hand framing the trestle timber.

Today many of the heavy upright timbers had placed in position.

The trestle which gives an inlet from the C.A.R. line to the Central Depot extends from a point where the line crosses the Rideau River bridge across a low flat of land owned by Mr. Arch. Stewart to the point where the Hurdman road connects with the Canal road above the head of the Deep Cut. The trestle will be 2,100 feet in length and from twenty to forty feet in height.

20/06/1895 *Ottawa Journal**Canada Atlantic**Ottawa East*

On at the same time

So will go the "V" and the filling of the C.A.R. car shops

It is learned today that the filling in of the main and switch track of the C.A.R. back of the Deep Cut and the workshops that are to occupy the "V" space that is to be filled in, will go on at the same time.

Ordinarily the earth in the space that is to be filled in would be too soft to permit foundations to be laid this summer, but Mr. Booth has decided to pile drive the foundations, and as the space is filled in piles will be driven and the workshops constructed concurrently.

There are some fifteen acres to be filled in, to a depth of from 12 to 16 feet. The job will likely take all summer.

A large part of the filling will be taken from the canal bank, which has to be cut down to the tops of the piles now being put in, a distance of about 12 feet. The material will be carried away on flat cars, and dumped in the "hole" back of the Deep Cut.

Nothing is yet definitely known about the size or details of the workshops. The plans are still in the embryo. It is certain, however, that there will be instead of one large shop a number of small ones. These shops will be used for the manufacture of cars of all kinds, and for repairing. The company's roundhouse will also be situated inside the "V" The timber for one of the car shops is now lying out on Mr. Booth's property near Concession Street, where it was held in readiness to build if Mr. Booth had secured the Hickey property.

21/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Building of the Trestle Work at the Deep Cut begun

Fifty men were at work this morning to build the trestle work of the line into the Central Depot.

The survey of the line as far as Theodore Street has been completed and yesterday Mr. Geo. Root and a party of the engineering staff of the O.A. & P.S. Ry. finished taking levels for the trestle work so that it could be immediately commenced.

The construction of the trestle will go on with as much rapidity as possible. The timbers are all on the spot so there will be no delay on that score.

Framers and other workers are on hand framing the trestle lumber. To-day many of the heavy upright timbers had [been] placed in position.

The trestle which gives an inlet from the C.A.R. line to the Central depot, extends from the point where the line crosses the Rideau river bridge across the low flat of land owned by Mr. Arch Stewart to the point where the Hurdman road connects with the Canal road above the head of the deep Cut. The trestle will be 3,100 feet in length and from twenty to forty feet in height. (Branchline)

24/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Mr. A.W. Fleck was seen this morning with reference to the statement in the evening paper that a temporary Central depot will be built at Theodore street. Mr. Fleck said, "It's nothing but a mere conjecture. I know nothing about it and I am sure the paper that made the statement cannot know anything either about such move."

25/06/1895 *Ottawa Free Press**Canada Atlantic*

An erroneous item appeared yesterday in an evening contemporary to the effect that the western end of the railway trestle at Archville is still unfinished owing to the company being unable to close a deal for the Daly property over which the trestle is to pass. The fact is that the property in question was sold to the company on Tuesday last by Mr. Charles Murphy, solicitor for Mr. Daly. On the same date Mr. Murphy also sold the Biggar lot which adjoins the Daly property and the company have thus had a clear right of way for some days.

28/06/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The C.A.R. Trestle work

The western end of railway trestle at Archville is still unfinished as the company have not yet closed a deal for the Daly property over which the trestle is to pass. It is understood that the real difficulty exists in the owner of the property wanting to sell the whole of his claim to the company while the company only want to buy a right of way through it. If the deal cannot be made very soon the work of completing the trestle will go on and the value of the property left to arbitration.

It is learned that early next week the houses of squatters on Ordnance Land will be removed.

The pile driving along the east bank of the canal is being rushed along quite rapidly. It has now been done to within 150 yards of Maria street bridge which will be completed next month.

04/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

First Engine Tomorrow.

Tomorrow the first O.A. & P.S. Ry. locomotive will cross Nicholas street on the line into Central Depot. The rails were today almost all laid on the long trestle east of Archville, and all that was required to be done was to finish the north end of the trestle. In the beginning of next week a steam shovel will begin cutting out the canal bank from the head of Deep Cut to Theodore street, and the earth will be used in filling in the low ground beyond Archville on which the workshops are to be built.

09/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

The Canada Atlantic Railway has purchased from the Sparks estate the right of way down the canal bank from the Maria street bridge north to the Canal basin.

This purchase will enable the company to run straight down the canal bank to the basin between Dey's rink and the water, and around the basin in front of the Ottawa Granite Works, to the desired point for the station on the site of the old drill shed on Nicholas st.

The original idea was to run across Theodore street at the back of Dey's rink, and then swing round the Granite works and the canal basin. The canal front route will be more satisfactory to the railway as it will give them better facilities for loading and shipping from the docks.

An arrangement was made with the Sparks estate by which the railway purchased whatever rights the estate might possess as shown by the action now pending between the estate and the Dominion government.

The O.A. & P.S. Ry. now have 1,200 feet of side track laid along the canal bank piling in preparation for the beginning of excavation of the bank for the laying of the line into the Central depot. Three hundred thousand cubic yards of earth are to be excavated. The steam shovel will begin work close to the water's edge and make a cut about thirty feet in width along the bank after which the track will be moved inward and other strips of bank taken away until the excavation is completed.

Steam shovel at work

Tomorrow the steam shovel will be at work. it was brought down the line a few days ago and has been in the workshops undergoing repairs.

The trestle leading from the west end of the C.A.R. line into the Central depot is being rapidly constructed. It is now one third built and sills have been laid half the distance of the trestle. The trestle will be 1,500 feet long.

Mr. J.R. Booth the ever energetic president of the line has taken personal charge of the work. he is on the scene of operations from six o'clock in the morning until dusk in the evening. Although seventy years of age he is frequently observed handling the pick and shovel as an ordinary laborer. He is never happier than when he is working alongside of his employees.

09/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

The Canal Bank Work

The pile driving along the east side of the canal is now completed. The work extends from Maria street bridge to the head of Deep Cut, a distance of 2,700 feet. Mr. Booth had the work pushed on rapidly.

The work of excavating along the canal bank for the O.A. & P.S. entrance to the Central Depot will be begun not later than tomorrow afternoon.

11/07/1895

Ottawa Free Press

Canada Atlantic

Central Depot

Practical work is running on the central depot line. As stated in the Free Press, the steam shovel arrived over the trestle work in the swamp on Monday and at once prepared for action. Today steam was raised and the "nigger" placed in position at the head of Hurdman road near the bed of the deep cut. It is proposed to keep the machinery at work night and day till Maria street bridge is reached. If, by that time an arrangement has not been reached between the Government and the Sparks estate agents, irrespective of the coming judgments of the Supreme court after the long vacation, the preparations for the temporary station will be begun at once and kept up with unremitting vigor till completed.

16/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

Watching a Hustler

About 200 people watched the C.A.R. steam shovel at work on the canal bank last night. It's a sight to see that shovel going. Last night in a little over two hours the shovel had scooped out earth, clay it is, and sticky at that, to load two trains of flat cars at twelve cars each.

The shovel takes up over an ordinary cart load at a time and works very rapidly.

When a train is loaded it is run on one of the trestles where the earth is unloaded rapidly by means of a stationary iron plough that is let down in front of the first car. When the plough is in position the train goes ahead, and the plough, catching the earth, hurls it off to the ground at the foot of the trestle. It is a rapid and business like process.

It is expected the whole bank, down to the Maria street bridge will be scooped out within a month.

23/07/1895

Ottawa Journal

Canada Atlantic

shop

The Hubbell Primary Battery Company have already begun manufacturing their batteries. The company expect by the 15th of August to have a passenger coach on the C.A.R. and C.P.R. lighted by their battery and if this test proves successful several other coaches will be similarly lighted on the same lines.

26/07/1895

Eastern Ontario Review

Canada Atlantic

Alexandria

Thieves have broken into the C.A.R. freight shed at Alexandria on two occasions during the past few weeks and appropriated to their own use goods found there. No clue to the perpetrators.

26/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

The "weighing" pieces have been put down for the construction of the railway track along the east bank of the canal as far as Maria street bridge.

27/07/1895

Ottawa Free Press

Canada Atlantic

Central Depot

Twenty-eight minutes to load a train of 12 cars is the average time with the steam shovel at the canal bank excavation. At the trestle work those cars are unloaded in periods averaging one and a half minutes.

31/07/1895

Ottawa Journal

Canada Atlantic

Central Depot

Good progress is being made on the approaches through Ottawa East and along the canal bank for the Central station.

The building of the bridge over Hurdman road at the head of the Deep Cut where the O.A. & P.S. line crosses is to go on at once. The bridge is to be of solid masonry with four steel girders over the roadway. The width of the bridge will be about fifty feet and three tracks will cross it. The roadway beneath the bridge will be 32 feet 6 inches wide.

Built him another Home

In building the O.A. & P.S. line along the canal bank a house belonging to Michael Kielly located on the Ordnance Lands at the head of the Deep Cut had to be torn down as it was directly on the right of way. The company have very generously decided to build a new house for Mr. Kielly near by. The work on the new house is now progressing and the new house will be superior to Mr. Kielly's former dwelling.

The work of excavating the canal bank by the steam shovel is being interfered with by the rain. The clay, being wet, sticks to the shovel and progress is slow.

The eastern trestle beyond Archville is now almost filled in. The filling in of the western trestle will begin at once. Grading has begun at the connection of the western approach with the main line of the C.A.R.

NOT FAR OFF NOW

FIRST STEPS TOWARDS A NEW MARIA STREET BRIDGE.

Conference Between Chief Engineer Coste of the P. W. Dept. Mayor Borthwick and Mr. J. R. Booth The Department Wants to Down the Present Bridge.

The first Important step towards the new bridge over the canal at Maria street took place this morning, when Chief Engineer Louis Coste of the public works department had an interview with Mayor Borthwick and Mr. J.R. Booth.

Various questions in connection with the erection of a new bridge and the removal of the old one were discussed, but no definite decision was arrived at with respect to the matter. It is understood, however, that an iron bridge with stone piers was the structure most favorably considered. Of course nothing can be done towards extending the central station line beyond Theodore street until the bridge matter is settled.

Both the minister and deputy minister of public works are out of town just now, and it is not known exactly what their attitude is on the subject. Mayor Borthwick was asked to-day by Mr. Coste to have the present bridge closed at once, but the mayor objected, holding that it should not be done until the Sparks street pavement is completed. Mr. Coste, it is understood, agreed that he would make a recommendation on these lines of the mayor's suggestions.

All indications are that the new bridge will be built this season.

01/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Whatever may be the site of the Central Depot the C.A.R. and O.A. & P.S. companies have decided not to build new freight sheds in the central part of the city, but to make the freight buildings at the present depot on Elgin Street suit the purpose for some time to come.

01/08/1895 *Ottawa Citizen**Canada Atlantic**Central Depot*

Now that the work of cutting away the canal bank at the south side of Maria street, in order to afford an entrance to the proposed Central Station has made excellent progress, the question of the location of the station itself has become one of immediate importance. Indeed, it is said that the work upon the approach at the north side of Maria Street Bridge will likely be commenced next week, so that the objective point of the new line must be pretty well decided upon.

Arrangements for the location of the station and the immediate approaches thereto must, of course, be made between Mr. Booth and the Department of Railways and Canals. So far as could be learned yesterday, around the department, the site most likely to be chosen is that upon which the Militia Store now stands. It is a substantial stone building, and it is just probable that some compromise may be effected between the Railway Company and the department, whereby the structure could be handed over at once for use as part of a railway station. The remainder of the station building would, in that case, probably be extended over little Place d'Armes between Sapper's Bridge and the Militia Stores. Should this site be decided upon, the approach to it will have to be made across the eastern canal basin. This would mean either the construction of a swing-bridge over the basin or its being filled and used exclusively for the purposes of the railway. In the latter event, what the company would probably be required to do would be to furnish equivalent dock accommodation on the west side of the canal. This, it is thought, could most readily be done by extending the present basin on that side towards Maria street, or preferably, in the other direction, towards the Bate warehouse and Sapper's Bridge.

03/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

A pile driver has again been placed on the east side of the canal to continue the fortification of the banks. It stands near Maria street bridge.

05/08/1895 *Ottawa Citizen**Canada Atlantic**Central Depot*

The first pile was driven on the north side of the Maria street bridge on Saturday in connection with the approach to the Central station.

06/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

A plan has been filed in the city registry office showing the route of the O.A. & P.S. Ry. north of Maria street. The line as shown on the plan passes directly in front of Dey's rink and strikes from there in a direct line across the canal basin over a swing bridge to the rear of Easton's office at the foot of Little Sussex street. The line is shown no further, as no agreement has yet been made with the Sparks estate. It is learned that the company do not wish to buy the militia stores building, as it will be unsuitable for a railway depot, and if suitable is not as large as the one contemplated. It is now unlikely that the site for the central depot will be on the other side of Dufferin bridge.

In a very few days the C.A.R. steam shovel will be at work right at the Maria street bridge. The engine attached to the flat cars was there yesterday.

09/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Hundreds of people watched the steam shovel from Maria street bridge last night. It is almost up to the bridge now.

The Canada Atlantic have built a ten foot wooden fence between their track and Nicholas street at the Deep Cut.

10/08/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The steam shovel working on the canal bank reached the Maria street bridge about eleven o'clock last night, and was then removed to commence another cut of 30 feet beginning at the Deep Cut.

12/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The C.A.R. steam shovel has begun operations on a second row of the canal bank, beginning, as before, at the Deep Cut.

12/08/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The first accident on the extension of the Canada Atlantic tracks along the canal occurred on Saturday night when a valuable cow belonging to Mr. Redmond of Nicholas street was caught between two flat cars and killed. Where the claim rests is a matter of dispute between the owner of the cow and the flagman at the crossing.

22/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel is making rapid progress in the second line of cutting. The canal bank from the Deep Cut to Maria street looks quite business like now. There are two lines of track and a couple of switches down.

A farmer who was evidently not as sober as he might have been, tried the night before last to drive his horses through the 10 foot board fence that the C.A.R. put up to cut off Nicholas street and enclose the railway tracks. He had evidently forgotten the way he came in the morning by the new route and wondered what was the matter with the old way.

23/08/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Mr. Booth yesterday filed his plans with the department of railways and canals for the new central station. The site selected is that now occupied by the militia stores and the grass plot whereon now stands the canon, immediately below the approach to Sappers Bridge. The entrance will be directly off the bridge, a broad stairway to the interior of the building leading down to the platforms. The lines into the station will run directly across the canal basin. The building will be a very handsome structure.

## NEW CENTRAL STATION.

As announced in the Citizen several weeks since Mr. John R. Booth will shortly proceed with the erection of a new central station on the site of the stone building at present used as a military storehouse on the canal reserve south of Rideau street. The station, as it is intended for the use of all roads running into Ottawa, will be a handsome, and commodious structure, an ornament to the place and a credit to the enterprising man who conceived it.

Before many years we may hope to see an interprovincial bridge over the Ottawa, stretching from Hull to Nepean Point, over which the C.P.R. and other lines will run their trains the union depot. Already the work done south of Maria street has given an air of business activity to the neighbourhood very different from the careless, peaceful, countrified look it has hitherto borne. When the station is complete the transformation will extend still farther, and the memories of Bytown become still more hazy in the minds of those who inhabit the modern and growing city..

23/08/1895 *Ottawa Free Press**Canada Atlantic*

Yesterday the employees of the Canada Atlantic and Parry Sound lines were at work placing stakes for the new round house which will be erected near the new car shops. The site is on the ground formerly used as Odell's brick yard.

24/08/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

It seems that no formal plans for the Central depot have been submitted by Mr. Booth to the railway department. The plans sent to the department were only informal ones intended to give the minister a general idea of the work proposed.

04/09/1895 *Ottawa Citizen**Canada Atlantic**Maria Street bridge Central*

The Ottawa, Arnprior and Parry Sound Railway have applied to the department of Public Works for permission to extend their tracks under Maria street bridge, the secretary sent the chief engineers' reply which was to the effect that Maria street bridge was the property of the city and that the department is simply under the obligation of keeping the bridge under repair.

11/09/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel has started on a third round at the canal bank excavation. It will keep on working night and day.

There was a rumor yesterday that during exhibition the C.A.R would run its passengers down the canal bank to the Maria street bridge. Mr. Fleck said there was no ground for the story.

16/09/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The C.A.R. is now running a fence across the canal reserve at Maria street bridge. As the steam shovel is now on its third round down, there will be no more further walking up the canal bank.

20/09/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Nothing new can be written about the location of the Central depot.

No move has yet been made to extend the line north of Maria street although the line must be across this street by December 1st according to the by law, or the company will risk losing its \$50,000 bonus from the city.

The steam shovel will complete the excavation of the canal bank this fall. The third strip of earth will be finished in a couple of weeks, and another strip will excavate the required width. The fourth strip will be finished by the first of November.

28/09/1895 *Ottawa Journal**Canada Atlantic**Theodore Street Central Dep*

## WILL CLOSE THE STREET

In a Couple of Weeks Theodore St. Will be Shut by the C.A.R.

In less than a couple of weeks Theodore street will be closed for traffic to permit the excavation of the street for the C.A.R. lines into Central depot. Three or four tracks will be built across the street and these will be covered with temporary trestles.

After the street is crossed the location and construction of the Central depot will be attended to.

01/10/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

## THEODORE STREET AND C.A.R.

A Protest Against the Closing of the Street to Traffic

Editor Journal A short paragraph in your Issue of Saturday states that "Theodore street will be closed for traffic to permit the excavation of the street for the C.A.R lines Into the Central depot," and that the tracks will be covered with temporary trestles."

By what authority will the street be closed? It is a public thoroughfare and the public surely have some rights to the use of it. and the fact that it will cost a few dollars less to make the excavations with the traffic closed is no reason why they (the public) should be deprived of their rights.

Then again this talk of "temporary trestles" has rather an ominous sound. Not a shovel full of earth should be allowed to be removed, until the railway company has given good security that it will build and maintain permanent bridges over its tracks - or our already depleted civic treasury may be called upon to provide such bridges.

We know that Sparks street can be closed for traffic for a couple of hours for bicycle races. but this is a different matter and should be attended to at once; pity we have not a "Birkett" mayor who stopped the C.P. from taking possession of a street.

Yours, CIVIS.

Ottawa. Sept. 30, 1895

03/10/1895 *Ottawa Free Press**Canada Atlantic*

Work on the round house at Ottawa East is to be started at once. It will be built on the "Y" nearest the village.

## NOTICE TO QUIT

A Definite Move Towards the New Central Depot.

## OWNERS AND LEASEHOLDERS GIVEN ORDERS TO MOVE

How the Cars Will Reach Sappers Bridge Over the Canal Basin - Plans for the New Depot - Other Notes

A definite move in the direction of locating the site of the Central depot has been made.

The owners of the property on the east side of the basin, north and south of the canal basin have received notice of expropriation of their property for railway purposes., accompanying which are instructions to vacate their present possessions. Holders of leases from the government have also been notified that their leases will not be renewed after May 1 next.

All property lying between Theodore street and the canal; basin for a distance of two hundred feet back front the canal, except perhaps that covered by Dey's skating rink, and now leased out will be recalled by the government for railway purposes

On the north side of the basin, all land bounded by the dry dock, Besserer and. Little Sussex streets, as well as from Little Sussex westward to the canal and including the back portion of the block west of Little Sussex lying between Besserer and Rideau streets, has also been taken up for the same purpose.

Orders to Clear.

Orders have gone forth to have the canal docks cleared of wood, and all timber at once. A large pile of blocks lying below Dey's boat house will be removed to-morrow. On Monday morning Butterworth's large coal shed, between Dey's and the canal basin will be torn down. The O.A. & P.S. have concluded the purchase of this building for a very moderate sum.

The railway tracks after crossing Theodore street will strike at the east end of where this building stood. A temporary station will be erected there for the winter, as the company will only get that far with their tracks, so as to be able to claim the \$150,000 bonus from the city.

he site of the Central depot, however, has been settled beyond a doubt. It will be on the site of the militia stores building. as The Journal has all along predicted. Next spring will see the depot begun.

In the meantime the company have a undertaking ahead of them. In preparing the route into the Central depot. The whole of the canal basin is being filled in. and all the bulldings within the area of expropriated properties are to be torn down and cleared away for the right of way.

What Will Go.

The buildings that will be torn down are Richard Woodland's leather shop, dwelling house, the brick row facing n. Besserer street. occupied by Mr. E. Cardinal and M. Lavoie. the Nicholet House, Wm. H. Easton's wood and coal office, Ransoms hotel, directly opposite on Little Sussex street, Cardinal's livery stables, north of Besserer street. and other outbuildings behind the brick block facing on Rideau.

The militia stores building will be torn down. Upon its site will rise a great massive and handsome building, to be the Central depot

The Central Depot.

It will be a building without a rival in Ottawa, the departmental buildings excepted. It will be six stories in height and built up close to Sappers' bridge, so that passengers can step from the bridges into the waiting rooms. Three flats of the building will be used for station purposes. The other three flats will be for railway offices. Trains will enter the depot beneath an arched covering, as in large cities, such as Toronto and the Windsor depot. Montreal.

The ground floor will be divided into baggage rooms, express offices and restaurants. On the second flat, almost on a level with. Sappers bridge, will be ladies and gentlemen's waiting rooms and ticket offices. The offices of railway officials will be on the third flat, and the other flats will contain the general offices of the company.

Built of Sandstone.

The Central depot will be built of sandstone. The sandstone to be used will be brought from near Jones Falls, up the Rideau, and is the same as was used in constructing part of the Printing Bureau, It is learned that a local forwarder has been awarded the contract of bringing down next summer twenty thousand tons of this sandstone.

Street Will Be Widened.

The erection of the Central depot on the site mentioned will bring about one very great improvement. The present space between Sappers' and Dufferin bridge is to be covered over and the whole converted into a wide-street. Probably a small square will decorate the front of the post office. This move of closing up the space between the bridges will be necessitated by the increased amount of traffic over Sparks and Wellington streets when the. Central depot is constructed.

Four Tracks to Enter.

There will be four tracks entering the Central two passenger and two freight line. The company will erect an extensive freight depot, and the probable site of this depot will be between the dry dock and Little Sussex street.

Men were put to work on the north side of Theodore street this morning clearing away things..

## CLOSING OF MARIA ST. BOARD OF WORKS AND MR. BOOTH DISCUSS THE MATTER.

Mr. Booth says the Excavations will only Take Five Days-The Board to See How the Government will Take the Closing - Board Fear they Might try to Get out of Maintaining the Bridge

The crossing of Theodore street by the O. A.P.S. and the consequent blocking of that thoroughfare to traffic for a time, was discussed before a special meeting of the board of works yesterday afternoon.

Mayor Borthwick. Chairman Champagne, Aid. Wallace. Gleeson. McGuire, Haste, Bell and Dalglish. City Engineer Surtees and City Solicitor McTavish were present, while Mr. J.R. Booth. A.W. Fleck and G.H. Mountain attended in the interests of the railway company

Mr Booth informed the committee that his company would be ready to begin their excavations through the street by October 14. The excavation could be completed in five days. The company would build a durable wooden bridge from the east end of Maria st to beyond the limit or excavation, a distance of two hundred feet from the canal piling.

City Engineer Surtees thought that the bridge should have iron posts as supports. It would not be a proper bridge for the locality if entirely a wooden structure.

Aid. McGuire wanted to know if the company during the excavations would provide a gangway leading to Maria st. bridge for foot passengers.

A Friend of the Young.

There are, he said, hundreds of children who go across Theodore street to the Collegiate, Normal and Model schools every day, and it would be an injustice to compel them to walk round by Rideau street.

Mr. Mountain, chief engineer of the line, said it would be impossible to do as Aid. McGuire suggested. A gangway could not be stretched across the excavation, and if one was built over the part the steam shovel was working children would run into danger in crossing the other tracks before they reached Maria street bridge, as trains would always be shunting about.

Would It Be a Loophole?

The question arose as to whether the action of the committee in acceding to Mr. Booth's request would give the government an opportunity of refusing to maintain Maria street bridge

Nearly all the committee thought that it might, and it was decided that the chairman of the committee, Mayor Borthwick. Aid. Wallace. McGuire, Haste and the city engineer and solicitor wait upon the government to-day with Mr. Booth to ascertain the government views on the matter. The meeting then adjourned.

## NEW CENTRAL STATION

Another Imposing Structure to go up in Ottawa

## DESCRIPTION OF THE BUILDING

To be Located at the Canal Basin - All Railways Will Have Access to it - Encouragement Given by Mr. Haggart to Mr. Booth in His Efforts.

Readers of the Citizen were informed, in its issue of August 23rd, that plans had been filed the day previous in the department of Railways and Canals of "the new Central Station which it is proposed to erect at the Canal Basin." And it was further stated that these plans showed that "The new building is to be a very handsome as well as substantial structure - a building in every way worthy of the central locality which it is designed to occupy."

The plan referred, to was the elevation designed for Mr. Booth by the late G. Stalker, his last work by the way, and from which, by permission of Hon. Mr. Haggart, Minister of Railways and Canals, the drawing has been made which the Citizen presents in this morning's issue. It will be conceded that the sketch justifies the description given of it in these columns as above quoted. The design is symmetrical and imposing, providing in the architecture for solidity as well as comeliness of construction. Such is the building wherewith Mr. Booth proposes to embellish the very centre of the city. And certainly everybody who considers the material progress and architectural improvement of Ottawa will hope that his plans may not miscarry.

## View of the Building.

The accompanying view of the proposed new central station may be regarded as sketched from the middle of Sappers' Bridge, looking about due east. The plan speaks for itself in so far as the location and general design are concerned. It will be seen that the depot is to stand on the site which is now occupied by the Militia Stores and the little "Place d'Arms" in front, and about 14 feet back from the present sidewalk. What may, be termed the basement or ground floor is to be the railway car station proper, trains running in on the level of the present canal basin embankment. Between the Howe block and the depot it is proposed to have a driveway turning in from Little Sussex street, by, which the train platform may be reached by carriages. As will be further observed the plan provides for a main entrance through a covered portico on a level with the street, or, as it is now, the eastern approach of the Sappers' Bridge, the engraving showing the iron rail removed, as it will be, from that portion of the bridge. On the first floor at the street level will be situated the waiting rooms, ticket office, etc. From this the descent will be made to the train platform in the basement by means of a broad double stairway; and it is also proposed to have a passenger elevator [sic] there as well. The second, third, fourth and top flats will be occupied by the railway and probably other offices. The building is to be of stone with, of course, iron girders throughout.

The approach to the station as was more fully described in the Citizen of August 1st, will be, along the present cutting and under Maria street bridge, across the eastern basin of the canal, the taking of which for railway purposes will necessitate the construction of equivalent dock accommodation on the western side by lengthening the present basin there.

## Progress of the Work.

The carrying out of these plans in their entirety depends of course upon Mr. Booth's success in surmounting certain well understood obstacles to the progress of the scheme. But the perseverance he has displayed throughout the undertaking, which it is well known, has had his personal and constant supervision, as good as assures its ultimate success. Moreover, he has had in this matter the active co-operation of no less powerful and practical an ally than the Minister of Railways and Canals. Hon. Mr. Haggart has taken a deep interest in the central station scheme from its inception. No citizen of Ottawa more thoroughly than he appreciates the advantages which the fruition of these plans possesses for the Capital. But while Mr. Haggart is understood to have greatly encouraged Mr. Booth in the prosecution of this work, he is none the less careful in the public interest that all the contemplated improvements shall be equally available for every other railway entering the city. It will even be stipulated in the lease that the terms upon which railways other than Mr. Booth's are to be allowed access to the new union depot shall be fixed by the Railway Committee of the Privy Council of which Hon. Mr. Haggart is chairman. This is an important safeguard of municipal as well as general railway interests, and one for which the city is all the more indebted to Mr. Haggart seeing that upon the completion of the station its bonus of \$50,000 to Mr. Booth's railway becomes due.

07/10/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

This morning workmen began operations on the north side of Theodore street in the construction of the tracks for the Central Station. A gang of men have since laid the tracks along the wharf, in front of the Butterworth coal sheds, while others have been engaged in preparing the way by excavation for the steam shovel to begin its work near Dey's boat house. It is intended that the shovel shall finish the cutting as far as the roadway on the south side, and then cut away all the embankment on the north side before the street section is interfered with, so as not to cause any obstruction to the traffic until the last moment.

07/10/1895 *Ottawa Journal**Canada Atlantic*

On Saturday evening engine 81 of the C.A.R. broke her cylinder. The piston rod broke and was forced right through the end of the cylinder. The engine is in the shop for repairs.

08/10/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The first serious accident in connection with the steam shovel working along the canal occurred yesterday afternoon when Mr. John Dodd of Nepean street, who was standing on the bank watching operations, fell over the embankment. He went very close to the edge in order that he might better see all that was going on. The portion of sod on which he was standing had been almost entirely undermined. When it fell Mr. Dodd fell with it, coming very close to being caught by the ascending shovel. As it was his shoulder was badly injured and he carries several bruises as a memento of the work.

09/10/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The steam shovel on the Parry Sound Railway tracks was moved under the Maria street bridge this morning, and at noon started work in excavating the land immediately in front of Dey's boat house. The whole of the embankment on the north side of Theodore street will be cut away before the roadway is disturbed for the building of the railway bridge.

11/10/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The steam shovel has again been moved, this time to the head of Nicholas street, in order to make another cut along the canal bank. Excavations north of the bridge have not as yet been completed.

## THE SCOOP HARD AT WORK

The Excavation on Theodore Street Well Under Way -Taking Down a Pier

At seven o'clock this morning, men were put at work to remove the remaining timbers of the eastern approach to Maria street bridge. Forty minutes later everything was cleared and the steam shovel was brought across Theodore street and set to work to excavate the bank from Dey's rink up to the pier of the bridge. This done the men began removing the stone that filled the pier, which work occupied the whole forenoon.

The excavation of the street is expected to be finished by Tuesday night It was reported to-day that Mr. Booth had concluded a deal with Dey Bros, for their boat house and rink but such was found to be incorrect. Mr. Booth made Dey Bros, an offer on Thursday, but they will not accept it, as they consider the figure too low.

A second line of track is now being extended past Dey down to the Butterworth coal sheds at the canal basin. This shed will be torn down next week as it is on the location of the site for the temporary depot.

30/10/1895 *Ottawa Citizen**Canada Atlantic**Maria street bridge*

The timber for the extension of the Maria Street Bridge over the railway cutting is on the ground, and work will likely be commenced on the extension today. The cutting of the street will likely be finished tomorrow as the steam shovel has been doing exceptionally good work.

02/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Work on the construction of the Theodore street bridge across the railway tracks commenced this morning and at noon three sets of uprights with the necessary connecting posts were in position adjoining the Maria street bridge. The steam shovel is now cutting on Theodore street itself, the canal bank having been removed. It will apparently be another week before the work is connected sufficiently to allow the resumption of traffic.

04/11/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Dey Boathouse will remain undisturbed this year. It will not be torn down to permit the construction of the O.A. & P.S. Railway line until next spring. The owners have received notice to vacate the building on the first of next May. They will build another boathouse, to be 200 x 100 feet, in a central location.

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## TERMS OF THE LEASE.

## HOW THE O., A. &amp; P. S. HOLD THE CANAL BANK LANDS

Details the Document as Filed in the City Registry Office-The Work Must be Finished Next Year.

The lease of the ordnance lands from the ? of the Deep Cut to the canal basin by the government to the Ottawa, Arnprior and Parry Sound Railway, as filed in the city registry office is an interesting document.

The Journal was shown a copy of the lease this morning, It covers ten pages of foolscap paper. The lease stipulates that the period for which the lands are leased to the railway company is 21 years, dating from the 1st May, 1895, the company to pay the yearly, rental of \$400.

The Terms.

The provisions, stipulations, terms and conditions of the lease are to the following effect: The railway company shall not at any time during the term of the lease assign, transfer or sublet the premises without the consent of the minister of railways and canals. The approaches to the Central depot from the main line of railway are to be completed on or before the 1st of July, 1896, and thereafter efficiently maintained and operated, The rail level of the approach is to be four feet above the navigation height of water in the canal. If at any time the full width of the lands or as much as may tend to endanger the adjacent property to the eastward shall be required for the use of the approaches, the lands shall be graded and a substantial masonry retaining wall built for the protection of the adjacent property, and a fence built along the top of such wall.

No engine houses blacksmith or repairing shops or coal oil store houses are to be built on the ordnance lands. The railway company is given permission to deal with trespassers on the lands as the company wishes. The government claim free access to the waters and works of the canal with full liberty for government workmen to pass over the railway tracks and sidings. The O., A & P.S. Ry. Are required to permit any railway company wishing to avail itself of the lands as an approach to the Central station to use the station and the land demised, upon reasonable terms and conditions, to be determined, if necessary, by the railway committee of the Privy Council. If at any time the lands shall be required for any public purpose of Canada the government may resume possession after giving eighteen months notice. At the end of the term of 21 years the railway may remove all building and erections if they so desire. If at the end of the term the railway company desire to renew the lease for another term of 21 years they may do so.

06/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

At the Theodore street bridge today the work of erecting the 200 feet of abutments is rapidly proceeding. In front of Dey's boat house about 20 men are engaged making a cutting from Theodore street to run between the building and the three small houses lying to the south east of the structure. There is just enough room for a truck to pass through this opening, and as the cutting will be fully 12 feet deep it will leave the Dey property standing on an eminence entirely surrounded by the tracks. The steam shovel has a lot of work yet to be accomplished.

07/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Messrs. Dey of the boat house called at the city hall this morning complaining that their water supply had been cut off by the action of the steam shovel. They wanted the engineer to have another pipe ran into the building but as this would necessitate excavating under the railway tracks now being laid and the building is on the canal reserve the city engineer would not listen to the proposal.

08/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Mr. Frank Dey says that he is experiencing a great deal of inconvenience on account of the water supply having been cut off. The application he made yesterday was for a service to his own private house and property not on the rink, which is on the canal reserve. He expects to see some members of the committee today, so that the great annoyance resulting may be put an end to. It matters not, he says, how the water is furnished so long as he gets it.

08/11/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

## O.A.&amp; P.S. Station Site Located

The site for the temporary depot of the O., A. & P. S. Ry. Has been laid out by the engineering staff of the line. The building will be located close up to Butterworth's coal shed and between the coal shed and Day's boathouse. The coal shed will probably be used as a temporary freight depot.

Passenger trains will be running into the temporary depot by the 15th of next month.

So stated E.J. Chamberlain, general manager of the O.A. & P.S. Ry. this morning. Work on the temporary depot will be begun tomorrow. It is expected that the Maria street bridge will be completed by tomorrow afternoon and then the men there employed will be put to work on the temporary depot.

Upon the completion of the temporary depot by December 15th the Elgin street depot will be disused for the passenger service of the O.A. & P.S. and C.A.R. lines. All passenger lines will run into the centre of the city.

The temporary depot will be 25 feet wide 75 feet long and erected on precisely the same plan as the present Elgin street depot. There will be ladies' and gent's waiting rooms, a restaurant and ticket offices. Express and baggage rooms will be build adjoining the temporary depot. Everything will be built to suit the convenience of the public. The depot will be no haphazard structure but a substantial one, as it will need to meet the requirements of the public for a year or more until the Central depot will be constructed on the Militia stores site.

The main entrance to the temporary depot with carriages will be by Wilbrod street, but people of Upper town who wish to reach the depot may cross Maria street bridge, at the end of which a sidewalk will lead into the depot.

As to freight

The railway officials are as yet undecided whether they will run freight into the centre of the city this fall or not. This will entirely depend upon whether the frost will be sufficiently severe to make the new road perfectly hard and suitable for heavy freights.

The Butterworth coal shed it is learned may be torn down any day, as the lease for the property on which it is located expired last spring and has not been renewed.

Dey Bros. will remove their rink and have forty days in which to do this.

13/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The Theodore street bridge was completed sufficiently last night to allow of one side to be opened for foot travellers, to the great joy of the many who have been in the habit of crossing Maria street bridge back and forth to business and school. The whole structure will be thrown open tonight.

14/11/1895 *Ottawa Citizen**Canada Atlantic**Maria street bridge*

Maria street bridge as extended has been reopened for traffic.

23/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Track laying along the canal bank is being pushed very rapidly, a gang of men putting in a number of hours work yesterday. The frost is necessitating more rapid completion of the line.

30/11/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Mr. Booth stated this morning that it was altogether improbable that the work of levelling off the land where the Dey's rink stood, would be proceeded with this fall, the frost is working in so rapidly. The two iron bridges over the Hurdman's road near the deep cut, will be finished tonight as will also be the track laying. "Of course," said Mr. Booth, "WE could commence on Monday or Tuesday running our passenger cars into the temporary station but as this would interfere with the work in progress we will wait for some time but by the 15th of next month the traffic will certainly be commenced.

30/11/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Dey's rink is now almost levelled to the ground. The steam shovel will be put to work on Monday afternoon to cut away the bank on which the rink stood. Two strips will be cut out from Theodore Street to the site of the temporary depot. As far as is known trains will be running into the temporary depot two weeks from Monday.

03/12/1895 *Ottawa Journal**Canada Atlantic**Ottawa East*

The iron girders for the O.A. & P.S. bridge over Hurdman road at the head of Deep Cut were laid yesterday.

04/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Opening of the New Depot

The opening of the new temporary depot at the canal basin will be made the occasion of a formal recognition on the part of the city of the services rendered by Mr. J.R. Booth and the immense advantages being derived by the city as the terminus of the Ottawa and Parry Sound Railway.

The event will be made one of an auspicious character and the mayor, aldermen and city officials will attend in a body and present Mr. J.R. Booth with a congratulatory illuminated address.

This action was decided on by the council last night and originated with Ald. McGuire who introduced it in the form of a motion that carried unanimously.

05/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The steam shovel started to work on the Dey's rink site this morning. The ground is frozen hard from the surface for some distance down and the chunks of soil dislodged are frequently enormous. Considerable trouble and delay are experienced in consequence of the lumps holding securely in the scoop.

05/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The O.A. & P.S. Ry. are discharging the men that have been employed within the city limits on the construction of the entrance to the Central Depot. About sixty men were discharged yesterday.

The steam shovel is busily engaged tearing away the embankment which until a few days ago was the site of Dey's skating rink. This is done to get a level entrance into the temporary depot.

## CRUSHED TO DEATH

## ANDREW EASTMAN, A BRAKEMAN, MEETS DEATH IN THE C.A.R. YARD

No one Saw the Accident, but it seems that he was Caught Between the Cars - The Victim Had Just Returned with his Train from a Trip - An Inquest to be Held.

A melancholy accident occurred at the C.A.R. freight yards adjoining the Elgin street depot, last evening, by which Andrew Eastman, a married man with a wife and two small children, met almost an instant death.

Eastman was a brakeman on the line. He had just come in on his train, but no one knows exactly how or when the accident happened. His body was found shortly after half past six o'clock on a siding a short distance from the depot. Mr. P. Driscoll, car inspector, who found the body, discovered that life was not quite extinct and summoned medical aid. Dr. Cormack arrived soon afterwards, and shaking his head announced that the man could, not live. His back was found to be broken, although the external bruises seemed slight. Eastman expired a few minutes after the doctor arrived.

## Between the Cars.

Although no one saw the accident, it is quite evident that Eastman was crushed between two cars, and met his death in this way.

The body was removed to Moodie's morgue, Bank street, where shortly after 8 o'clock Coroner Mark empanelled a jury. The jury viewed the body and the inquest was adjourned until Monday evening.

Those comprising the coroner's jury were M. Brown, foreman, G. Vallillee, A. True, G. Vallillee, jr., G.J. York, G. Sanderson, D. Biggars, G.F. Guy, J.W. Hughes, D. Killeen, J.

Campbell, F. Turcotte, W.A. Currie, R. Moodie, C. Baines and D. Smith.

Eastman lived on Somerset street at the corner of Percy. He had been in the employ of the line three or four years, and belonged to the "Missing Link" lodge of Railway Brakesmen. He was about thirty years of age, sober and industrious.

## KILLED BY THE CARS.

## ANDREW EASTON MET A TERRIBLE DEATH LAST NIGHT

In the Canada Atlantic Yards in Stewarton. His Back Was Broken. Alive When found but Died Almost Immediately. An Inquest Opened.

Andrew Easton, a young brakeman employed in the C.A.R. yards in Stewarton, was almost instantly killed last evening a few minutes after half past six o'clock. The particulars of the accident are yet unknown, and, will likely remain a mystery, for, as far as learned, there were no witnesses to the sad fatality.

At half past six o'clock Easton was seen alive by Mr. Patrick Brennan, yard master, and five minutes later his body was discovered lying between two tracks a couple of hundred yards from the station by Mr. P. Driscoll, car inspector, and Mr. W. Crooks, car repairer.

There were still signs of life, and medical assistance was hurriedly summoned. When Dr. Cormack arrived upon the scene a short time afterwards, however, he pronounced the case a hopeless one. In the course of a few minutes Easton expired. His back bone had been broken in the lumber region. Otherwise, with the exception of a swelling and a bruise in the lower portion of the back, there were no outward marks of injury.

## An Inquest Opened.

The body was conveyed in the ambulance to Moodie's morgue, on Bank St. where it was viewed by many during the evening. An inquest was commenced at eight o'clock by Coroner Mark, and, after viewing the body an adjournment was made until 7.30 o'clock Monday evening. It was decided that an autopsy was unnecessary. The jury, sworn, consists of the following: Messrs M. Brown, foreman, G. Vallillee, A. True, G. G. Vallillee, jr., G.J. York, G. Sanderson, D. Biggars, G.F. Guy, J.W. Hughes, D. Killeen, J. Campbell, F. Turcotte, W.A. Currie, D. Smith, R. Moodie, and G. Barnes.

## Caught Between the Cars.

Mr. P. Driscoll, one of the two men who found the dying man, said to a Citizen reporter, that there was little doubt but that Easton got caught between two freight cars. Just a short time before they found him, they heard a crash as though two cars had come together heavily. Some O.A. and P.S. railway freight cars were being shunted down a siding at the time. It was next to this siding that they found the body, and the only conclusion was that he had been jammed between the cars as they came together.

The deceased, who was thirty years of age, lived at the corner of Percy and Somerset streets. He leaves a widow and two small children to mourn his untimely death. Mrs. Easton was almost overcome with grief when the awful news was broken to her. The deceased was a member of "Missing Link" Lodge of the Order of Carleton Place, and also of Carleton Lodge, A. O. U. W.

The funeral arrangements will be attended to by "Missing Link" Lodge.

## NO ONE TO BLAME

## JURY FINDS ANDREW EASTMAN'S DEATH WAS ACCIDENTAL

End of the Inquest into the C.A.R. Yard Fatality - Evidence Shows that the Deceased was Crushed While Coupling - Statements of the Train Hands.

The adjourned inquest into the death of the late Andrew Eastman, who was killed last Friday evening in the C.A.R. yards, was resumed last evening and lasted from half past seven until after eleven, during which time some dozen witnesses were examined. It was conducted by Coroner Mark. George Vallillee, with whom the deceased had boarded during the last four months previous to his death, was the first to give evidence. He testified that he had never seen Eastman under the influence of liquor and as far as he knew he was entirely temperate. When recalled he stated Eastman had been troubled lately by a sore leg. The evidence of Thomas Skuce, of Friel street, was practically the same.

Thomas F. Kane, of 551 Nicholas street, the engineer of the cars, which it is supposed killed Eastman, was next examined, his evidence lasting over an hour. It amounted to the fact that the yard foreman had given him instructions to couple his line of cars numbering 22 to one separate freight car standing on a siding. He took his instructions by signals given by the yardmaster and the brakemen, Eastman was one of the brakemen, and it was his duty to do the coupling. He did not see Eastman just prior to the accident, as the deceased was on the ground. When the cars joined, the shock was no greater than usual. He did not believe there would have been any perceptible difference in the jar of the two cars meeting, if the deceased had been caught between them, and thus acted as a cushion. He had received the signal to go back with his engine and had done so, and did not know at the time that the car had not been coupled, or anything about the accident.

On being recalled he admitted that at the time of the accident he was not on his engine, which was in charge of his fireman, who was really a regular engineer. This point led to some discussion, as to whether he had any right to leave his engine. Both Kane and several brakemen swore he had, provided it was only for a short time, and he left the engine in charge of a competent man. Kane said he knew of no ill feeling among any of the trainhands.

Arthur Radmore of 19 Peter street, the fireman who was in charge of the engine at the time of the accident, stated that he was a regular engineer, having passed his examinations. It was he who had answered the signals given by the yardman.

Brakeman Wm. Hurley stated that Eastman's duty was to couple the cars. He had not watched the deceased, but was watching the yard foreman. There was in his opinion nothing reckless about the conduct of the engineer.

Paul Brennan, yardmaster at the time of the accident, was the one who gave the signals to the engineer. He had noticed Eastman standing on the steps of the van preparatory to coupling it to the train. Eastman had partially succeeded in coupling the car as examination showed he had put the coupling ring into the drawbar of the car. The weight of the train, which it is thought passed over Eastman, was about 20,000 lbs. This car was afterwards found off the track.

Mr. M. Donaldson, superintendent of the line, stated that a car has been known to be put off the track by running over a man's leg.

Mr. Jos. Duval, chief train despatcher, said, the fireman had passed his examination for an engineer.

Finding of the Body.

Mr. Wm. Brookes, who found the body of the deceased after the accident, stated he had heard a faint cry as the coupling was taking place, and on running to the place had found deceased lying on the snow, face downward, just outside the rails, but there was an impression on the snow over the rails, as though he had fallen there. He helped turn Eastman on his back and had then notified the yardmaster of the accident.

The evidence of Pat. Driscoll, the car repairer, was practically the same.

Mr. Harry Moodie, who had attended the call for the ambulance, stated Eastman was apparently already dead on his arrival.

Dr. Cormack, who was the first doctor called, and who made the post mortem examination, stated that he had found on examination that there had been a compound fracture of the left leg, while a number of the organs around the hip had also been broken. Death had been caused by internal hemorrhage. Judging from the injuries he thought Eastman had been killed by the car passing over him, and not by being crushed between the cars.

The Verdict.  
The jury then retired, and after some twenty minutes' deliberation brought in the following, verdict : "The jury are of opinion that the deceased, Andrew Eastman, met his death by accident while attempting to couple cars in the C.A.R. yards of Ottawa, but the exact cause of such fatal accident does not appear clear to us. The jury is well satisfied as to the manner in which Mr. M. Donaldson and Mr. Duval assisted the investigation, and also wish to exonerate the railway company and employees from all blame."

10/12/1895 *Ottawa Citizen**Canada Atlantic**Central Depot*

Mrs. Augustus Keefer's stone quarry in Nepean township has been sold to Mr. J.R. Booth for \$5,000. It is said Mr. Booth desired to procure the stone in the quarry for the construction of the temporary central station.

10/12/1895 *Ottawa Citizen**Canada Atlantic*

## A CHAPTER OF ACCIDENTS.

Seven Men Injured While Working Around C. A. R. Trains.

Paul Goolah, brakesman of the C.A.R., had the two first fingers of his left hand jammed so badly while coupling cars yesterday morning that they had to be amputated. He was the seventh C.A.R. man injured within the past four or five weeks. The list follows:

D. Wilson Lost two fingers.

R. Cole Four ribs broken.

A. Maloney Lost parts of two fingers.

W. Young Hand jammed.

Andrew Easton Fatal injuries.

Paul Goolah Two badly jammed.

In the majority of the cases if not in all, the accidents were the result of carelessness.

11/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

As yet no date has been fixed upon for the formal opening of the new tracks along the banks of the canal, but that it will take place early next week is something now assured. The information was received from Mr. Booth this morning. A third track has been laid which permits of an entrance to the eastern side of the temporary station. This will be used for the freight traffic, but for that freight only that may be taken directly from the cars, as no storage accommodation is to be provided for the present. A ten foot plank walk is today being constructed on Wilbrod street from Nicholas to the new depot.

The mayor, city engineer and some aldermen together with a deputation from the town council of Ottawa East, will inspect the new iron bridges over the Hurdman's road at the deep cut some time this week possibly tomorrow.

As the frost increases in intensity the difficulty of the excavating work becomes greater. Considerable trouble was experienced this morning, owing to the large lumps of frozen earth that are dislodged, and to make matters worse the shovel went off its tracks, causing a serious delay.

13/12/1895 *Almonte Gazette**Canada Atlantic**Ottawa Union*

Mr. Booth has purchased the Reefer stone quarry in Nepean, the sum paid being \$5,000. The stone will be required for the Central station at Ottawa.

Last Friday evening Andrew Easton met his death in the yards of the Canada Atlantic Railway at Ottawa, where he was employed as a brakeman. He was assisting in making up the eastbound freight train, and went to couple a car on a siding to the line of 22 cars attached to the engine. Apparently he had partially succeeded in doing this when the accident occurred, for he had put the coupling bar into the draw-bar of the car. Mr. Wm. Brookes, who was at some little distance, heard a faint cry just as the coupling was taking place, and running to the spot, found Easton lying on the snow face downwards outside the rails, but there was an impression on the snow over the rails as though he had fallen there. Dr. Cormack was summoned, but he could only pronounce life to be extinct. Death had been caused by internal hemorrhage. Judging from the injuries he thought Easton had been killed by the car passing over him, and not by being crushed between the cars. Coroner Mark held an inquest and, after hearing evidence, the jury returned a verdict of "accidental death." It is only a few weeks since Easton, had his foot injured. At that time his wife pleaded with him to give up railroading and procure another kind of employment. Previous to that he had met with other accidents. Mr. Easton was a native of Lanark county, and began his railroad career in Carleton Place. He was about 30 years of age. He was a member of the Brotherhood of Railway Trainmen, Missing Link lodge, Carleton Place, and also belonged to the A. O. U. W. there, in which he had \$2,000 insurance. His remains were conveyed to Watson's Corners for internment, and were accompanied by a number of the Carleton Place United Workmen. The bereaved widow and her two fatherless children had the deepest sympathy of all in their sorrow.

13/12/1895 *Almonte Gazette**Canada Atlantic**Central Depot*

Mr. J.R. Booth has purchased the Reefer stone quarry in Nepean, the sum paid being \$5,000. The stone will be required for the Central station in Ottawa

17/12/1895 *Ottawa Citizen**Canada Atlantic*

HIS HEAD CRUSHED IN.

ANOTHER FATAL ACCIDENT AT THE C. A. RAILWAY YARDS.

The Victim a Fireman Who Met His Death Alone and Unnoticed. Inquest Adjourned Until Tomorrow Evening.

John Glennie, aged 23, a fireman in the employ of the Canada Atlantic Ry. was found dead in the yard near the round house last evening. He leaves a wife and two children.

It was about seven o'clock when the body was discovered lying on the track near the round house door, with the head completely crushed in. Nobody saw the accident which killed him. Nobody knows just how it occurred, There was nobody else about the building where an employee discovered the corpse on the floor.

The ambulance was summoned by telephone and Dr. Kidd's services were promptly requisitioned by the officials of the railway company. An examination showed that life was extinct, the body was ordered to be sent in the ambulance to Moodie's morgue. There a further examination, of the terrible wounds in the dead man's head was made, by Dr. Kidd; and Coroner Mark, who had been summoned in the meantime impanelled a jury. The jurymen having viewed the body, the inquest was adjourned until Wednesday evening at eight o'clock, when full investigation will be made into all the ascertainable circumstances surrounding Glennie's death.

The probabilities are that the unfortunate fireman was somehow crushed between a passing engine and a standing car or other heavy obstruction, and that death being instantaneous the engine crew had no intimation of the fatality.

By Dr. Mark's order the remains were removed last night to Glennie's late home, 444 Bank street.

17/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

Central Depot Sir?

On Thursday that will be the query of the cabbies.

The shrill whistle and the telling bell of the passenger locomotive will soon be heard in the centre of the city for on Thursday passenger trains will be running into the new temporary depot at the canal basin.

With all the alacrity and dispatch that has characterized the building of the lines into the Central depot, goes on the work of competing the temporary station. The depot is just receiving its finishing touches. A few weeks ago a few pieces of timber lay strewn on the ground; today a commodious station, certainly not the poor "temporary" affair some people thought it would be, is erected.

Mr. J.R. Booth's hand is recognized in it all. Everybody admits that without him the work would not go on so rapidly. Indeed he has been on the spot every day from early morn until the men stopped work at 5 o'clock, in the evening. Although 70 years of age he may be frequently observed handling the pick and shovel or placing the timbers like any workman.

As to the Depot

But about the temporary depot. The dimensions of the building itself are 75 feet long and 25 feet wide, but on all sides of the building are "lean tos" 16 feet wide which makes it appear twice the size. Extending south from the station is a covered platform 400 feet long. This platform extends to within 200 feet of Maria street bridge and from the end of it to the bridge a wide platform is laid. From the terminus of the platform a stairway will be built leading down from a level with the bridge to the platform. This will be the main entrance of people on foot to the depot. The entrance to the station by carriage will be from Nicholas by Wilbrod street or by way of Mosgrove street and the canal dock frontage from Rideau.

The depot is covered with iron sheeting and well finished in the interior. The building is divided into ladies' and gent's waiting rooms, a restaurant and a ticket office. A baggage room is built to the north end of the station.

As to Trains

Passenger trains will enter and leave on either side of the covered platform, extending south from the station building. The Canada Atlantic trains will leave and enter from the track on the west side of the platform and the Ottawa, Arnprior and Parry Sound trains from the east side tracks.

The station and its surroundings will be lighted by electricity. Altogether the depot is a better building than the present C.A.R. structure even if it is temporary. Mr. Booth stated yesterday evening that the depot would cost \$4,000. He did not expect it would be used a whole year for by that time the new central depot would be ready and the present building torn down.

## DEATH WAS SUDDEN

JOHN GLENNIE, A FIREMAN, KILLED IN THE C.A.R. YARDS

His Head crushed Between Cars Which he was Preparing to Couple - Details of the Sad Affair - An Inquest to be Held

Another very sad accident occurred at the Canada Atlantic depot about 8 o'clock last evening, by which John Glennie, a fireman, lost his life. Glennie was fireman on the locomotive attached to the "tank car" which car is used for carrying supplies of coal and water from the station yards to the spot where the steam shovel is excavating close to the site of the temporary depot at Maria street. The car which is flat, has a tank in the centre of it for water, and two boxes at either end for supplies of coal. The quantity of coal and water consumed by the steam shovel is remarkably large, and the car has frequently to be sent back to the depot for supplies.

It was on one of these trips that an accident occurred last evening. While near the tank at the round house, Glennie left the engine to couple the tank car to a box car. He did not observe that one of the coal boxes projected a foot or more past the end of the tank car. He stepped between the cars to couple them, not noticing his danger. The cars came together, with the result that his head was jammed between the two cars. Several fellow employees witnessed the accident and picked poor Glennie up, but he died a minute or two afterward. His head was terribly crushed.

An Inquest.

The body was taken in the ambulance to Moodie's morgue, where Coroner Mark empanelled a jury. The jury viewed the body and then adjourned to meet on Wednesday evening.

Glennie had been in the employ of the railway company for about four years. He began as a cleaner, but rapidly rose to the position he held at his death. Glennie was a Scotchman, coming to Ottawa direct from Scotland about 6 years ago. Before entering the employ of the C.A.R. he was an employee of the Electric Street Railway Co. for about a year. Nearly three years ago he married a Miss Little, whose father resides on the 6th line of Huntley. His wife and two children survive him.

Deceased was a member of Camp Argyle, Sons of Scotland.

18/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel, that has been so busy chiselling away the canal bank all summer, ceases work today. The shovel will early next spring begin to excavate another slice down the bank from the head of Deep Cut.

19/12/1895 *Ottawa Journal**Canada Atlantic*

## THE CAR KILLED HIM

Jury Returns a Verdict of Accident in the Glennie Case

The inquest into the death of John Glennie who was killed Monday evening at the C.A.R. depot was held last evening at Mooie's morgue by Coroner Mark. Mr. AW. Fraser, barrister, was present in the interests of Glennie's relatives and Mr. F.H. Chysler attended the interests of the C.A. Ry.

The first witness was Wm. Rogers night foreman at the C.A.R. depot. He stated he was in charge of engine No. 81 Monday evening, it being his duty to put the engines into their proper position for the night. He was moving engine 81 backwards about to couple to the tank car, having received the signal to do so from Glennie, the deceased.

He answered Glennie's signal by moving back the engine. He did not feel any shock as is usual when coupling with a car and called out to Glennie if everything was "all right." Receiving no answer he alighted from the engine suspecting some accident and found Glennie lying across the track between the engine and the tank car. Glennie did not speak. Pulling Glennie away from the track he discovered him bleeding at the ear. He explained that the "tank car" was used for carrying water and coal to where the steam shovel was working at the canal (b)asin. A coal bin was at either end of the car and a receptacle in the centre held the water. After the accident he discovered that of the coal boxes had moved and protruded about six inches over the end of the car. It seemed to him that Glennie had been crushed between this protruding box and the engine when coupling. Two weeks previous to the accident he had seen the coal bin on the "tank car" moved so as to extend beyond the end of the car. He did not report his observation and to his knowledge the box had not been removed back to its proper position. The box after the accident was the same as he had seen it two weeks before.

Fred Bald and Wm. Robins gave evidence to seeing the body lying between the tracks after the accident.

Other witnesses gave testimony but none directly to the cause of death.

A verdict of accidental death was returned.

Funeral of the Victim.

The funeral of the late John Glennie, victim of the railway accident at the C.A.R. depot Monday evening, took place yesterday afternoon and was largely attended. The members of Camp Argyle Sons of Scotland and the local division of Locomotive Firemen of which deceased was a member attended in a body each being represented by about fifty members. Rev. Dr. Moore conducted the funeral services.

## HOW WAS HE KILLED?

## JOHN GLENNIE'S DEATH IS STILL A MYSTERY.

Testimony of Canada Atlantic Employees. Was the Fireman's Head Jammed Between the Cars "Accidental Death" Returned. Funeral of the Victim.

How John Glennie, fireman on the C.A.R. was fatally injured on Monday night, will remain a mystery. According to the testimony at the inquest conducted by Coroner Mark at Moodie's, on Bank Street, last night, there were no eye-witnesses to the sad fatality. Mr. C.H. Chrysler, Q.C., was present on behalf of the interests of the railway company, and Mr. A.W. Fraser on behalf of the deceased's friends and relatives.

## The Engineer's Testimony.

William Roger, the first and most important witness, was examined at considerable length. He is a locomotive engineer, and was on engine 81 Monday night, in the C.A.R. yards. Coming on 7.30 o'clock he received a signal from the deceased fireman to back his engine up to a coal car, which it was intended to shift on to another track. The draw bars did not bump together as usual, it having seemed as though something intercepted between them. He shouted "How is it?" but there was no answer. He went to the end of the car and found the deceased lying outside the track. He was speechless and motionless, and badly disfigured about the face. Witness ran to the office to telephone for a doctor, and, upon returning, found that Glennie was dead.

In answer to questions by the jury, witness said there was sufficient light in the yard for the deceased to perform his duty of coupling the cars.

There were a couple of electric lights a few rods from where the accident happened, and, besides, the deceased was carrying a lantern.

When asked his opinion how he thought deceased's head got jammed, Mr. Chrysler objected, stating that what the witness only thought should not be accepted as evidence.

Mr. Fraser suggested the substitution of the question for another. It was, whether witness had seen any indications of how the accident might have happened? In answer to this, witness said that after the accident he saw blood on the brake and buffer beams of the engine.

## Fireman Ball's Story.

Fred. Ball, fireman, testified that about a quarter of an hour before the accident he arranged the link and pin on the engine in readiness for coupling. After the accident, he noticed the link extending into the draw-bar of the car a couple of inches. The first he knew of the accident was when Engineer Roger called out, "Fred, come over, Jack is hurt." Upon going over, he saw the deceased on the ground, and he hurried away for a pail of water with which to wash his bleeding face.

## How Was He Killed?

This evidence dispelled an idea held by some that the unfortunate man's head had been jammed between the draw-bars of the engine and car. While this was proven, not to be the case, yet there was nothing adduced from the string of witnesses called afterwards to throw any light upon how the unfortunate man really met with the awful accident. Locomotive Superintendent Ogilvie said that the exhaust steam from the engine had thawed the snow where the accident happened and made the spot slippery. He believed deceased slipped on the spot while going in front of the engine and had his head crushed by some lower portion of the engine.

Accidental death was the verdict. It was after midnight when it was decided upon.

## The Funeral Yesterday.

The funeral of the deceased took place yesterday. It was attended by many, including firemen of the C.A.R. and members of Camp Argyle, Sons of Scotland.

It is understood Mrs. Glennie will receive insurance money, both from the Sons of Scotland and the Brotherhood of Locomotive Firemen.

20/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

An empty coach was run into the new central depot yesterday, when it was found that the canopy extending out over the platform had been built too wide. As a result the track running close to the canal had to be shifted in order to permit the easy and safe entrance of the trains. The work was done most expeditiously.

21/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

City looks it over.

## Mayor and Aldermen at New Central Depot

The railway lines forming an entrance to the Central depot passed under civic inspection today. The temporary depot at the canal basin was also formally opened.

At the invitation of Mr. J.R. Booth the members of the civic finance committee, the mayor and other members of council went over the lines this morning. The party drove to the Canada Atlantic Railway in hacks, then boarded a special train which was waiting to convey them over the lines. The train consisted of a locomotive and two coaches, one of which was Mr. J.R. Booth's official car. The official car was well filled, the party consisting of Mayor Borthwick, Ald. Greene, chairman of the finance committee, Ald. Stewart, McGuire, Enright, Champagne, Grant, Cooke, Ford and Jamieson, city solicitor McTavish, Mr. J.R. Booth president of the O.A. & P.S. Ry., E.J. Chamberlain, general manager, A.W. Fleck, secretary-treasurer, M. Donaldson, A.J. Jeffrey, proprietor Arnprior Chronicle and a Journal representative. The train moved slowly over the line to give an opportunity to observe the work closely. The run into the temporary depot took a quarter of an hour. Arriving at the temporary depot a large number of citizens were waiting about the platforms. Among them were noted Mr. Claude Mclachlan of Arnprior, vice-president of the O.A. & P.S. Ry., Fred Booth, president of the C.A. Ry., J.A. Seybold, ex-Ald. O'Leary, Oscar McDanell, Wm. J. Hurdman and Joe E. Duval, C.A.R. train despatcher.

On alighting from the train Mr. J.R. Booth handed Mayor Borthwick the key of the building and the temporary depot was formally opened by the mayor. The building was gone through and its completeness and convenience for the comforts of the public favorably commented upon.

Mayor Borthwick, in a brief speech, complimented Mr. Booth on his enterprise. Mr. Booth, in his reply, stated he was pleased to know that his humble efforts had been appreciated. The citizens had given him valuable help in carrying out this enterprise but Providence had also helped him for the favorable weather this fall he would not have succeeded as well as he did.

Ald. Cook proposed three hearty cheers and a tiger for Mr. Booth and those present cheered so as to make the walls of the station ring.

## The bonus earned

The finance committee met in city hall after the inspection. The members all considered that the by-law granting the bonus had been fulfilled in every particular and that the remainder of the bonus, \$50,000, to be paid upon completion of the Central depot had been earned.

However, the city solicitor was given a little time to look fully into the details of the by-law, and if his opinion is favorable the mayor and treasurer have authority to pay over the remainder of the bonds.

21/12/1895 *Ottawa Citizen**Canada Atlantic**Central Depot*

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Yesterday, workmen were putting the final touches the station which is situated at the north end of the old Dey's rink site. A covered stairway leads to the landing from the Maria street bridge. The approaches to the station from Rideau street is via Musgrove street, Wilbrod and Stewart streets, west of Nicholas also lead to the station, a new sidewalk on Wilbrod street extending to the door.

21/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

Central depot formally opened. Full account. Engine No. 16 was in charge of the special train.

The first regular passenger trains left the new temporary depot at the canal basin this morning. The first train was the C.A.R. express for Montreal which left the depot sharp at 8 o'clock. The O.A. & P.S. train left 5 minutes later. Both trains ran up the bank to the head of the Deep Cut at a brisk clip. Many people were at the depot to watch the departure of the trains. Among them were Messrs. J.R. Booth, E.J. Chamberlain, general manager, O.A. & P.S. Ry., C.J. Smith, general passenger agent, and S. Ebbs, city ticket agent, The starting bell was rung by Mr. Booth.

23/12/1895 *Ottawa Citizen**Canada Atlantic**Central Depot*

ORDERED UP \$50,000.

THE CITY WILL PAY THIS EARNED BONUS TO MR. BOOTH.

Cheers for a Hustling Ottawan who Carries out his Great Public Undertakings. Formal Civic Inspection of the New Station on Saturday.

Commencing to-day the trains of the Canada Atlantic and Parry Sound Railway lines will depart from and arrive at the new Central Station near Theodore street.

The formal opening of the new station took place on Saturday morning, after the Mayor and members of the Finance Committee, and other members of the council had been taken over the approaches to the new station from the main line. The inspecting party boarded a special train at the Elgin street depot, whither they were taken in carnages by Mr. Booth and the leading officials of the railway companies, Of course the party were delighted with the good work done by Mr. Booth.

On arriving at this new station the Mayor was handed the key and having unlocked the door, formally declared the station open. Subsequently he complimented Mr. Booth on his enterprise and energy.

In reply Mr. Booth said he was pleased to learn that his efforts were appreciated. With favorable weather he had been able to complete the station and its approaches. However, he did not wish them consider that he thought the present central station the Central Union Station he had promised to build. This was only a temporary station. Next year the Parry Sound Railway would be completed, and by then he hoped to have the proper new Central Station up also.

On motion of Ald. Cook, three hearty cheers were given for Mr. Booth, after which the mayor and aldermen were driven back to the City Hall.

The inspection party included Mayor Bortwick, Ald. Greene (chairman) Stewart, Cook, Forde, Jamieson, Enright, of the Finance Committee, Ald. McGuire, Grant and Champagne, the City Solicitor, ex-Mayor McDougall and A. J. Jeffery. Messrs. J. R. Booth, Jackson Booth. A.W. Fleck. E J. Chamberlain and Morlay Donaldson were the officers and officials of the railway companies present. Others were present at the formal opening of the station among them Messrs, Claude McLachlan (Armprior,) Fred Booth, J. A. Seybold, John O'Leary and Oscar McDonnell. Train dispatchers H. Hurdman and J. E. Duval were on hand.

The Finance Committee met after returning to the City Hall, when on motion of Ald. Cook and Stewart, it was decided to authorize the payment of this bonus of \$50,000 promised to Mr. Booth on the completion of the Central Station; on the City Solicitor giving his certificate that the terms of the bonus by-law have been completed. The City Solicitor is expected to give the necessary certificate to-day.

24/12/1895 *Ottawa Journal**Canada Atlantic**Central Depot*

The city treasurer yesterday paid the Parry Sound Railway the amount due them by way of bonus.

30/12/1895 *Ottawa Free Press**Canada Atlantic**Central Depot*

The new central depot has been opened now for more than a week, but that period of time has not destroyed the novelty of watching engines steaming into such a central portion of the city.

The new station agent is Mr. John Savage who was taken from General Clare's staff to fill that position. He is receiving the congratulations of many friends and fellow employees.

Close to the bridge on the north side a small building is being erected to be used as a wash house for the passenger cars.

30/01/1896 *Ottawa Journal**Canada Atlantic*

SUNDAY TRAINS NOW

CANADA ATLANTIC RY. WILL PUT THEM ON AFTER NEXT WEEK

They will run at the Same Hours as the Week day Trains and will Both Enter and Leave Ottawa -To Keep In Competition With Other Roads

The Canada Atlantic Railway have decided to run Sunday passenger trains over their line.

A new time table goes into effect on Sunday next at 8 p.m. by which Sunday trains to and from Ottawa are provided. The trains will run on the same time on Sunday as other days of the week; The trains for Montreal leave here at 8 a. m. and .6.15 p.m.

After Sunday the morning train from Montreal will arrive here at 12.45, three-quarters of an hour earlier than it does at present.

There will be no trains next Sunday, as the new time table does not come into effect until 8 o'clock in the evening after the hour the last train (6.15 pm). would leave Ottawa.

This move is taken to keep in competition with other lines. There will be no Sunday trains over the O., A. & P.S. Ry.

08/02/1896 *Ottawa Citizen**Canada Atlantic*

Commencing tomorrow there will be a Sunday train for Montreal on the C.A. Railway.

18/02/1896 *Ottawa Journal**Canada Atlantic**shop*

A new private car is being built at the C.A.R. workshops for Mr. J.R. Booth. It will be 80 feet in length.

A first of the first class passenger coaches turned out from the C.A.R. workshops will be finished in a few days.

05/03/1896 *Ottawa Citizen**Canada Atlantic**Central Depot*

Mr. J.R. Booth started a gang of men to work yesterday at excavating and enlarging the western side of the canal basin. The earth excavated will be used in filling in the eastern portion of the basin, over which trains will run when coming into the permanent central depot near Sappers bridge.

After the first of June the militia stores building at Sappers Bridge will be the temporary depot of the O.A. & P.S. and C.A. Railways.

This information was given today for publication by a prominent official of the lines.

From that date the trestle structure over the canal basin will have been completed and made passable for trains. The militia stores building, which will be vacated during May, will be divided into waiting rooms, ticket office and restaurant. A baggage room will be located at the southern end. Trains will enter between the building and the canal. Three tracks will likely be run in and these tracks will extend past the temporary depot to beneath Sappers Bridge. A canopy will be built out from the building to extend over the trains, thus providing shelter from the weather.

It is understood that the militia stores building may be the depot for some time. Although it is evidently Mr. Booth's intention to go on with the new Central Depot this summer, it is doubtful if it will be completed before next year.

17/04/1896 *Ottawa Free Press**Canada Atlantic**Central Depot*

The trestle work in the east wing of the canal basin is almost completed and the thing that now remains to be done is to fill it in with earth and bowlder, in order to prevent its rising when the water is let in, about the first of May.

Mr. Booth stated yesterday that no arrangements had been made for the occupation of the militia stores as a station. There was no pressing necessity for such a move, as the temporary depot erected serves all necessary purposes. The tracks will be laid across the new trestle work just as soon as the latter is completed, but it may be some time before they are used.

Mr. Booth said further that the commencement of work upon the structure, which it is proposed to erect near Sappers bridge would depend upon the government's decision in reference to the disposal of the present militia stores building. He had not been appraised as to when the authorities intended to accept a cash sum for the property, or request him to build another upon some site selected. However, if he felt so inclined, he might begin work on the land between the bridge and the stores. How soon this would be he was not in a position to say.

28/04/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel is on the last cut down the canal bank. It is at a point opposite Lisgar street.

29/04/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The men working on the construction in the canal basin are now kept at work at night.

06/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The ties of the C.A.R. tracks over the canal basin have been laid to within 200 feet of the militia stores building.

08/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The C.A.R. tracks over the canal basin have now been laid as far as the Militia Stores building. This morning several car loads of lumber for the wharf were taken that far.

12/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel working on the canal bank has now reached a point about 100 yards from the Maria street bridge.

13/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The men working on the steam shovel which is cutting away the canal bank beside the C.A.R. tracks had considerable trouble with it last evening. While trying to remove it to the Deep Cut it ran off the tracks and it was several hours before a large gang of workmen were able to get it on again.

20/05/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam plough is still tearing down the canal bank near the Deep Cut. Several more sheds will soon have to be moved further back in consequence.

02/06/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The steam shovel is still eating into the canal bank. It is now about half way between the Maria street bridge and the Deep Cut.

The new signal and tool house on the C.A.R. tracks at the Deep Cut has now been completed and painted. It is quite a neat looking building.

03/06/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

Workman's and Erratt's old store houses at the canal basin have now been taken down. The C.A.R. tracks will be laid up to the militia stores building as soon as possible.

06/06/1896 *Ottawa Journal**Canada Atlantic**Central Depot*

The militia stores will be partially converted into a railway depot by the end of this month. The west side of the building is to be used as a depot and the militia stores will remain in the other half of the building until a new building can be erected for storing the supplies.

It is expected to have the west side of the militia building fitted up for a depot before the first of the large farmers' excursions on the C.A.R. and the O.A. & P.S. Ry. run into the city.

A good indication that passenger trains will be running into Sappers Bridge very soon is the fact that the Ottawa Electric Street Railway will not build the Little Sussex Street spur line across the canal embankment to the present depot but will run the tracks down to the militia stores building instead. It is stated that Mr. Booth informed the company yesterday that it would be unnecessary to cross over the canal embankment.

Large gangs of men are busy levelling off the ground around the militia stores building and everything is ready for the laying of track.

Bought out Mr. Easton

The building owned by Mr. W.H. Easton at the foot of Little Sussex Street has been bought by Mr. Booth and is now torn down to make way for the O.A.S. & P.S. Ry entrance to the site of the new Central Depot at Sappers Bridge. The ground in the vicinity has been levelled off and all wood and lumber removed. It is understood Mr. Easton was paid \$125 for his building.

A RIDE IN THE DARK.

AN EXPERIENCE ON A C.A. ENGINE AT NIGHT.

How Supt. Donaldson Treated a Lacrosse Player and a Journal Reporter to a Novelty -Was It a put up Job? - How it feels in the Cab - A Fast Run on Faith

Coming up from Montreal Saturday night on the Canada Atlantic lacrosse excursion special, Supt. Morley Donaldson took a seat beside The Journal reporter, and the conversation turned to the Engineers' convention just closed.

"As you have had a good deal to do with engineers the past few weeks," said Mr. Donaldson, "perhaps you would like to see how it feels to ride on an engine especially on a dark night," and there was a twinkle in his eye. The train was a fast special, engine with one coach; night was very dark, and the train was howling along at a lively clip. The Journal man, who had not had the experience of engine riding, remarked that he would have preferred to have had his initiation in the day time, one of those bright warm days that engineers find exhilaration in, especially when they have a straight level road and a clear track, but the experience would be too good to be missed, so he would accept with thanks.

Mr. Donaldson also extended an invitation to Harry Carleton, of the Capitals, who had been talking to The Journal man when Mr. Donaldson came along.

"I never refuse a good thing," said the lacrosse player, in his characteristic way, and so the die was cast.

At the time, the train was nearing Alexandria. "There will be a stop at Alexandria for refreshments," said Mr. Donaldson, and we'll put you on then; that will give you 60 miles of a ride."

When the half-way house, as the Alexandria station is called, was reached, the candidates for initiation followed. Mr. Donaldson from the car to the engine.

If the genial superintendent had any intention, as the newspaper man and the lacrosse player believe he had, of giving them something to test their nerves, he could not have selected a more suitable occasion. The night was pitch dark, and the rain, carried along by a strong head wind, was beginning to make itself felt very uncomfortably. The light from the station windows that fell on the single car only made the gloom around the big, puffing and panting engine the more intense. The dim light from the lantern hung at the top of the cab gave very little aid to the ascent,

A Wink or a Nod.

Before the novitiates got in and were ensconced on the fireman's seat, Mr. Donaldson had been in the cab and spoken to the engineer. Whether he merely told him a couple of his friends wished to take a ride or whether he added "Let her out a bit" the initiated do not know, but they have reason to suspect he made the addition, as what follows will show.

The wait only lasted about 5 minutes, but it seemed a good deal longer. When finally the engineer took his seat after oiling up, and the fireman threw open the furnace door to shovel in coal, the glare revealed the fact that the engineer was William Swanston, who pulls the Ottawa-Boston express, one of the most careful, reliable, yet nervy men on the road, and the fireman Ed. Kane, who follows railroading for more than the living that it gives him, and who bids fair to be handling the throttle some day soon himself. All the Kane family are railroaders.

This revelation tended to make the two chaps on the fireman's seat feel a little more at ease as they both were acquainted with the guilders of old "15," an engine not as large as they make them but as easy a rider and as free a steamer as you could well ask for.

"If you want to get off," said Mr. Donaldson, as he left the cab, "just let the engineer know and he will let you down at the next station." If the duo had felt any desire in that direction that insinuating remark of the superintendent's settled [sic] it. They might feel nervous, but sooner than get off, after such an aspersion of their bravery, they would be bold and back up the engineer as the last ounce of water in the boiler, even if "the old girl," as the engineers playfully call their engines, took it into her head to stop short in the ditch

By the way, it should be told that besides the lacrosse player and the newspaper man, the cab held Mr. J. Smith, private secretary to Gen. Manager Chamberlain, who was perched up behind the engineer, and made himself useful ringing the bell. Mr. Smith had come forward to get some fresh air.

They're Off.

A clanging of the bell, a rush of steam and the big driving wheels began to revolve, slowly at first, but quicker and quicker, as yard by yard the station was left behind, and then the experience had begun in earnest. The rain began to fall more heavily, and as the side cab windows were open and the novitiates didn't know how to shut them and wouldn't for the world ask, they got the full benefit of the wet while it lasted.

Quicker and quicker revolved the drivers, as the steam rushed through the cylinders, and the big engine vibrated and shook with a pulsating motion. The Journal man poked his head out of the window in the rain and peered up the track. There was mighty little to see. Except where the headlight cast its rays on the track ahead for 20 or 30 yards, it was dismal darkness everywhere. If there had been a yawning chasm 100 feet ahead it couldn't have been seen. Telegraph poles whizzed by in rapid succession, looking in the dim gleam of the headlight like spectre streaks. If the writer suspected by the bumping of the engine and the continual piling in of coal that was going on, that pretty fast time, especially for night, was being made, he knew it by the way those poles danced past.

Many a time in the day hours had he watched those same poles, trying to figure by a-so-many poles-to-the-mile-process what speed was being made.

If hadn't been for the darkness and uncertainty ahead the speed and rattle of "the old girl" would have been positively delightful. But the fact was, it was uncomfortably dark ahead for high speed.

"Say," shouted The Journal man to the lacrosse man by way of something to do, "this is rather like travelling on faith isn't it?"

"You bet," shouted the Capitals' home fielder, without turning his head. His eyes were glued on the track. He seemed to be keeping a watch for spread rails and open switches.

"Say" again shouted the pencil man "this is rather faster than 100 yards in 10 seconds"

"Well, rather" came back the answer in the dark, for it was one of the intervals between the opening of the furnace door and the cab was as dark as the night outside, except for the fitful gleam of the stationary lantern that played on the steam gauge [sic] over the boiler.

Over culverts and small bridges, over switches and past green lights of safety at the first station reached went the engine with a rattle and roar. We're Humping.

"We're humping it now," shouted Fireman Kane. That settled it. If Fireman Kane who is known to like swift travelling called it fast, it must be unusually fast and the novices consoled themselves they were at least getting a good experience while they were at it.

"What are we making," asked Harry Carleton for the first time turning his eyes from his post of duty on the rails.

"About 65 now," I guess came the answer and then in went more coal.

All this time Engineer Swanston had been sitting like a statue in the dark with his hand on the throttle, and his eyes fixed on the track.

Then The Journal man looked out of the window and probably it was the suggestion of the speed that did it, but as he looked thought he saw something on the track ahead. During the convention Engineer Boynton of Oswego had told him how he had one pitch dark night on the Rome and Watertown road run into a freight car that had been blown out from the siding in a storm and 18 people had been killed. Could a stray freight car be ahead now? The engine swept on, at times fairly seeming to lift from the rails; the site of the supposed derelict freight was passed and still all was well.

Then suddenly the pace lessened perceptibly till it got down to a nice 40 mile clip. Just about the same time the rain stopped, a few stars came out and the suroundings [sic] got a little more visible, helped by the illumination from thousands of fireflies that glowed in the fields and on the shrubs along the fences.

Then It Got Nice.

Then whatever uneasiness the two on the fireman's box may have felt in the first 10 miles disappeared and the ride became really enjoyable. Harry

Carleton lit a cigarette and changed his position. The ride was so pleasant then that when the engine slowed up to cross Hurdman's bridge over the Rideau, and Ottawa was reached the trip seemed all too short.

As the initiated were getting down from the cab, Mr. Donaldson came up and asked how they liked it.

"The first ten minutes were rather lively," replied The Journal man, "otherwise it was delightful."

"Yes," the first ten miles were pretty fast," remarked the superintendent with a meaning laugh or at least a laugh that seemed, meaning and then he was off home..

**11/06/1896   Ottawa Journal   Canada Atlantic   Central Depot**

Lumber is being shipped by the O.A. & P.S. Ry. from the militia stores building. It is drawn from Edwards mill to the siding beside the militia stores and then piled upon flat cars and conveyed to the Shepherd and Morse's lumber yards beyond Ottawa East and there unloaded.

**25/06/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

The stores branch of the Militia Department is having the stuff removed from the first flat of the old militia stores building just as fast as can be handled. It is the intention of the railway people to occupy the south half of the ground floor for a waiting room, etc. The track outside which butts against the building will be in the centre between two covered platforms. This arrangement is only temporary, but will likely have to last for some time, as the militia department is not expected to be in a position to look after a new building until provision is made for it in the form of money. Fortunately there is not a very large quantity of stores in the old building, and room enough can be made with [sic] causing too much inconvenience.

**26/06/1896   Ottawa Citizen   Canada Atlantic   Central Depot**

Within a few days the Canada Atlantic and O.A. & P.S. trains will be running to the north side of the canal basin. An arrangement has been effected with the Militia Department whereby a portion of the stores building will be placed at the disposal of the railway people. For the present the southern half of the lower flat will be occupied for station purposes, the removal of the contents of that portion of the building being now under way.

**30/06/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

All the material has been removed from that portion of the militia stores which it is proposed to be given over to the railway people at present.

**07/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The lower portion of the militia stores building is expected to be ready for occupancy as a temporary railway depot by the 25th of this month. Carpenters are at present making the necessary improvements.

The indications are that the new Central Depot will not be begun until next summer, and will not be completed before Christmas 1897.

**09/07/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

Workmen commenced making the changes at the military store house at the canal basin this morning with the objective of converting it into a temporary station.

**09/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The tracks of the C.A.R. at the canal basin were today continued to right beside the military stores building.

**16/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

Men are at work today in front of the militia stores building, laying the foundation timbers for the covered platform to extend about fifty feet beyond the end of the building. This platform will be erected immediately. The tracks into what will be the new temporary station are now being ballasted and almost ready for trains to enter. Trains may be running into the militia stores by Monday.

**18/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The improvements to be made at the militia stores building preparatory to the partial conversion of that building into a temporary Central Depot will be quite extensive. There will be covered platforms extending all round the building also one long platform, also covered, extending from Sappers Bridge to the north side of the old basin, a distance of fully three hundred feet, and another running from the south side of the basin southward to the piling over the old basin. Trains will enter the station on four tracks. Two of the tracks will be along the west side of the building and extend to beneath Sappers Bridge. These tracks will be used for the Montreal trains. The other tracks will run in to the south end of the station, and from these tracks the O.A. & P.S. trains will enter and depart.

The work will not be completed for three weeks.

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Carloads of timber are being brought into the militia stores building to be used in the erection of the overhead coverings for the new temporary depot.

**21/07/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

Since the opening of the Central depot the incoming trains of the Canada Atlantic and Parry Sound lines are greeted every evening by hundreds of persons who stroll around to the station. Especially is this the case on Sunday evening when the Maria street bridge is lined with young and old who watch for the first gleam of the headlight around the Deep Cut.

**24/07/1896   Almonte Gazette   Canada Atlantic**

Mr. J.R. Booth will commence building a round house and car shops at Ottawa East in the course of a couple of weeks.

**30/07/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The platform in front of the new station at the militia stores building was completed this afternoon.

**01/08/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

Work on the changes of the interior of the militia stores building is progressing rapidly and it will probably be ready for use as a temporary Central station for early next week.

**03/08/1896   Ottawa Journal   Canada Atlantic   Central Depot**

The half of the militia building to be used for the temporary depot is being rapidly fitted up for that purpose. It will contain a very large general waiting room, a ladies waiting room and a restaurant. The sides of the interior of the building will be sheeted and the ceiling whitewashed. The four tracks entering the station are now almost ballasted, and the new station will be ready for occupancy in about ten days.

**03/08/1896   Ottawa Free Press   Canada Atlantic   Central Depot**

This morning workmen removed the guns and shells in front of the stone building which is to be used as a temporary central depot. They have been set out so as to allow of a sidewalk passing between them and the building.

**04/08/1896   Ottawa Free Press   Canada Atlantic   shop**

The new private car for Mr. J.R. Booth has been so far completed that it has been run outside the shops. When completed it will be a handsome equipage.

*08/08/1896 Ottawa Journal Canada Atlantic Central Depot*

The new temporal [sic] Central depot will likely be ready for occupancy on Monday August 17th. Trains, it is expected, will arrive and leave regularly after that date.

*18/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

It will not be long before trains are running into the new temporary Central Depot below Sappers Bridge. Mr. Samuel Bosden, who has charge of the building operations, is confident that in a few days everything will be in ship shape. The stairs have been built up to the bridge and all that remains to complete this part of the job is to break a ten foot opening in the railing of the bridge for the entrance. Of course the painting and polishing up of the work has yet to be done.

A Resting Room

Today will begin be begun the construction at the head of the stairway, a resting room, which will be about ten feet square with the windows looking out upon the street and upon the gardens below.

In the main station will be the usual apartments of such structures: ticket office, waiting rooms, restaurant, etc. Some piping has yet to be laid and interior decorating to be done before the building will be ready for use. And besides, the baggage room, now near Maria street, has to be moved down to the new building.

Trains on Monday

It is expected that by next Monday the new station will be used for regular train service.

*18/08/1896 Ottawa Journal Canada Atlantic Central Depot*

It is expected that the new Central Depot below Sappers Bridge will be used for regular train services by next Monday.

*22/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

The little waiting room that has been erected at the head of the stairway leading down to the Central Depot from Sappers Bridge is the object of a good deal of unfavorable comment. Many claim that it is an unsightly structure for so central a locality and question the legality of the construction within the fire area.

*24/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

Work has been stopped on the entrance to the central station from Sappers Bridge pending a decision by the building inspector as to whether its erection is an infringement of the fire by-law.

*24/08/1896 Ottawa Free Press Canada Atlantic Central Depot*

This morning the building inspector and Mr. J.R. Booth had a conference respecting the erection of the stairway from the Central depot tracks and waiting room on Sappers bridge. It appears that the work, beside being stayed by the corporation under the fire by law. Was also forbidden by the department of public works as proper authority for interfering with the construction of the bridge had not been obtained. This latter matter will be arranged, but with respect to the city by law there is some difficulty.

Mr. Booth stated that he had intended that the entry to the present station should be by way of the stairs alongside Howe's block, but so many citizens spoke of the accommodation it would be if it were erected in its present position, that he decided to put it on the bridge. It is only for a short time that it will be necessary, and he will take it down at once if requested of remove it at any time if the corporation demands it.

The inspector stated that the stairway is clearly within the by law of the city, but the little waiting room at the head of the stairs is contrary to the fire bylaw. To this Mr. Booth remarked that he simply put it there for the accommodation of the public this winter while waiting for the cars. It remains with the city whether it shall be allowed to stay as he is ready to pull it down at once.

*25/08/1896 Ottawa Citizen Canada Atlantic Central Depot*

The Building Inspector has decided that the cabin entrance to the Central Station on Sappers Bridge is an infringement of the by-law, and it now remains with the Council as to whether they will request Mr. Booth to pull down the structure or not.

*29/08/1896 Ottawa Journal Canada Atlantic Central Depot*

Part of the covering of the new platform stairway connecting the militia stores building, the new temporary depot, with Sappers Bridge is being torn down today and a new covering put on.

The baggage room building will be removed from the present depot to the militia stores next week.

*12/09/1896 Ottawa Journal Canada Atlantic Central Depot*

The baggage house at the Central depot is being removed to the south end of the old militia stores building. It has been removed about 150 yards in three days.

*12/09/1896 Ottawa Free Press Canada Atlantic Central Depot*

A large gang of men were engaged at the Central Depot yesterday morning in removing the freight department from the old station up to the new stone building.

*17/09/1896 Ottawa Citizen Canada Atlantic Central Depot*

The work of transforming the old militia stores building into a railway station was completed last evening, and everything being ready, C.A. and O.A. & P.S. Railway trains will in future, commencing today, leave and arrive at that structure.

*17/09/1896 Ottawa Journal Canada Atlantic Central Depot*

The militia stores building became the Central Depot of the C.A. and O.A. & P.S. railways today.

All trains on both lines leaving and arriving, started or arrived at the new depot at Sappers Bridge.

Last evening all the depot furnishings were removed from the temporary structure at Maria street bridge to the new quarters. A gang of men were busily engaged at this work until late in the night. The new depot was ready to receive passengers before the first train, the Montreal Express, left at 8 o'clock this morning. The first train to arrive was the Parry Sound Express due at 9.30 a.m.

The new depot is quite commodious. The waiting rooms are capable of seating about 150 people. There is also a splendid restaurant. The agent's quarters are large, The baggage room is at the south end of the building, The C.A.R. trains enter on the west tracks as usual and the O.A. & P.S. on the eastern tracks. The station has every convenience.

*18/09/1896 Ottawa Citizen Canada Atlantic Central Depot*

Trains on the C.A. and O.A. & P.S. railways left the old militia stores building, the new central station, yesterday. Hundreds gathered on the bridge and watched them depart.

*21/09/1896 Ottawa Citizen Canada Atlantic Central Depot*

The railing on Sappers Bridge which had barred access to and from the new Central Station was removed on Saturday evening by permission of Hon. Mr. Tarte. In the course of the afternoon, the Mayor, Ald. Wallace and Cook, through the good offices of Hon. R.W. Scott, had an interview with the Minister of Public Works and represented to him that it would be a great convenience to the public if the railing were removed. Especially was this necessary for the coming week when thousands of people from outside would be coming to the exhibition. Mr. Tarte said that application to remove the barrier had not previously been made to him, but he consented to its removal for a week at any rate. Cabs will not however, be permitted to take up or deposit passengers at the bridge entrance to the depot, but will be required to go round to the Besserer street entrance.

**26/09/1896** *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The stairway leading from Maria street bridge to the old central station will likely be removed altogether. The platform at the bottom of the stairway, and leading to the building currently used as the temporary station has been taken away.

**30/09/1896** *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The stairway leading from the Maria street bridge and used by people going and coming from the Central station has been torn down. If left there the stairway would be a source of danger inasmuch as some people would use it and would be continually walking along the company's tracks.

**09/10/1896** *Almonte Gazette* *Canada Atlantic* *Ottawa*

Thomas Costello, a car repairer at the Canada Atlantic railway works at Ottawa, was working at one of the bumpers of a car that had been jacked up. The kael slipped and the bumpers came down on his hands, crushing them into jelly from the wrist to the finger ends.

**13/10/1896** *Ottawa Journal* *Canada Atlantic* *Central Depot*

The building which was used as a temporary station of the C.A.R. at Maria street will be moved back to the eastern bank in order to allow the straightening of the tracks leading into the present depot. It is understood that as soon as navigation closes and the water is let out of the canal the sharp curve at the canal basin will be straightened out.

**16/10/1896** *Ottawa Citizen* *Canada Atlantic* *Central Depot*

The wooden structure on the canal bank used for a while as the temporary central station is about to be moved back some fifty or sixty yards in an easterly direction in order not to interfere with the laying of more tracks along the canal bank.

**22/10/1896** *Ottawa Journal* *Canada Atlantic* *shop*

Two new baggage cars are just about ready to be turned out by the C.A.R. shops.

**11/11/1896** *Ottawa Journal* *Canada Atlantic*

One of the new C.A.R. locomotives, no. 25, began running on the passenger service between Ottawa and Montreal yesterday.

**11/11/1896** *Ottawa Journal* *Canada Atlantic* *Central Depot*

Mr. Booth was seen today regarding the proposal in yesterday's Journal that the unused portion of the canal basin be fitted up and used as a public swimming bath. Mr. Booth stated that it was his intention to build a covered trestle work over this part of the basin. The company proposed to build their freight sheds in this vicinity and all the space would be required for freight yard purposes. It is not proposed to fill in this portion of the canal basin.

**16/11/1896** *Montreal Gazette* *Canada Atlantic* *Ottawa*

A Policeman Arrested.

Charles Fagan, policeman at the Canada Atlantic Station here, was caught last night by Detective Flanagan in the act of robbing the till in the ticket seller's office in the station and arrested. For several months past small sums, varying from twenty-five cents to two or three dollars, have been missed from the till, the robberies always taking place in the evening after the station was closed and the policeman off duty. Suspicion somehow rested on Fagan, and last night a trap was set for him, some marked money being left in the till and the lights in the station turned off. Detective Flanagan then slipped into the ticket-seller's little den and concealed himself in one corner of it. About half-past nine Fagan entered the station, and opening the office door with a false key, went to the till, with the combination of which he was seemingly familiar, and took out a fifty cent piece, which, in the dark, he could not, of course, know was marked. Flanagan [sic] then grabbed him by the leg and arrested him. Fagan was a brakeman on the Canada Atlantic and, losing his two fingers in an accident, was placed on duty some months ago as station policeman. On being searched last night a large number of keys were found on him, and he is suspected of having tapped other tills. The total amount taken at different times during the last few months will foot up to about a hundred dollars.

**17/11/1896** *Montreal Gazette* *Canada Atlantic* *Ottawa*

Charles Fagan, the Canada Atlantic policeman who was arrested on Saturday night by Detective Flanagan while tapping the till in the ticket office in the railway station, was before the Police Magistrate O'Gara this morning and the case was remanded until tomorrow.

**18/11/1896** *Montreal Gazette* *Canada Atlantic* *Ottawa*

Charles M. Fagan, who was caught in the act of robbing the till at the C.A.R. Station on Saturday, was today sentenced to eighteen months' imprisonment in the Central Prison.

**20/11/1896** *Almonte Gazette* *Canada Atlantic* *Ottawa*

Chas. Fagan, an Ottawa constable on duty at the C.A.R. station, was caught on Monday last in the act of stealing cash from the till at the station.

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Fagan the C.A.R. constable who was caught stealing from the till of the Canada Atlantic station, has been sent to the Central Prison for eighteen months.

**22/12/1896** *Ottawa Free Press* *Canada Atlantic* *Central Depot*

At 8.30 o'clock last night the first through train from Parry Sound to Ottawa came into the C.A.R. station. The train was in charge of Conductor Roberts and Engineer Brown was the driver. Quite a number of passengers arrived in the city on the train.

**04/01/1897** *Ottawa Journal* *Canada Atlantic* *Central Depot*

The special car "Boston" that has been at the C.A.R. station here for some days has attracted much attention. It is admitted to be one of the finest and most complete palace cars ever placed upon any railroad.

It is a combined parlor, dining and sleeping car. During the day the berths are all hidden underneath the floor. When the berths are in position the parlor furniture is all beneath the berths. The upper and lower berths are distinct from each other. The means of ventilation is entirely different, each berth having a separate window. On the car is also a pantry, lavatory, kitchen and all the other comforts of a complete home. Those who have ridden in it state it to be a veritable palace on wheels. The car belongs to Mr. Benham of Boston, its owner and inventor, who is visiting Ottawa.

**05/01/1897** *Ottawa Free Press* *Canada Atlantic* *Central Depot*

A superb railway car is on exhibition at the Central depot today. It was inspected yesterday by a delegation of the ministers from the government and also by his worship Mayor Borthwick and nearly all the leading railway men of the city and was spoken of in the very highest terms by everybody.

Mr. George A. Denham, the inventor of the car who has spent nearly all his life in perfecting the work spares no pains in explaining every detail and Mr. Edward J. Howell, representative of the builders, the American Palace Car company, is negotiating with the government for permission to build these cars in Canada, and if successful it is quite possible the work of construction will be done in Ottawa.

The car is built on the combination plan and contains in one end the observation room: next follows a ladies lavatory. In the centre of the car is a large parlor containing about twenty day wickerwork chairs. When lunch is called this room is quickly converted into a dining car, and by another arrangement is convertible into a sleeper. The porters' and cooks' quarters are supplied with every requisite. The car is well lighted and is one mass of bevelled and plate glass, the panels being in Mahogany and Amaranth wood, the floor being covered with Brussels carpet.

21/01/1897 *Kemptville Advance* *Canada Atlantic*

Dr. Henderson of Ottawa has brought an action against the Canada Atlantic R.R. for damages sustained through a runaway, caused by negligence on the part of the railway employees/

30/01/1897 *Ottawa Journal* *Canada Atlantic* *Vars*

Vars. It has been reported that an attempt was made on Saturday night to burglarize the station house here but the station master interrupted the burglars. As he entered at one door three men escaped at the other door, which they had broken in.

24/04/1897 *Ottawa Citizen* *Canada Atlantic*

#### RAILWAY CASES.

The Railway Committee of the Privy Council met yesterday morning, there being present Hon. Messrs. Blair, Tarte and Fielding. A number of applications were heard and taken en delibere. An application from the Central Counties railway, the Canada Atlantic railway and the Ottawa and Parry Sound railway, asking for permission not to fill up the frogs in these roads during the winter months, as they would be filled by the snow, was granted. The committee will meet again on Monday

22/05/1897 *Ottawa Journal* *Canada Atlantic*

A special train will come in over the Canada Atlantic on Monday for the lacrosse match. It will leave Montreal at 9.45 a.m. and reach here at 1 p.m. A special military train for Cornwall this evening will be composed of nine cars. Private car No. 99 will be for the use of the 43rd officers. The train will return on Monday evening.

16/06/1897 *Ottawa Citizen* *Canada Atlantic*

The new train on the Canada Atlantic Railway from Montreal covered the distance in three hours yesterday.

16/06/1897 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

A small fountain has been erected at the C.A.R. station. A boon to the thirsty traveller.

16/06/1897 *Ottawa Journal* *Canada Atlantic* *South Indian*

Whole train wrecked, 25 cars smashed.

Bad Accident on the C.A.R today

Family has narrow Escape

part of the Wreck crashes Through Their Home and demolishes it. No Trainmen Hurt - Cause a Mystery

A lumber train of about 25 cars was wrecked on the C. A. R. at South Indian Indian early this morning.

The wrecked train is piled up in one huge mass of broken cars, lumber and large pieces of timber.

No through trains have been able to run between Montreal and Ottawa to-day. The passengers who went out on the Montreal train this morning were transferred at South Indian to the train which came up from Montreal.

The wrecked train left here this morning at 3 o'clock with a large load of lumber. How the accident occurred is a mystery. Whether the train ran into an open switch or jumped the track could not be learned late this afternoon.

Saved Their Lives.

A man, who with his wife and child lives in a small house near the track, heard the noise of the crashing timbers outside. He sprang from his bed, snatching his wife and child, and rushed to the corner of the house. He just did so in time. He had no sooner left the bed than a large piece of timber crashed through the house and completely demolished it.

The man hurried out of the house with his wife and child, entirely free from injury.

The timber fell right across the bed upon which they were lying.

Removing the Debris.

There are large gangs of men hard at work removing the debris in order that trains may begin running.

None of the train's crew were in any way injured. Whether they jumped or how they escaped cannot yet be learned.

## SHOOK HANDS IN JOY

Train Crew of the Wrecked C.A.R. Freight Did So.

AFTER THEIR MIRACULOUS ESCAPE YESTERDAY.

Details of the Accident - Cars Piled to a height of Forty Feet - Journal Reporter on the Scene.

Mrs. Amanda Rehaume owes her life to-day to the fact that one huge timber in the C. A. R. freight wreck yesterday at South Indian knocked the end out of her house and a second timber pushed her bed out of the building where the opening had been made.

The lives of Engineer Casey, Fireman Rogers and the brakeman were saved because they stuck to the engine until the locomotive toppled over. A pair of the engine trucks prevented the wreck from sweeping on top of them.

Mr. J. Rehaume and his little girl are now alive just because they were about a foot out of the reach of tons falling timber.

The conductor's and second man's lives were saved from the fact that the caboose never left the track.

That J. Rehaume, his wife and child and the engineer, fireman and brake man, who were on the C. A. R. train yesterday, live to-day to-day to tell the story is nothing short of a miracle. The house in which Mr. and Mrs. Rehaume lived is to-day covered with tons of massive timber. The engine on which Fireman Rogers, Engineer Casey and the brakeman were riding lies to-day a mass of ruins, buried six feet in the ground.

The accident occurred about 3.30 yesterday morning. The train was special timber train, which left Ottawa shortly after midnight. The run was being made in good time. The train had passed the station at South Indian, and was just going over the village crossing, when the accident occurred. What Caused the Disaster.

Men had been engaged in loading cord wood on the siding. There were about twenty-five cars side tracked where the accident took place. One of these cars had been accidentally left so far out on the siding that it protruded over the main line track. This car caused the wreck. The approaching train was running at a good rate of speed, and the obstructing car being turned in the same direction as the train was running was forced further upon the track the moment it was struck.

Another cause is assigned. It is stated that some of the massive pieces of timber were extending out over the train and struck the car upon the siding, thus forcing it upon the main line track. The car gives the appearance of having been struck with a piece of timber.

When the engine and some of the cars left the track Engineer Casey, Fireman Rogers and the brakeman were in the cab of the engine. The throttle was immediately closed, the engine plugged and brakes applied. It was a remarkably short and sudden stop. The engine did not go more than 200 feet before she was almost buried in the centre of the roadway. The three men did not get time to jump from their engine until she stopped. When they did get out they saw such a sight as they will not soon forget.

How It Looked

The train consisted of some thirty-two cars. Twenty-six of these with their cargo were piled up in a space of 162 feet. Five cars and the caboose remained on the main track uninjured, the latter containing Conductor Leamy and his brakeman. They were shaken up, but not in any way hurt. For a height of forty feet stood a mass of ruined cars and timbers. The men could not realise their position and could hear nothing but the fearful roar of engine 21 as the full head of steam made its escape. The morning was foggy and the men could only distinguish the outlines of the pile of ruins.

Their first work was to ascertain how many of the crew were buried beneath the debris. They were greatly relieved when they learned that every man known to be upon the train was safe and unhurt. The men, in gratitude to Providence for so miraculous an escape shook hands with each other. Their attention was now turned to the side of the track where the engine was lying. They heard voices and hurried to the spot. A moment before Mr. [sic] Amanda Rehaume's home had stood there. It was now nothing but a few crushed boards and timbers under the ruins of the great wreck. Mr. Rehaume's Escape.

Where were the inhabitants of the house? This is the marvellous part of the story. Mr. Rehaume, who is one of the section men, was with his wife and child sleeping in the house when the accident occurred. Mr. Rehaume heard the engine leave the track. He jumped from his bed and aroused his wife just as a large timber 20 feet in length and weighing thousands of pounds crashed through his house and forced the end out of it. This was followed by three others. The second one struck the foot of the bed upon which Mrs. Rehaume was sleeping. The bed was shoved out of the end of the building which had just been destroyed. Another timber was just falling when Mr. Rehaume snatched his wife and saved her life.

Where was the little girl? In a moment she was seen running out of the house pale with fear and excitement. She was uninjured.

The little girl had been sleeping on the same side of the house as her father and mother but in the other corner. The timbers coming in had entered on an angle and thus her bed was untouched and the child's life was saved. If ever there was a thankful party it was the crew of the wrecked train and the miraculously rescued family.

Cab Takes Fire

By this time the cab of the engine had taken fire and this meant a very serious thing both for the inhabitants of South Indian and for the company. Had that mass of lumber and wreckage ignited nothing could have saved it and much property in the village would probably have been destroyed, as the village property is quite close to the track, part of the village being on either side of the railway.

A dozen men had by this time arrived and as many pails were secured and water on hand. In a very few moments the danger from fire had passed and the coal and burning engine cab were smouldering and incapable of doing any harm.

By this time the inhabitants of the quiet little village of South Indian were rapidly gathering upon the scene. They had been roused from their slumbers by what they thought was an earthquake.

Removing the Wreck.

When The Journal reporter reached the scene yesterday afternoon the wrecking party were hard at work. Two engines and a derrick had been pulling and jerking at the ruins for some hours. They did not appear to have made any headway. The mass of broken cars, car trucks, twisted timbers and shattered timber formed a heap at least 40 feet high. The distance was measured and 26 cars with their loads were piled up into a space of 126 feet. They would ordinarily occupy at least 780 feet.

Whole car loads of lumber were piled right on top of the entire mass. The cars served as a cap to the ruins, and there was not a car left that was fit for anything more than kindling wood.

For yards around pieces of broken bars, couplings and the iron work of the cars were found. In a twisted and jumbled mass with timbers lying across the track, timbers lying parallel with the track and timbers standing perpendicularly in the air, it was a bad-looking wreck.

The engine, "Old No. 21," known as one of the most reliable and powerful engines upon the run, was a bad looking mass as it lay buried in the ditch about half of it being visible, and the remainder completely embedded in the roadway.

How the Engineer Was Saved.

As the engine passed over the cattle guard at the street the trucks were partially torn off, and were overhanging on the track. They thus formed a safe barrier and checked the further advance of the timbers and ruined cars. To the fact of those trucks catching just where they did the men in the engine ascribe their wonderful escape.

All day yesterday and last night, did the wrecking trains pull and tug at the debris. The company expected to have the road cleared for traffic to-day. The trains from Montreal to Ottawa and vice versa made short runs yesterday. The passengers were compelled to walk around the ruins in order to continue their journey. The section men carried all baggage and the mail.

Many travellers remained upon the scene. To witness the progress of the wrecking parties.

Road Master J. Graham was in charge of the wrecking parties and under his direction the men made good progress. He stated to The Journal he would not be in the least surprised to find the mangled remains of some tramp when the bottom of the ruins were reached. Tramps are specially fond of riding upon lumber trains.

Travelling Freight Agent Phillips of the C.A.R. was upon the scene all afternoon. Mr. J. E. Duval, chief train despatcher, was also one of the officials who viewed the scene.

The engineer had his hand a little burned, and Mrs. Rehaume had a slight bruise upon her head, but further than this no harm was done to a living person.

Extra gangs of men were put at work last night and this morning the tracks were clear and running on time as usual. The company deserve credit for the way in which they have cleared their road.

*17/06/1897*

*Ottawa Citizen*

*Canada Atlantic*

*South Indian*

THE LINE IS CLEAR.

THE C.A.R. COMPANY DID GOOD WORK YESTERDAY.

Cleared Away the Wreck at South Indian in a Few Hours. How the Accident Occurred, Men Narrowly Escape Being Killed.

A rather serious accident happened yesterday morning on the C.A.R. railway at South Indian. A special freight train, in charge of Engineer F. Casey and Conductor A. Leamy, and loaded with pine timber and three inch deals for export, was wrecked. The cause of the accident is not yet definitely known, but in the east end of the yard at South Indian the freight train, east bound, ran into empty cars that in some way had come foul of the main line, and was derailed. The train was running slow, about six miles an hour, otherwise the results might have been more serious than they were. As it is the engine is almost a total wreck and 23 flat cars were badly damaged. The engineer and the fireman escaped severe injuries by jumping from the cab. The timber on the cars was thrown into heaps 25 or 30 feet high. No great damage, however, was done to it, and it is now being piled at the side of the track.

A section-man and his family, living in a small house close beside the track had a very narrow escape. The house was occupied at the time by the section-man, his wife and child. Hearing the noise of the flying timber, he jumped out of bed, and, with his wife and child, rushed out of the house just in time to escape being struck by a large beam which came tearing through the wall, and was afterwards found across the bed in which they had been sleeping. Other timbers struck the house and carried it about 40 feet away, so that it is completely ruined.

As soon as news of the wreck was received in the city the wrecking crew and derrick were sent to the scene, and soon 50 men were at work clearing the track. At six o'clock last evening the announcement was made that the track was open, and trains to-day will go through without delay.

It is difficult to attach the blame for the accident to anybody, and the cause of it is even yet uncertain. An investigation will be made at once by Mr. M. Donaldson, superintendent.

The C.A. railway is a well managed road, and, although a large number of trains run over its lines every day this is the first serious accident that has happened since 1889.

*23/06/1897*

*Ottawa Journal*

*Canada Atlantic*

*Central Depot*

The C.A.R. train from Boston yesterday was gaily decorated with flags and bunting as it steamed into Central station. The engine was very finely draped and presented a fine effect(?) (because of the Jubilee)

*21/07/1897*

*Ottawa Journal*

*Canada Atlantic*

One of the largest freight trains that ever came into Ottawa arrived here this morning over the Canada Atlantic. It was composed of empty cars, and there were no less than 72 of them. They came from Rouses Point and intermediate stations.

Engine No. 100 brought in the train and made excellent time with it. There have been very few, if any, longer in America. This is a record breaker. The average length of a car is in the vicinity of 35 feet and 72 of these would make a train 2,520 feet in length or nearly half a mile.

*24/07/1897*

*Ottawa Journal*

*Canada Atlantic*

This is the day of the C.A.R. employees' excursion to Clark's Island. If ever a large and happy crowd left Ottawa that crowd was the one that left Central station at 7.30 this morning.

There were sixteen cars on the train that pulled out. Every car was full and every seat in the car was more than crowded. In some seats four passengers were sitting. The greater number who took in the excursion were women and children, the wives and families as well as the best girls of the employees. The men were not able to leave their work to go but they made sure that their friends went.

An Estimate.

It is estimated that between 1,200 and 1,300 passengers left on the 7.30 train. This train ran right through, stopping only at South Indian to get the passengers from the Rockland Branch.

There was a refreshment car on the train, where soft drinks and fruit were disposed of. The Guards' band accompanied the excursionists and played several selections at the depot platform before the train pulled out.

A special train left Ottawa at 7 o'clock. This train picked up passengers at intermediate points between Ottawa and Clark's Island.

After the second train, with its sixteen cars, had left the depot, there were crowds of people still waiting. They took the regular train that went out at 8 o'clock, and it was also as badly crowded as the special excursion train.

Conductor Maloney was in charge of the big train, and was as happy and pleasant as any on board.

*26/07/1897*

*Ottawa Citizen*

*Canada Atlantic*

THE C.A.R. PICNIC.

SIXTEEN HUNDRED HAD AN ENJOYABLE OUTING

The Rain Held Off at Clark's Island. Complete List of the Sports Winners, A Contest Won by Miss. L. J. Watts.

The eleventh annual picnic of the Canada Atlantic railway employees, held at Clarke's Island on Saturday, proved a decided success in every respect. From the standpoint of attendance it was unsurpassed by any of the previous happy events under the auspices of the employees. About seventeen hundred people enjoyed the day's outing. The number was composed of the employees, their relatives and friends, and a more sociable and hospitable throng of people, both old and young never left the Capital on pleasure bent.

Nearly fourteen hundred left on the train which pulled out of the Central station at 7.0 a.m. There were sixteen coaches and all were crowded.

Previous to departure a selection was played by the G.G.F.G. band at the station. The engine was gaily decorated with flags and bunting. On the regular Montreal train, following at eight o'clock, there was another contingent, while a small number went down on the Boston train in the afternoon.

Everyone returned to the city in the evening delighted with the day's pleasure. They could hardly have been otherwise, for it was an ideal day on the island. The weather was beautiful. While clouds hovered in the sky they served as welcome canopy, making up for an acknowledged lack of shade on the grounds. There: was no rain whatever, and the pleasure seekers regarded themselves exceptionally fortunate, in view of the downpour in place not far distant.

Details of the sports omitted.

Since the fact has been made public that certain properties on Besserer street had changed hands rumors of all sorts have been heard. A rumor was quite common on the street this morning that the Canada Atlantic Railway Company was at the bottom of the purchase rather than the C.P.R. For some time past it has been known that the C.A.R. desired to have their freight sheds and offices in connection with the Central Depot. This has been the intention of the company all along, but just where they would place the freight sheds was unknown.

An Official Seen

One of the officials of the C.A.R. informed a Journal reporter that such was the intention of the company at some time or other.

"Well, have your company taken an option on this property?" asked the reporter.

"Stranger things than that have happened," he replied.

Continuing, he stated he believed the properties had been purchased by private individuals who hoped to realize largely upon them before many months. He did not believe that the C.P.R. had made the purchase, although he admitted that such a thing was not improbable.

31/08/1897 *Ottawa Journal**Canada Atlantic**Central Depot*

The C.A.R. had their large pile driver at work this morning at the old canal in the rear of the Central depot.

Where the Ottawa Electric Railway track unites with their track the road bed has been sinking for some time. The company now intend to make a permanent repair and save the constant necessity of raising their tracks. The ground in the vicinity is very soft and it will require considerable work to make a first class job there. The dry dock will not be filled up for some time yet.

09/09/1897 *Ottawa Journal**Canada Atlantic**Central Depot*

Round House and Freight Sheds.

In a few weeks the Canada Atlantic Railway freight sheds will be found at the rear of the present Central station. This is not a rumor but a fact, given to the Journal today by one of the chief officials of the line. Ever since the Central station was opened, and in fact when the Central station was thought of, it was decided by the officials to build the freight sheds in this immediate vicinity. Not until recently, however, have they had time to locate a spot for them or to begin operations. That time has now arrived and operations have begun.

It was stated in the Journal a few days ago, that a portion of the dry dock was being driven with piles and that the tracks of the Ottawa Electric Railway would extend over a permanent track to be built over these piles. That was true. The company have now decided to have piles driven over the entire space now covered with the overflow water from the canal basin. Upon this space will the new sheds be erected. The piles are all upon the ground and a portion of the work is already completed. Men will rush this part of the work through and the freight sheds immediately begun.

Another story.

It is also reported that Mr. Booth is the purchaser of the property of Messrs. Oliver and Morris, the Capital Warehousing Company on the east side of the canal basin, bordering on the dry dock. This report is not verified by the officials of the Canada Atlantic. The store house of Messrs. Oliver and Morris has not yet been purchased, but the bargain will either be closed or broken in another week.

When the freight sheds are erected, it is the intention of the company to centralize all their offices around the Central depot. There will be no union station erected this year but the company fully intend to have this work carried on as soon as it can conveniently be done.

Round House Too.

That is not all. Here is another fact that Ottawa citizens will be pleased to learn. Work will begin on the round house at the "Y" next week, and will be pushed forward with all the speed possible. As has been stated in the Journal previously, this work has been compelled to stand over until the extensive elevator, docks etc. at Depot Harbour were completed, or far enough advanced to allow the company to undertake other works.

Mr. Mountain, chief engineer, is now working on the plans for the round house. The Journal learns that the round house will have stalls for the accommodation of at least twenty engines.

The car shops may also be built at Ottawa East this year, but the freight sheds and round house will be the first to be proceeded with.

23/09/1897 *Ottawa Journal**Canada Atlantic*

THE BIGGEST ON RECORD

2,500 PASSENGERS ON ONE EXCURSION

The Largest Number That Ever Came to the Capital on One Excursion - They Came from Hawkesbury and Intermediate Points

The largest excursion that ever came into Ottawa was brought in by the C.A.R. this morning. There were 2,300 people on it.

It took twenty-five cars to carry the people and two engines to draw them. The train came in two sections, and when the people landed at the Central depot there was scarcely room to move. The platforms and tracks were crowded in all directions, and it was with much difficulty that any one could make progress in any direction.

From Hawkesbury.

The majority of the visitors moved towards the stairway leading to the street car tracks, the others took passage by boat to the Exhibition grounds.

The excursionists came in from Hawkesbury and intermediate stations between that point and Ottawa.

General Manager. J. Chamberlin, Mr. C. J. Smith J. Walsh, M. Donaldson. J. E. Duval and other officials of the C.A.R. were at the depot to witness the arrival of the train.

On this day last year the same excursion train brought in 1,750 passengers, or 800 less than this year.

A special train will leave the Central depot at 10.45 this evening to take those who desire to return.

To-morrow there will be a general cheap excursion over all the lines of the C.A.R. and O.,A. and P.S.

27/09/1897 *Ottawa Journal**Canada Atlantic**Ottawa*

A serious accident was narrowly averted at the O., A. and P. S. station on Saturday evening. As the train from Ottawa was pulling in to the station one of the passengers jumped from the train while it was going at a good rate of speed. He fell between the station platform and the train, but succeed in keeping hold of the car and escaped being dragged under the wheels. A somewhat similar occurrence took place as the excursion train on the same line was pulling out of the station on Friday morning. In attempting to board the train a man slipped and fell under the train but fortunately was quickly pulled away from his dangerous position. Too much care cannot be taken in the getting on and off of trains, especially these crowded excursion trains.

01/10/1897 *Almonte Gazette**Canada Atlantic*

Last Thursday the largest excursion that ever went into Ottawa was taken in by the C.A.R. There were 2,500 people on it. It took twenty-five cars and two engines to draw them.

## CASSELMAN FLAME-SWEPT

Mills and Many Dwellings Destroyed

OTTAWA FIRE BRIGADE ASKED FOR,

Trains Blocked Along the C.A.R. - How the Fire Originated - Communication Shut Off

The village of Casselman, on the line of the Canada Atlantic Railway is in flames. Telegraph and telephone communication with the village was cut off at an early hour today, and only very meagre information could be obtained. The latest reports went to show that the mills in the village were burning, and that the entire village was in danger of being wiped out. Messages reached the city early in the afternoon in connection with the fire, but at 2.30 o'clock, the Bell Telephone Company could not get connection with their central office, and at Casselman the Canada Atlantic Railway Company was also cut off from telegraph connection. This fact leads to the supposition that the fire was spreading.

It was not expected that the express train leaving the city by C.A.R. this afternoon could go through, and the railway people had no idea how long the line would be blocked at this point.

Its Beginning.

The fire started in the bush surrounding the village. A small sheet of flame spread through the dry leaves to the trees and gradually crept round two sides of the village. Then it caught in some sheds near the burning bushes and spread rapidly through the town.

Fire appliances were telegraphed for from Ottawa but trains are unable to approach the town as the tracks are surrounded by flames.

The Boston train is delayed on the other side of Casselman and will have to wait until the fire is under control.

06/10/1897

*Ottawa Journal**Canada Atlantic**water*

Fire at Casselman and South Indian. Bridge at Casselman badly damaged and trains delayed. Station and water tank at South Indian destroyed. A special gang of men at Booth's mill were set to work to cut timbers and a gang of 100 men were rushed to the site to put the bridge into shape for traffic.

06/10/1897

*Ottawa Citizen**Canada Atlantic**Casselman*

## HUNDREDS HOMELESS

SEVERAL VILLAGES ON THE C.A.R. WIPED OUT BY FIRE

Casselman, South Indian and Cheney's Station a Mass of Ruins. Moose Creek Likely to be Destroyed. Farmers Barely Escape with Their Lives.

Eastman's Springs, Oct. 5. The bush fires that, have been raging in the vicinity of South Indian for some days became positively serious early this morning, and by noon had reached the serious proportions of a conflagration which threatens to devastate the entire district.

Already South Indian, Cheney's Station and Casselman have been wiped out by the fire, and the flames are still rapidly advancing eastwards.

Where the destruction will stop heaven only knows, for although at this writing 11 p.m. a gentle rain is falling, latest reports from the east are to the effect that the bush east of Casselman is a mass of waving flames.

AT SOUTH INDIAN.

The fire reached South Indian about 2 o'clock to-day, and in a few minutes, so fierce were the flames, the village was one mass of fire. The inhabitants were not able to save anything. Indeed they were obliged to run for their lives

MR SAGE'S STORY.

The story of the destruction of Casselman was given The Citizen by Mr. J. Sage, of Ottawa, one of the passengers on the train from Montreal due in Ottawa at 1.40, and which passed through here late to-night.

Mr. Sage stated that the train, of which Mr. R. Pease was the conductor, reached Casselman about 11.45. Everybody on board knew that a serious fire was raging, for the air was thick with smoke, and cinders. However the engineer did not anticipate any trouble in reaching Ottawa, and steamed out of Casselman on time. But about two miles west of the village the train was flagged, and when it had been brought to a standstill the conductor was informed by a section-man that the fire had destroyed South Indian and that further progress would be fraught with the greatest danger. They could hear the roar of the flames at the time.

CASSELMAN ON FIRE.

"And within an hour," continued Mr. Sage, "we were forced to retreat and Casselman was on fire. The grist mill caught first, from a flaming branch, but soon half a dozen buildings were ablaze. The villagers saw the place was doomed and hurriedly collected their valuables together and buried them. Then they got out on rocks in the middle of the Nation river. Another hour and the bush in the immediate vicinity was one mass of seething flame. When nearing the train the fire providentially spread in a circle and we were able to run to safe ground before the bush nearest us took fire

"I tell you it was an awful sight," said Mr. Sage, "and I never want to see another like it, on every side but one were veritable billows of fire.

SOME DEATHS SUSPECTED.

"I have no doubt a number of people met their death for several were missing at Casselman when we left tonight. Moreover, just before the fire reached that village farmers who drove in reported the woods to be ablaze for miles, and expressed the opinion that more than one would be unable to reach a place of safety before being overtaken by the fiery element."

Mr. Sage has nothing but words of praise for the train officials and the section men of the road, who worked indefatigably to place the track in a safe condition. As the bridge over the Nation at Casselman has been damaged it is not likely that there will be any traffic on the road east of Casselman to-day.

CHENEY'S STATION BURNED.

Particulars as to the burning of Cheney's station have not yet been received, but it caught early in the day. The residents proceeded to Rockland for safety.

Fully two hundred families have been rendered homeless by the conflagration and any assistance given by the people of Ottawa and surrounding places will be gladly received. Indeed, aid must be forthcoming at once, for the people are now without even the necessities of life.

THE DESTRUCTION DONE.

Casselman included about seventy-five or a hundred houses, a lumber mill, grist mill, furniture factory, and several other business places of importance. The population is about 500.

South Indian, eight miles to the west and nearer Ottawa, comprised about sixty houses two saw mills and two general stores. The residents numbered about three hundred.

Cheney's Station, situated on the Rockland branch of the C.A.R., included fifteen to twenty dwellings, and a general store.

The Boston train reached here on time, but returned to Ottawa, when it was learned that further progress was impossible in view of the damaged condition of the track, since repaired.

An official of the company stated tonight that men were working at the bridge, at Casselman, and the damage to it and the track would be completely repaired by to-morrow afternoon.

HELP FROM THE C. A. R.

The C. A. R. Company, with a philanthropic spirit, gave ready assistance last night to the homeless families. Mr. A. W. Fleck and Mr. John Smith engaged quite a number of expresses to go around the bakeries in the city and purchase as much bread as possible. About 200 loaves were procured, and these, with large quantities of cheese and butter, were sent down the line on a special train late last night.

CANADIAN VILLAGE IN FLAMES.; Fire at Casselman Blocks the Canadian Atlantic Railway.

Ottawa, Ontario, Oct. 5. The village of Casselman, thirty miles southeast of here is reported to be in flames. The fire caught on the bushes surrounding the village, and no trains can pass either way.

All telegraphic and telephone communication with the village has been cut off. Since early this afternoon all trains leaving here on the Canada Atlantic Railway are cancelled. Three years ago the village was burned down. Application was made here for assistance from the fire brigade, but none could be sent.

07/10/1897 *Ottawa Journal**Canada Atlantic*

FOOD FOR THE SUFFERERS.

How Relief is! Being Distributed - Good Work of the C. A. Ry. .

It was an interesting scene to witness how the sufferers were relieved with food and clothing. The C. A. R. officials, who cannot be too highly commended for their noble efforts in this direction, had a food train on hand about two o'clock yesterday morning, or twelve hours after the fire. Word was sent out all over the village of Casselman that food could be had at the company's cars. There soon was a rush to the food cars, where every one was given a limited supply, consisting of; a loaf of bread, biscuits, cheese, tea, etc. These they carried to where their families sat waiting for them in a friend's house or in some sheltered bush, it was not an infrequent sight to see families sitting together in the open air brewing tea near to the ruins of their home.

Food Specials.

Two food specials were sent down by the C.A.R., the first arriving at two o'clock yesterday morning and the other last evening.

Much difficulty was experienced in getting the first consignment of food. General Manager Chamberlin ordered 500 loaves of bread.

The first food train took down 300 loaves of bread, two barrels of biscuits, six caddies of tea, three cheeses, butter and other; food.

The second; C.A.R. food train sent down last night carried 200 loaves of bread, four caddies of tea, two bags filled with bacon and two barrels of pork. This was distributed at both South Indian, and Casselman and was abundance for the needs of the people for the day.

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Bridge Re-opened.

The C.A.R. bridge over the Nation River was opened to traffic about half past eight o'clock last night, and the express [sic] to and from Montreal crossed over.

Several car loads of sawed lumber were sent down and a large staff of railway employees from Ottawa worked during Tuesday night and yesterday. The bridge is a heavy iron one about 600 feet in length, with a floring [sic] of heavy timbers. All the timbers were burned, and these had to be replaced.

TRAIN'S NARROW ESCAPE.

C. A. R. Passengers Might Have Met a Horrible Fate.

Few of the passengers who were on board the Montreal train, due in the city at 1.40 p. m. on Tuesday were aware of the narrow escape which they had. The fire in Casselman had started when the train passed and it was decided to get the train through if possible.

It was started out at a high rate of speed, and was flagged a short distance outside of the village by a sectionman, who could hardly be seen in the smoke. Just as the train stopped, the flames burst through the trees on the south side of the track and spread eastward as fast as the train could back.

The heat was so intense that a bundle of waste in the engine cab caught fire and the coaches were in danger for a time, as the burning trees were so close. However, the train reached a clear spot in time.

Mr. Eli Yell, a railway employee, who with a couple of companions made the first trip on a hand-car between Casselman and South Indian on Tuesday night to find out, if the Montreal train could get through are said to have had an exceedingly hot trip, as the ties were burning in several places.

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Bridge Damaged.

The big bridge over the C. A. R. took fire during the afternoon and was much damaged. The stringers and ties were nearly all burned off and the bridge rendered totally unsafe. Mr. M. Donaldson, mechanical foreman, had a special wrecking train sent down during the early morning with new timbers for the bridge. Men were at work all day upon the bridge, and it was passable by yesterday evening.

Surrounding the C.A.R. bridge was the large lumber, a flour and saw mills. It was from the burning of these mills that the bridge took fire.

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Slept on the Rocks.

Over 300 persons spent the night upon the rocks, and this morning they were very cold, hungry and homeless. Their hearts were gladdened when they learned that a carload of bread and cheese had arrived. The bread and cheese was sent down by the C.A.R. officials, who spent the night in procuring them and sending them to the suffering villagers.

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The tracks of the C.A.R. for a mile west of Casselman were warped and twisted into all kinds of shapes. The heat, was intense, and coupled with the smoke compelled the inhabitants to go to the river bed and let the smoke blow over them.

It is impossible to give any definite estimate of loss, but certain it is that a quarter of a million dollars will not more than cover it.

The C. A. R. train which left the Central station here yesterday morning got to Casselman and remained there until 2 o'clock, when it met the passengers coming up on No. 2 from Montreal and then returned to Ottawa, reaching the city about four o'clock.

Yesterday the people here were in actual want. They look to Ottawa for the assistance they must get if life is to be maintained.

The fire extends all the way from South Indian to Casselman. The telegraph and telephone poles are all burned, and it will be some days before the lines can be repaired.;

The Russell County Conflagration

Five Burned to Death

Scenes of desolation along the C.A.R.

South Indian, Casselman and Cheney's Station in Ruins. Sad Circumstances Under Which the Fatalities Took Place. Women in their Fright Leave their House and Meet Their Death while the House was Untouched.

Exerpts only

#### REFUGEES FROM THE FIRE

A representative of The Citizen yesterday visited the scene of desolation and misery. About noon word was received that a special train would leave the Central station for Casselman at twelve o'clock. The train was composed of an engine and the private car of Mr. E. J Chamlerlain, general massager of the C.A.R. The party on board consisted of Mr. Chamberlain and several members of the press.

Shortly before the train left a relief train, sent out in the morning, drew into the station. It had on board about 75 refugees from the devastated district, for whom the C.A. R. furnished free transportation that they might either reach friends and relatives in the city and district, or at least obtain shelter and food. Their appearance prepared the pressmen for the sad sights they witnessed at the scenss of the fire. There were old men and women driven from the homes where they had expected to pass their few remaining days, tearful mothers and weeping children. Some gave every evidence of having been carried from sick beds. A young woman leaned heavily on the arm of a young man, a brother, or husband, or perhaps lover. She was evidently ill, walked with difficulty, was pale and emaciated. The faces of all were black with the smoke and cinders, and some were seen with faces burned red by the heat. They were all illy-clad [sic], and had probably escaped from their burning homes with nothing more than they had on them at the time. Some had coats and the clothes of others were disfigured with holes burned by sparks. One old woman was noticed wearing man's overcoat, and a stiff felt hat. Many carried bundles that represented all their earthly goods. The articles saved served to show the character of the people. Two carried framed pictures of saints, and illuminated prints of the Lord's prayer. Others were seen with bundles of silver table ware, and other articles of personal value to the owners.

The whole party were tired and exhausted with eyes sore and reddened by the smoke. Burned out on Tuesday afternoon they had spent the night huddled in the open fields.

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#### ALONG THE C A R. LINE.

First Evidences of the Fire - South Indian Desolate.

Mr. Chamberlain's train left shortly after twelve o'clock, and a rapid run was made as far as Casselman. About five miles from Ottawa the first evidences of the fire was seen. Here and there along the track and in the fields were burned patches. In the distance to the southwest dense clouds of white smoke could be seen long before Eastman's Springs were reached. Fire had not touched that village, but the smoke of fires could be seen in the vicinity. Between Eastman's Springs and Bearbrook the fire had in several places crept up to the track, but its ravages were not severe. The evillage [sic] of Bearbrook had a narrow escape being protected on the south and west by a belt of hard wood. The fire surrounded the village, and the bush, fences and farm buildings on the outskirts were destroyed.

#### EAST OF BEARBROOK

From two miles east of Bearbrook onward the destruction is complete. What a few hours before was a smiling country clad in the crimson clothing of autumn, is now charred and blackened waste. The barns garnering the season's crops were destroyed, rendering the industrious settlers destitute, and forcing them to begin again the hard struggle to extract a precarious livelihood from the stubborn soil. Along the railroad on both sides are the blackened woods. Many trees are lying prostrate, many standing are like huge torches. In many places the flames spread to the tracks and began to burn the railway ties. Beyond Eastman's all telegraphic communication was cut off. The poles were burned and the wires were seen lying on the ground. Here and there beside the tracks were to be seen long streaks of white ashes six or eight inches deep, all that remained of thousands of corls of wool belonging to farmers in the district. In this one item alone the loss of the farmers is immense and one can scarcely venture an estimate of it.

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#### SOUTH INDIAN IN RUINS

South Indian is a sad and desolate ruin. The entire village is burned.

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#### LOSS AT SOUTH INDIAN

The C.A.R. lost eight freight cars and the station

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#### AT CASSELMAN

Rev. Hugh Mclean Tells The Citizen about the Fire There.

The village of Casselman was situated on both sides of the river Nation. The station was in North Casselman, but the largest number of houses and the mills were all in South Casselman. It was a compact, progressive village of about 100 bouses and 500 souls. All that remains of it now is a blackened level field.

In the part called North Casselman the number of buildings burned is not large. The Canada Atlantic station and freight shed are both destroyed.

The brick factory and dwelling house of Henry King are burned, as well as the house of Roderick McLeod, and besides these there are a number of other losses.

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#### THE LINE IS CLEAR.

Good Work Done by the C.A.R.. -Their Philanthropy.

The C. A. Railway Company lost heavily around Casselman. Not only was their station destroyed, but their bridge over the Nation was badly damaged.

The wooden stringers on the bridge were burned, making it impossible to run trains across it A large gang of men was put to work, and at 9 o'clock last night the train from Montreal due at 8.35, passed over it. Directly after, the 6.45 train for Montreal, which was awaiting at Casselman the arrival of the Ottawa train, also crossed the bridge.

The Ottawa train, which was in charge of Conductor Campbell, who had Mr. S.Checketts for engineer, arrived in Ottawa at 10.30.

During the day the C. A. R. Company sent down large supplies of food for the sufferers. Twenty hundred loaves of bread, six barrels of pork, two bags of bacon, six caddies of tea, three barrels of sugar, two hundred pounds of butter and one hundred pounds of cheese were sent down. The company also performed many other acts of kindness which will not soon be forgotten by the sufferers and citizens of Oltswa.

Further account in the Ottawa Free Press of the same date.

FOREST FIRES NEAR OTTAWA.; Villages of Casselman, South Indian, and Cheney Almost Annihilated -- Four Bodies Recovered.

OTTAWA, Ont., Oct. 6. -- Fierce forest fires are burning along the line of the Canada Atlantic Railway, in the neighborhood of Casselman, South Indian, and Cheney. The fire includes so far an area twenty-five miles square.

At South Indian, which has a population of about 400 or 500, there are only three or four houses left standing. Four bodies have been recovered there. These are those of Mrs. Leveille, Miss Stiles, her sister and Mrs. Leveille's two children, one an infant and the other twelve years old. The woman rushed from her house to escape to the clearing, but the smoke surrounding them, they lost their way and ran into the flames. Had they remained in their dwelling house, they would have been perfectly safe, as it was not touched by the fire.

Trains on the Canada Atlantic Railway have not been able to reach Casselman today. The Nation River, a small stream, passes through Casselman, and the woodwork of the iron bridge over it has been burned down. Details of the damage done are still meagre.

A train which arrived at noon yesterday from Montreal, bound for Ottawa, was kept dodging the fire all night, and reached Ottawa safely this morning. The train got over the bridge at Casselman before the fire made its appearance.

Two or three miles on the Ottawa side of Casselman it was stopped by a section man, and a little later the whole bush in front was in flames. An attempt was made to get the train back, but by this time, the fire started at Casselman and the bridge was burned down. A relief train from Ottawa worked the Montreal train out early this morning. The people of Casselman, about 500, were reported as huddled together on rocks on the river, without sufficient clothing or anything to eat.

Assistance is being forwarded to the homeless from Ottawa, and a fund has been started. Mr. Belcourt, M.P. for Ottawa, who was a passenger on the train which reached here to-day, gave \$100. Over sixty of the most destitute victims were brought to the city this afternoon, and the others are being provided for at farmhouses and elsewhere

08/10/1897 *Eastern Ontario Review* *Canada Atlantic*

Villages of Casselman, South Indian and Cheney entirely destroyed.

Full account

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The passenger train, which left Montreal on Tuesday morning was hemmed in with the fire all Tuesday and night and only reached Ottawa Wednesday morning.

J. Sage was one of the passengers in the train. Mr. Sage stated that the train of which Mr. Pease was the conductor, reached Casselman about 11.45. Everybody on board knew that a serious fire was raging for the air was thick with smoke and cinders.

However, the engineer did not anticipate any trouble in reaching Ottawa, and steamed out of Casselman on time. But two miles west of the village the train was flagged, and when it had been brought to a stand the conductor was informed by the section men that the fire had destroyed South Indian and that further progress would be fraught with the greatest danger. They could hear the roar of the flames at the time.

"And within an hour," continued Mr. Sage "we were forced to retreat and Casselman was on fire.

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Another hour and the bush in the immediate vicinity was one mass of seething flame. When nearing the train the fire providentially spread in a circle and we were able to run to safe ground before the bush near us took fire.

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08/10/1897 *Ottawa Citizen*

*Canada Atlantic*

*Casselman*

The Fire Sufferers' Wants

Lumber and Bedding The First Articles Required in the Burned Villages

How The Homeless Hundreds Spent Wednesday Night. City Council Grants \$1,000 and Also Makes and Appeal to Other Cities in the Province.

Exerpts only

There is no improvement in the condition of the homeless sufferers by fire at South Indian, Cheney and Casselman. On the arrival in South Indian of the train from Ottawa yesterday morning, the passengers were met by fifty or sixty of the burned out villagers. They all appeared cold and hungry, and sleepless, and had evidently passed the night in great discomfort. One of the greatest difficulties has of course been the feeding of the several hungry mouths, and this work has been accomplished with more than ordinary thoroughness by the officials of the Canada Atlantic railway.

Everyone is loud in praises of the generosity and thoughtfulness of the company, and, more than anyone else, they have been successful in allaying suffering, the railway company are about the only relief organisation in the field, and too much can hardly be said in praise of their promptness, Food supplies are sent down by nearly every train from Ottawa, and Mr. W. C. Edwards, M.P., also sent a supply of bread, about 100 loaves from Rockland. The interior wants of the sufferers are thus supplied with tolerable completeness, but there are other wants almost as great. Few were able to save anything from the flames, so rapidly did the fire advance. and have now nothing more to wear than the clothes they have on at present. Tuesday, the day of the fire was a warm day, and not many were dressed in clothing warm enough for the cold weather that set in on the night of the fire. Besides this many of the men, who were busy fighting the fires to keep them from the villages, little thinking their own dwellings would soon be destroyed, left their coats at home on account of the intense heat. This accounts for the fact that some are coatless, or wear the misfit garments of some kindly neighbor, who by some fortunate chance saved more than one coat. The people then are truly suffering from the want of sufficient clothing, and all day yesterday, lonely, disheartened, cheerless men and women were walking about, the remains of their houses, blue and shivering from the cold. "This is the only coat I have. and a neighbor gave me this one," a teamster in South Indian said as he pointed to his coat whose sleeves were too short by several inches.

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SCENES IN THE VILLAGES.

At South Indian and Casselman yesterday the sufferers wandered disconsolately about, or grubbed among the ashes in vain search for articles that had escaped the fire's ravages. In the morning they gathered about the cars belonging to the C.A.R. containing the provisions, and received their day's allowance. Each applicant stated for what number of persons he wished food, and loaves of bread, tea, biscuits, butter, cheese and canned salmon were dealt out to him. At several places groups were seen gathered about fires near their old homes, brewing their tea and eating their meagre meal. Most of them are thoroughly despirited and dejected.

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09/10/1897 *Ottawa Journal*

*Canada Atlantic*

*Casselman*

EXCURSION TO THE SCENE.

Funds Raised In This Way Will be Given for the Fire Sufferers.

The mayor, Ald. Cook, Ald. Roger and City Clerk Henderson had a conference with Mr. J.E. Walsh of the C.A.R. this morning regarding an excursion to Casselman and South Indian to-morrow. It was decided to run an excursion leaving the Central depot at 2.20 p.m. and returning at 5.30 p.m. The fare will be \$1 return and all the funds will be given to the relief of the sufferers.

Bearbrook is threatened to-day with fire, and the villagers are momentarily expecting to be burned out. All are out doing their best to fight the flames, but the wind is blowing straight down upon the village, and it seems certain that unless the wind changes the fire will be upon them. The train due in the city at 11.20 a.m. did not arrive until half-past 12. At Casselman it was forty minutes late, and at Bearbrook it lost the remainder of the time.

A large number of cars were upon the siding, and it was thought advisable to move these for fear the fire should reach them. The engine from the passenger train was taken off, and it pulled the freight cars to a place of temporary safety. The smoke was very dense, and the heat great.

Account of excursion to see the damage from the fire--  
-The train didn't remain at the station at North Casselman but proceeded over the bridge over the Nation river to South Casselman, where the fire did the greatest destruction. The entire members disembarked here and in a short time the streets and ruins were overrun by curiosity and relic hunters.--

It seems that the proceeds of the excursion went to relief of suffering.

On Friday the fire also approached very close to Bearbrook, and, although the rain of that evening checked it somewhat, it came very close again on Saturday. Indeed, but for the prompt efforts of some vigilant fire stampers and men of the C.A.R. it would have been upon the village. Twenty-five men were sent down to Bearbrook on Saturday by the C.A.R. and spent most of the day fighting the fire. A trench was dug about the village, on the side open to danger. The freight cars standing on the sidings at the village were brought to the city for safety by the Boston train in the evening,

THE EXCURSIONS

.C.A.R Took Large Crowds to the Scene of the Disaster.The C.A.R. excursion to South Indian and Casselman yesterday carried down 855 persons from Ottawa. Promptly at half-past two the train left the Central station, and after calling at Eastman's Springs and Bearbrook, where more people crowded on, the train went on to South Indian. There it remained about thirty minutes and the crowd of people walked over the ruins of the late village. It was a revelation to most of the visitors. Few had any idea the devastation had been so great. The ten tents on the south side of the track were visited, but no people were to be seen. The tents will be occupied today; it is thought. After leaving South Indian the run to Casselman was made in good time, and there over an hour was spent looking over the place. Every ruin had its little crowd of sightseers and relic hunters, but at the village of tents the most people congregated. In one of the tents where a family of sufferers stood cheerless and cold, the crowd gathered round and asked numerous questions. The sad plight of the poor family appealed to the crowd and one after another they gave the family quarters, half dollars and some larger amounts. The head of the family received a neat little sum within few minutes. Relic Hunters Out, The ruins of the Roman Catholic church were visited by hundreds of relic hunters. They crowded in and moving the debris from the place where the altar had fallen they dug for crosses and medals. The bell of the church was found melted into a shapeless mass. The crowd seized upon this and with large irons smashed it into a hundred pieces and carried the pieces away as souvenirs. Some sets of beads were found somewhat charred, but still good. Many crosses were also found in good condition. Many of these were secured and carried away by the visitors as souvenirs of the great fire. The ruins of houses were also visited and burnt knives, forks, spoons and occasionally mugs were found and taken away. After visiting almost every point the visitors left for Ottawa about 6 o'clock. The run up was not made very quickly as it was seven o'clock before the train pulled into the depot. Eleven coaches and three baggage cars were used to convey the crowd, and all of these were well filled. Seats were at a premium and unless one was secured in good time the passenger had to stand all the way.

BEARBROOK ALL RIGHT BUT THE C.A.R. MEN HAD TO WORK HARD TO SAVE IT.

Nearly a Thousand Went Down on the Excursion to Casselman Yesterday. Tents Pitched for the Villagers. Building Operations Commenced.

For the sake of "dear charity" over eight hundred and fifty Ottawa, citizens took in the Canada Atlantic excursion to Casselman yesterday. There were eleven crowded cars filled with all sorts and conditions of men. Two newspaper men counted the passengers on the train and made out the exact number as 855, so that the relief fund is the larger by that number of dollars.

On the way to Casselman a stop of about twenty minutes was made at South Indian. Here the cars were emptied and the people had their first glimpse of a fire swept village. The deserted village streets were soon filled with larger crowds than they probably ever had before. Some commiserated with the unfortunate villagers, and others scraped among the ashes in search of souvenirs.

At Casselman a longer stay was made. There the Ottawa people found that a similar excursion had been run from Rockland. The Rockland excursion was contained in five well filled cars, and the proceeds will likewise go to swell the fund for the relief of the impoverished villagers.

At Casselman the vacant streets and ruins were soon overrun by the crowd of curiosity and relic hunters. The ashes and debris of the houses were thoroughly searched and many interesting articles were found, many found half melted spoons, knives and forks, which they carried off as valued relics. The ruins of the Roman Catholic church were the greatest attraction to those in search of souvenirs. A crowd worked the ashes over and over again. Several crosses, medals and amulets were found. The melted remains of the church bell was also discovered, and broken into two or three score pieces was carried off, to be treasured by the holders as reminders of this great devastation.

The success of the Ottawa excursion is owing largely to the generosity of the officials of the C.A.R., which has already done so much to relieve the hardship caused by the fires.

Last evening Mr. Donaldson of the C.A.R. received a telegram from the agent at Casselman, which stated that the wind had driven the fire in the direction of the temporary station at the village and advised that an engine be sent down to pull the freight cars that lay on the sidings at that point, out of danger. Although the regular train, No. 3, was going out at that time, Mr. Donaldson decided to send out a special also and a salvage train with twenty-five men on board started for Casselman in charge of Mr. J.E. Duval. When the special arrived at Bearbrook, however, the flames there were burning so fiercely that it was decided that the men remain there to assist the villagers. At Casselman, all the cars were removed to the south side of the Nation river where they were in safety.

Mr. Walter S. Booth, railway mail clerk between Ottawa and Montreal, fell off the C.A.R. train between Alexandria and Glen Robertson and was killed.

Rapid progress is being made by the C.A.R. in the building of the freight sheds over the canal basin. Almost the entire surface of the basin is planked over in order to carry the tracks. Two sheds are being erected. The one nearest the canal being 300 feet long and the second one 200 feet.

## NEW FREIGHT SHEDS

A Journal reporter counted twenty-two carpenters at work to-day on the C.A.R and O.A. and P.S. freight sheds. The foundation for the sheds is finished and the frame work was started yesterday morning. The company intend to erect two sheds. One will be for in-freight and the other for out-freight. A line of tracks will run to each shed.

23/10/1897 *Ottawa Free Press**Canada Atlantic**Central Depot*

The work in connection with the building of the new freight sheds of the C.A.R. and O.A. & P.S. railways is progressing rapidly. All the pile driving is complete and the frame work of the building is rapidly nearing completion. When the yard is planked it will be far superior to that on the one on Elgin street and will be more conveniently situated.

09/11/1897 *Ottawa Journal**Canada Atlantic*

Col. Smith, president of the Central Vermont railway, with a party of friends, is in the city. Col. Smith is travelling in his own special observation engine and private car Mansfield.

02/12/1897 *Ottawa Free Press**Canada Atlantic**Central Depot*

The handsome observation engine St. Lawrence and the official car Ellesmere, of the Central Vermont railway, carrying Dr. Webb, arrived at the Central depot early this morning.

05/12/1897 *Ottawa Free Press**Canada Atlantic**De Beaujeu*

Two trains met at the diamond crossing at St. Polycarpe early yesterday morning. Both trains were freights and were on different roads. The C.P.R. train ran into the centre of the Canada Atlantic when crossing resulting in considerable damage to rolling stock. Some of the wreck was forced through the end of the station house. A wrecking crew was sent down and had the line cleared shortly afterwards. No one was injured.

07/12/1897 *Ottawa Free Press**Canada Atlantic**Central Depot*

The Canada Atlantic freight sheds have been completed and a large gang of men are engaged today in moving from the old quarters on Elgin street to the Canal basin.

10/12/1897 *Ottawa Citizen**Canada Atlantic*

## IT WAS ACCIDENTAL.

## THE CORONER'S JURY LOOKED INTO THE DEATH OF EASTON.

How the C. A. R. Brakeman Must Have Keen Killed. The Evidence Went to Show That the Unfortunate Man Had Been Run Over.

Evidence adduced at the adjourned inquest last night in Moodie's morgue, on Bank street, as to the death of Andrew Easton, brakeman on the C. A. R. went to show that the unfortunate young man, in all probability, met his sad end in being run over by a car, instead of being jammed between two cars, as was first supposed.

Coroner Mark had gone to considerable pains in procuring as much evidence as possible, and as a result, the jury heard more about signalling, switching, coupling and the various other duties of a brakeman than they had ever perhaps before.

First, testimony was recorded as to the sober and industrious character of the deceased, Messrs. George Vallilee and Thomas Skuce, two acquaintances, being examined in this connection. The most important evidence of the inquest was then taken. It was given by Thomas Keane, engine driver. In effect it was that about five o'clock Friday night last, he was instructed by the yard foreman to make up train No. 11, and, in doing so, to remove a freight car from track No. 3 to track No. 6. They received the signal to move down track No. 3 from the deceased brakeman. They ran the train down slowly until the stationary freight car was reached. Their train bumped against it in the usual way when coupling is to be done. A signal was then given by the other brakes man, he supposed, to pull-out for the purpose of getting another car and to give it a place in the middle of the train. With that object in view the coupling was drawn; from between two cars in the centre of the train, and they drew out towards Bank street with only half the train. After they had drawn out, they were notified that a man was hurt, and was lying next the van. He and the fireman ran to the scene, and there found Easton almost dead. He was motionless, and they had him moved. away on a mattress.

In answer to the jury, the witness said the van at the end of the cars they had run down, and which was next to the stationary freight car, was derailed. He noticed the impression of a man in the between the tracks, just where the wheels of the van left the rails. It was four or five feet from this that Easton was found. The coupling between the van and the stationary car was not made. He noticed nothing singular in the way the van and the car. bumped together.

Engineer Radmcre, William Hurley, Paul Brennan and William Brooks, fellow employees of the company, who were in the yard when the accident happened, corroborated the testimony of the previous witnesses, as far as their knowledge went.

Mr. M. Donaldson, superintendent, and Mr. Duval, yardmaster, were also examined. In their opinion, the deceased had been running in front of the van, when he slipped and fell.

The wheels of the van were likely derailed by running over one of his legs, which was found fractured, and his body dragged away from the track by his clothes catching in the nuts and bolts at the bottom of the truck.

Dr. Cormack, in his medical examination, said he had found the backbone broken in the lower region, and one leg badly fractured. The fracture was one that would likely be caused from the wheel of a car.

The jury returned a verdict of accidental death, and placed on record their hearty appreciation of the assistance given by Mr. Donaldson, Mr. Duval and other members of the railway company in conducting the investigation..

12/01/1898 *Ottawa Free Press**Canada Atlantic**Coteau*

The CAR has decided to build at Coteau Landing an elevator with a capacity of 500,000 bushels. More.

15/01/1898 *Ottawa Citizen**Canada Atlantic**Casselman*

Casselman Picking Up

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Two brickyards have been built up and the railway station which was at a distance from the village is being built in the centre of the village.

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## BODY SEVERED BY C.A.R. TRAIN

## TRACK FATSLITY NEAR MARIA STREET BRIDGE

Alex Cotea Painter and Ex-employee of the Road Killed - Suspicion of Suicide

Mr. Alexander Cote, a young man 21 years of age, and an ex-employee of the Canada Atlantic Railway, was instantly killed on the C.A.R. track yesterday afternoon. The accident occurred shortly, after 3 o'clock. The Boston train was just pulling out and had gone about 500 yards beyond the Maria street bridge, when the fatality took place.

The Parry Sound track runs out parallel with the C.A.R. track. On the Parry Sound track the shunting engine was at work and was moving in the same direction as the express. It is supposed that Cote was walking out on the Parry Sound track, and hearing the shunter coming, stepped over on to the C.A.R. track just as the express came behind him.

Driver Swanson of the express at once reversed his lever and brought his train to a stand-still and hurried to look for the victim. The accident occurred about 3 feet, north of the switch and the body was found about 6 feet beyond the switch. It had evidently been dragged or thrown that far by the engine. The head was found some 6 feet from the trunk. It was lying between the tracks near the west track. The decapitated trunk was lying on the east side of the eastern rail.

Head Severed From, the Body.

The body was badly mangled. Besides the head being completely severed the right hand was crushed, the legs broken and many of the bones of the trunk broken. The jaw was crushed in and the face badly disfigured.

C.A.R. Constable Butler was called and was soon on the scene. He took charge of the remains and sent for Coroner Freeland, who ordered the remains to be gathered up and removed to S. Maynard Rogers' morgue. It was a long time before the body could be identified. No one seemed to know the man, who is a comparative stranger in the city. Last summer he was employed as a painter on the C.A.R., and when the winter came on his services were dispensed with. His father resides in Casselman. He is a workman there.

David Cote, the uncle of the unfortunate man, heard of the accident and went to the morgue and identified the remains as those of his nephew.

The Jury Assemble.

Major Hollingsworth at once summoned, a jury, and last night in Roger's morgue the following gentlemen assembled to view the remains. Messrs. Geo. Jones, foreman; A. Jones, J. Jessup, Jacob Gruson, E. Ripley, J. Randall, Thomas Murphy, Geo. McGregor, Jas. McRae, James Ellis, Henry Bobler, Luke Gall, Thos. Maloney and G. Blais.

The body was searched last night. A gold watch and chain were found, a book bearing Mr. Cote's name, a rosary, etc. The young man was well dressed in a black serge suit and was most respectable and intelligent-looking. He formerly boarded at 86 Nelson street, but for sometime has been boarding at Laviolette's restaurant on Sussex street.

Suicide Suspected.

The young man was known to be respectable and sober, but from the story told last night by Mr. G. Mercier, a barber on Rideau street, and a warm friend of the deceased, it would appear there is reason to suspect that the young man took his own life.

He was engaged to be married on the 18th of this month, but the marriage did not take place because the young man could not secure employment and had been disappointed in getting some money he had expected. Since the 18th he has been despondent and on one occasion told Mr. Mercier that he had a razor and would end his existence with it. Mr. Mercier did not see the razor, as Cote would not permit him to look for it.

The Inquest

The inquest formally opened last night and adjourned until this evening, when the driver and fireman on the Boston express will be called upon to give evidence.

31/01/1898 *Ottawa Citizen**Canada Atlantic**Central Depot*

## COTE'S DEATH AN ACCIDENT

So Said the Coroner's Jury on Saturday.

## THE ENGINEER'S STORY

Funeral of the Victim from the Basilica Mgr. Routhier's Remarks About Him.

After a deliberation of over two hours on Saturday evening last, the jury empanelled to enquire into the circumstances surrounding the death of Alexander Cote, killed on the C.A.R. track on Friday afternoon, found that the deceased's death was purely accidental.

Considerable evidence was adduced before the jury but of all the witnesses examined not one had been an eye witness of the horrible affair. There was little testimony in support of the theory that Cote committed suicide, although his friend Mercier, as stated in Saturday's Citizen, swore that the young man had previously threatened to take, his life.

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## The Engineer's Story

William Swenson, engineer on the Boston Express said that when a short distance from Maria street bridge he noticed a man walking on the Parry Sound, track. When the express was about forty feet from him Cote walked over to the C.A.R. track. He was walking back to the train which was running at the rate of eighteen miles an hour. Witness whistled and applied the brakes but Cote didn't look back and before the train could be stopped he was knocked down, the engine passing; over him. The body was found lying beside the track with the head about six feet from the trunk. The man was walking straight up the track when he was first seen and did not appear to be intoxicated.

John Kane, fireman on the engine, told a story corroborative of that of the engineer.

Cote Was Warned

Henry Hicks, a C. A. R. employee, saw Cote walking down the track on the main line. At that time the Boston express was leaving the depot. Witness said to Cote, "Look out for the Boston". The young man looked up but said nothing and went straight head.

Thomas Stonner, was talking to Cote at the station before the accident. He said he was going to get his time and witness told, him to see James Logan who was working up the track.

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17/02/1898 *Kemptville Advance**Canada Atlantic*

A collision occurred on the Canada Atlantic railway at Coteau du Las last week but fortunately no lives were lost.

15/03/1898 *Ottawa Free Press**Canada Atlantic**acetylene*

The Canada Atlantic railway claims to have the first locomotive headlight in America lighted with acetylene gas. The engine is No. 1, driven by Engineer Dewar. He says that the new light is as steady as starlight and as brilliant as an arc.

17/03/1898 *Ottawa Free Press**Canada Atlantic**acetylene*

The C.A.R. postal car, when she pulls out at 6.45 tonight will be lighted with acetylene.

18/03/1898 *Kingston Whig Standard**Canada Atlantic*

The Canadian Atlantic railway claims to have the first locomotive headlight in America lighted by acetylene gas.

WITH ACETYLENE GAS .

The Canada Atlantic Express Tests the New Process.

The Canada Atlantic express from Ottawa, due here at 10.15 p.m., steamed into the Bonaventure station last evening with the locomotive head light, the steam gauge and the postal, baggage and express car brilliantly lighted with acetylene gas.

The problem of lighting the headlight .was a difficult one. The tremendous vibration of the locomotive, the strong wind and the keeping up of a continuous supply of gas without accumulating sufficient quantity to render it dangerous should an explosion occur, have all been overcome by an Ottawa invention. Locomotive No. 26, in charge of Engineer Robert Orr, had only two hours in the Ottawa yard to be prepared for the trip. The gas was piped from the cab to the headlight. The light was blown out once by the rush of wind, near Maxville.

Fireman John Firley, who, by the way, uses the generator as a seat when he is not shovelling coal, stopped the draught in the headlight with some cotton waste, and, no further trouble was experienced in this run of the first express train locomotive with an acetylene gas headlight in America. Mr. Birley, vice-president of the Railroad Gazette, of New York, arrived at Ottawa this morning to inspect the new system of railway lighting, and expressed himself as being confident that it was the coming light for railway trains. Under the new system, invented by Mr. Andrew Holland, of Holland. Bros.; Senate reporters, the gas is generated underflow pressure, and the inventor claims for it absolute safety from fire or explosion. Mr. Armstrong, controller of railway mail service, readily gave permission to the Canada Atlantic , Railway Company to try the experiment in the postal car. He said that the department had. been seriously considering the question of better light for postal cars for the past twelve months. One of the strongest excuses for improperly sorted mails on the postal cars was the fact that the light is so poor that the addresses can scarcely be read on letters while the train is in motion after dark.

**01/04/1898** *Ottawa Free Press**Canada Atlantic**Central Depot*

The Canada Atlantic railway will shortly put in a switch to the cold storage warehouse on Nicholas street. For the benefit of the Silver Creek Brewing and Malting company.

**07/04/1898** *Ottawa Journal**Canada Atlantic*

Mr. James O'Donnell, of the Deep Cut, was examined at the court house this morning in the case of the O.A. & P.S. Railway, who want to expropriate the land upon which he is living.

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A new flat car at the C.A.R. shops slipped down one of the grades yesterday afternoon and was wrecked on a number of trucks near the canal.

**08/04/1898** *Renfrew Mercury**Canada Atlantic*

Sixteen "Mogul" freight engines have been purchased by the C.A. and O.A. & P.S. railways for their freight business. The companies are anticipating a great increase in the freight business and the new engines will be delivered during April and May. The engines are much larger than the ordinary passenger locomotive. Compared with the new engines the old ones look quite small. Ten of these engines are of the ten wheel "Mogul" type and each weighs 156,000 pounds without tenders or the water in the boilers. They have three couple-wheel drivers and are equipped with compound cylinders, which enable the engine to use its steam twice. The other six engines are of what is known as the consolidated type of "Mogul" engines. They weigh 173,000 pounds exclusive of tender or water. The engines will be used exclusively for freight. They are constructed so as to have great powers for pulling freight trains, and it is estimated that each engine will be able to pull from thirty to thirty-five loaded freight cars and make a fair rate of speed. The first of the engines will be here when the navigation opens on the 16th inst. - Ottawa Journal.

**24/04/1898** *Ottawa Free Press**Canada Atlantic*

The new round house of the Canada Atlantic and the O.A. & P.S. railway at Ottawa East and is a structure which deserves special mention in its class. The house is built of the best pine and tamarack timber, is shaped like a crescent, the hollow part facing north-westward and is situated in a V shaped area formed by the junction of the O.A. & P.S. with the C.A.R. The building has not yet been painted but this will be done later, and to make it comfortable and up to date for the winter it will be bricked around on the inside. Thus the building will in reality be constructed of brick with a protecting wooden shell. The engines enter the area at the concave side which is approached by two lines of track, one used for ingress and the other for egress. The building is capable of containing nineteen engines at once. Immediately outside the structure at the entrance is a large turntable which is approached by the two tracks above mentioned. When an engine requires cleaning and repairing it is run on to this table and can then be directed to any of the nineteen tracks entering the shed. The earth underneath the track on which the locomotives are placed while in the shed, has been removed, leaving pits in which the cleaner and mechanics can accomplish the necessary cleaning and repairing under the monster machine. One of these pits is called a "drop pit" as it is so constructed that as soon as a locomotive enters the whole wooden structure forming the pit can be lowered, thus removing the wheels etc., from the engine without having to "jack" it up.

More

--two of these "Consolidated" locomotives, Nos. 690 and 691 will be tested by trial run tomorrow over the Parry Sound. They were brought here "dead" that is without fires.--

**13/06/1898** *Ottawa Free Press**Canada Atlantic**locomotive*

Mr. G.T. Moulder of the Baldwin locomotive works, Philadelphia, is at the Brunswick. He arrived yesterday with three heavy Mogul freight engines for use on the Canada Atlantic and O.A. & P.S. railways. Six more are to shortly arrive. Mr. Moulder returned home last evening.

**06/07/1898** *Lanark Era**Canada Atlantic*

The sectionmen of the Canada Atlantic Railway and the Ottawa & Parry Sound Railway went out on strike for higher wages on Friday. They are receiving one dollar and have struck for twenty-five cents more. Their action has not interfered at all with the despatch of passenger trains. It is said that recently the companies reduced the rent of the houses belonging to them, in which the sectionmen live, by \$2.50 a month, and as the men originally asked for only \$1.10 a day this reduction was almost equivalent to an increase to that extent.

**08/07/1898** *Eastern Ontario Review**Canada Atlantic*

The trains on the C.A.R. were quite late for several days last week and also this week owing to the section men being on strike. The men were asking an increase of pay amounting to ten cents a day

**08/07/1898** *Eastern Ontario Review**Canada Atlantic*

The strike of the section men on the C.A.R. has been settled and the men have returned to work. The men got what they asked for.

**13/07/1898** *Lanark Era**Canada Atlantic*

The sectionmen's strike on the C.A.R. and O.A. & P.S. railways was declared off on Tuesday evening of last week and on Wednesday all the men returned to work. The men have accepted a compromise offered by the company. By the terms of the compromise the sectionmen will get \$1.10 a day instead of a dollar as formerly; the section foremen will get \$1.60 instead of \$1.50; and the yard foremen will get \$1.85 instead of \$1.75

**13/07/1898** *Ottawa Free Press**Canada Atlantic**Ottawa East*

The Canada Atlantic railway company have a construction gang at work filling in the hollow at the south of the "Y" at Ottawa East preparatory to erecting the new car shops. The space being filled in will give an abundance of room for the shops.

**15/07/1898 Eastern Ontario Review Canada Atlantic**

A number of employees of the Bell Telephone are now in the vicinity of Alexandria and Glen Robertson. They are constructing a telephone line along the C.A.R. from Swanton to Ottawa.

**15/07/1898 Eastern Ontario Review Canada Atlantic Alexandria**

On Saturday July 2nd there was a small wreck on the C.A.R. near Alexandria. Two cars laden with corn were derailed and precipitated into the ditch while a dozen others were badly damaged. A wrecking train under James Ogilvie, superintendent of motive power, was immediately sent down from Ottawa and by 7 o'clock Sunday morning the track was completely cleared. The accident was caused by a portion of a freight train breaking loose.

**15/07/1898 Eastern Ontario Review Canada Atlantic**

The C.A.R. authorities deny that they made any concessions to the men on account of the strike. The management alleges that the increase in wages was decided upon before the strike occurred.

**28/07/1898 Ottawa Free Press Canada Atlantic Central Depot**

Mr. J.R. Booth wants the use of the entire ground floor of the present Central depot for his railways and the offices of the militia stores will be removed at once. Several days ago Mr. Booth and Lt. Col. McDonald, Director of Stores, went over the ground with a view to choosing a place to store the contents of the stores. The vacant freight sheds were suggested by Mr. Booth, but this, at the time did not meet with Col. McDonald's view, but since that time he has decided to move. The contents of the offices will be placed in the north end of No. 2 shed now partly occupied by the Fruit Auction Co.

It is said that work will be commenced at once to lay tracks in the east side of the present station to accommodate the C.P. and O. & N.Y. railways.

**09/08/1898 Ottawa Free Press Canada Atlantic Central Depot**

A staff of men commenced work this morning making preparations for the entrance of the C.P.R. and O. & N.Y. there. The old baggage room used by the C.A.R. has been raised [sic] and will be removed. The coal and wood shed belonging to the militia stores will also be removed and the lower flat of the government stores cleared out leaving a small hallway in the centre, opposite the elevator.

It is expected that the south east end of the present building will be used for a baggage room.

Where the baggage room formerly stood the tracks of the new lines will be run, parallel with the Parry Sound tracks.

Mr. J.R. Booth of the C.A.R. and other officials have been busy during the past few days taking measurements and at the present rate of working it will not be long before the double tracks are ready for traffic.

**12/08/1898 Ottawa Citizen Canada Atlantic Central Depot**

The baggage building at the Canada Atlantic is being removed from the side to the end of the depot.

**22/08/1898 Ottawa Journal Canada Atlantic**

The Ottawa and New York and Montreal and Ottawa short line will enter the Central Depot on 28th August.

This was the statement made by an official of the CAR to a Journal reporter today. Both companies have decided to accept the terms of the CAR temporarily until the return of the Minister of Railways who is to have the matter of the terms brought before him for settlement. Preparations are being made for the entrance of these railways now. The baggage room is being enlarged and the superintendent's office and that of the train dispatchers is being moved from Elgin Street to the Central Depot. The superintendent will be located behind the restaurant.

**26/08/1898 Eastern Ontario Review Canada Atlantic**

The bridge on the C.A.R. between the station and the "Suy" was discovered the other day to be insecure. It is being put in good repair.

**27/08/1898 Ottawa Journal Canada Atlantic Vars**

Vars. August 25. The first car load of oats of the season were shipped Tuesday by Mr. W.G. Gourley.

**12/09/1898 Ottawa Citizen Canada Atlantic Central Depot**

The C.A.R. authorities intend putting a stop to the crowds of youths and maidens who make it a practice to promenade at the station previous to the arrival of the Montreal train each evening. Of late it has been almost impossible for passengers to walk along the platform owing to the crowd and last night, Mr. Hicks, an employee of the road, was stationed at the entrance to the station to prevent persons who had not friends coming on the train from entering. It was wonderful, the number of young girls who faced the official, and when stopped, indignantly stated that some of their relatives were coming on the train.

**30/09/1898 Ottawa Citizen Canada Atlantic Hawthorne**

A quantity of freight was shipped from the diamond (Hawthorne) last week to Montreal by the C.A.R. wayfreight.

**30/09/1898 Eastern Ontario Review Canada Atlantic Maxville**

A few days ago Mr. D. McDougall, of Maxville, had five cattle killed by a freight train.

**07/10/1898 Ottawa Free Press Canada Atlantic wood**

The Canada Atlantic railway company has bought a large sand hill from Thos. Mackay at Eastman's Springs. The hill is about a mile from the main line and switches have been built in to it and trains are hauling sand to Ottawa East, where it is used for filling up the ravine between the tracks of the O.A. & P.S. and those of the C.A.R. When the place is filled up it will give additional space for the grounds connected with the shops, the construction of which is now going on. The company is also constructing a large coal chute over the C.A. tracks at the deep cut which will be used for coaling engines.

**10/10/1898 Ottawa Journal Canada Atlantic Coteau**

**MET DEATH UNDER THE CARS TERRIBLE  
FATE OF JOSEPH LEMIEUX OF CASSELMAN**

He was Coupling Cars, at Coteau When he Slipped and was Terribly Mangled

Joseph Lemieux, 18 years of age, a brakeman on the Canada Atlantic railway, was killed on Saturday night at 12 o'clock at Coteau Junction by being crushed under the wheels of five freight cars.

Lemieux was in the act of coupling the car and when moving with the train as it came together tripped and fell beneath the wheels, five cars passing over him before the train was stopped. Both legs and his right arm were severed close to the body and other injuries incurred. The unfortunate man was picked up by his companions and taken to Montreal with all haste, where he was placed in Notre Dame hospital, in which place he died early yesterday morning.

The deceased Lemieux was a brother of Louis and Daniel Lemieux, of this city, and employees of the C. A. R. He had only been on the road a few weeks, and during that time had proven himself a capable young man. His parents reside in Casselman, where the remains will be taken after the inquest which will be held in Notre Dame hospital to-day..

ORDERED THE ENGINEER OFF

O. & N.Y.OFFICIAL PUT OFF THE O., A. & P.S. PROPERTY

He was Taking Levels for the Ptoposed O. & N.Y. Terminal -The Matter was Afterwards Arranged

Mr. J. C. McGonagle, construction engineer of the O. & N.Y. Railway, was ordered off th C.A.R. and O.A, & P.S. Railway property near the Canal Basin to-day. Mr. McGonagle was surveylng and taking levels tor the O. & N. Y. freight terminal here, and in order to get the levels he had to go on the Canada Atlantic property. The matter was finally arranged when it was brought to the attention of the C. A. R. Company that under the Railway Act the engineer had a right to go on the property. The right was admitted by the C A. R. Company, and the explanation made that the customary courtesy of asking for permission from the C.A.R. Company had not been done.

Mr. McGonagle is at work again this afternoon takng the levels.

At the C. A. R. the Journal was informed that the section men would order off any person having engineering instruments on the property and having no permit.

LEMIEUX'S DEATH

Excusable homicide was the verdict rendered by the Coroner's jury at the inquest on the death of Joseph Lemieux, who was killed by an engine of the Canada Atlantic at Coteau Landing on Sunday.

The Ottawa East Council last night decided to write to Mr. J.R. Booth asking him to meet the council on a suitable date to arrange for a way for foot passengers across the tracks at the Deep Cut and to rectify the condition of the bridge at the head of Nicholas Street. As the matters are now the Ottawa East people are practically prevented from crossing the tracks and are thus greatly inconvenienced and the planks in the bridge are not in too safe a state.

Superintendent promised to have the whistles abated. All trains entering and leaving the city both night and day generally blow their whistles... More.

The C.A.R. company will not increase the wages of the men at present but will give them new rules to work under, The new rules are in compliance with the request of the men.

One hundred men are employed ballasting and improving the yard at the Central C.A.R. depot.

## THE CENTRAL STATION

Among business to come up before the railway committee of the government to-morrow is an application for a hearing by the C. P. R. and Ottawa and New York railway upon the subject of terms in the Central railway station and approaches, of which Mr. Booth is in possession. 'Mr. Booth's name is need for short; the leases are all made out to the Ottawa, Arnprior and Parry Sound Railway Company. Upon the course of the railway committee will depend the terms not only upon which the C. P. R. and the Ottawa and New York roads can use the station and approaches, but also in a short while the Gatineau Valley road, and later on the Kingston, Smith's Falls and Ottawa. Possibly, in the future, other roads. The question which the railway committee has to decide is whether a large piece of public property, affording a unique railway avenue to the heart of the capital of Canada, shall become of its full public usefulness to the capital - a national asset or be allowed to be used by Mr. Booth's railway interest to secure exorbitant advantages over all other railways and injure the public interest. The railway companies and others who are directly interested know the details of the question, but the public has not recently had any full statement of the conditions of Mr. Booth's leases. This is a good time to review them.

Mr. Booth's lease of the canal reserve and central station site is in three parts. That is simply for technical reasons. All three leases state the same conditions. In quoting them, the main lease, namely, that covering the old canal basin and central station site, will be used here. The leases are clear enough that Mr. Booth must accommodate all other railways than his own, and upon reasonable terms. 'But there is something more than the leases, and something better. Namely, the order-in-council passed by the government authorising the leases. This document expressly emphasises the public interest in the property

The order-in-council, the first official document in the case, was passed on May 10, 1895. It sets forth that Mr. Booth (that is, the O., A. and P.S. road) was pressing for a lease of the canal reserve, and proceeded:

"The minister (of railways) states that the scheme of bringing railway accommodation nearer to the business centres of the city is one which has been warmly advocated by the corporation (of the city of Ottawa), which has entered into an agreement with this company to pay them the sum of fifty thousand dollars towards the erection of a "Central Union Passenger Depot," with approaches on the east bank of the canal, and has co-operated with the company in seeking the government concession of the use of the canal land for that purpose.

"The minister, under these circumstances, and in view of the importance attached to the scheme, in the public interests, by the city of Ottawa, as evidenced by its action in the matter, recommends that authority be given for the grant of a lease to the company. \*\*\*. said lease to contain the following main conditions

(6.) That it is expressly to be understood that all railway companies, now or hereafter desiring to avail themselves of the said property, and of the Central station to which it is to be the approach, shall be entitled to the use of the same on fair and reasonable terms and conditions to be determined, if necessary, by the railway committee of the Privy Council."

It will be noted that a chief reason given by the government for leasing the property to Mr. Booth was the wish and interest of the city of Ottawa. It is hardly necessary to say that while the city of Ottawa had and has the heartiest good-will to Mr. Booth's magnificent railway enterprise, the true and paramount interest of the city in the matter was and is that not Mr. Booth's railways alone but all railways shall come into Ottawa on the best conditions. And as the government expressly recognised this fact in its original decision to yield up the canal bank to railway purposes, so now the city has good reason to expect, that the government will again expressly recognise that the canal bank is not an asset of Mr. Booth's, further than that he is entitled to fair pay for what he has done and may do, but a public asset, available to all railways on thoroughly equitable terms.

The order-in-council was passed on May 10, 1895. The first lease to Mr. Booth followed on June 6. It was for the canal reserve from the head of the deep cut to the Maria street bridge, at \$200 rental. The second lease was signed on July 31, giving the canal reserve from Maria street bridge on to the old canal basin, at \$400 per year. The third and final lease was on March 2, 1896. It surrendered to Mr. Booth the old canal basin, and the rest of the reserve down to Sappers' bridge, at \$500 a year. Thus for a total of \$1,100 a year, Mr. Booth got the full half mile of ordnance lands from the heart of Ottawa out to the head of the deep cut, where he was able to strike right off into the country.

As already said, the terms of the leases in all essential respects are the same. They lease the land to Mr. Booth for 21 years, with option of renewal by him for 21 years further, and then, for 99 years. But he is placed clearly in the position of a trustee. If he fail to observe any condition of the lease; he loses it. Whether he observes the lease or not the government can expropriate him at any time at 18 months' notice. He is not to assign, transfer or sublet any portion of the property without government permission. In the main lease, as well as the order-in-council, it is important to notice, the phrase is repeatedly used "the Central Union Passenger Depot" Mark the word "Union." Mark too the words "passenger depot." Clause 17 of the main lease and similar clauses in the other leases say:

"That the said lessees shall at all times during the said term permit any railway company wishing to avail itself of the said lands as an approach to said station, to use the said station and the lands herein demised upon reasonable terms and conditions to be determined if necessary by the railway committee of the Privy Council."

A comparison was given recently between Mr. Booth's charge to the Ottawa and New York road for terminal facilities, namely \$18,000 a year, and the C. P. R.'s charge to the Gatineau road for much greater facilities, namely \$5,000 a year. Mr. Booth offers the O. and N. Y. road one station and half a mile of track for passengers only, and upon public land. The C. P. R. gives the Gatineau road two stations (Ottawa and Hull) and three miles of track including a half million dollar bridge, for passengers and freight both; and the C. P. R. uses no public property. The only escape from the conclusion, that Mr. Booth is exorbitant in that the C. P. R. is extremely charitable, in fact goes on from year to year presenting large sums of money free gratis to the Gatineau railway just out of pure goodness, of heart. This idea is the less probable when Mr. Booth's other tactics in connection with the canal reserve are considered. Unable to pay Mr. Booth's charges, the Ottawa and New York railway sets about getting a track of its own down the canal bank: to reach private property acquired by it near the central station. Mr. Booth objected. The government heard the disputants, and issued permission to the O. and N. Y. to go ahead, compensation to be paid to Mr. Booth for the use of the land. The O. and N. Y. people asked Mr. Booth what he wants; he declined to name a sum, and went into court to get an injunction to stop the O. and N. Y. although the government had decided the matter, and although Mr. Booth's leases, from the government stipulate that he shall abide by such government decisions.

In explanation of his action, Mr. Booth publishes a claim that his leases forbid any use of the canal reserve except for "approaches to the central station." He is emphatic about this. And there is one clause in his lease which would bear him out forcibly if it were considered by itself, and not in conjunction with several other clauses which state that the government is the arbiter and interpreter of the lease. The clause to which we refer is No. 3 in the main lease, as follows:

"That the said lessees (the O.A. and P. S. railway company) shall not without the license or consent of our minister of railways and canals aforesaid, use the said lands or any part thereof or suffer the same or any part thereof to be used for any purpose other than the construction and operation of such approaches and of the railways of any other railway company or companies which may be permitted to use the said lands as hereinafter provided and for the purposes incidental to such construction and operation."

Now, if as Mr. Booth argues against the O. and N. Y. road, this clause prevents any use of the canal reserve except for approaches to the Central station, what are we to think of Mr. Booth's erection of a big freight shed on the reserve? He is placed by the above clause in the same position as

other railways, regarding the use of the reserve. If they have no right to anything but approach to the Central station, neither has Mr. Booth. If Mr. Booth has the right to more, so have they. If Mr. Booth can bring freight in on the canal bank, so can they, and if he can build freight sheds on the public property, why not they on their own private property? Yet Mr. Booth erected a freight shed on the public land and without the government permit called for by his lease either while he denied the right of other roads to even bring freight to their own private terminus. That, was some time ago, and the O and N. Y. road charges that another similar move is on now, according to the following passage in Mr. Hibbard's recent letter : "Let me call attention to the fact that the O. A. and P. S. railway are pursuing the same tactics with regard to this order of the railway committee, as followed under their leases, viz., ignoring it entirely and constructing a coal shed on the ordinance lands in a manner calculated to block the carrying out of the order of the committee, same as was done in the construction of their freight sheds."

Mr. Booth has a right to feel that as the construction and probably the conception of that railway entrance to Ottawa were due to his foresight, enterprise and energy, he is legitimately entitled to a profit from it. He is. He ought to have a large return. In fixing the conditions upon which other railways come in, the government will do well to give Mr. Booth a first-class profit. But the public has also a right to expect that the public interest, which was the government's avowed reason for making Mr. Booth a trustee of the public property, will be clearly and resolutely maintained by the government, that neither exorbitant charges nor unjustifiable obstruction to other railways shall be tolerated, nor the canal reserve be allowed to become a mere business asset for any person, regardless of public interests and obligations.

*09/11/1898 Ottawa Journal Canada Atlantic Central Depot*

ENTRANCE TO CENTRAL DEPOT

BASIS WILL BE DECIDED UPON TO-DAY.

Railway Committee is Considering the Cases of the O., A. & P.S. ; O. & N.Y and C.P.R.

The O., A. and P.S. road to-day applied to the railway committee for a reconsideration of the order permitting the O. and N.Y. railway to construct a track along the canal reserve: to the freight terminals of the O. and N.Y. company. In this question is involved the use of the land leased to the O., A. and P.S. for Central station approaches, etc. Mr. E.B. Osler and Mr. J. Christie appeared for the O., A. and P.; Judge Clark for the C.P. R., and Mr. Z. Lash, Q.C., for the O. and N. Y.

Mr. Osler called attention to the order issued in August of the railway committee granting permission to the O. and N. Y. Railway Company, to reach their freight terminals by constructing a track along the land leased to the O., A. and P.S. railway. He said this land was leased for the purposes of providing a passenger terminus and he claimed the committee was being asked to dedicate the land for a different purpose. He admitted that the present company use the approach for freight purposes. He said they were using the land for freight purposes but when the land was necessary entirely for passenger business the company would be prepared to change it. He said the whole question involved a case of law and he questioned the jurisdiction of the committee.

Mr. Lash, Q.C., for the O. and N. Y. company confined his remarks to replying to Mr. Osler's contentions that the committee could not grant the request and that if it did then the leases would be voided. Mr. Lash claimed that until the railway committee defined the lands which the railway could expropriate then the company applying had no foundation. The land in question; he said, could be expropriated for the purpose. Mr. Lash claimed that the Parry Sound road had prevented the O. and N.Y. getting in and wanted to further delay the company. Mr. Lash summed up his case that the land was not dedicated to the O., A. and P.S. company and that it was leased under a contract for certain purposes. Other railways, he said, could use the land ordered by the railway committee and the fact that the land is leased for passenger purpose does not exclude freight Obstruction Alleged.

Mr. Lash then said the Parry Sound company obstructed the O. and N.Y. when endeavoring to reach land near Sussex street and then the O. and N.Y. secured other property and, now the O., A. and P.S. company is constructing a coal shed across the approach to the last acquired land. This was done contrary to an express order of the railway committee, said Mr. Lash.

"That's not treating the order, of the committee with respect, said Mr. Blair.

"The statement is absolutely untrue, said Mr. Osler and Mr. Christie.

Mr. Lash said he would be surprised to find it was not true.

Judge Clarke here interposed and asked that the committee in making any order stipulate that the railways be allowed to use the land for freight purposes until required for the passenger traffic.

Mr. Osler said the coal shed and trestle were projected long before the O. and N.Y. had put a spade in the ground and are off the land under the jurisdiction of the committee. He claimed they had not infringed upon the land for which the O. and N. Y. railway have given notice of expropriation.

Mr. Mulock said it would be necessary for the committee to decide a district policy in regard to the use of the station in order to prevent future complications.

The committee meets against this afternoon.

Central Depot Entrance -

EQUAL RIGHTS FOR ALL LINES

DECISION OF THE RAILWAYU COMMITTEE YESTERDAY

The Booth System Will Use the Approaches and Station on the Same Basis.

The railway committee at yesterday afternoon's session ordered that the approaches to the Central depot should be used by all roads equally on a wheelage basis.

The approaches to the Central depot were leased to the O. A. and P.S. railway, to be used as a Central depot by all roads. The O., A. and P. S. railway company demanded from the C P. R. \$1,500 a month rent for the use of the station and an equal sum from the O. and N. Y. railway. The O., A. and P. S. was paying the government \$1.100 a year.

The question was fully argued yesterday afternoon, and the committee gave the decision as above. Further, the committee allowed the C. P.R. to cease paying rent to the O., A. and P. S. company; but to pay on a wheelage basis and to bear a proportionate share of the operation and maintenance expenses. The O. and N. Y. company if it uses the station and approaches was ordered to pay \$250 a month rental to the O., A. and P.S., and also pay on a wheelage basis and bear a proportionate share of the operation and maintenance expenses. Any money paid over to the O. A. and P. S. by the C. P. R. and O. and N.Y. for rent is not paid absolutely, but will be subject to disposition on a basis to be agreed upon when the final arrangements for the use of the station are made by the railway companies.

The application argued before the committee was from the C. P. R. and the O. and N. Y. railway for a further hearing as to the terms and conditions on which they may use the Central station and the approaches thereto.

The C P. R. Argument

Judge Clarke explained that it was now about time for the expiry of the interim order by which the C P. R. is now using the entrance to the Central depot. He asked that the committee define the terms under which the C. P. R. could use the depot. He said it would not be necessary for the C.P. R. to be a tenant of the O. A. and P. S. or a tenant of the Crown, but that the committee should say what rights the C P. R. would have and what terms. Judge Clarke explained that a clause in the lease of the property to Mr. Booth stipulated that the railway committee should fix the terms upon which the other railways could use the depot and he contended that any decisions of the committee made under this clause had the same effect and power as if they were embodied in the contract in the first place. He said the land had not been leased to Mr. Booth so that he might make a large profit upon its use.

An Unreasonable Rent

In dealing with the rental, \$1.500 monthly, now being paid by the C. P.R. to the O., A. and P. S Judge Clarke said the amount was unreasonable. He suggested that the committee order the companies using the property to contribute to its maintenance on a wheelage basis and in addition an amount to be applied to pay an amount of the expense of the capital account

The O. and N.Y. Case.

Mr. Lash on behalf of the O. and N.Y. said his company had tried to arrive at a fair settlement with the O. A. and P. S. regarding rental, but had been unsuccessful. He contended that the committee had first to decide a matter of principle and afterwards fix the terms. He claimed the lease of the property to the O.A. and P. S. was a lease to that company plus the C. P. R. plus the O. and N. Y. and other roads. To Mr. Mills he said in reply to a question that any terms or facilities which the O A. and P. S had in the Central depot property would not be interfered with by the other companies.

The Defence.

Mr. Osler for the O., A. and P. S. said the railways had not given a statement of the accommodation they want and for how long. The O., A. and P.S. offered, he said, to submit the matter to the companies to have them make proposals and then if they cannot arrive at an agreement have a referee appointed to report to the committee.

A general discussion followed regarding the basis upon which the depot should be used.

Mr. Blair remarked that there seemed to be an indisposition on the part of some one to have the parties come together. He did not state the quarter in which the indisposition was apparent.

Mr. Blair said he could not uphold the contention of the O., A. and P. S. that the other roads should pay on the basis of what it would cost them to get an equally good entrance. His colleagues concurred in this view.

Judge Clarke asked that the interim order should be continued but that the companies using the road should pay for its use on a wheelage basis. He said they were paying on a basis of \$18.000 a year, a sum which he said he believed was sufficient to cover the whole cost of maintenance, of the station.

Mr. Osler, said his company would be prepared to allow the C.P.R. to continue to use its entrance and would be content to rely upon the reliability of the C P. R., but they would require a deposit of \$3.000 or \$4.000 as a guarantee for rent from the O. and N.Y. railway. He said his company would be prepared to submit a plan for a Central station within a fortnight

Estimated Expenses.

Mr. Lash in replying to Mr. Osler's contentions said an engineer had prepared an estimate of the expenses of the materials used in the approaches to the Central depot and had estimated that \$18,000 would cover all. The interest on capital would bring the amount to about \$22,300. Of this amount he said a fair distribution on a wheelage basis between the four roads would mean that the C. A. R. and O., A. and P. S. would pay about \$13,000; the C. P. R. about \$6.000. and the O and N.Y. about \$2.500.

Mr. Osler wanted the O. and N. Y. road to deposit \$500 as a guarantee for the rent but Mr. Tarte objected to what he termed the "smallness" that prompted the demand.

Mr. Booth Speaks.

Mr. J. R. Booth asked to be heard, and said his company was prepared to make a statement regarding the cost of the Central station, but he had been advised it would not be necessary at the committee. He said the committee should consider his lease, what he had done, was doing and what he has yet to do under the lease, and then, state what it was worth to the other companies for the use of the terminal facilities.

Mr. Blair remarked that if Mr. Booth's company wanted to impress this committee that they did not want to block an amicable arrangement they should not take any hostile steps.

Mr. Booth denied any desire to be hostile. He asked the committee to consider the benefit he had conferred upon the city, and he wanted peaceful enjoyment of his right. He said he would never have moved from Elgin street had he anticipated such a decision from the railway committee

The committee then decided upon the order as outlined above.

10/11/1898

Ottawa Citizen

Canada Atlantic

Central Depot

Now that the question relative to the entrance to the Central depot by the railway lines running into Ottawa has been largely determined by the action of the railway committee of the privy council, work on the new union station will be commenced at an early date.

Speaking to the Citizen today, Mr. J.R. Booth stated that the new depot would be located on the site of the present one, and work would be started as soon as the militia department secured other quarters for militia stores and vacated the premises.

It is understood that the department is now negotiating for the purchase of the Salvation Army building on Queen street, and if the deal is effected they will take possession of their new quarters at an early date. To meet the demand for railway accommodation work will therefore be commenced as soon as the arrangements can be made, and the union station will be one that will meet the increasing requirements of the various roads running into the city, and be worthy of Ottawa as a growing centre of railway operations. The corporations by which it will be used being the wealthiest in the country, and the city already having contributed \$50,000 for the purpose, the new station will be constructed on an elaborate scale, such as will meet the requirements for years.

The Ottawa and New York railway will commence running into the present central station as soon as the railway committee of the privy council gives its decision on the question of freight terminals.

16/11/1898

Ottawa Citizen

Canada Atlantic

Central Depot

UNION DEPOT

Mr. J.R. Booth Says it Will Cost \$130,000

PLANS BEING PREPARED

A Description of th Proposed Structure to be Built Next Spring,

Mr. John R. Booth stated to The Citizen to-day that the new union station will cost in the vicinity of \$130,000, plans for which are now being prepared. He reiterated his previous statement that work will be commenced just as soon as the militia stores are removed to the new building which they propose to erect, or to some other quarters. Mr. Booth states that the increased traffic of the three reads running into the Central depot will necessitate new quarters with very large accommodation.

Mr. Booth added that, notwithstanding all that has been said to the contrary, he wishes to have every road running into the Capital to use the Central depot on an equal basis without preference to any. The building will be of stone and brick, and plans for it now being prepared by officials of the road will be considered with those already submitted, and the one best suited to the requirements will be selected. The station will extend from the present building at the canal basin over the vacant lot of land to Rideau street, with an entrance from Sapper's bridge. Trains will run into a large over-head covering in the rear of the station. The lower floor will be used for spacious waiting rooms, ticket offices and a dining hall, while the upper apartments will be used for offices of the railroad corporations. Mr. Booth emphatically denies the statement that he is pursuing a vacillating policy in reference to erecting the station, and states that he is as anxious as anyone that the work should be proceeded with when the necessary arrangements and details are carried out. He fully expects to commence the work early in the spring and rush it to completion.

18/11/1898

Eastern Ontario Review

Canada Atlantic

Central Depot

The long drawn out fight of the C.P.R. and O. & N.Y. Co. for an entrance into the Central station at Ottawa seems to be nearing a close. The whole question was finally thrashed out before the Railway Committee on Wednesday, with the result that the outside companies are to be allowed access to the centre of the city on payment of a proportionate share of the maintenance and the details will be settled later. The C.P.R. will pay its share to be estimated on a wheelear basis and the O. & N.Y. will pay \$250 per month pending the final adjustment of the details, and will secure immediate access to the central depot,

18/11/1898

Eastern Ontario Review

Canada Atlantic

It is rumored that the C.A.R. will put on an early morning train from Hawkesbury to Coteau to connect with the G.T.R. train for Montreal. This would land Vankleek Hill passengers in Montreal at about 9 o'clock in the morning. The evening train returning leaves Montreal at 5 o'clock and reaches here at 7.30. It is also reported that the afternoon train will run to Alexandria so that the C.A.R. fast trains will not have to stop at Glen Robertson. Time will thuis be saved. On the Hawkesbury branch this would necessitate two trains - a freight and passenger, instead of at present, a mixed train.

22/11/1898

Ottawa Free Press

Canada Atlantic

The work of ballasting the C.A.R. yards is completed and a number of men are employed sinking four new underground drains. A new signal house is being erected for the accommodation of the switchmen for the winter.

Double bricking the round house has been completed. On account of the inconvenience arising from the lack of space in the roundhouse, five new arches will shortly be erected, making accommodation for a few more engines. The work on the coal chute will be finished this week. In the new machine shop everything is ready for the machinery, which will arrive shortly. The frame work of the new repair shop is completed, and a number of men are employed sinking piles for the erection of the new hydraulic hoist. This machine will be used for lighting [sic] locomotives and will be capable of hoisting 150 tons. The company will use this shop for making and repairing engines and for the construction of all machinery to be used on the line. About forty engines are now in the shop for repair.

A new additional machine shop will shortly be erected by the Canada Atlantic Railway Co. at the deep cut. The building material has arrived and work will be commenced in the course of a few weeks. This shop will be used for the repairing and cleaning of engines and will contain all the latest modern appliances for handling locomotives.

02/12/1898

Ottawa Citizen

Canada Atlantic

Coteau wood

A large coal chute, similar to the one here, is being built at Coteau and will be operated by a 15 horse power gasoline engine.

05/12/1898

Ottawa Journal

Canada Atlantic

De Beaujeu

A PITCH IN AT ST. POLYCARPE

C.P.R. AND C.A.R. FREIGHT TRAINS COLLIDE

The Station House, C.P.R. Engine and Some Freight Cars Were Completely Wrecked and Several C.P.R. Men Injured

A CPR freight train pitched into a CAR freight train at St. Polycarpe Junction yesterday morning and wrecked an engine, a number of freight cars and the station house at the junction. Several CPR men were somewhat injured. The CPR engine is a total wreck, several freight cars are ruined and six loaded cars belonging to the CAR were damaged. One car loaded with hay was completely demolished and two others loaded with structural iron for the Hawkesbury pulp mills were very badly damaged. None of the CAR train hands were hurt.

The CPR train from Toronto to Montreal had to come by way of Ottawa yesterday.

## RAN INTO A FREIGHT

C.P.R. Train Cuts a C.A.R. Freight in Two Causing a Wreck at St. Polycarpe

Sunday morning at 3 o'clock a C.P.R. train going east ran into a Canada Atlantic freight which was crossing the diamond at St. Polycarpe Junction, cutting through it and knocking part of the train off the track. The engine and part of the C.P.R. train also left the track, and struck the station, moving it about three feet. The tracks at that point were blocked for some time yesterday, but the C.A.R. company had everything removed for the passage of the Montreal train leaving here yesterday morning at 8 a.m. The exact cause of the collision is unknown but was probably caused by the failure of the working of the C.P.R. signals. The C.A.R. train was moving slowly, and was almost stopped when the other engine crashed through the centre with the above results. The trainmen on the C.P.R. engine had a narrow escape but fortunately no one was injured.

05/12/1898 *Montreal Star**Canada Atlantic**De Beaujeu*

Bad Pitch-In Between Canadian Pacific and Canada Atlantic Trains at St. Polycarpe

OTTAWA December 5 - A Canadian Pacific Railway freight train pitched into a Canada Atlantic train at St. Polycarpe Junction yesterday and wrecked an engine, about ten freight cars and the station home. The C.P.R. engine is a total wreck; several C.P.R. freight cars are smashed and six loaded cars belonging to the C.A.R. were badly damaged. One car loaded with hay was completely demolished and two others loaded with structural iron for the Hawkesbury pulp mill were very badly damaged. None of the Canada Atlantic train hands were hurt but several C.P.R. suffered injuries. The station is also wrecked. The CPR train from Toronto to Montreal had to come by way of Ottawa yesterday.

08/12/1898 *Ottawa Journal**Canada Atlantic**Deep Cut wood*

The residents of Ottawa east who have to pass along Nicholas Street at the foot of Deep Cut have a grievance against the CAR. They complain that the recently erected coal chutes are a nuisance to passers by as, when the engines are being loaded with coal the dust floats across the street and anyone who happens to be passing is covered with coal dust. A petition is in circulation for presentation to the village council to have the chutes removed. Several ladies complain that their hats and dresses have been destroyed by the falling dust from the coal. The council of 1899 will be requested to take action on the matter.

14/12/1898 *Lanark Era**Canada Atlantic**Ottawa*

The new carshops being built by the C.A.R. and O., A. & P.S. Railway Co. in Ottawa will be one of the largest in existence. It will have a floor space of forty acres. Electricity will be the motive power used in the works.

17/12/1898 *Ottawa Free Press**Canada Atlantic**Roundhouse*

Work on the new Canada Atlantic buildings at the deep cut have been suspended for a few days, on account of the recent cold snap. The severe frost interfered with the work of draining the immense building. Mr. J.R. Booth, who was seen by a Free Press reporter, stated that the work would be continued in a few days. An immense heating apparatus has been ordered and as soon as this arrives work will proceed again. The work of boarding and grouting the large machinery building has been completed and the foundations for the different mechanical apparatus have been sunk. The glass for the skylights on the buildings, which has been imported from Belgium, will be here in a few days. Considerable trouble was experienced in getting the goods, on account of the unusual size and quantity required. The ditching in the building is almost completed, and as soon as the heating apparatus arrives, will be proceeded with. The excavating for the new repair shop has been suspended on account of the frost setting in so suddenly. Work on the dump has ceased also and will not be continued until spring opens.

The work of erecting the new addition to the round house will not be completed until April next.

07/01/1899 *Ottawa Free Press**Canada Atlantic**Roundhouse*

The work of putting glass in the skylights at the car shops at the Deep Cut is almost completed, but until the apparatus for heating the building arrives no further work will be accomplished.

Father and son killed together

County Treasurer Cowan and Holmes Cowan, of the Gilpen House, Meet an Instant and Shocking Death at Ottawa East Team Running Away Crashed into O. A. & P.S. Express, Killing Occupants of Sleigh, except Driver Who is Fatally Injured Killed

Wm. Cowan, Treasurer of Carleton County

Holmes T. Cowan, Proprietor of the Gilpen House

Injured

Napoleon Dumais, Coachman

One of the most appalling accidents that has happened to Ottawa for years and which resulted in the death of two of the city's most estimable and best-known residents, occurred this morning at the Ottawa East crossing of the Parry Sound Railway. County Treasurer William Cowan and his son, Holmes Cowan, proprietor of the Gilpen House, were struck by a westbound express train while driving in a cutter and killed outright while Napoleon Dumais, the coachman was fatally injured.

The accident occurred at 8.35 on the Main street crossing. Mr. Cowan, his son and the coachman Napoleon Dumais, left their home on Nicholas street shortly after eight o'clock to attend the funeral of the late Charles A. O'Gara, son of Magistrate O'Gara, at Ottawa east. They drove a splendid pair of horses and all went well until Landriau's corner at Ottawa East was reached, when near this point the horses became suddenly frightened at some object or more probably at the sound of the locomotive whistle and started to run away. The driver held on to the terrified horses and did his utmost to stop them but his efforts were to no avail. The frightened animals dashed down the street at a terrific pace, around Landriau's corner and made for the railway crossing. Just at this moment the 8:30 west bound train of the O.A. & P.S. railway came around the corner going at a good rate of speed. Seeing that an accident would be inevitable unless the horses were stopped the flag man at the crossing shouted to the coachman to stop, but the efforts of the latter were futile and the terrified animals ran into the the train striking it between the tender of the engine and the baggage car. The sleigh was instantly turned around and struck the baggage car with terrific force, the occupants being thrown a distance of 75 feet and horribly bruised and cut about the head and face.

The horses were cut off from the cutter and killed immediately. The Messrs. Cowan, who occupied the rear seat in the cutter, were killed outright, but the coachman, Napoleon Dumais, while probably fatally injured, escaped death. He maintained consciousness for about a minute exclaiming, "Where am I?" and "My arm is broken," and then lost reason.

As soon as the driver on the engine saw that an accident would happen, he immediately shut off steam and applied brakes, but not in time to avert the collision. The train was stopped, however, after proceeding about thirty feet from the scene of the accident. The dead bodies were at once taken up and placed in the flag house at the crossing, while Dumais, the coachman, was taken to the hospital. Undertaker S.M. Rogers was summoned and moved the bodies of the dead father and son to his morgue on Rideau street, where an inquest will be held this evening,

The train was in charge of Conductoe Bracken and Driver Harry Brown. Both of these officials continued on the trip to Madawaska.

Story of an eye-witness

Albert White a resident of Ottawa East, who was standing near the crossing at the time of the accident, related the following to the Citizen: "I was standing near the flag house on Main street, when I saw the team of horses coming around Landrieu's corner at break neck speed. The driver was holding on to the reins tightly and apparently doing his utmost to stop the horses but they kept on running and going faster as they approached the track. The occupants did not appear to make any attempt to jump out of the cutter. At this instant the 8.30 Parry Sound train rounded the curve going at a good rate of speed and I then saw that unless the team could be stopped a bad accident would happen. James Taggart, the flagman was standing near me at the middle of the crossing and he signalled the driver of the cutter to stop, but the latter was unable to do so. Seeing what was going to happen I ran up the street a short distance and jumped for the bridle of the horses as they rushed by, but was too late. The team ran on and just as the engine reached the centre of the crossing the horses ran in between the tander and the baggage car. They were cut off completely from the sleigh, which by this time had turned around and was struck by the baggage car. The occupants were thrown fully 75 feet and when we reached them both father and son were dead. The coachman kept his senses for a minute and then sank into unconsciousness."

The flagman's story

James Taggart, the flagman of the O.A. & P.S Railway at the Main street crossing was seen by the Citizen. He said: "When I first noticed the runaway, the horses were coming around the corner --- and the coachman was jerking them up and shouting "Whoa." As soon as I saw the train coming around the corner I knew that there would be a collision and I waved my flag and shouted to the driver to stop, but he was unable to do so. The team came on faster than ever and the engine had crossed the street when the horses were within twenty-five feet of the team [sic] They kept on and ran in between the tender and the baggage car. The shafts were smashed the horses cut off from the sleigh and badly mangled. The cutter was thrown a great distance and the occupants of the rear seat were killed outright. I did all in my power to stop the team and prevent the accident but was unable to do so."

W. Humpas, of Ottawa East, was near the crossing and saw the accident. The horses were running away and the driver was attempting to stop them. The occupants of the cutter were holding on but did not appear to make an effort to jump out. Mr. Humpa's story of the accident corroborated those of Messrs. Taggart and White.

Gates are needed

The crossing of the Parry Sound railway is situated in the centre of the village of Ottawa East, and although freight trains, expresses and shunting engines are passing up and down at all hours of the day and night no gates have ever been put up, although the necessity was an urgent one. At the side of the road is a little flag house and a watchman stationed there is supposed to give the signals and keep the track clear. The village council of Ottawa East intended to place gates at the crossing and this was one of the improvements suggested during the recent election campaign.. The gates will now be put up, but not until two lives have been sacrificed on account of insufficient protection. Had there been gates at the crossing the horses might have been killed but the occupants of the cutter would probably have escaped with slight injuries.

O.A. & P.S. Official Report

Mr. M. Donaldson, General Superintendent of the Canada Atlantic and the O.A. & P.S. railways, makes the following official statement relative to the accident at the Russell road crossing this morning:

"No. 50 O.A. & P.S. train left Central Depot at 8.30 for Parry Sound, engine 600, Engineer H. Brown, Conductor T. Bracken. While passing over the Main street crossing in Ottawa East, Mr. Cowan's team ran into the side of the train, striking it between the tender and the baggage car. Mr. Cowan and his son were instantly killed and the driver, whose name is Dumais, was seriously injured. The train was immediately stopped, coming to a standstill -- lengths past the crossing, and from the facts, as given -- reported to my office, it would appear that the driver lost control of his horses, which was the cause of the accident. The flagman, J. Taggart, stationed at the crossing, used every effort in his power to stop the team, and narrowly escaped being killed in his efforts to do so. The horses and wreck of the sleigh, and the bodies of Mr. Cowan and his son were found after the collision on the north side of the track some distance west of the crossing.

"Drs. Hanna, Robinson and Small and the ambulance were summoned by telephone immediately after the accident, and arrived within a few minutes. The -- was conveyed to the Protestant Hospital in the ambulance and the bodies of Mr. Cowan and his son were removed to their home by order of the coroner."

Survivor's Story.

Coachman Dumais Tells How the Accident Happened.

Coachman Dumais, the only survivor of the shocking affair, lies at the Protestant Hospital. The poor fellow's sufferings were terrible and made even those accustomed to such scenes shudder as they watched by him. Dumais regained consciousness shortly after 12 o'clock but was so weak that he could only speak in whispers. Mr. William Cowan was driving, Dumais states, and the horses were travelling at an ordinary rate of speed

when suddenly something frightened them, they took hold of the bits and dashed off down Main St. at a terrific rate. Mr. Cowan did his utmost to stop the now uncontrollable animals, but all of no avail. Dumais stood up in the sleigh and did his utmost in checking the horses, but even with his assistance the animals could not be pulled up. The occupants could hear the approach of the fast moving train. Every yard brought them nearer the track. The horses became terrified at the noise of the locomotive and Mr. Cowan realized that the only thing that could save them from destruction was to get over the crossing. But the iron monster was the more speedy and the engine had passed over the crossing when crash went the horses, sleigh and occupants into the rear end of the baggage car. The horses were hurled to the side and the car struck the sleigh with awful force. Dumais, when he first saw the engine, made an attempt to get out of the sleigh and was about to jump when the collision occurred. To this he probably owes his life. His head is frightfully cut and his right arm it is thought will have to be amputated. The Messrs. Cowan were instantly killed, and it is a source of consolation to their relatives to know that death came with such awful suddenness that there practically was no pain whatever.

Sad Scene at the Homes of the Deceased

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Grief at the Court House

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Inquest Opened

An Inquest in the sad affair was opened at Rogers' morgue by Coroner Freeland this afternoon. The jury is composed of Messrs. A.P. Fournier, George Hollingsworth, High carson, W.R. Striud, H. Baldwin, George McGregor, John Davison, Patrick Brankin. John Thompson, H. Bobier, Samuel Davison, Frank Ladouceur and E. Ladouceur.

Biographical sketches

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## FATAL ACCIDENT AT OTTAWA EAST

County Treasurer Cowan and His Son are dead  
THEIR COACHMAN IS SERIOUSLY INJURED

They Were on Their Way to the Funeral of Chas. O'Gara When Their Horses Ran Away and Dashed into a Parry Sound Train.

Wm. Cowan, County treasurer, 74 years of age, and Holmes Cowan, his son, 48 years of age, were this morning instantly killed at the O.A. & P.S. Ry. crossing on Main street, Ottawa East. The coachman Nathaniel Dumas, 36 years of age, was also killed.

The accident is one of the saddest which has occurred in the city for years. The victims were at the time on their way to attend the funeral of the late Charles O'Gara and were killed when within a stone's throw of the house.

The Accident.

The accident was caused by the team the victims were driving becoming unmanageable and dashing into a passing train.

James Taggart the flag man at the crossing where the accident occurred says that the team turned on to Main street about seventy five yards from the railway track. The team started to run immediately after turning the corner and the driver seemed to lose all control of them. Taggart saw the team approaching at a speed of about ten miles per hour and signalled the driver. At the same time he endeavored to signal the engineer of the approaching Parry Sound train to stop. Both engine and team were approaching so quickly and the collision seemed inevitable that Taggart found it hard to know just what to do. He says he did his best to check the running horses and only got away from in front of them when he saw that to remain there longer met certain death. The team dashed into the train striking between the tender of the engine and the baggage car. Mr. Cowan senior, was thrown violently against the corner of the baggage car. His skull was split and he died instantly. The other two, Holmes Cowan and coachman Dumas, were dragged about 40 feet and badly cut and bruised.

Holmes Cowan was instantly killed and Dumas, the coachman, had part of his skull torn away, his hand severed at the wrist, and the arm broken. He was conscious, however, when picked up and asked to be taken to the hospital. The poor fellow suffered terribly.

From the time the team struck the train until the train was stopped, was only an instant. The victims were dragged about 40 feet up the side of the track. The horses, one of which was instantly killed, had to be dragged from under the train. The remaining horse had to be shot, as its leg was broken. The cutter was destroyed.

Conductor John Stewart of the Ottawa Electric Street Railway, stated to a reporter that he had seen the Cowans in the cutter crossing the Elgin street bridge in the direction of Ottawa East. The horses seemed to be very fiery and were rearing and plunging considerably.

Warden Ballantyne, who was coming out of his house about 50 yards away, saw the train pull up suddenly, and hurried to the scene. He says that when he got there Mr. Cowan and his son were lying by the side of the track dead. The coachman, Dumas, was conscious, and asked to be taken to St. Luke's. The horses were badly cut, one was dead and the other was lying with its leg broken, and Mr. Ballantyne stated that this was the first accident which had occurred at this crossing since he had been a resident there, which is some 20 years.

There was only one person who was an actual eye-witness of the accident and that was James Taggart, the flagman. His story, as far as can be obtained for him, is given above.

Where accident occurred.

The spot where the accident occurred is at the Parry Sound crossing on Main street of Ottawa East. It is hard to see a train approaching from any considerable distance on the north side of the track. The road on which the train approached the track runs directly from the canal. There is a short turn just at the canal on to this road about twenty five yards distance from the track which gives very little time for anyone driving up this road to tell whether a train is approaching or not. In this case the team which turned the corner quickly and started to run, were upon the track before anything could be done. The horses apparently were startled by the noise of the approaching train.

A short time after the accident occurred a large crowd had gathered on the spot. Several people from the city on hearing of the accident drove out.

The Bodies Cared For

(this section omitted)

Coachman's Statement.

Dumas suffered a great deal, but retained consciousness throughout, and when the doctors were through he was quite clear. He did not seem to remember much about what occurred before the accident. He stated to the doctors that Mr. Holmes Cowan was driving, and when the team were turning on to Main Street they started to run away. He remembers the team crashing into the train, but after that all is blank. Dumas is a man of about 36 years of age and unmarried. He has been in the employ of Mr. Cowan as coachman for about six months. Previous to this he was employed with E. Cardinal and other livery firms in the city.

## RAILWAY STATEMENT

What Supt. Donaldson of the Parry Sound Says of the Accident.

Mr. M. Donaldson, general superintendent of the Canada Atlantic and O., A. & P.S. railways makes the following statement relative to the accident:

"No. 50 O., A. & P.S. train left Central depot at 8.30 for Parry Sound engine 609, Engineer H. Brown, Conductor T. Brackens. While passing over the Main street crossing in Ottawa East, Mr. Cowens team ran into the side of the train, striking it between the tender and the baggage car. Mr. Cowan and his son were instantly killed, and the driver, whose name is Germain, was seriously injured. The train was immediately stopped, coming to a standstill in a few car lengths past the crossing, and the facts, as given above, were reported to my office. It would appear the driver lost control of his horses, which was the cause of the accident. The flagman, J. Taggart, stationed at the crossing, used every effort in his power to stop the team, and narrowly escaped being killed in his efforts to do so. The horses and wreck of the sleigh, and the bodies of Mr. Cowan and his son, were found after the collision on the north side of the track, some distance west of the crossing.

"Drs. Hannah, Robinson and Small and the ambulance were summoned by telephone immediately after the accident, and arrived within a few minutes. The injured driver was conveyed to the Protestant Hospital in the ambulance and the bodies of Mr. Cowan and his son were removed to their home by order of the coroner "

Charles Armstrong, yardmaster of the C.A.R., Ottawa was run over by an engine last Wednesday and died a few hours later in St. Luke's hospital.

It is expected that the fatal accident at Main Street crossing in Ottawa East will result in the installation of gates at the crossing.

Mr. N. G. Roche, the reeve of Ottawa East, expressed himself forcibly to the effect today that the Canada Atlantic Railway company should immediately place gates at the crossing. The reeve stated that he wonders accidents have not previously happened at this exposed crossing. "level crossings," he continued, "are beyond all doubt most dangerous without guard gates. Gates should have been placed at the crossing long ago. The Canada Atlantic Railway company shall have to fix gates at this fatal place immediately. If they do not do so at once, so far as I am concerned, the village will compel them to."

Speaking to-day of the circumstances surrounding the accident by which Mr. William Cowan and his son, Holmes, lost their lives on Saturday, Warden Ballantyne stated that if there had been gates at the crossing, where the accident occurred there would have been no one killed. "This Main street crossing," said Mr. Ballantyne, "is one on which gates should have been placed some time ago as the traffic has been steadily increasing, and consequently the danger has too. There have been several narrow escapes both with vehicles and bicycles at this crossing. The traffic into the city from Gloucester to By ward market all passes over this crossing and it is only a miracle that some fatality has not occurred previous to the sad accident of Saturday."

#### EVIDENCE TAKEN

Coroner's Jury Hear Witnesses re the Ottawa East Accident

The Inquest upon the remains of the late Messrs. Wm. and Holmes T. Cowan, killed in Ottawa East Saturday by a Parry Sound train, was resumed at Rogers' morgue last evening, but again adjourned till Friday for further evidence. Coroner Freeland conducted the inquest. Mr. J. C. Grant looked after the interests or the family of the deceased and Mr. F. Chrysler represented the O., A. & P.S. Ry.

The witnesses examined were Jas. Taggart, flagman at the fatal crossing; Dr. R. P. Robinson, who examined the remains to ascertain the cause of death; Hiram Brown, engineer of the train which killed deceased; John F. Lytle, fireman; Thos. Bracken, conductor; John Cameron, baggageman; John Otterson, brakeman; M. Donaldson, general supt. of the O. A. & P. S. Ry and Thos. Deevy, a boy who saw the horses driven by Messrs. Cowan running away. The evidence was in effect the same as that already published. The horses of Messrs. Cowan ran away, and though the flagman at the crossing attempted to stop them they rushed into the train, striking it between the baggage car and tender. Mr. Wm. Cowan's left, arm and shoulder were fractured, almost all the ribs were torn from the spinal column and the skull was fractured in several places. Death was due to paralysis of the brain and spinal column caused by concussion.

Mr. Holmes T. Cowan's death was caused by a severe fracture extending around the back of the head from one temple to the other.

The evidence showed, that the usual crossing signals were given and that the train was not running more than 8 or 9 miles an hour.

14/01/1899 *Ottawa Citizen**Canada Atlantic**Ottawa, Main street*

Ottawa East Fatality

More evidence touching the death of the late Wm. Cowan and his son.

The adjourned inquest into the death of the late William Cowan and Holmes T. Cowan was resumed last night before Coroner Freeland at Rogers undertaking establishment.

The first witness called was Thomas Donoghue, an Ottawa East boy, who was on the south side of the O.A. & P.S. tracks at the scene of the accident last Saturday morning. (Jan 7) He said he saw Cowan's team coming down Main street. The horses were at a trot opposite Fourth street. When the team passed the post-office they were galloping. The train whistled when it was middle way between the semaphore and the crossing. The flagman was in the middle of the road and when the team came closer he waved the flag and shouted. The flagman had walked up the road to meet the team.

James Brown, fitter in the C.A.R. roundhouse, was at the shoemakers shop on Fifth avenue and heard the flagman shouting. The horses were then galloping and he thought at the time that the team was going to knock the man into the engine. The flagman was about seven or ten feet from the rail at the middle of Main street. In answer to a question from Juryman Hollingsworth as to whether the flagman did all in his power to stop the team, the witness answered; "Well, he did more than I would have done."

Mr. John H. Roberts, conductor on the Parry Sound railway, was on Sixth street, Ottawa East, on that morning. He saw the horses running and saw the team then about 65 or 70 feet from the crossing. He did not actually see the collision, but he was sure that the engine had cleared the crossing before the team struck the train. The steam was turned off the engine. In answer to questions from Mr. J.C. Grant, witness said that when steam is turned off there is no unusual escape of steam unless the cylinder cocks are turned. He did not see any unusual escape of steam at that time.

Mr. Albert White, fireman, was leaning against the side of the flagman's shanty. He saw the team trotting the post-office. The flagman was in the centre of Main street about eight or ten feet from the track. When the horses did not seem to be stopping the flagman proceeded up the road a little way to meet them. In answer to Mr. Grant, witness said that the team was trotting when they struck the train. It appeared to him that when he noticed the horses there were two men holding the lines. When the team came opposite the shanty witness jumped out and grabbed at the horses' heads and they swerved to the right.

Mr. James Ballantyne, of Ottawa East, gave evidence to the effect that he had been a member of the County Council and the Council of Ottawa East, and he had never heard of any notification having been given the railway company to put gates at that place.

The inquest was adjourned till the night of Wednesday next week.

14/01/1899 *Ottawa Free Press**Canada Atlantic**Roundhouse*

The machinery for the new Canada Atlantic Railway shops at the deep cut has arrived, and as soon as the new heating apparatus can be placed in the building, work can resume.

Verdict of the Jury in the Cowan Fatality

Two recommendations

Gates at Main Street Crossing and a fence around railroad property.

The adjourned inquest into the death of the late Wm. Cowan and Holmes T. Cowan was resumed last night before Coroner Freeland in Rogers undertaking establishment.

Michael Keeley, cab driver, was about half way between Slattery's corner and the track when the accident happened. The Cowans were ahead of him. He had followed the Cowan team from the Cowan residence and kept about 100 yards behind. His team was trotting. He saw the Cowan team going from the post office to the track, and they were going easily. He heard one whistle before he turned from Fifth street on to Main, but he did not know where the train was, and he halted up slightly. He saw the flagman in front of the horses with something in his hand.

After cabman Dan Holmes and Robert Pettapiece had given evidence, Mr. H.J. Roche, commercial traveller, of Ottawa East testified. He was on the tracks at the crossing on the morning of the accident. He saw the train about three quarters of the distance between Main and Centre streets down the tracks. He looked around and saw Cowan's team near the post office. He saw the flagman after he had crossed the first track and was on the second track.

This finished the evidence, and the jury, after a short deliberation, returned the following verdict.

"We, the undersigned jurymen, have come to the conclusion that Wm and Holmes T. Cowan came to their deaths on the 7th day of January, at about 8.30 o'clock, a.m. on the P.S. crossing on Main street, Ottawa East, through a collision with the O.A. & P.S. railroad train, and believe the same to have been accidental.

"We would recommend that the proper authorities be compelled to erect a fence on the line dividing the railroad property from Fifth street westward from Main, and also that they be compelled to erect gates on the Main street crossing.

19/01/1899 *Ottawa Journal**Canada Atlantic**Ottawa Main Street*

THEIR DEATH WAS ACCIDENTAL

VERDICT AT THE INQUEST UPON THE MESSRS. COWAN

Coroner's Jury Last Night Heard Additional Evidence and Then Brought in a Verdict - Crossing Gates Recommended

A verdict of accidental death was brought in by the jury last evening at the inquiry into the death of the late William and Holmes T. Cowan.

The verdict was to the effect that the late William and Holmes T. Cowan came to their, death as the result of a collision with the Parry Sound train on the morning of January 7th and that the death was accidental. The jury also recommended that the proper authorities should be compelled to erect a fence on the line between the railway property and Fifth street westward and also that the proper authorities should be compelled to have gates, placed at the Main street crossing in Ottawa East.

The evidence produced at last evening's sitting was not very important and threw no light on the accident. Michael Kealy, a hackman testified to having been a short distance ahead of the Cowans on the way to Ottawa East the fatal morning. He was about 100 yards ahead of them and had crossed the railway track as the train approached some distance down. Cowan's team as far as he could judge were not running away but were trotting along at a good pace as they approached the track.

H. J. Roche, a resident of Ottawa East stated that he had seen both the train and the team approaching. The team did not appear to be going quickly. He saw the flagman waving his flag and standing, in front of the team.

Daniel Holmes, another hackman, gave unimportant evidence which concluded the case.

After being out a short time the coroner's jury brought in the verdict noted above.

25/01/1899 *Ottawa Free Press**Canada Atlantic**Deep Cut*

A new switching plant will shortly be placed at Ottawa East where the New York and Ottawa, C.P.R. and C.A.R. cross before entering the Central Depot. Mr. W. Young, agent for the Union Signal & Switch company, was in the city yesterday making arrangements for the immediate erection of the new plant.

30/01/1899 *Ottawa Journal**Canada Atlantic**Ottawa Main Street*

DUMAIS IS INSANE

The Result of Injuries Received in the Cowan Accident.

Dumais, the coachman who was injured in the Cowan fatality is now insane and it is feared he will never recover his mind. He has become violent and has to be watched night and day. His hand was amputated and the arm is not healing up as well as it should owing to Dumais' actions. He takes no care of it, strikes the wound and has it in a worse condition than it should be. He shouts and in every way acts like a madman. He is confined in one of the private wards of the Protestant Hospital but his cries at times can be heard throughout the wing of the building.

04/02/1899 *Ottawa Citizen**Canada Atlantic**Central Depot*

ALL IS READY

Erection of Central Depot May Soon Begin.

PLAN FOR NEW STATION

Mr. Booth Asks the Government to. Grant Him Possession of the Property. The government has received notice from Mr. J.R. Booth of his desire to obtain possession of the militia stores building at the earliest possible moment in order to begin the erection of the new Central depot. It is quite likely that this permission will be granted within a few weeks and the new depot will be erected forthwith. Said a prominent C.A.R. official today "If we obtain possession tomorrow we will commence the depot tomorrow."

The plan for the new station, it is announce today, is practically decided upon. After considering the plans submitted by several architects, the one shown by the accompanying cut is the most favored and officials of the company state that it will likely be accepted.

The new depot will be built of stone. It will be four stories in height. It will extend back to Sappers bridge. The entrance will be from a level with the street or bridge. The second floor of the depot, which will be on the level of the street, will contain a large general waiting room, capable of accommodating 1,000 people, with ladies parlors adjoining, also restaurant and ticket offices.

The train sheds and baggage room will be on the ground floor, and elevators will carry passengers to and from the train sheds.

The companies' offices will be in the third and fourth floors. A library for the employees of the road will be located on the third floor. Already \$2,000 has been subscribed for the procuring of books, etc.

The depot will be after the design of the Hotel Frontenac, Quebec, and will likely be constructed of Nepean sandstone, of which the parliament buildings were built.

24/02/1899 *Ottawa Citizen**Canada Atlantic*

The C.A.R. will order twelve consolidated freight locomotives shortly.

**25/02/1899**    *Ottawa Free Press*                      *Canada Atlantic*                      *locomotive*

The Canada Atlantic and Ottawa, Arnprior and Parry Sound railway companies have ordered twelve new consolidated freight locomotives for grain transportation from Depot Harbor to Montreal.

**08/03/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *Deep Cut wood*

The residents of Ottawa East want the Canada Atlantic coal chute at the Deep Cut removed. They claim that the affair is a nuisance, from the fact that dust and smoke from it ruins everything in the vicinity, and that it is impossible to draw a loaded sleigh over the roadway there on account of the coating of coal dust on the snow. The trains of coal are hauled up on to the chute and the coal dumped from there so that the dust and light material blow in all directions, and, it is said, ruin clothing hung on the lines and property of all kinds.

--petition--

**10/03/1899**    *Renfrew Mercury*                      *Canada Atlantic*                      *shop*

The Canada Atlantic Railway has decided to install the Pintsch system of gas lights in all their first class cars. This light has been in all Wagner and Pullman cars, but not in the first class cars heretofore. The light is strong and the gas burns without odor. Each car has a gas cylinder of its own. There is no danger from fire or suffocation.

**31/03/1899**    *Eastern Ontario Review*                      *Canada Atlantic*                      *Central Depot*

The Central Depot at Ottawa on Monday morning last presented a busy scene. There were three trains for Montreal all standing side by side. The C.A.R. left at 8.25 a.m.; the Capital Flyer on the C.P.R. at 8.30 and the C.P.R. local at 8.35. The Flyer had a sign board stating "This train stops at Vankleek Hill, Vaudreuil and Montreal." Many of the officials of both roads were on hand to look after their respective interests.

**13/04/1899**    *Ottawa Free Press*                      *Canada Atlantic*

Description of the new vestibule train running between Ottawa and Montreal.

**21/04/1899**    *Eastern Ontario Review*                      *Canada Atlantic*                      *Dalkeith*

The C.A.R. night train last Saturday night did not arrive until after ten o'clock. A freight car got off the track at Dalkeith.

**04/05/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *locomotive*

The Canada Atlantic railway has added to its rolling stock two expensive locomotives to be used on its fast express service between Ottawa and Montreal. The engines, which cost \$15,000 each, arrived this morning and will be put into service immediately. They were constructed at the Baldwin locomotive works in Philadelphia, and are of the most modern kind and of the Atlantic type.

Technical details --

The company is having eight large consolidated engines built at the Baldwin works for use in the freight department of the road.

**09/05/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *locomotive*

The new locomotives purchased by the Canada Atlantic railway were put into service yesterday morning between Ottawa and Montreal.

**09/05/1899**    *Ottawa Citizen*                      *Canada Atlantic*

There is great activity at present at the car shops of the Canada Atlantic railway, and the industry, which is becoming one of the foremost in Ottawa is being constantly developed. Twenty-five stock cars have been completed and work has just commenced on the construction of twenty-five refrigerator cars. Each of these will be 35 feet in length and will have a weight of 60,000 pounds.

Material is also being prepared for the immediate commencement of work on 500 box cars to be used in the grain and general freight traffic of the road.

**12/05/1899**    *Ottawa Free Press*                      *Canada Atlantic*                      *locomotive*

In the Rideau round house the new engines numbers 219 and 220 which were placed on the line about a week ago, are giving good satisfaction and have made several fine trips on the road.

**20/05/1899**    *Ottawa Free Press*                      *Canada Atlantic*                      *Ottawa East*

At the Rideau round house the shafting for the new buildings has been set up and several heavy pieces of machinery have been added to the works. The blacksmiths' forges have all been erected and in another week will be in running order. The foundation for the electric motor which will be placed in the east end of the works is being completed. Next week two extra tracks will be built into the works. The drainage system for the buildings has been laid and a gang is employed filling in the ground at the foot of the works. In the round house business is dull at present on account of the precautions taken to have the engines well repaired for the spring work. No break downs have occurred so far this season.

**29/05/1899**    *Ottawa Free Press*                      *Canada Atlantic*                      *Ottawa East*

It is understood an extension of no little proportion is shortly to be made to the new C.A.R. workshops. It will consist of about three hundred feet of additional building to the southern end of the shops. The necessity for the extension has made itself felt on account of the acquirement of more machinery than was at first anticipated, in order to cover a larger scope of the repairing line.

The erection of a building for the making of boilers is also under consideration. This will likely be constructed on the west of the shops.

What with the present facilities and the proposed ones, the people of Ottawa may expect to see here in the very near future no less an industry than that for the manufacture and construction of a locomotive complete in every respect.

There are now five large locomotives in the shops undergoing repairs. They are taken almost wholly to pieces and the work parts being replaced by new ones.

**05/06/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *Ottawa*

The Intercolonial Railway company will, this afternoon, run a train of seven new vestibule cars into Ottawa. These have just been turned out by the manufacturer, and are about to be placed in active service. They will be on exhibition tomorrow morning.

**06/06/1899**    *Ottawa Journal*                      *Canada Atlantic*                      *Central Depot*

A GOVERNMENT TRAIN

Eight Intercolonial railway coaches are on exhibition at the Central depot. These coaches will compose a train to be run between Montreal and Halifax and with which the Canada Atlantic will connect from Ottawas. The coaches are two first classes, two sleepers, a dining car, a postal and express car, a baggage car, and a colonist car.

The interiors are elaborately finished and beautifully upholstered. The smoking and toilet compartments are particularly neat. The entire equipments of the cars are up-to-date in every respect. They are lighted by gas.

**13/06/1899**    *Ottawa Free Press*                      *Canada Atlantic*                      *locomotive*

Six heavy consolidated locomotives are under construction at the Baldwin locomotive works in Philadelphia. The engines will be used on the O.A. & P.S. division of the Canada Atlantic railway. They will be of the latest modern type, and it is expected, will arrive in Ottawa in the course of a month.

**26/06/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *Hawthorne*

The Canada Atlantic Railway Co. has completed the spur line into the new sand pit purchased lately near Hawthorne and will soon commence to haul sand to the city to grade up the grounds surrounding the shops in Ottawa East to give more yard room there. The pit is about eight miles from the city.

*03/07/1899 Ottawa Citizen Canada Atlantic locomotive*

Six new consolidated locomotives for use on the C.A.R. freight service will arrive from the Baldwin works in a few weeks.

*05/07/1899 Ottawa Citizen Canada Atlantic*

The Canada Atlantic railway company, owing to its increasing traffic, will this fall commence the erection of large car shops in addition to those already put up. The new shops will be located near the Rideau roundhouse, where the machine shops and repair works of the company are now situated.

The new buildings which have been put up this spring at the foot of Elgin street and which are now being used by the company, will be discarded after the proposed new structure at Ottawa East is up. They will then be used by the company for storage or may be available for manufacturing purposes. The site is an excellent one for such use as the railway at the door would afford easy and cheap transportation.

When the new car shops, which will be erected and equipped at a heavy cost, are completed, all the works of the company will be adjacent to each other instead of being half a mile apart as at present. They will consist of erecting, woodworking, drying and painting shops, and will run by electricity.

In order to make a foundation a great amount of filling in will have to be done and work on this will commence in the near future in time for the erection of the shops to start in November and be completed early in the spring.

*15/07/1899 Ottawa Free Press Canada Atlantic Central Depot*

Mr. Donaldson, general superintendent of the company, and his staff of train despatchers are now comfortably situated in the Central depot, having moved from Elgin street early last week.

*15/07/1899 Ottawa Free Press Canada Atlantic Ottawa East*

One of the most extensive schemes which has ever been announced in Ottawa by the Canada Atlantic railway company was started last week. On Monday last, the big steam shovel which has been at work at the upper terminus of the O.A. & P.S. line was brought down and placed in the company's pit at Hawthorne, where it will be used to take out gravel for the filling in of the piece of property known as the "Gully," situated at the Rideau round house. Work will be carried on night and day until completed.

It is the intention of Mr. Booth, as soon as the gully is filled, to move the car shops which have been erected at the Elgin street depot over to the new property and there permanently situate them. Each building will be taken across the canal in sections. The concrete walls which will remain where the car shops were situated will, on account of their being fire proof, be fitted up into large houses for the purpose of storing train oils, etc. A new building of large dimensions is to be used for the finishing and polishing of fine railway coaches, will be built at the Rideau round house. The yards at Elgin street will be cleared up and converted into an extensive grounds for the piling and seasoning of lumber to be used in the building of cars and for the storing of iron.

*29/07/1899 Ottawa Citizen Canada Atlantic Central Depot*

On Tuesday last the officers which were in the despatching building at the Stewarton yards of the C.A.R. were moved down to the Central Depot. The rooms back of the station department have been converted into neat and commodious offices. Among the others who will occupy quarters at the new rooms is Mr. M. Donaldson, superintendent. The mechanism which directs trains over the whole system will also be directed from a room at the southeast corner of the station, where the despatchers will be located. The offices of the roadmaster, Mr. J. Graham, is also located in the building.

The changes made recently in the Stewarton offices will permit of some new departments being opened up at the old building. It is expected that the stores office will shortly be moved over into the office vacated by the superintendent.

*29/07/1899 Ottawa Citizen Canada Atlantic Ottawa East*

The filling up of the gully at the Rideau roundhouse is now fully under way and will occupy about sixty days before it is completed. The steam shovel is at work at the pit at Eastman's Springs and two ballast trains are kept busy hauling the earth to the Rideau yard.

*05/08/1899 Ottawa Citizen Canada Atlantic Ottawa East*

The work of filling in the gully of the Rideau yards is progressing favorably and quite an embankment of earth has been made along the eastern side of the curved Parry Sound tracks which bound the gulch on one side. According as the embankment is extended tracks will be laid along its outer edge and on these the loaded ballast trains will run and the earth will be continually dumped to the outer side extending the embankment until the gully has been filled.

*05/08/1899 Ottawa Free Press Canada Atlantic Ottawa East*

The company are filling around the new shops. At the lower end of Ottawa East the ground is being levelled and filled in, and new lines of tracks laid. This will greatly relieve the pressure in the city yards.

The mechanical shops are also very busy preparing the iron work for the new cars.

*05/08/1899 Ottawa Citizen Canada Atlantic*

Heavy steel will soon be laid on the C.A.R. from Bearbrook to Ottawa which will complete the heavy rails to Coteau and will of course permit of faster running time.

The work of filling in the gully at the Rideau yards is progressing favorably and quite an embankment of earth has been made along the eastern side of the curved Parry Sound tracks which bound the gulch on one side. According as the embankment is extended tracks will be laid along its outer edge and on these the loaded ballast trains will run and the earth will be continually dumped on the outer side extending the embankment till the whole gully has been filled.

*05/08/1899 Ottawa Citizen Canada Atlantic Rideau Workshop*

On Tuesday last the hydraulic lifting machinery at the C.A.R. Rideau workshops underwent a severe test when one of the largest compound engines was raised off the rails to repair the trucks. The monster locomotive, No. 693, which weighs 120 tons, was raised about four feet and the wheels removed for repairs. The apparatus with which this was accomplished consists of eight upright iron columns, four on each side, reaching across from the tops of which are four steel girders to which are attached an equal number of twelve-inch cylinders six feet long. From the latter four hangers descend and in lifting the locomotive these attach to cross beams which have been placed under it. The operation of a small pump then puts the hydraulic mechanism in motion and gradually raises the iron monster from the rails.

This was the first of the large class of locomotives to be raised by the machine, which, however, has been in use for some time past on the smaller class of engines.

There are in the Rideau round-house ten of the most modern type of locomotives turned out by the Baldwin works. The height of drivers adapts them more specially for passenger work, but they can also be used for freight hauling purposes. These engines will be found very economical both as to time and fuel as the devices with which they are fitted make the consumption of water and coal minimum, while producing a maximum degree of power and speed. Thus the ordinary locomotive consumes four tons of coal in making the trip to Montreal, while one of these will use only about two tons. The water tank will carry enough to make the trip to Montreal without stops. There are also two hollow staybolts through the sides of the firebox which communicating with the outside air are said to have the effect of making the fuel burn with less smoke, thus increasing the heating properties of the coal. These engines are valued at about \$11,500 each. They are too high to pass under what is called the St. Anne's bridges, but this structure is being rebuilt to accommodate the passage of the new locomotives.

Wreck at St. Polycarpe. See accident file. Full account in August 10 edition.  
Also covered in Ottawa Free Press, same dates (August 10 shows a plan of the wreck).

#### C.A R. FAST EXPRESS JUMPS THE TRACK

Five People Are Dead and Three Injured as a Result of a Wreck at St Polycarpe.  
Two Were Instantly Killed and Three Died Shortly After Being Taken From the Wreck.

#### The Dead.

GEORGE McCUAIG, fireman, Ottawa East.  
EDWARD STARRS. Bay street, Ottawa.  
WILSON O'CONNOR, in company with Starrs.  
JOSEPH ROCHETEAU, Champlain street, Montreal.  
MISS ROCHETEAU. Champlain street, Montreal.

#### The Injured,

ELLEN McDOUGALL, Maniwaki, burned, will recover.  
ELLEN RYAN, Maniwaki, burned, hands and face.  
BRIDGET RYAN, Maniwaki, burned.

The above is a list of the dead and injured in an appalling accident which occurred on the Canada Atlantic railway this morning..

The express train leaving Montreal at 9.40 and due in Ottawa at 12.10, jumped the track at St. Polycarpe, near Coteau, with the above painful result.

George McCuaig, of Canal road, Ottawa East, locomotive fireman, was crushed to death beneath his engine, and one of the passengers killed outright. Three other passengers died shortly after the accident.

The train was composed of an engine, baggage car, second class car, one first class car, two parlor cars and an I.C. R. coach and a sleeper. Only the last two cars remained on the track the other being piled in the wreck.

The train was a through express and one of the fastest run by the road. It left Montreal as usual at 9.40 this morning with a heavy passenger list including, it is presumed, several Ottawa people. It was in charge of Conductor James Clark. The other hands were Engineer Robert Orr, George McCuaig, fireman; Jno. Clarke, brakeman; Wm. A. McQuestion, baggageman, and Alexander Milne, express agent. The engineer was only slightly injured, while, with the exception of McCuaig, the other train hands were fortunate enough to escape.

The part of the road where the accident happened is perfectly level, without ditches, and covered with 72 pound rails. Ten minutes before the accident occurred the express which left Ottawa at 8.45 this morning passed over the spot.

Only meagre details were obtainable this afternoon, and officials of the road here are unable to account for the most fearful calamity that has ever happened on their line.

In addition to the wrecking train from Ottawa, two crews were ordered out from Coteau and the line is expected to be cleared in a few hours. The passengers, as well as those injured, will be brought to Ottawa as soon as possible.

Six doctors were on hand from the neighborhood.

#### The Dead Fireman.

George McCuaig, the fireman killed at St. Polycarpe this morning, was a young man about twenty-two years of age. He resided on the canal road, Ottawa East, and is a son of Mr. McCuaig, employed with Bryson, Graham & Co. He had been employed on the road as fireman for over a year and was a steady and industrious young man. McCuaig left Ottawa at 4.20 last night.

News of young McCuaig's death was quickly conveyed to his parents, who were nearly hysterical with grief over the shocking news.

Edward Starrs, one of the victims of the wreck, was an express man residing with his mother, Mr. Mary Starrs, at 259 Bay street. He had been out of the city for a few days and was returning home from a vacation.

#### Wrecking Train Sent.

As soon as intelligence of the accident was received a wrecking train was quickly made up and left for the scene of the disaster, followed immediately by a number of passenger cars to convey the injured and others to Ottawa. Dr. Powell was quickly summoned and went to St. Polycarpe at 11.30 a.m. in company with Mr. Morley Donaldson, superintendent of the road; J. E. Walsh, passenger agent, and Mr. F. H. Chrysler, the company's solicitor.

#### Passed Over the Switch.

The crew of the Boston express, due in Ottawa at 11.20 a.m. and which left Montreal 90 minutes ahead of the wrecked train, knew nothing of the disaster till their train arrived in Ottawa. Everything was in good shape when this train passed through St. Polycarpe Junction. The junction had recently been fitted with a new style of switch, which heretofore had given entire satisfaction.

#### Returning From the Shrine

The list of passengers included several pilgrims returning from Ste. Anne de Beaupre, who went on the excursion from Ottawa to that place on Monday. None of these, as far as can be learned, were injured. Every one on the train was more or less severely shaken up. but the above is an accurate list of the dead or those who sustained injuries of any account.

#### How It Happened

The accident, it is said, was due to the switch being open, and again it is supposed the cause was the spreading of the rails or a broken rail. As yet no word has been received from the wrecking train sent to the scene of the disaster.

The train with the dead and injured and the passengers is expected to arrive in Ottawa at 5.30 this afternoon. Until then full details of the accident and how it happened cannot be obtainable.

## FIVE KILLED FOUR INJURED

Canada Atlantic Train Wrecked This Morning. One Ottawa Man Killed and Another Injured

This morning when the Montreal and Ottawa express of the Canada Atlantic Railway was speeding into St. Polycarpe station the engine left the track taking with it the baggage car and second class coach.

The fireman, Geo. McCuaig, of Ottawa East, and one unknown second class passenger were instantly killed. The engineer Robt. Orr and five second class passengers were seriously injured. The only information which can be had concerning the accident is a statement given by Mr. C. J. Smith, general freight and passenger agent for the company.

Mr. Smith's Statement.

When seen by a Journal reporter Mr. Smith said:- "The accident, as far as we can learn at present, occurred at 10.35 this morning. The train left the track just outside of St. Polycarpe station which is about five miles on this side of Coteau Junction. The engine, the baggage car and second class car left the track and turned over on their sides, while the first class coach, the Montreal chair car and the Intercolonial sleeper remained on the rails. The fireman, Geo. McCuaig and one unknown passenger were killed, while Robert Orr, the engineer, and five passengers, whose names we cannot get were seriously injured.

"Doctors from Alexandria, Coteau and St. Justine were sent to the scene as soon as possible to attend to the injured.

A Train Sent Out

As soon as the word reached Ottawa," said Mr. Smith, "we sent out a special train with Dr. R.W. Powell, Superintendent M. Donaldson and general passenger agent, J. E. Walsh, to look after the passengers, and attend to the injured. The wrecking train was also sent out at once.

A Mystery.

"The cause of the accident is something which leaves us at a loss to account for. The road for seven miles on either side is level, and heavily ballasted. The rails are also very heavy, and as we considered, the most secure on the line.

Peculiar.

"The peculiar point is that while the engine and the first two cars left the track the remaining three cars remained on. This is the first serious accident to a passenger train which we have ever had."

Three Hours Delay.

The wrecked train was due to arrive in Ottawa at 12.10, but was delayed by the accident, for over three hours.

A RAILWAY SUPERSTITION.

There will be uneasiness among the C. A. employees for some time now owing to a general superstition among the railroad employees that accidents never come singly. In the experience of the road it is said two other accidents usually occur within a short time of the first accident. One of the employees to-day told the Journal that the men noticed this peculiarity and would look for the accidents.

CONTRACTOR STUART ON BOARD.

Contractor Wm. Stuart, of Ottawa, is known to be on the train, but as he was travelling first class it is not thought that he has been injured.

LATER, 2.30 P. M.

Chief Despatcher Duval, of the C. A. R. has received the following report from the wreck: Ned Starrs, of 298 Bay street, Ottawa, and a friend by the name of Wilson O'Connor, along with J. Rocheteau and daughter, of Montreal, have died from the injuries sustained in the accident. O'Connor's place of residence is not known to the railway officials.

Rocheteau and his daughter come from Champlain street, Montreal.

These are injured, but will live: Ellen McDougal, Ellen Ryan and Bridget Ryan, all of Maniwaki. They are badly burned. The special train with the injured will arrive in the city about 4.30.

THE INJURED EMPLOYEES.

Robert Orr, engineer of the C. A. R., who had charge of the train and was injured, lives at 471 Gladstone avenue. He is one of the oldest and most reliable men on the road. He is not fatally injured.

George McCuaig, the fireman, was unmarried, and lived with his parents in Ottawa East.

(part One)

### JUMPS THE TRACK

Eight people Are Dead and Four Injured as a Result of a Wreck at St. Polycarpe Yesterday Morning.

Seven Died From Scalds - Cause of the Accident a Mystery - Statements of the Engineer and Others.

Lists dead and injured

Dead. 8; injured. 4.

Such is the result of the appalling accident which occurred at St. Polycarpe junction yesterday forenoon by the wrecking of the C. A. R. limited train, bound from Montreal to the Capital.

Two of the eight victims, George McCuaig, Ottawa East, and Edward Starrs, of this city, were instantly killed. The other six have died since their removal from the wreck.

The injured have all been removed to Ottawa and have been placed in the city hospitals or are receiving medical attention at their homes.

The accident occurred at 10.43 a.m. The fast express, at that hour, having orders from Coteau to Alexandria, was passing through St. Polycarpe at a rate of fifty miles an hour, when suddenly at the eastern switch at the entrance to the station yard the locomotive left the track, derailing with it a baggage car, a second class car and a first class passenger coach which were immediately behind the locomotive. Two Pullman coaches which made up the rear of the train, remained on the track.

The first and second class coaches were unusually well filled with passengers, as many of those on board were returning excursionists from St. Anne de Beaupre.

All the passengers who met their death were in the second class coach which was hurled with great force against the derailed locomotive. These victims wedged into the car, all perished from the effects of escaping steam from the engine. Fireman McCuaig was crushed to death beneath the locomotive.

### THE ENGINEER'S STORY

Mr. Orr Cannot Explain What Caused the Wreck

The man best qualified to tell how the wreck occurred is Robert Orr, the engineer of the ill-fated train. Mr. Orr was brought to Ottawa last evening, and is now confined to his bed at his home on Gladstone avenue. He is suffering from strained tendons in the left leg, caused by dragging his foot which was unaccountably held, from the wrecked cab by main force. Mr. Orr's face is also badly scalded. It will be about three weeks before he is able to be out again.

"How do you account for the accident?" asked the reporter.

"I cannot account for it at all., replied Mr. Orr. "We were making regular running time not going as fast as we do at many other places on the line: not as fast as we do even at the point going the other way. because we were going upgrade. But the rate of speed has nothing to do with it. The accident would have been just as bad at half the rate of speed. The track at that point is in the best of condition - having steel rails, lots of ballast and good ties. I have never, myself, felt the lightest shock there. The switch, too, was all right. No one can tell how the accident happened, because nobody knows. In my whole experience I only remember one instance in which a similar accident occurred. It might not happen again in twenty years."

Speaking of the sensation he experienced at the time of the accident, Mr. Orr said: "I can't just describe my feelings: it all happened so quickly. The whole thing seems to me now like a dream. One moment there was the monotonous throb of the engine as it forged ahead; the next moment it jumped from the track, plunged ahead a few rods, lunged into the ditch and we were enveloped in steam and surrounded by debris. At the first intimation of danger I shut off the steam. and had partially turned on the air brakes. In doing this I hurt my right thumb, which, as you see is badly swollen. At the same time. I attempted to drag the fireman out of danger with my left hand. I saw him fall the other way and tried to grab him but failed. My left leg was pinioned, and the steam kept puffing into my face. I turned the other way, and then did all I could to free my left foot. I resolved to drag myself out at all costs. Anything to get away from that awful steam; anything to keep myself from suffocating to death. Finally, I did so. It was marvelous how I escaped at all. The cab is a total wreck. There is nothing left but the number plate on the side upon which I was sitting - nothing else."

### OBSTRUCTION IN THE "FROG."

Mr. J. W. Smith Thinks This Caused the Accident.

Mr. John W. Smith, private secretary to the general manager, of the C.A.R. company, was among the passengers on the wrecked train, and had a miraculous escape. He was returning from Old Orchard Beach. Mr. Smith being an old railroad man, and well acquainted with the construction of locomotives, frequently rides on one when making a trip. Yesterday morning he talked with Engineer Robert Orr in Montreal while the latter was oiling up his engine. and was about to get on it when he noticed Mr. F. W. Powell, and went with him to the Pullman. Later on. when near Coteau, Mr. Smith started to go ahead, and get the fresh air on the locomotive, but as if forewarned that something would happen, he returned to the Pullman. A few minutes later the crash occurred, and in all probability his decision to remain in the car resulted in his life being saved.

Mr. Smith last night gave a Citizen reporter a description of the frightful calamity of which he was a witness

"We left Montreal," he said, "sharp on time, at 9.40, and the train was proceeding at its usual rate of about fifty miles an hour at the time of the accident. I was sitting in the Pullman just as we passed St. Polycarpe station I felt a sudden jolt. followed by a crash and the noise of escaping steam, our car was lifted off the track, but remained on its wheels. As soon as possible I went out and ran to the head of the train to see if the engineer was hurt. I found the tender lifted completely over the locomotive, the baggage car at one side of the tender, and the second-class coach butted up against the boiler. The end of this car was torn out. and the whole enclosure was like a seething cauldron, the steam completely filling it, and scalding those who were so unfortunate as to be inside.

"Look After the Fireman."

"I ran over to Bob Orr. the engineer, picked him up, and carried him over to the fence. He was badly shaken up and very weak, and I procured a stimulant for him. Orr said, 'Look after the fireman.' McCuaig was pinned beneath the second-class car and was dead.

"I then went to that car and helped to get out two or three of the injured passengers. After this I telegraphed to Ottawa for assistance and sent to the village for doctors and a priest, who were quickly on hand. As soon as the physicians arrived the injured were removed to the hotels. Starrs, O'Connor, Rocheleau and McCuaig were dead then. Mrs. Rocheleau and daughter and Bridget Ryan died at the hotel.

"Just as soon as possible we commenced to get the wreck cleared up and before the wrecking crew arrived from outside the section men connected the main track with the siding and thus provided a way for the passing of the trains.

"As soon as the dead and injured were removed I started to find out the cause of the accident. I examined the switch and found it all right, but a part of the frog was torn out. In my opinion the accident was due to some obstruction in the frog. A little piece of iron in it would have caused the accident. A careful examination, however, failed to give any explanation..

"Shortly after this the relief train arrived from Ottawa, and everything was done to relieve the sufferers, who were sent on to Ottawa as soon as possible.

Groans of the Dying.

"I'll never forget that sight." continued Mr. Smith: "the groans of the injured and dying, with their bodies horribly scalded, the shrieks of excited women and children, the hissing of escaping steam, and one body pinned beneath the wreck. It was something terrible. It was all done in an instant, and with awful suddenness. The employes of the road worked like Trojans to relieve the passengers, and, while injured themselves, did everything in their power to alleviate the sufferings of others.

"The train," said Mr. Smith, in conclusion, "was running at its usual speed, not extra fast, and the rails, frog, ballast and everything were of the best class, so that it is impossible to account for the accident."

## BRAVE WILLIAM McQUESTION!

Although Badly Scalded He Walked a Mile to Flag an Approaching Train

Mr. John H. Roberts, of Ottawa East, who is a conductor on the C. A. R., was a passenger on the express. He was on his way from the lower St. Lawrence, accompanied by his wife, daughter and little niece. He was sitting in the first class coach when the engine took the fearful leap. He states that the sensation was that of the train rocking violently for a second or so and then coming to a sudden standstill. His wife and daughter were in the Pullman and were thrown over the seats. None of the passengers in the first class car were injured but were considerably frightened. The miraculous escape of the baggage man, John McGillis, was accounted for by the fact that the car which he and the express messenger, Wm. Milne, occupied went to the north side of the track, while the second class coach followed the engine on the south side, and striking the top of it smashed in the steam dome, allowing the live steam to escape into the car.

Wm. McQuestion, the brakeman, was sitting on the outside of the seat which Starrs occupied. Mr. Roberts states that McQuestion worked like a hero. He assisted in taking out the passengers from the car filled with scalding steam. This was all accomplished in about ten minutes and then McQuestion walked back a mile and flagged the Boston train which was coming.

Mr. Roberts had just left the second class coach a few minutes before the crash occurred.

The scene of the wreck was visited by hundreds of people from all the surrounding districts. The women acted as nurses and did everything possible to ease the sufferings of the victims.

Baggage man's Story.

Mr. J. McGillis, the baggage man, stated to a Citizen reporter that it all occurred so quickly that he did not know anything till he got out of his car which was lying partly on its side. McCuaig was caught about the body and chest, between the brake beam and wheels of the engine. And his death was instantaneous.

AS VIEWED BY OTHERS.

Passengers State Railway Officials Did Everything Possible for Sufferers

Mr. Boyd Edwards was returning from Riviere du Loup in company with his mother, Mrs. J.C. Edwards. They were in the first class coach when the smash-up occurred and were thrown from their seats to the floor but escaped without any injury. Owing to the accident the front door of the car would not open and a little difficulty was experienced in making an exit.

They finally got out by the rear door and all those in the car escaped.

Mr. Edwards states that the sight of the people being scalded to death by the escaping steam and the shrieks of terrified survivors, was of a most appalling character.

After the excitement was somewhat allayed, the ladies returned to the Pullman and remained there until the passenger train arrived.

Frightfully Scalded.

Mr. Samuel Davison, hotel keeper, of By ward market square, was in the first-class coach. He felt the heavy jolt, but was not thrown from his seat.

Mr. Davison said he got out just as soon as possible, and found the tender and baggage car beyond the engine and everything in an uproar.

McCuaig, the fireman, was then pinned beneath the locomotive, and those passengers who were in the second-class coach and were not dead already, were frightfully scalded. All the cars except the two rear ones were off the track, with their wheels partly buried in the earth.

"That man McQuestion," said Mr. Davison, "is a hero. He was badly scalded about the head, but took his handkerchief and wrapped around it and then ran down the track with a red flag to signal the special train returning from Ste. Anne de Beaupre, which was then in sight. Had he not done this the train would likely have crashed into the wreck, and resulted in an additional disaster.

"About fifty men were brought up from the elevator at Coteau and helped to clear the track and assist those who were injured. The railway employes were wholly unable to account for the accident. They worked nobly and did everything in their power for the victims."

SAD SCENE AT CENTRAL DEPOT.

Injured Child's Cries Brought Tears to Many Eyes.

The scenes at the Central depot when the train which carried the passengers and injured rolled in at 6.15 yesterday evening, was one which will long be remembered by those who witnessed it. The platform was crowded with two thousand curious people, who struggled and fought frantically for places of vantage from which to get a glimpse of those who had been injured. Lined up along the outside of the platform were the ambulances from the various hospitals and several undertakers' wagons. At some distance from the ambulance seven shell coffins lay in three express rigs of a local undertaker, ready to be shipped to St. Polycarpe, in which to place the remains of the dead victims.

The injured were in the last car which had been converted into a temporary hospital.

Robert Orr, the engineer, was assisted out first, and placed in a hack. Then William McQuestion came out on the platform, was helped down, and placed in St. Luke's hospital ambulance, and removed to that institution. Next those who were more seriously injured were attended to and lifted out tenderly and placed in the ambulances.

On a cot in the rear of the hospital car there tossed restlessly a little form which was taken up carefully by Mr. Thomas Kane, the engineer, and placed in the ambulance. The little fellow was Contrant Rocheleau of Montreal, whose father, mother and sister had been killed outright. The poor little fellow cried piteously and the sight of the big, burly engineer carrying him out was one which touched every heart.

Long before the train arrived the area around the station was besieged by hundreds of people, and when the injured were being removed, it required the greatest effort of the police to keep them away till the victims could be placed in the ambulances.

When everyone had been removed the regular 6.45 train backed in, and the seven coffin shells were put in the baggage car to be taken down to the scene of the accident.

STEAM RETARDED RESCUE.

Mr. F. W. Powell, a Passenger, Describes the Scene After the Wreck.

Mr. Frederick W. Powell, manager of the Rideau Lumber company, was one of the passengers in the Pullman car on the wrecked train. "We were not even badly shaken up," said he. "When the catastrophe happened the cars made one or two jumps as the steam brakes were put on. And then we stood stock still. With Mr. J.W. Smith, the general manager's secretary, who was in the car with me, I rushed out and beheld the wreck. On the right hand side of the track the engine was in the ditch, leaning towards the track, with the second-class passenger car almost on top of it, and partially upon the track. To the left was the express and baggage car, and this we subsequently ascertained, had gone over the other two. In some miraculous fashion the express and baggage-men had escaped all injuries. We, of course, immediately set to work to rescue those who were imprisoned within the passenger car, and which was rapidly tilling with steam. Notwithstanding our utmost endeavors, even these efforts were unavailing in some instances. The Grand Trunk sent down its steam derrick from Montreal. It is a beautiful machine; it could easily lift this house and place it on the other side of the street with the greatest ease. The work that it performed soon resulted in the track being cleared of the wreckage."

AID TO THE SUFFERERS.

Many Doctors on Hand to Lend Medical Assistance

The wrecking train left the C. A. R depot about 11.45 a.m. It had on board, besides the railway surgeon, Dr. R. W. Powell. Messrs. Edson J. Chamberlain, general manager; Morley Donaldson, general superintendent; George A. Mountain, chief engineer, and J. C. Walsh, general passenger agent, and F. H. Crysler, the company's solicitor. As this was the first time in the history of the line that any of the company's passengers had been killed, the officials naturally were in a great state of mind. Messrs. Chamberlain and Donaldson had just returned from Parry Sound, and scarcely more than an hour elapsed before they were started off upon the new and more serious errand. Dr. Powell, of course, went down on behalf of the railway company. The general manager's car was attached to the wrecking train, and all of its occupants were, as a consequence, most comfortable. The train reached St. Polycarpe about 2 o'clock This train was followed about a mile in the rear by a special passenger train, to bring those who were impeded in their journey to the city.

On arriving at the scene of the disaster it was found that the wounded had been well cared for having been comfortably esconced in beds in the two hotels. Local physicians and those from the surrounding district, among the latter being Dr. MacDermid, Maxwell [sic]; Dr. McMullan, Alexandria:

and Dr. Perrier, Coteau, had already dressed the wounds.

"The injuries," said Dr. Powell, "were chiefly occasioned by steam. The cupola of the engine was knocked off by the second-class passenger car as it was impelled along by the momentum of the cars behind, and the sides of this car being displaced in the general wreckage, the steam from the engine's boiler rapidly affected those within. The inhaling of the steam and the direct scalding occasioned their death. The six then dead were laid in the freight shed when we arrived: the wounded had been removed to the hotels. Much praise is due to the resident physicians for their promptitude in relieving the sufferings, and the company's officials were assiduous in their attentions. Nothing was left undone on the part of the latter to mitigate the effect of the injuries the unfortunates had sustained. A Miss Ryan, of Maniwaki, was in a dying condition when the train left for this city, and I did not think we would be justified in attempting to remove her. Instructions were, however, left by the railway authorities with the local physicians to give her every attention."

#### DESCRIPTION OF THE WRECK.

##### Coaches Badly Smashed Up -The Work of Rescue

A Citizen reporter arrived on the scene of the disaster shortly after six o'clock. All was indescribable disorder. The magnificent rolling stock which made up the wrecked train, and which ordinarily presents such an appearance of unmovable strength, was hurled off the track, and piled up on all sides as if by a giant's power. The train as it sped on towards the fatal spot, consisted of the eight-wheel Baldwin express locomotive No. 264. and tender, a baggage car, second class car. first class coach and the vestibuled cars Cascapedia and Fironza. the former of which belongs to the Intercolonial railway.

When the engine took its awful plunge, followed by the tender, the coupling between the latter and the baggage car snapped short, and the car shot off the track on the opposite side to that taken by the locomotive. The baggage car crashed through the end of a freight car standing on an adjoining siding, and landed in the ditch on its side. As stated above, John McGillis, baggageman and Alexander Milne, express messenger, who occupied the car, escaped with only a severe shaking up.

Unfortunately for the occupants of the second class car, it did not follow the preceding baggage coach when it left the track, but continuing partly on the rails, came into violent contact with the derailed engine. The front trucks of the first class car were buried in the roadbed but this car and the two vestibule cars were left on the track, although partly forced off their trucks.

The occupants of these escaped without injury.

About the wreck is an aspect of ghastly grandeur. The iron work of the engine and coaches and even the rails themselves, are distorted and displaced, while the second class coach and box car present a sorry appearance, the wood work in both being badly shattered, and the fixtures in the coach scattered in every direction.

(Part two)

"Will No One Help Me."

The story of the eye-witnesses of the disaster is a tale of an awful scene.

Charles Paris, colored porter on the vestibuled car Cascepedia, stated to the Citizen reporter that he was standing in his car when the crash came. "I was taken off my feet and thrown over four seats," he stated. "When I regained my feet. I made a rush for the doors, but found both stuck fast. I shouted to the brakeman, who released me and I then made a rush for the second class coach."

"Mr. Paris was the first to the rescue of the imprisoned passengers and he did gallant work. He states the coach was a very inferno of scalding, blinding steam, and dense black smoke. The air resounded with the shrieks, moans and piercing cries for help from the careful of men. women and children.

Porter Paris and Brakeman McQuestion, with great presence of mind, broke open the windows and by thus providing for the escape of the death dealing steam and smoke, lessened the danger for those inside.

Paris was attracted by the pitiful appeal for help made by a woman in the rear of the car. "For God's sake." she screamed "will no one help me and my children." The porter caught her by the shoulders and dragging her through the nearest window, carried her to an adjacent field. He returned to the wreck and assisted in freeing the children and another woman.

The trainmen were now joined in the work of rescue by several of the townspeople and section hands. As the steam dome of the boiler had been broken in by the roof of the car, the blinding, scalding steam continued to pour through the car, greatly hampering the work of rescue. Several of the rescuers were beaten back, and though they could hear the piercing cries of pain and the appeals for help, they could not in the disorder, increased by the clouds of steam, see to go about the work systematically or speedily.

Mr. John Durrett, porter of the vestibuled car Fironza, stated to the Citizen reporter that he was standing in his car when the crash came. "It was a terribly sudden one and threw me headlong to the side of the car. When I recovered myself I rushed at once to the second-class coach. The scene there, he states, was one of wildest chaos, the occupants being shut in in a very cauldron of steam, suffered intensely, and their shrieks and appeals, high above the sound of the escaping steam itself, were piteous to hear. Mr. Durrett took part in the work of rescue, and he states the other trainmen did heroic service. The presence of mind of brakesman McQuestion and Porter Paris, who broke in the windows he said, saved several lives, as it freed the coach of the steam and also gave the rescuers a better opportunity to reach the victims.

Died at His Post.

Fireman MrCuaig was struck down at his post of duty. When found after the accident, it was seen that his body was wedged in between the cab of the engine and the ironwork of the second-class coach. He was badly cut about the head, his skull was crushed in, and his body also severely cut. When the body was freed from its encumbrances after three hours work, it was almost unrecognizable, as the face was completely covered with mud and blood. The rescuing party was forced to tear away the woodwork [sic] of the coach and dig away the earth to get at the body.

John King, brother-in-law of the dead fireman, heard of the accident in Montreal. whether he had proceeded from Ottawa. He caught the wrecking train out of Montreal, and after the rescue of his young relative, took charge of the body and brought it to the sorrow-stricken home.

The only eye-witnesses of the disaster were Station Master St. Amour and two young lads who were on the station platform. Mr. St. Amour states that the whole thing was like a flash. He saw the engine rear up and topple over, but at this sight he turned and fled, fully expecting that the oncoming train would crash through the station.

G.T.R. Sends Assistance.

On the first news of the disaster Assistant Superintendent Herbert, of the G. T. R. wired from Montreal an offer of the company's wrecking apparatus. This was forthwith accepted and the well-equipped auxiliary arrived at the scene of the wreck at 1 p.m. The C. A. R. auxiliary from Ottawa, with the officials and medical men. arrived about 45 minute later. The movable parts of the rolling stock were placed aside, and the baggage car shifted to permit of the buiding of a temporary track around the wreck Thus through traffic was established. The wreck, it is expected, will be all cleared away early this morning, as by means of the powerful G. T. R. lifting crane, the coaches and engine can be hoisted into position for removal. The assistance of the G. T. R. was very valuable, as considerable time was saved by the wrecking gang's early and effective work. Fortunately none of the wreckage took fire, as is the case so often. Had this occurred the horrors of the situation can scarcely be pictured, there being but poor means to fight the fire foe.

The damage to the rolling stock is about \$12,000.. The second class coach is a complete wreck, but the remainder of the train, with the exception of the engine, can be repaired at slight expense. The trucks will have to be repaired and the coaches replaced on them

Scene Viewed by Hundreds.

All day long the scene of the disaster was visited by throngs from the country side and neighboring towns. Many of the returning pilgrim from Ste. Anne de Beaupre walked from Coteau Junction, five miles distant, while others came up from Montreal. The bodies of the seven victims were conveyed to the freight shed, where they were held awaiting the coroner's inquest. They were in a row in the dimly lighted room, and covered by rude shrouds. All were badly scalded about the face and arms, but bore no other signs of the disaster.

General Superintendent Donaldson, of the C.A.R., was on the scene overlooking the work of clearing the track. To the Citizen reporter. Mr. Donaldson said the stretch of road bed where the accident happened, was one of the best constructed on the line, "I have investigated everything thoroughly," he stated, "and cannot account for the accident in any way." The joints of the frogs were all in perfect shape. The guard rails were in place and no broken rail could be discovered at the scene of the accident.

## THE INQUEST

Jury Brought in a Verdict Against the Company

At 4.30 in the afternoon a jury was empaneled by Coroner Edward McMahon of Montreal. The remains of the seven victims of the wreck having been viewed, and the evidence of the train hands and others taken, after thirty minutes' deliberation, the jury brought in a verdict censuring the company for running trains at a high rate of speed over a roadbed not suitable for such purposes.

The cause of death of the seven victims was given as scalding.

The most important evidence was that given by Mr. Thomas Stapledon, the station agent at Coteau. In his opinion the accident was due to the presence of some obstacle in the frog, which caused the engine to jump the rails. Mr. Stapledon thought this might have been dropped in accidentally, or with the intention of wrecking the train.

John Rheume, section foreman, testified that the roadbed was in first-class shape and had been inspected just before the accident. He stated it would require at least sixteen poor ties in a rail-length to weaken it.

Superintendent Donaldson gave evidence to the same effect, as also did Isaac Johnston, engineer, and T. Marteau, sectionman

Dr. Jean Prieux gave medical testimony, he stated the victims died from internal and external injuries, directly due to scalding. As the jury was composed of Frenchmen the evidence was taken in that language. The following composed the jury: Joseph Pharand (foreman), Fabrian Beriault, A. Ranger, A. Carrier, Alex. Blondin, Orphia Beriault, Dolphin Monpetit, Andrew Paquin, Jean Amlancort, Etienne Avon, Wilbrod Joly, Alex. Methut, J. Gladin, F. Cholette, E. Lalonde.

## THE CONDUCTOR'S STORY

Rescue of the Dead and Dying From the Second Class Wreck

Conductor James Clarke, who was in charge of the ill-fated train, when approached last evening on his return to Ottawa, desired to remain silent, but this morning consented to an interview as to the accident. He said: "My train left Montreal on time, also was on time leaving Coteau and when the accident occurred we were only making our schedule time of about 55 miles an hour.

"On leaving Coteau I went through the second class car picking up the tickets. The first passengers I met in this car were three ladies from Maniwaki coming from St. Anne de Beaupre. They happened to occupy the smoking compartment of the car. I invited them to come to the rear end of the train and left Brakeman McQuestion with them to bring them back. I got through taking up the tickets in the first class coach and was entering the Pullman when I felt the crash. I knew from the way the brakes went on the train was ditched. I immediately made my way out of the train and ran direct to the front end to see if the engineer and crew were safe. Engineer Orr was sitting in the ditch close by the engine. I helped him out into the field and in doing so gave a glance to see where the fireman was. I could not see him.

"I immediately went into the second class car through a window. The car was full of steam. I broke several of the windows. Brakeman McQuestion and Express Messenger Milne entered the car with me. We were the only three people in the car to help the passengers. We did all we could to get the people out and at last succeeded. The heat was terrible and the escaping steam so saturated our clothing that it was soaking wet when we got through.

"There were nine persons in the car. We took out the women and children first. As soon as I entered I noticed Starrs sitting in his seat. He was then dead. O'Connor was sitting in the same seat with him, but still alive. Getting out the women and children we then turned our attention to O'Connor. He died shortly after being taken out.

"After getting everybody out of the car I examined the track. It was in the finest condition, the best bit on the line and could stand any amount of speed. One could not run a train fast enough at that point to derail it. I examined the 'frog.' There was no mark on the point of the 'frog,' but a portion of it was torn out such as might be caused by something dropping from the front of the engine and wedging in the 'frog,' thus derailing the train.

"Had the engine turned to the right instead of to the left no one in the second class coach would have been injured, but turning to the left, as it did, the engine discharged its full boiler of steam into the coach where the passengers were."

Conductor Clarke sent for the Bishop of St. Polycarpe, who came within five minutes after the accident and gave the necessary attendance to the victims before they died.

Conductor Clarke [sic] has been running on trains for 13 years and this is the first serious accident that has ever happened to his train.

## THE EIGHTH VICTIM

Contrand Rocheleau Dies in Water Street Hospital

Contrand Rocheleau, the eighth victim of yesterday's railway disaster, died this morning at 6.30 at the Water street general hospital. The little fellow's death removes the last of the Rocheleau family which left Montreal for Ottawa yesterday and the most of whom were dashed from time to eternity without a moment's warning. Little Rocheleau suffered terribly at the hospital during the night and gradually grew weaker until relieved by death. The body was taken to Montreal this morning and was accompanied by Mr. J. L. St. Jean, of St. Patrick street.

Today everything is quiet along the line of railway. The trains left and arrived on time but the passenger list was not large, owing not so much to the accident as to the fact that travel is rather quiet at present on all the roads..

More - not transcribed

11/08/1899 *Almonte Gazette**Canada Atlantic**St. Polycarpe*

Seven Killed and Five Injured.

A bad accident occurred on the Canada Atlantic Railway at St. Polycarpe on Wednesday morning by which fireman McCuaig, of Ottawa, Edward Starrs, of Ottawa, and Mr J. Rocheleau, Mrs Rocheleau and daughter, of Montreal, and a man named Dennis O'Connor, Janeville and Bridget Ryan of Maniwaki, lost their lives. Robt. Orr, the engineer, Wm. McQuestion, brakeman, of Ottawa, Ellen McDougall, and Ellen Ryan, of Maniwaki, and Coutrand Rocheleau, of Montreal, were injured. The engine jumped the track and was followed by the baggage car and a second class passenger car. No cause can be assigned for the accident, as the track at that point is straight and in good order.

16/08/1899 *Lanark Era**Canada Atlantic**St. Polycarpe*

The fast train No. 2 on the Canada Atlantic railway on its way from Montreal to Ottawa jumped the track at St. Polycarpe station on Wednesday of last week. The locomotive and two or three cars were ditched. Fireman McCusig was killed and also second class passenger. The engineer was seriously hurt. The first class car remained on the track. Four have succumbed to their injuries. The train was filled with pilgrims returning from the shrine of Ste. Anne de Beaupre.

18/08/1899 *Almonte Gazette**Canada Atlantic**St. Polycarpe*

A Heroic Brakeman.

Mr. Wm. McQuestion, who was brakeman on the train which was wrecked at St. Polycarpe on Wednesday of last week, gave a noble exhibition of presence of mind, courage and strength. He was sitting beside Edward Starrs, of Ottawa, when the smash came. Starrs was instantly killed and McQuestion scalded about the head. In spite of this he broke open the windows to let out the suffocating steam, and then made a desperate effort to get all the people out of the car, and after he had accomplished this, ran back a mile and flagged the excursion train from Ste. Anne de Beaupre that was following. Mr. McQuestion is a brother of Mrs Frank Young, of New England, and not a stranger in Almonte.

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The C.A.R. Accident.

The accident which occurred on the Canada Atlantic Railway, at St. Polycarpe, on Wednesday morning of last week, has resulted in the death of nine persons. Four of these were members of one family - Mr. J. Rocheleau, wife, son and daughter of Montreal. The ninth victim of the accident was Miss Ellen Ryan, of Maniwaki. The sufferings of those who have survived were very painful. The jury returned a verdict to the effect that the deceased had met with their deaths accidentally, but that the company was to blame for running its trains at such a high rate of speed at that point, and also for not having the ties in better condition.

23/08/1899 *Lanark Era**Canada Atlantic**St. Polycarpe*

The tenth victim of the railway disaster at St. Polycarpe dies at the Water street hospital, Ottawa on Wednesday evening last, in the person of Miss Ellen McDougall, of Maniwaki.

The men in the C.A.R. railway company's Ottawa East car shops and round house in Ottawa East, are very busy at present. Work has commenced on the addition to the round house, made necessary by the increased traffic. This building when completed will provide accommodation for eleven engines: the present building houses nineteen. This addition will be nearly half the size of the present building. Workmen are also busy installing a system of incandescent lighting in the round house. The work will be completed next week, when 110 lights will be available. The electric motor in the car shops is in operation, and the two in the car works will soon be in readiness. The power is being transmitted in special wires from the Chaudiere.

About three hundred men are employed in the roundhouse and shops.

At the car works, fifty refrigerator cars, the same number of stock cars and about one hundred and twenty grain cars have been turned out this season, beside several baggage and high class passenger coaches. The freight cars are turned out at the rate of four cars per day. They are of 60,000 pounds capacity and of modern design. About 500 will be built altogether.

The first two of the eight large, modern locomotives ordered from the Baldwin works Philadelphia, for the grain traffic, arrived at the local headquarters today. They are veritable iron giants, weighing 130 tons each, and standing 14 feet in height. They are of the four cylinder consolidated type, and are fitted with ten wheels. These engines are designed to effect a marked saving in fuel and water. They have a hauling capacity of 1,400 tons, whereas the present engines on the Madawaska division, are only capable of taking a 1,100 ton load. On account of their great weight, the bridges have, where necessary, been strengthened. To provide for their accommodation a 75 foot turn-table was also brought along. It was built by the Dominion bridge company of Lachine, and will be forwarded to the terminus at once. The locomotives were built at a cost of \$11,500 each, and are the equal of any on the continent.

The work of extending the yards in Ottawa East is progressing rapidly. The steam shovel is now at work levelling and filling at the east of the village, and as soon as this work is finished a couple of new tracks will be laid.

The Canada Atlantic railway will not rebuild the car shops at the foot of Elgin street which were destroyed by fire a few weeks ago. The new shops erected this summer at Ottawa East and Stewarton will provide adequate accommodation and facilities for manufacturing purposes for the present. It is proposed to commence the construction of another large building at Ottawa East adjoining the round house and when the structure is completed the one at Stewarton will be rented for a manufactory or used for general storage purposes.

The Canada Atlantic yesterday received four more of the large Mogul engines from the Baldwin locomotive company of Philadelphia. The first two locomotives Nos. 696 and 697, which were received last week, made their trial trips yesterday to Madawaska. The trials were satisfactory and as soon as the bridges and trestles are put in proper condition the engines will be used.

Building operations on the large addition being erected at the C.A. railway round house are being pushed ahead rapidly. All the nine pits have been dug and the foundation timbers are being laid. Lumber is on the ground and work will be commenced on the frame in the course of a week. The six new locomotives already received at the Ottawa East round house from the Baldwin iron works, Philadelphia, have been fitted up by an expert sent ahead from the works. The six have been given their trial run and found satisfactory. As yet, however, their, drawing power has not been fully tested.

The Ottawa East railway yards are the scene of great activity these days. Two trains are steadily engaged hauling gravel to fill in the Rideau ravine where the new works will be situated.

Plans have been drawn up for the new supply building and instruction offices to be erected by the C.A. railway company near the Rideau round house. The building will be a three storey one and part of it will be fitted up as a school of instruction. Here the railway employees will familiarize themselves with the construction and uses of the various mechanical devices including the different styles of brakes. Apartments will also be fitted up for the use of the draughtsmen. The new offices, which will be complete in every detail, will be erected as soon as possible.

New instruction offices and a supply building will be erected near the round house in Ottawa East as soon as possible. The increaser in traffic predicates a large number of men and the present instruction offices are not as suitable as desired. The building will be three stories high. Appointments will be fitted for the draughtsmen. The instruction offices will be fitted with brakes and different mechanical devices, with which employees will be required to become familiar.

The work on the new round house is being rushed so as to have it ready by this fall. The present round house is not large enough to contain the engines now on the road. The new addition will provide accommodation for nineteen engines.

The shops are busy turning out new cars and have enough work on hand to keep them busy for the entire fall and winter.

**THE CONTRACT CLOSED**

C. A. R. Shops to be Fitted With a New Heating and Ventilation System.

Mr. E. A. Wallberg, of New York, has just closed a contract with Mr. J. R. Booth to equip the C. A. railway locomotive repair shops with the fan system of heating and ventilation. This is the system that has already been introduced with successful results into the car shops and round house. The new plant will, however, be much larger than the present ones. Mr. VVallberg will also install the fan system in Bronson and Weston's new calcium carbide factory at the Chaudiere. By this system the great amount of dust which accumulates in the various machines will lie removed and collected, thus providing a clear, healthy atmosphere for the men to work in, and preventing a considerable waste of material. The two dynamos with which these works will be equipped are of the most powerful build. Work has commenced on the erection of the power house and it will be rushed to completion.

At the shops in Ottawa East engine No. 624, the one that was in the wreck at St. Polycarpe, is being repaired and it will soon be in running condition. The two cars which were smashed are also being repaired.

The superstructure of the addition to the round house is now being erected and it is expected it will be completed by the first of November.

Work will start on new Central Depot as soon as Militia stores is vacated - More with drawing.

Page 9 cols 7 and 8

The C.A.R. will very shortly commence the erection of a large building adjoining the Rideau roundhouse. It will be 200 feet in length and thirty feet wide with two stories in one portion of it. The building will be used as a storehouse replacing the one destroyed by fire some time ago and will also contain the offices of Mr. Ogilvie and his assistants. A new track will be put in from the main line of the road the new warehouse.

Yesterday the Canada Atlantic Railway company commenced the erection of a large two and a half story building at Ottawa East running parallel with the Parry Sound tracks, which is to be used as an extension of the shops.

The new structure, which will be completed in about six weeks, will contain the general stores for the road; and instruction office, a dining room for the men who take lunch at the works and the mechanical office.

The instruction office has been rendered necessary from the fact that the company is introducing a new code of international trainmen's rules and all employes in that department will be required to pass an examination in the technical department of the signals etc., in use on trains. Formerly the trainmen on the C.A.R. had several codes which were rendered necessary in running over the various connections but the new rules are international and will be uniform on all roads.

As soon as the building is completed the mechanical office, now at Stewarton, will be removed to the new building.

07/10/1899

Ottawa Citizen

Canada Atlantic

Work is progressing favorably on the large extension being built to the C.A. railway round house. All the ten engine pits have been completed, and the foundation timbers put in place. Six fire walls are being built, running the full length and height of the building. These are 12 inches thick, and are formed of a shell of wood, which is filled in by a mixture of sand, cement and broken stone. This forms a solid stone-like substance, absolutely fire-proof. These walls will prevent the spread of fire throughout the building, by confining it to the apartment in which it originated. The fire walls and outer walls of the roundhouse are built on large piles, so as to prevent any possibility of the walls settling unevenly. The outer walls of the building will be fire proof like the inner ones, and will also be bricked up inside the full height and length of the building. Employment is given to 50 men in the construction of this building, and the complaint made is that a sufficient number of laborers cannot be procured.

Work has also commenced on the extension being built to the machine shop. This will be 150 feet in length, the site being provided for by the land filled in during the summer. A large pile driver has been placed in position and will be used in the foundation work.

About 45 men are employed in filling in the ravine where the new buildings and others are being erected. So far the ravine, which is about 14 feet deep and a quarter of a mile long, has been filled in for a distance of 150 feet. When the work is completed, 150 feet more ground will be accessible for building purposes.

The sand and other material used in filling in the waste ground is procured at the Hawthorne pits, two long trains making a trip each hour. New offices and store rooms will also be erected at this point. These buildings will be 150 feet wide and will be two stories in height. Arrangements have been completed by which, in case of a fire breaking out in the round house, machine shops or adjacent railway buildings, assistance can be procured from the city brigades. A fire alarm has been placed in position between the machine shop and the round house, which is included in the city alarm system. A jetty has also been built at the coal chute near the end of the deep cut. This will accommodate the city fire engines, and thus the necessary water supply can be procured from the canal. There are six hydrants on the railway premises, which are laid with 8-inch mains. A fire brigade of 30 railway employees practices weekly, and is always on hand in case of emergency. The buildings and premises are all provided with hose, access, ladders, and other fire fighting apparatus.

A new turret lathe has just been installed in the machine shop. It is used in the manufacture of bolts and has the capacity of four ordinary machines. Bolts from 2 1-2 inch to 1-4 inch can be turned out. Lathes used in the manufacture of car wheels, locomotive wheels, axles, etc. Have also been placed in position. Locomotive No. 627, that figured in the St. Polycarp wreck, has been repaired and replaced in active service.

Work promises to be exceedingly brisk on the road and in the shops during the winter, and it is all together probable that additional buildings will be done in the spring, and more heavy locomotives and other rolling stock procured.

The C.A.R. is rebuilding the old Parry Sound Colonization Railway cars that stood for a long time on the north side of the canal. They will be used to store supplies, etc. These cars are the pioneer ones of the road.

07/10/1899

Ottawa Journal

Canada Atlantic

#### AMONG THE RAILWAYMEN

#### ITEMS FROM THE CANADA ATLANTIC LINE.

New Machinery for the Workshops. A Uniform Code of Signals Adopted by ths Company.

Canada Atlantic Railway workshops in Ottawa East will next week be fitted out with additional new machinery costing over \$10,000. The machinery, which is now on its way, consists of a wheel bore, driving wheel lathes, car wheel lathes and brass finishing lathes. All of the latest and most improved patterns. A machine known as a turret lathe for making bolts has recently been placed in the shops, and is doing exceedingly good work. This lathe can perform the functions of four ordinary lathes, and turn out several hundred bolts a day. It turns a piece of iron into a bolt complete in every respect. Under any other plan the iron would have to pass through several machines before becoming a perfect bolt. Another addition to the establishment is an apparatus known as a "bull--dozer," which is employed for making bolts and other iron work pertaining to the manufacture of cars.

A Transfer Table.

The transfer table in the shops for moving locomotives under repair from any one place to another is operated by electricity. This is the only table in Canada that is worked by such a method. About 180 men are now in the shops. Taken all together the C. A. R. shops bear favorable comparison with any of the other large railway workshops in Canada.

New Shops

A gang of men are at work putting in the foundation for the new building near the Rideau round house. The building will be erected on a foundation of piles, which are being driven in by a steam pile driver. The place will be two storeys high. The stores will be located on the first floor. The second storey will give room to the mechanical office, instruction room, baggage claim department and dining room for the employees. The structure will be ready for occupation about Christmas.

Large quantities of coal for locomotive use are being brought in and the material is being dumped at the chutes. It is thought that as much coal as possible will be rushed in this fall, so as to be ready for the winter season. The mineral is just as easy to obtain in winter, but the unloading of it is made considerably harder. Thus the advantage of getting in a stock before snow comes. The Ottawa chutes give up the modest quantity of 140 tons of coal every 24 hours to be consumed by engines.

A Carbide Factory.

A stationary boiler has been placed on the site of the old round house at the Elgin Street works. This will be employed in the manufacture of calcium carbide. Part of the carbide will be used to generate acetylene gas for locomotive headlights. It is believed that acetylene will be brought into general use on the road for this purpose.

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A number of lines of track have been laid in the Elgin Street yard, and on these many other new boxcars will be built.

07/10/1899

Ottawa Journal

Canada Atlantic

Rules

A new code of signals for trainman, engineers, conductors, etc. Has been adapted on the system. This code is uniform on all lines throughout the country. Hitherto each line, in many cases, has had its own special code, and some lines have had several codes, one for each division of the road. Trainman of one railway company in passing over another company's road would have to know a couple of sets of signals. An instructor is now putting the C. A. R. employees through the method of using the new code, and each man must pass an examination in the signals before being allowed on the road.

14/10/1899    *Ottawa Citizen*                      *Canada Atlantic*                      *Ottawa East*

The filling in of the big ravine in the Rideau yards of the C.A.R. is now just about completed. The filling in of this patch of waste land increases the area of the yards by about 40 acres, as before the work was done the land was too low and swampy to be of any value. It is on this area that the addition to the shops described in the Citizen a few days ago is being constructed. Piles are being driven into the fresh earth which has been dumped into the ravine and the new building will be erected on these.

21/10/1899    *Ottawa Citizen*                      *Canada Atlantic*                      *Ottawa*

Work continues to boom at the C. A. R. Locomotive repair shop. This week engines Nos. 629, 653, and 695, which have been undergoing repairs, were turned out of the shops ready for service again. These have been overhauled in quick time, the modern and extensive plant installed enabling the mechanics to do much better and quicker work.

At the C. A. R. car shops work on the new freight cars is progressing rapidly. Four and five cars of modern pattern are turned out each day. These are well and strongly put together and of good size, having a capacity of 70,000 pounds. All the cars in use on the road will be hereafter built at the local works. Arrangements will be made by which increased work can be done in the building of high grade passenger coaches, many of which have already been turned out.

In about two month's time the large addition being built to the C. A. R. round houses will be completed ready for occupation. When completed the shops will be 275 feet in diameter and 860 feet in circumference. The necessary piles have been sunk for the foundation work of the new office and store buildings, and the timber for the construction work is being placed in position.

24/10/1899    *Eastern Ontario Review*              *Canada Atlantic*                      *Casselman*

Casselman

Mr. Coupel has just entered upon his contract to supply the tank with water. This is a new arrangement as up to the present the company have had their own pump house engineer.

Mr Lisle Rice, who has had charge of the C.A.R. pumphouse here for several years leaves for Ottawa this week, where he intends taking up the machinist trade. He will work in the C.A.R. shops there.

Mr Dewar who has been in town for the last three months superintending C.A.R. works, has left, the work having been completed.

28/10/1899    *Ottawa Free Press*                      *Canada Atlantic*                      *Ottawa East*

A new wheel lathe the largest in Canada, is being erected at the shops.

The superstructure of this new addition is complete and the men are now engaged in putting on the gravel roof. It was hardly expected that the superstructure would be up before the snow fell, but owing to the lack of space the work was rushed to completion and the engines will be housed there next week. This work on the new offices and store houses is being rushed and the superstructure is going up fast.

At the yards, the work is almost finished, the ground now being almost level, and the additional tracks have been laid. The filling in is complete.

14/11/1899    *Montreal Star*                              *Canada Atlantic*                      *Alexandria*

The first class and Pullman car of the Canada Atlantic express from Montreal left the rails at Alexandria, Ont., Monday tearing up 300 feet of rails and ties This was the only damage done outside of slight damage to one of the Pullman trucks.

17/11/1899    *Eastern Ontario Review*              *Canada Atlantic*                      *Alexandria*

The C.A.R. fast train left the track at Alexandria last Monday (13/11) owing to the switch breaking. The coaches and track were damaged but no passengers were injured.

13/12/1899    *Ottawa Free Press*                      *Canada Atlantic*                      *Maria street*

With a terrific crash a massive iron chimney fell from the roof of a new boiler house just constructed by the C.A.R. company near Maria street bridge, at about a quarter past one o'clock today, tearing away a part of the building and smashing the derrick and other apparatus. The men were engaged in lifting the chimney and putting it in position at the time. They had almost got it perpendicular when orders were given to lower it a little in order to swing the bottom to the correct position. No sooner had the men commenced to comply with the order than the whole thing commenced to sway. The next moment the heavy derrick smashed and the chimney fell with great force. In the end it was twisted and bent to such an extent that it will have to be repaired at the factory. Fortunately no one was hurt in the accident.

14/12/1899    *Ottawa Free Press*                      *Canada Atlantic*                      *Maria street*

The large iron pipe which fell from the roof of a boiler house of the C.A.R. near Maria street bridge yesterday afternoon, while in the course of erection, was promptly removed from where it fell to the factory to be straightened out and repaired.

13/01/1900    *Ottawa Free Press*                      *Canada Atlantic*                      *Central Depot*

The work at the new freight sheds and offices is now all but completed and it is expected they will be ready for occupation within a couple of weeks.

13/01/1900    *Ottawa Citizen*                              *Canada Atlantic*

Thirty cars, each forty feet long and with a weight of 70,000 pounds have recently been completed at the C.A.R. car shops for use in Mr. J.R. Booth's log traffic between the upper Parry Sound district and Ottawa.

13/01/1900    *Ottawa Free Press*                      *Canada Atlantic*                      *Ottawa East*

The work on the new round house has been completed.

The filling in at Ottawa East and the extension of the yards has been suspended until the spring.

15/01/1900    *Ottawa Journal*                              *Canada Atlantic*                      *Central Depot*

On the Platform.

The arrangements at the Central depot to prevent too great a crush around the men were excellent. A long double line of heavy ropes were extended along the centre of the depot, platform well out into the yards. The crowd occupied the space on one side of the ropes and the platform, about eight feet in width, was kept clear for the troops. In the other space between the supports of the platform covering and the depot, and at the end of the depot as far back as Little Sussex St., the crowd was wedged in as tightly as it is possible to jam humanity. Strange to say, ladies occupied the best vantage points and the front row against the ropes was almost without interruption a straight row of the fair sex. The best positions were the reward of patience. The ladies were content to occupy these positions and hold on to them for any length of time with the result that the depot platform was crowded at nine o'clock fully an hour before the advertised time for the departure of the troops, and almost two hours before their actual departure. Many of the ladies mentioned were relatives of the departing ones.

15/01/1900    *Ottawa Citizen*                              *Canada Atlantic*                      *Central Depot*

Special train takes volunteers for the Boer War. Major Hurdman. Full account. Fifteen car train bound for Halifax.

A serious accident occurred at Glen Robertson on Monday night by which Mr. Iem. Bathurst lost his right hand. In alighting from a moving freight he slipped and fell across the rail and had his right arm almost severed between the elbow and wrist. He was taken to the hospital in Montreal on Tuesday morning for treatment. Mr. Bathurst, who is a resident of Glen Robertson, has many friends here who regret his bad mishap.

29/01/1900 *Ottawa Journal* *Canada Atlantic*

**BOTH ARMS AND LEGS CUT OFF**

John T. Myles, a yard brakeman in the Canada Atlantic Railway met a terrible death early yesterday morning in which he was literally cut to pieces by a moving train. The scene of the accident is in the C.A.R. yard near the coal chutes at the head of Nicholas street, some distance north of the Maria street bridge, and the hour of the fatality was about three o'clock. The unfortunate man was at the time assisting some others in the shunting of cars. This duty called him to the rear of the train moving backwards, and a short time after the train had gone by he was found by his fellow workmen dead on the tracks. While as yet it is not known how the accident actually happened, it is thought that either his foot got caught in a frog, and he was unable to get out of the path of the train, or that he attempted to board the moving cars, failed, and fell under the train. He was instantly killed, and in addition to having, his body badly mutilated, both his arms, and both his legs were cut off. Coroner Freeland decided to hold an inquest today.

The late Mr. Myles has been employed on the Canada Atlantic Railway for about two years. He had previously lived at Venosta with his father, who is a farmer in that place. The brakeman was about 25 years of age, and unmarried. He has latterly been boarding with Mr. Redmond, 125 Nicholas street. He was regarded as a good-living young man, and was an attendant at St. Joseph's church. He leaves several relatives in Ottawa. Mrs. Paul Brennan of Concession street, Mrs. Patrick Brennan of Division street, and Misses H. and L. Myles are his sisters, and Mr. W. Myles is a brother.

29/01/1900 *Ottawa Journal* *Canada Atlantic* *Ottawa East*

**AN INQUEST OPENED.**

An inquest was opened up this morning into the death of John T. Myles, the Canada Atlantic Railway brakeman, who was killed yesterday. The following jury was empanelled: Martin Lynch, W. Gordon, John Thompson, A. Huckles, J. Purdy, D. Prindiville, G. McGregor, Michael Lynch, E. Ripley, J. Gruson, S. Carruthers, J. Randal, A. Morris. After the jury viewed the remains the inquest was adjourned until to-morrow night.

29/01/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

**A FATALITY**

John T. Miles Killed in the C.A.R. Yard

**TRAIN RAN OVER HIM**

It is Thought He Missed His Footing While Attempting to Board a Car

John Thomas Miles, a brakeman employed in the yard of the Canada Atlantic railway, was the victim of a horrible accident yesterday morning, resulting in his instantaneous death. The accident happened about half past two in the morning. In company with Paul Brennan, yard foreman, and a number of the yardmen. Miles was engaged in shunting cars on the siding a short distance north of the Maria street bridge. The train was backing up, and he was the hind brakeman. No one saw the accident, but after giving the signal, it is supposed, that Miles attempted to board the car, missed his footing and fell. He was crushed to death, both arms and legs were cut off. The left side mutilated, and the body horribly bruised all over. A few minutes after the fatality happened the other yardmen discovered the body lying on the track over which the train had passed. An undertaker was at once called and the body removed to S.M. Rogers' morgue, where it was prepared for burial.

The deceased young man was only 25 years of age. and was unmarried. He boarded at 125 Nicholas street, and for about two years had been employed in the yard of the C.A.R.

He was sober, industrious, and popular among his fellow-employees. He was a member of St. Joseph's church.

Miles came from Venosta, a village up the Gatineau, and is a son of John Miles, a prominent farmer residing in that place. He leaves several relatives, one sister, being Mrs. Brennan, wife of Paul Brennan, the yard foreman.

Coroner Freeland was notified of the fatality, and decided that an inquest into the cause of the death was necessary. It will be commenced this morning at ten o'clock.

The remains will likely be forwarded to Venosta, for interment.

31/01/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa*

**WAS ACCIDENTAL**

Verdict Regarding the Death of John T. Myles on Sunday

"We find that deceased John Myles came to his death by being run over by a C.A. railway shunting engine and cars on Sunday morning, such death being accidental. We recommend that in future, only one man, the conductor, standing nearest the engine be empowered to give the signals."

Such was the verdict given after two hour's deliberation last evening by the jury empaneled to inquire into the circumstances surrounding the death of John T. Myles, the C.A.R. brakeman, who was run down by a shunting engine at the Ottawa East yard early Sunday morning.

The evidence of deceased's fellow members of the crew was taken but little light could be thrown on the tragic affair, as there were no eye witnesses of the fatality. As can be seen by the rider added to the opinion that there is room for improvement in the method of signaling on such occasions.

The evening's evidence was given by Thos. O'Neill, yard foreman, Brakeman Ellingsworth, Engineer Roblin and Fireman Davis. None of these saw Myles fall, but all were positive from the position the body was found in that deceased could not have been caught in the switch. Although it was not necessary for him to do so, he probably went in between the cars to pull the pin and was struck down and run over. Dr. Troy and Mr. Frank Hannum, also gave evidence, the latter describing the position of the body when found.

31/01/1900 *Ottawa Journal* *Canada Atlantic* *Ottawa East*

**ACCIDENTAL DEATH**

Jury Brings in a Verdict on this Killing of Brakeman J. T. Myles.

The jury empanelled to inquire into the death of John T. Myles, the brakeman who was killed in the Canada Atlantic railway yard Sunday morning by being run over by a shunting engine and cars, brought in a verdict last night to the effect that the death was accidental. They recommended also that in future, only one man, the conductor, standing nearest the engine, be empowered to give the signals. Among those who gave evidence were C. A. R. Yard Foreman T. O'Neil, Engineer Roblin, Fireman Davis and Brakeman Ellingsworth. No one had seen the accident happen, but from the testimony adduced it was believed that the late Mr. Myles, while in between the cars had been struck down and run over. It was not thought that he had had his foot caught in a frog. The jury considered that the present method of signalling on the railway has about it an element of danger, and attached a rider in this respect to the verdict of death.

02/02/1900 *Almonte Gazette* *Canada Atlantic* *Ottawa*

A brakeman named John J. Miles was killed in the C.A.R. yard at Ottawa on Sunday morning. It is supposed he slipped after giving a signal and fell between the cars. Both arms and legs were cut off, and the body was badly bruised. An inquest was held and a verdict of accidental death returned.

03/02/1900 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

At the shops in Ottawa East, besides the regular repairs, air brakes are being fitted to all the flat cars and freights. As many as ten cars a day are fitted up with the air brake.

The standard rules governing the running of all trains as in use on the leading railways have this week been inaugurated on the C.A.R. following a very thorough instructional course during which the employees have thoroughly mastered the new regulations.

## BOUND FOR PRETORIA

## STRATHCONA HORSE LEFT THE CITY TODAY

A Message from Col. Steele, The Gallant Westerners Were Glad to get Away Although Their Stay was Pleasant

Haunted by the fear that they may not be in time to take part in the South African trouble, the Strathconas left the city today in two trains - glad to be off with the prospect of getting on board ship in a few days and sailing for Cape Town. The crowd along the streets and at the Central depot was not -nearly so large as on other occasions of a similar nature, and they were as usual not in a cheering mood.

People who saw the cowboys come into the city a few weeks ago, and then saw them depart this morning in the military uniforms, would have great difficulty recognizing the nondescript crowd which arrived here recently from the west.

The horses were put on two trains at the Union depot last night, and sixty men detailed to look after them. The two horse trains left this morning at 7 o'clock for Halifax.

There were several things which conspired to make the street demonstration in honor of the departure of the Strathcona Horse this morning somewhat less notable than the display when the previous contingents departed.

Zero weather is not conducive to enthusiasm at any time, and when zero weather is accompanied by a raw wind that cuts through the heaviest clothing, there is rather great temptation to stay on the shelter. There seemed to be a little confusion in the public mind as to the exact hour that the troops would march uptown. This, together with the fact that there was one mounted parade and a church parade yesterday witnessed by thousands, rather divided the demonstrations in connection with the regiment.

Baggage was packed yesterday and the teamsters worked late into the night getting the supplies down to the depot. Most of the men were given a night off and spent the time trying to fix up broken hearts. For a couple of weeks a Strathcona uniform has proved a great attraction for the Ottawa girls, and in that time some very warm attachments have been formed. The boys said good-bye last night, were late to bed and up early. The bedding was the last thing packed, and at eight o'clock this morning everything was in shape for leaving the temporary barracks, which has given the troop shelter and a few colds during their stay in the city. The other day when the troop paraded to Parliament Hill it was sharp on time, and some people on this account missed the first part of the parade. Strathcona's Horse seems to be noted for punctuality, and this morning they paraded into town somewhat before the time that they were generally expected.

The parade from Lansdowne Park was started at nine o'clock and the men came in by way of Bank and Sparks streets to Central depot, headed by the bugle bands of the guards and the 43rd battalion. There was not a great crowd on the streets at the time, only a couple of thousand being distributed at corners along the line of march. The largest part of the crowd was at the corner of Sparks and Bank streets and at the corner of Sparks and Elgin streets. There was some applause, but the crowds on the streets was somewhat like the weather - a little chilly.

At the Depot.

The troopers arrived at the Central Depot at half past nine and at once commenced to board the trains. The crowd was kept well in bounds by city and Dominion policeman without much difficulty. The 43rd brass band stood between both trains and played while they were waiting the signals to leave. A great many of the troopers have made friends since they arrived, and all the friends were out in force. The Ottawa men were kept busy saying goodbyes. Bugler Graham was the center of one group of admiring and sorrowful friends.

The Marquis and Marchioness of Hertford were at the depot to bid farewell to their son, Lord Edward Seymour, who is a trooper in the force. Col. Cotton, district officer commanding, was also present.

All the arrangements were carried out as intended and both trains left the depot on the scheduled time. The first, made up of nine cars, carrying three troops each of "B" and "C" squadrons, and Col. Steele with the headquarters staff, drew out at 10.30 o'clock, and exactly half an hour later the second train of five cars with "A" squadron and one troop [sic] from "B" squadron and another from "C" squadron, left the depot amid the cheers of the crowd.

Speaking to a Journal reporter a few minutes before the train drew out Lt. Col. Steele said: "The people of Ottawa have treated us splendidly, and we have had a most successful time. We have had lots of hard work, but I am wholly pleased with the way the arrangements were carried out. I cannot speak too highly about the way we have been treated by the staffs in the different government departments, and also by the people generally. They have overwhelmed us with kindness."

## THOUSANDS CHEERED THEM

Residents of the Capital Gave the Men of Strathcona's Horse an Enthusiastic Send Off

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At the Station

At the station there was an immense crowd and the enthusiasm was of a most demonstrative character. Thousands of loyal citizens cheered the western horsemen.

Strathcona's Horse had not been in town for three weeks without making scores of acquaintances, and if the hardy men are as successful in capturing boer kopjes as they were in captivating Ottawa femininity, the war will come to a speedy conclusion. Every car window was surrounded by many ladies bidding good-bye and receiving gracious smiles and souvenirs in return. The police authorities had lots of ropes and a score of stalwart men to keep the crowd back, but it was of little avail. The people were out to see the soldiers off and such slight obstacles as a two hundred pound cop or a line of three-inch rope were shoved aside without ceremony.

The men were accommodated by two trains, especially arranged by the Canadian Pacific officials with regards to the comfort and convenience of the history-making passengers. The first train, consisting of eight comfortable upholstered colonist sleepers and a pullman for the officers, was occupied but A and B squadrons, the non-commissioned officers and the commanding officer and staff. The second train carried C squadron and several officers.

On arriving at the station the men were drawn up in review order at the end of Besserer street and marched to the cars in companies. The task of entraining was accomplished with remarkable speed considering the density of the crowd and the anxiety of so many to get a last "shake hand" with the acquaintances. The first train pulled out sharp at 10.30 o'clock amidst thundering cheers and the strains of the 43rd band playing Auld Lang Syne, and The Girl I Left Behind Me. While the train could be seen from the station, the waving of handkerchiefs by the fair sex was acknowledged by the gallant lads.

The second train had to wait for half an hour and its occupants had that much advantage over their comrades in the way of leave taking. At 11 o'clock the gong sounded and as the train pulled out the ovation which was given the first train was repeated.

A gas compression plant has been installed at the C.A.R. Central station for the supply of compressed gas to the passenger cars.

17/03/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

At the car shops at Ottawa East, four box cars are being turned out completed each day. This has been the case for the past twenty days. One first class coach will be finished about March 20 and another by April 15. At the same time all the stock for the spring passenger business is being renovated and put into shape.

17/03/1900 *Ottawa Citizen* *Canada Atlantic* *Laurier Avenue bridge*

The bridge over the Canada Atlantic railway and other railroads at Maria street will be rebuilt this summer. Tenders for the work have been called for by the department of public works and the structure which for a long time has been an absolute necessity will be built as quickly as possible. The present bridge has long since been condemned as unsafe but cannot be dispensed with as a connecting link between Sandy Hill and Upper Town.

14/04/1900 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

Speaking of the proposed new Central depot today Mr. Booth said he was glad the contract for the militia stores building had been let. He hoped the contractors would push operations with all speed in order that he might get to work on the new station as soon as the government stores were removed. Asked if he had any intention of acquiring the burned Howe block in order to afford him more room for a station site, Mr. Booth said he knew nothing of the matter at all.

27/04/1900 *Ottawa Journal* *Canada Atlantic* *Ottawa Fire*

During the afternoon Brockville was asked to send any assistance that could be spared from that town. An engine and a reel of hose was sent out and was accompanied by a party of ten. The special left Brockville at 6 o'clock, but did not reach Ottawa until nearly 10. When Smith's Falls was reached it was learned that the engine could not be landed in the city over the Canadian Pacific railway, and the train was run down to St. Polycarpe Junction and in over Canada Atlantic tracks to Central depot. The fire was well under control so that the steamer was not unloaded, but the Brockville firemen gave every assistance they could otherwise. They say that running down from Smith's Falls that the reflection of the fire was quite visible and that before they left Brockville at 5 o'clock that volumes of smoke were pouring over the town.

27/04/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa Fire*

A detachment of the Montreal fire brigade arrived at 6.50 over the C.A.R. It consisted of an engine, a reel, 8 men in charge of a chief and 5 horses. The trip from Coteau was made by engine 622 in 1 hour, 55 minutes. Another engine arrived from Montreal at 7.05 p.m.

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HAVE GONE HOME

The Montreal fireman left the city this morning.

The Montreal Detachment returned to that city at four o'clock this morning. The Brockville and Peterborough brigades also returned this forenoon after paying their respects to Chief Provost. One of the Montreal men stated that when the train was at Coteau the clouds of smoke could easily be seen

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FOR RELIEF FUND

a great many friends OF the sufferers from yesterday's fire have requested the Canada Atlantic Railway company to give them an opportunity to come to the city and render what assistance they possibly can, and that company has very kindly agreed to run special trains from all stations, Valleyfield, Hawkesbury and intermediate points, to Ottawa, also from Pembroke and stations east, at a very low rate of fare. Twenty-five per cent of the revenue from these trains will be turned over to the relief fund.

01/05/1900 *Ottawa Journal* *Canada Atlantic*

\$700 ALREADY, \$1,000 EXPECTED

The Canada Atlantic Railway has handed to the relief committee \$700 as part of the proceeds of the excursions into the city on Sunday. It is expected that when all returns are in the company will be able to hand over \$1,000 to the fund. Then hundreds of excursionists who came into the city on the Canada Atlantic trains on Sunday greatly appreciated the opportunity afforded them of seeing the ruins of the fire swept district, and at the same time most of their money goes to the relief of the sufferers.

07/05/1900 *Ottawa Journal* *Canada Atlantic* *Ottawa Boraad Street fire*

RUINS VIEWED BY HUNDREDS

Fewer Visitors at Lansdowne Park

Ottawa's fire ruins are becoming quite an attraction for excursionists from outside points. There were two large excursions to the city yesterday. One came over the Canada Atlantic railway from St. Hyacinthe and intermediate points, and brought in between 260 and 300 passengers. The other came over the Ottawa and Gatineau Road and also brought in over two hundred. The strangers left early in the evening for home. Hundreds of people inspected the fire ruins yesterday afternoon. The temporary bridge over the slide at the Chaudiere, just completed, enabled the crowds to get across to Hull handily and in consequence most of the sightseers went to the sister city. A fierce gale blew, similar to the one that prevailed the day of the big fire. There were clouds of blinding dust and the weather was disagreeably cold, but that did not deter the sightseers.

07/05/1900 *Ottawa Citizen* *Canada Atlantic*

VISITORS TO FIRE AREA.

The scene of the recent fire afforded at [sic] attraction again yesterday for many hundred excursionists to the city. Special trains were run on the Canada Atlantic railway from Swanton and intermediate points, Hawkesbury and Rockland, and brought about one thousand people.

A. special on the Ottawa and Gatineau road was patronized by about three hundred excursionists.

The visitors went all over the burnt district of Hull and Ottawa and the electric railway system had a very large traffic.

16/05/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

The new building that is being constructed by the C.A.R. near the roundhouse is just about completed. It will be a great convenience and a source of pleasure to the workmen as it will contain reading, smoking and dining rooms and will be provided with baths. Its twelve rooms or so will be heated with hot air and an engine has already been placed in position to force the air through the pipes. The rooms on the ground floor are very spacious and will likely be used for storing purposes. The building throughout is exceedingly well lighted by large windows placed at frequent intervals. When finished it will be a very bright, cheery place in which the men may spend their leisure time.

*21/05/1900 Ottawa Citizen Canada Atlantic Ottawa East*

The car shops of the Canada Atlantic Railway have just turned out a landscape passenger car, seventy feet in length. It is finished on the outside in birch and presents a fine appearance. The coach is divided into three apartments, first and second class with baggage in between. It is not improbable that the company will manufacture most of its cars in future as the shops are well equipped and the staff sufficiently skilled to turn out the best of workmanship.

The Canada Atlantic will probably erect this summer a large paint shop in connection with its buildings at Ottawa East. The proposed structure will be about 300 feet long and 70 feet wide. In addition to the painting department it will contain room for construction purposes and will materially add to the car building facilities of the road. It is likely that the shops at Elgin street will be discarded in the near future in order that all the manufacturing buildings may be adjacent to each other.

*23/06/1900 Ottawa Citizen Canada Atlantic Glen Robertson*

#### COLLISION ON THE C.A.R.

Fireman J. W. Logan Injured and Several Cars Destroyed.

In an accident on the Canada Atlantic railway near Glen Robertson this morning, Fireman J. Logan, of Ottawa, was severely injured and a number of cars were destroyed. It happened about two o'clock. Two freight trains, one following the other, overlapped and a rear end collision resulted. Logan, the fireman on the rear train, was thrown out of the cab by the force of the collision and had his right leg broken in two places in addition to sustaining other injuries. The van on the first freight and the locomotive and several cars on the rear one were damaged. Four cars carrying grain and lumber took (fire) from the engine and, were burned with their contents. All the train hands with the exception, of Logan escaped unhurt. The injured fireman was brought to the city this morning and removed to St. Luke's hospital, where Dr. Kidd attended his injuries. The accident occurred through some misinterpretation of the rules

*23/06/1900 Ottawa Journal Canada Atlantic Glen Robertson*

#### REAR END COLLISION

Fireman Logan of Ottawa got his Leg Broken in an Accident Last Night

In a rear-end collision between two freight trains on the Canada Atlantic near Glen Robertson last night, Fireman J. Logan of Ottawa had his leg broken and several cars were damaged by fire. The trains were running in the same direction and the rear train was supposed to be at a safe distance from the one ahead. The van of the train ahead was slightly damaged, the engine of the rear train left the rails and four cars loaded with grain and lumber caught fire and were somewhat damaged. The injured fireman was brought to St. Luke's Hospital.

*29/06/1900 Eastern Ontario Review Canada Atlantic Glen Robertson*

#### Collision on the C.A.R.

A rear-end collision occurred on the C.A.R. near Glen Robertson on Saturday morning last at about 2 o'clock. Fireman J. Logan of Ottawa was severely injured and several cars destroyed. Two freight trains, one following the other, overlapped and a rear end collision resulted. Logan, the fireman on the rear train, was thrown out of the cab by the force of the collision and had his right leg broken in two places in addition to sustaining other injuries. The van on the first freight and the locomotive and several cars on the rear one were damaged. Four cars carrying grain and lumber took fire from the engine and were burned with their contents. All train hands, with the exception of Logan, escaped unhurt. The injured fireman was removed to St. Luke's Hospital, Ottawa, where Dr. Kidd attended to his injuries. The accident occurred through some misinterpretation of the rules.

*11/07/1900 Ottawa Journal Canada Atlantic*

Electric lights and electric fans add a great deal to the pleasure of travelling on railroad coaches and the Canada Atlantic has commenced installing such on some of their cars. Mr. M. R. Shedd, of the Gould Electric Car Lighting Company, of Depew, NY, is in the city installing the plants in several of the cars, among them Mr. Booth's official cars "Opeongo" and Mr. E. J. Chamberlin's car, No. 99.

*20/07/1900 Almonte Gazette Canada Atlantic Ottawa*

A very unusual surgical operation was performed the other day in Ottawa. Foreman Tremble, of the C.A.R. machine shops, had one of his eyes penetrated by a piece of steel. His physicians tried an electric magnet on it and drew it out.

*10/08/1900 Ottawa Free Press Canada Atlantic Maria street*

The C.A.R. will build new coal sheds south of Maria street on the east bank of the canal. The present sheds at the foot of Elgin street will be taken down as they are in the way of some improvements along the canal bank which will be undertaken by the Ottawa Improvement Commission.

*10/08/1900 Ottawa Citizen Canada Atlantic*

The Canada Atlantic Railway has applied to Building Inspector Pratt for permission to erect new coal sheds on its property on the east side of the canal. The buildings now used for the purpose on Elgin street are, it appears, in the way of some improvements to be carried out by the commission and will have to be removed.

*22/08/1900 Ottawa Citizen Canada Atlantic Ottawa East*

#### AT THE C.A.R.Y. SHOPS

new Fire Protective Methods are Being Installed - - Active Operations

Page 3 column 4

*22/08/1900 Ottawa Journal Canada Atlantic*

TO FIGHT FIRE - A new fire fighting system similar to that in use in the Booth mills, is being installed in the Canada Atlantic shops.

*08/09/1900 Ottawa Free Press Canada Atlantic Ottawa East*

At the car shops in Ottawa East everything is quiet. The last of the 1,000 box cars ordered last fall having been completed. Almost all the freight cars are now equipped with air brakes and automatic draw bar. This is a great boon to the brakemen and train hands.

*29/09/1900 Ottawa Free Press Canada Atlantic Ottawa East*

All the freight cars are now equipped with automatic draw bars and air brakes, making it much safer and easier for the yardmen and brakemen.

*06/10/1900 Ottawa Free Press Canada Atlantic Central Depot*

As the work on the new government military stores is being rushed, it is expected that the stores will be out of the present building in the course of a few months and the space now occupied will be converted into offices for the Ottawa & Gatineau and the Pontiac & Pacific railways.

*06/10/1900 Ottawa Free Press Canada Atlantic Maria street*

The old store sheds at Maria street, which were destroyed by fire some time ago, are being rebuilt. The yards at Maria street are also being enlarged, the steam shovel being engaged cutting down the bank.

The Canada Atlantic railway company are extending their yards near the canal basin and have commenced excavating at the Granite company's property and at the Maria street bridge. Filling in is being done and a yard built back of the freight sheds and on the Granite company's property. The old building that was used as a depot when the Canada Atlantic first commenced running in at the canal basin will be moved up to the rear of the freight sheds and the offices of Mr. R.K. Clairs and his staff will be moved into that building. This is necessitated by the large increase in package freight and as the offices are at present in the freight sheds, they will be moved to make space for freight.

19/10/1900 *Ottawa Journal**Canada Atlantic***KILLED BY A TRAIN**

J. Killeen Met Death on the Concession Street Crossing Yesterday

A fatal accident occurred at the Canada Atlantic Railway crossing, Concession street, early yesterday morning. While Mr. James Killeen of Eganville, a cousin of Constable Killen, was crossing the Canada Atlantic at the said crossing, he was struck by a train and terribly mangled. His scalp was almost torn from his head, he sustained a fracture to the back of the skull, his ribs on both sides were crushed in, both leg were broken, and one foot crushed, while the left arm hung by a mere thread. The body was conveyed to Gauthier's morgue, where a jury was empanelled and the medical evidence taken, with the result that the above injuries were discovered. The inquest then adjourned to meet to-morrow afternoon. Deceased was employed by the Dominion Bridge Company, on the Interprovincial bridge. How or at what time the accident happened is not known. The victim has one brother living in the city.

19/10/1900 *Ottawa Citizen**Canada Atlantic***THE INQUEST**

Dr. Freeland, the coroner, after consulting with Mr. Richie, crown attorney, yesterday decided that an inquest should be held on the body of J. Killeen, of Brudenell, who was killed at the C.A.R. crossing on Concession street yesterday morning. The jury viewed the body and at 2 o'clock in the afternoon examined witnesses.

The examination of the body showed both legs to have been broken, the left arm to have been cut off at the shoulder and the scalp to have been torn from the back of the head, the skull being fractured. One foot and the ribs on both sides of the chest were crushed.

P. C. Killeen identified the body as that of his cousin, a young man of 28 years, from Eganville, in the employ of the Dominion Bridge Co., on the Interprovincial bridge.

The train hands will be examined this afternoon.

20/10/1900 *Ottawa Journal**Canada Atlantic***ACCIDENTAL DEATH.**

Verdict of the Jury in the Killeen Inquest

"Accidental death" was the verdict the jury in the case of James Killeen, killed near Concession street railway crossing, on Thursday morning. The body was found about 100 yards east of the crossing, and the evidence showed that Killeen as walking westerly. The bell was ringing all the way along from Bank street to past the crossing, and how deceased did not see the engine, which had both lights lit is a mystery.

Following are the jury: Chas. Mc Morrow, foreman; J. Dawson, J. Kelly, J. B. Boes, M. Whelan, J. Bellemare, M. O'Brien, L. Liston, T.D. Taylor, W. Rice, L. Sommers, W. Butler, M. Davy, F. Meacock and J. Smith.

20/10/1900 *Ottawa Free Press**Canada Atlantic**Maria street*

Work on the new Canada Atlantic yards at the canal basin is being rushed to completion. Where stood the Granite company's old buildings is now a bare tract of land being cut down by a steam shovel and filled in, while already tracks are extending over the property and relieving the old yards from the great pressure of freight and passenger trains. When the yard is completed there will be room for five or six additional tracks. It is expected that the work will be completed before the snow falls.

20/10/1900 *Ottawa Citizen**Canada Atlantic**Central Depot*

The Canada Atlantic yards between Central depot and the Maria street bridge are being enlarged and new tracks have been laid. The work of levelling and filling in the new yard is being expedited by means of steam shovels.

20/10/1900 *Ottawa Citizen**Canada Atlantic***ACCIDENTAL DEATH.**

The Jury in the Case of Killeen Decides Upon a Verdict.

A verdict of accidental death was returned yesterday afternoon by the coroner's jury empanelled to enquire into the circumstances surrounding the tragic death of James Killeen, who was run down and killed in the C.A.R. yards, east of Concession street on Wednesday evening. The evidence of Patrick Hall, conductor, Jas. Riopelle, brakeman, Waiter Venalstine, brakeman, John Mott, fireman, Martin Kaisley, engineer, and S. D. Foster, night yard foreman, was taken. It went to show that Killeen must have been run over between 7 o'clock and 11 o'clock in the evening, as his body was found about the latter hour, and the engine which struck him moved out along the tracks first at the former hour.

The evidence went to show that the engine while shunting was provided with two strong lights, the ordinary head light and one on the tender. The engine was running about five miles an hour and the bell was kept constantly ringing. Besides this an automatic stationary bell was sounded every time the engine crossed Concession street.

From the position of the body which was found about 100 yards east of Concession street, with the head facing westward, and from the marks on the ground it would appear that the unfortunate man was struck by the tender and carried some distance in a westerly direction. His hat was found on the tender which fact also bore out the above supposition. Mr. Morley Donaldson, general superintendent of the C.A.R. and Mr. G.A. Mountain, chief engineer were present at the inquiry. Mr. Wm. Mott was also present in the interests of the trainmen.

Considerable mystery surrounds Killeen's movements prior to his death. He was last seen at 7 o'clock near Booth's mill. At the time of his death he was evidently walking into the city along the tracks, when found he had \$15 on his person. The remains were moved on the afternoon train to his late home in Eganville for burial. Several sorrowing relatives made the sad mission to the bereaved. Deceased was a single man.

24/10/1900 *Ottawa Citizen**Canada Atlantic**Central Depot*

A steam shovel belonging to the C.A.R. has been at work cutting away the embankment near Wilbrod street. The (city) engineer says the work has been interfering with the sewer and has instructed the company to discontinue operations.

26/10/1900 *Almonte Gazette**Canada Atlantic*

Mr. J. Killeen, of Eganville, was killed in Ottawa last Thursday morning. While crossing the track at the C.A.R. an engine struck him and the body was terribly mangled.

## DIED AT HIS POST

A fatal accident -occurred on the Canada Atlantic railway Saturday, engine driver . Jacques who resided at 40 Argyle avenue, being the victim. From the evidence given at the inquest held by Dr. Freeland this morning, it appears that White, with a ballast train of 25 cars, was pulling out of a gravel pit ituate [sic] between Maxville and Greenfield on Saturday morning and that the regular freight No. 11 was going east, ngine [sic] driver Gaffney saw the smoke of the ballsst train nearly a mile from the curve where the pit la situated and whistide [sic] several times. He was going about ten or twelve miles an hour and the ballast train was coming out on to the main line at about four miles an hour, om [sic] twelve cars being on the line when the two engines came together The driver and fireman of ths freight jumped, as did the fireman on the ballast train, but Whits failed to do so. and was driven by the collision against the board at ths rear [sic] of the cab, a great wound being made in his back, his right thigh fractured and a compound fracture of ths left knee ensuing. Hew a sattended [sic] by Dr. McDiarmid, of Greenfield, and in the afternoon wa sbrought [sic] to St. Luke'e hospital, where he shortly afterwards died from the shock.

The inquest was adjourned at noon to-day.

Deceased was a widower without family, and ths only, support of hls mother. He- formerly resided at Smith's Falls.

Both the engines were so badly damaged as to be put out of running.

A sad fatality.

Engineer of Canada Atlantic train killed at Maxfield's in a slight collision.

Jacques White, engineer on the Canada Atlantic Railway, died at 3 o'clock Saturday afternoon at St.Luke's hospital as the result of injuries that he received in a collision between two trains at Maxville at 11 a.m, on the same day the deceased resided with his brother-in-law, Mr. George W. Robb, 40 Argyle Avenue.

White was an engineer on a ballast train that was backing into a siding at Maxville. A freight train was coming into the station at the same time. The brakes on the latter train did not act promptly and the two engines came together. White had stepped to the foot plate of his engine to see how his train was progressing. When the collision took place the coupling between the engine and tender of the ballast train broke and White was pinned between them. His ankles were broken and one knee was crushed. He did not seem to be severely injured internally. A train was run into Ottawa and White was taken to St. Luke's hospital. He died soon after reaching the institution.

Dr. Freeland, the coroner, was notified and he decided that an inquest was necessary. This will be held this morning at S. Rogers and Sons morgue.

The circumstances in connection with White's death are very sad, inasmuch as he was the only support of a widowed mother. She arrived Saturday in Ottawa from Smiths Falls, in which place deceased formerly resided, and she is almost heartbroken by her son's death.

White was a widower, his wife having died last summer. He had no family.

The damage to the trains was inconsiderable. None of the other train men were injured.

## JACQUES WHITE'S DEATH,

Inquest Touching the Fatality Commenced This Morning.

The inquest touching the death of the late Jacques Whyte, engineer on the C.A.R., who died Saturday afternoon, as the result of injuries received in a collision at Maxville in the morning, was held this morning at S. Rogers & Son's morgue.

Mr. M. Guffney, engineer of the way-freight train said that the accident occurred between Greenfield and Maxville. He .said that when he had noticed the bailast train, he had whistled for brakes. When he saw that a collision was inevitable he jumped. His train had been moving at about four miles an hour.

Dr. McKinnon, of St. Luke's hospital, said that Whyte was apparently in a dying condition when taken to that institution. He did not revive under the application of restoratives, and died twenty minutes after reaching the hospital.

A. Wright, fireman on ballast train, slated that his train was pulling out of the siding onto the main line. He did not see the way freight until it was quite near. Whyte did not jump and was caught between the engina and tender.

At 12.30 the jury adjourned until 2 p.m.

## A Sad Fatality

Jacques White, engineer on the Canada Atlantic railway, died at 3 o'clock Saturday afternoon at St. Luke's hospital, Ottawa, as the result of injuries that he received in a collision between two trains at Maxville at 11 a.m., on the same day. The deceased resided with his brother-in-law, Mr. George W. Robb, 40 Argyle st, Ottawa. White was an engineer on a ballast train that was backing into a siding at Maxville. A freight train was coming into the station at the same time. The brakes on the latter train did not act promptly and the two engines came together. White had stepped to the foot plate of his engine to see how his train was progressing. When the collision took place the coupling between the engine and tender of the ballast train broke, and White was pinned between them. His ankles were broken and one knee was cracked. He did not seem to be severely injured internally. A train was run into Ottawa, and White was taken to St. Luke's hospital. He died soon after reaching the institution. The circumstances in connection with White's death were very sad, inasmuch as he was the only support of a widowed mother. He arrived Saturday in Ottawa from Smith's Falls, in which place deceased formerly resided, and she is almost heartbroken by her son's death. White was a widower, his wife having died last summer. He had no family. An inquest was held on Monday and the jury returned the following verdict: " This jury decides that Jacques White came to his death through injuries sustained on the morning of the 10th day of November, 1900, the ballast train of which he was driver having been struck by train No. 11, and we are of the opinion that the accident would not have occurred if such train No. 11 had been properly supplied with air brakes. " Mr Whyte [sic] was a brother of Mrs. Wm. Allan, Balderson, and had many relatives residing here and in this vicinity.

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haying noetioo with Whites death were very md, inasmuch 'ai he waa th only up-of a widowed mother. She arrived! Ottawa from 8smith'i Frik, place deesaaed formerly resided, is almoet heartbroken by her White was a widower, hk having dkd kat summer. He had no family.

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1L and w ara of th opinion tfiat tee acieidmt would not h. v. occurred I if suoh train No. 11 had been properly supplied with air brakaa." Mr. Whyte was a brother of Mrs.

Wm. Allan, Bri-dcaon, and had many relatives residing hero and to thk vicinity.

14/11/1900 *Ottawa Free Press**Canada Atlantic**Central Depot*

City Engineer Kerr says that the C.A.R., with the object of closing up James street, placed a fence across the street near the new siding which the railway company is laying. Mr. Kerr has written the company ordering that the fence be taken down.

24/11/1900 *Ottawa Free Press**Canada Atlantic**Maria street*

The new yards at the site of the granite works have a capacity of 250 cars and greatly facilitate the handling of freight and relieve the present yards.

29/11/1900 *Ottawa Free Press**Canada Atlantic**Central Depot*

C.A.R. request to the stopping up of Wilbrod and James streets will likely be granted.

19/12/1900 *Ottawa Citizen**Canada Atlantic**Central Depot*

TO BUILD UNION STATION NEXT YEAR

The new union depot for Ottawa, so long talked of, will be built during the coming year, if present intentions are carried out. A prominent official of the Canada Atlantic railway stated today that he did not have the remotest doubt that the work would be proceeded with considering that in the spring the government will vacate the building at the canal basin used jointly for militia stores and depot purposes. The new military stores building in the rear of the drill hall is already completed on the outside, so that early in the summer it will be in readiness for occupancy. Mr. J. R. Booth has time and again asserted that as soon as the new building is done work on the union depot will be started, and there there is no doubt but what the promise of the energetic railroad magnate will be fully implemented..

19/12/1900 *Ottawa Citizen**Canada Atlantic**Central Depot*

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04/01/1901 *Eastern Ontario Review**Canada Atlantic**Alexandria*

## New Stage Line

Mr. John Morrow, C.A.R. agent has succeeded in establishing a regular stage line from Alexandria to Green Valley to connect with all C.P.R. trains.

11/01/1901 *Renfrew Mercury**Canada Atlantic**Galetta*

The Canada Atlantic Railway propose to obtain authority to construct a branch from Galetta, in Fitzroy township, northerly across the Ottawa river to a point on the Pontiac and Pacific Junction Railway between Quyon and Shawville, in Pontiac county; also to make an extension of the line in question to Arnprior. The company also wants authority enabling it to build bridges, tramways, vessels, wharves, warehouses and docks, and to develop electric energy by the use of water power.

New Pullman Car

Elegant Palace car Placed in Commission by C.A.R. for New York Route

A veritable travelling palace is the Pullman drawing room and buffet car Marie which has just been placed on the Canada Atlantic Railways Ottawa and Montreal service.

The new car made its first trip yesterday and was examined and admired by many as it stood at the Central depot. The car, which was turned out at the Pullman company works, Buffalo, is pronounced by experts a splendid specimen of modern car architecture the exterior finish differs considerably from that of the average railway carriage, and it gives an impression of strength and neatness as well as beauty.

The car is a 6-wheel one with a length over platforms of 75 ft. The length of the body is 69 feet 4 inches. The details of workmanship after the latest fashion.

The favorable impression formed by an exterior view is strengthened when the visitor steps within. No well-appointed home, arranged by artistic and lavish hands, ever presented a more welcome sight to the traveler. The interior is finished in vermilion wood imported from Brazil for the purpose. This wood is a new factor in car construction, and it lends itself readily to the production of an artistic appearance. The ceiling, which is over 9 feet high, is tinted in a light green color with empire decorations. Axminster carpets, of a field green color, and empire pattern, overlay the floor, adding to the harmony of the color scheme. There is a total seating capacity of 34, and the car is furnished with special ventilated armchairs, both fixed and loose. These are upholstered in green shaded plush. The interior is illuminated by gas and can be heated either with steam coils or independent heaters. The car is fitted with double plate glass windows and ventilators. The whole appearance of the interior is bright, cheerful and airy. Kitchen and buffet, smoking room and toilet rooms are all included and the comfort of the traveler is served as well as his convenience.

A companion car, the Ruth, has also been placed on the line. These cars will run on the fast service between Ottawa and Montreal, connecting with New York and Boston.

Mr. W.N. Wainwright, assistant general manager of the G. T. R., who left on the train in his private car, was one of the many who examined the latest addition to the C. A. R's rolling stock.

*09/03/1901 Eastern Ontario Review Canada Atlantic*

New Railway to Montreal

Surveyors are at work on a short line between Ottawa and Montreal for the Canada Atlantic Railway. It is claimed that it will be the shortest line between the capital and the metropolis and that when the line is built it will be an easy thing for trains to cover the distance in one and a half hours. When the new line is built the Canada Atlantic fast trains will not run to Coteau. They will leave the central depot as usual, but will branch off from the present line after leaving Ottawa and will run direct to Vaudreuil and thence into the city of Montreal

- Ottawa Journal

A straight line between Ottawa and Montreal passes right through Vankleek Hill. If the road strikes Vaudreuil it will pass about six miles south of Vankleek Hill.

*05/04/1901 Eastern Ontario Review Canada Atlantic*

Surveyed Three Routes

The Canada Atlantic Railway authorities state that they have surveyed three routes for their short line to Montreal. One route is from Glen Robertson direct to Vaudreuil. A second is from St. Justin direct to Vaudreuil and a third is north of both of these and not touching at Vaudreuil at all, but entering Montreal by a direct line.

*12/04/1901 Eastern Ontario Review Canada Atlantic*

Mr. E.J. Chamberlain, general manager of the Canada Atlantic Railway was in Montreal Friday (5/4) and expressed himself very plainly on the elevator question. He states that the contract his company has in connection with Coreau and ?? between that point and Montreal had expired after running three years. They now have to make other arrangements and unless something can be done in Montreal the company will have to go elsewhere.

*23/04/1901 Ottawa Journal Canada Atlantic*

Short cut of 8 miles.

The CAR is going to shorten its line to Montreal by eight miles. Mr. H.J Chamberlain, general manager of the CAR, told a Journal reporter today that the company was satisfied with the survey of the proposed cut made a few weeks ago and as soon as the ground is in condition to permit a detailed survey; the work will be done and the permanent location for the road will be made. The cut will be from St. Justine to Vaudreuil, thus reducing the distance from twenty-seven miles to nineteen miles. By Coteau the distance is twenty-seven miles.

This cut will give the CAR the shortest distance to Montreal. Distance by CAR is 116 miles, by CPR 112 miles, by this cut it will be 108.

Through farming country, no villages.

*03/05/1901 Eastern Ontario Review Canada Atlantic*

To Shorten Line

The C.A.R. will shorten its road between Ottawa and Montreal by eight miles this summer. The survey which was made some time ago has been accepted and a more detailed survey preparatory to the commencement of the work will be made very shortly. The cut will be from St. Justine across to Vaudreuil, removing an angle in the road and reducing the distance between Ottawa and the metropolis from 116 to 108 miles. The saving in distance will enable the trains to make the trip in less than two hours.

*30/05/1901 Kemptville Telegram Canada Atlantic Ottawa East*

Ottawa May 28 - George Ritchie of Ottawa East, a Canada Atlantic railway man, sustained a fractured skull and other serious, probably fatal injuries in the Canada Atlantic yard at Ottawa East yesterday morning. He was on his way to work at the time, and it is supposed he was struck by a train. He was found lying beside the tracks.

*04/07/1901 Ottawa Citizen Canada Atlantic Maria Street Bridge*

Maria Street Bridge will be thrown open for traffic today.--Iron work has been supplied by Dominion Bridge Company of Lachine and is painted black.

*18/07/1901 The Record, Chesterville Canada Atlantic*

Engine 618 of the Canada Atlantic Railway made a fast run Wednesday. The test was made from mile-post 20 to mile post 10 and the ten miles were covered in seven minutes and 31 seconds. The fastest mile was 39 3-5 seconds which is at the rate of 92 3/4 miles per hour, and the average for the ten miles was 83 miles per hour.

NB. The CAR measured mileages from the US border so it may be that this was carried out on the GTR main line east of Coteau.

**02/08/1901 Ottawa Journal**

**Canada Atlantic**

**COAL SHEDS AND FIRE BY-LAW.**

It was claimed to-day by a prominent ratepayer that the C.A.R. wooden coal sheds opposite the city hall across the canal were infringing the fire area by-law. These sheds are in fire area B.

Mayor Morris was asked about the matter, but said that it was one that concerned the city building Inspector, Mr. Pratt

Mr. Pratt said that the C.A.R. coal sheds were yet in course of construction. When the building permit was taken out the C.A.R. authorities promised that these buildings would be sheeted with iron and thus be made to harmonize with the fire area by-law: There was no reason yet to disbelieve this.

**20/09/1901 Ottawa Citizen**

**Canada Atlantic**

C.P.R. Crews For Royal Train

Page 2 col 2

**21/09/1901 Ottawa Citizen**

**Canada Atlantic**

Souvenir edition for Royal Visit. One page on the Canada Atlantic Route with pictures. Poor copy.

**25/11/1901 Ottawa Journal**

**Canada Atlantic**

**Central Depot**

This morning the Ottawa and New York express due at the Central Station at 10.45 struck and seriously injured Telesphore Gravelle of Aylmer, a fireman on the Ottawa, Northern and Western Railway. The unfortunate man had put his engine into the round house and was walking towards the station between the rails and the main line. The engineer on the passenger train whistled three times and had slowed considerably when Gravelle was struck. The cow catcher knocked Gravelle down but clear of the rails. At St. Luke's hospital his injuries were found to consist of two scalp wounds on the back and the side of the head, an abrasion of the right shoulder and an injury to the left knee. There is the possibility of internal injuries but good hopes are entertained for his recovery.

**25/01/1902 New York Times**

**Canada Atlantic**

**NEWS OF THE RAILROADS; Canada Atlantic Railway Reported Under New Control. Said to Have Been Acquired by St. Lawrence and Adirondack Road.**

It was reported in this city yesterday that the St. Lawrence and Adirondack Railroad, through A.L. Meyer, its Vice President, had concluded negotiations for the acquisition of the Canada Atlantic Railway on terms declared to be advantageous to the purchasing Company. It was said that the Dominion Securities Company would finance the consolidation. The chief interest in the Dominion Securities Company is held by Dr. Seward Webb, who is president of the Adirondack Road and who has large interests in other railroads.  
More.

NOW OWNED BY N.Y.C. C.A.R. HAS BEEN SOLD

Dr. Seward Webb Completes Negotiations with Mr. Booth - Will Be a Big Thing For the City of Ottawa.

Present Interests Completely Bought Out-Will Build Fine Station, Steel Bridges and Double Track the Road

Big Fleet of Steamers on Great Lakes and Tourist and Grain Traffic Boomed. Elevators at Montreal and Sorel.

The Canada Atlantic railway has passed into the hands of the New York Central interests.

This announcement, which was practically made last night, was finally confirmed today by Dr. Seward Webb, the American railway magnate, who is in the city and has been the representative of the Vanderbilt lines conducting the negotiations. The transfer of the line merits an epoch in the advancement of Ottawa and is fraught with greater interest to the city than any deal that has ever taken place heretofore. The interests of Mr. J. R. Booth in the line absolutely cease when the road is transferred.

At Rideau Hall where he is the guest of His Excellency the Governor-General, Dr. Seward Webb this morning unfolded to a Citizen reporter the plans of the New York Central system in connection with the purchase of the road. And, coming from one in almost supreme authority, whose word in American railway circles is practically law, the statement of the future policy respecting Ottawa and the C. A. R. of the great Vanderbilt system will be read with interest by every Ottawan. Briefly summarized they are:

The erection of a magnificent union passenger station at the canal basin.

Establishment of a fast train service between Ottawa and New York, shortening the time by two hours.

Immediate increase in the rolling stock and other equipment of the road.

Increased tourist traffic through Ottawa, in connection with passenger steamers to be operated on the great lakes.

The erection of a new grain elevator of 2,500,000 bushels capacity at Depot Harbor and another at Sorel.

A new line of steamers for the grain carrying traffic.

Re-tracking and re-bridging of the line throughout

Ottawa to be retained as one of the head centers of the road, with little change likely in the staff. There is to be no division of the grain traffic from Canadian to American ports the grain will continue to go through Quebec and Sorel.

ROAD IS SOLD.

"Yes," said Dr. Webb this morning "you may say that the purchase of the Canada Atlantic by private interests identical with those of the Rutland and New York Central is an assured fact. There is only one thing to prevent the deal and that is our failure to pay the money and I guess there will be no trouble about that. It cannot fail to be a very great benefit to the city of Ottawa and will not affect in any way the relations of the C. A. R. with other railways, except it be to improve them.

"We will start out with the construction of a new elevator of 250,000 bushels capacity at Depot Harbor and the immediate purchase of one thousand box cars to handle grain. The passenger train schedule between New York and Ottawa will be shortened by two hours after the piece of road between Noyan Junction to Coteau is finished."

"Will there be any change in the staff in Ottawa?" queried the reporter.

"Those," replied Dr. Webb, "are details yet to be arranged and it is impossible for me to go into them, but I hardly consider that there will be any great changes in the staff here for, as far as I can learn, the force here is none too large.

"Practically speaking, it is not the New York Central which has bought the road, but rather a party of American capitalists, of whom I am the leader. Of course we are all directly connected with the New York Central. There is one big community of interests if you may call it such. Our relations with the C.P.R. in Montreal are most satisfactory and we should all work in together."

STEAMSHIP LINE BOUGHT.

"Have you acquired the line of steamers on the great lakes?" was asked.

"Yes, we have bought the whole thing, and, moreover, we will abandon our present line of sixteen boats operating between Ogdensburg and Chicago through the Welland canal and put them on between Depot Harbor, Chicago and Duluth, bringing all of the grain traffic over the Canada Atlantic and incidentally passing through Ottawa. Where needed, we will put in double tracking, but at the start we propose to expend a great deal of money in motive power and other equipment

NO DIVERTED TRAFFIC

"Is there to be any diversion of the grain traffic from Canadian to American ports?" questioned the reporter.

"I think that that would be a very foolish policy. This line will as usual take western grain over its road and export it from Montreal, Quebec and Sorel. It is the same company exactly which is building the Quebec South Shore railway, which is to connect with the C.A.R. and make one big Canadian system. What we will do, however, is to run some of the grain through Boston and possibly New York in winter, because in this part of country Canada has no winter port. Sending the grain to those places in winter will, you know, benefit the Rutland branch of our system."

NEW UNION DEPOT

"What about a new depot in Ottawa?"

"That is one of the first things that we will attend to. We will have to issue new bonds and when we do so we will immediately set aside enough to build a large union passenger depot in Ottawa. I am fully convinced of the necessity of this. There are a number of railways coming in here and each by paying a fair rental should come in with us in one union depot."

Dr. Webb again spoke of the staff of the Canada Atlantic. "Of course," he said, "there is no object in merging two systems and retaining a double set of officials and employees, but the C.A.R. is a large system in itself and there should be plenty of work to necessitate the retention of the present staff"

"Will you retrack or double track the road?"

"We are going to lay eighty-pound rails. The present weight I think is about seventy-two pounds, but we have found the former much easier and cheaper to maintain."

Do you intend to put up locomotive works or car shops in Ottawa?"

"No. I don't believe in that; our experience teaches us that we can buy rolling stock, etc., cheaper than we can build it. Of course there will be repair shops.

THE TOURIST TRAFFIC

What are the prospects for tourist traffic under the new management?"

"There is not the slightest reason," said Dr. Webb, "why we should not work up a big tourist traffic over the line. We will provide passenger accommodation on our lake boats and by so doing ought to bring a lot of New England tourists up over the Canada Atlantic, through the Algonquin park to Depot Harbor and thence up the lakes by steamer to Chicago, Milwaukee and Duluth or vice versa. The Great Northern worked up a great tourist traffic through Buffalo in that way."

IMPORTANT FOR OTTAWA.

"The removal of our sixteen boats from the Ogdensburg line and the handling of all our grain through Ottawa will mean very much for Ottawa," said Dr. Webb, with emphasis.

"What price has been paid for the road?"

"It would hardly be fair to Mr. Booth to state that?"

"What of the bond issue?"

"I cannot speak of that either; you know it is a matter that doesn't concern the general public. What they want to know is whether or not the road is sold and if so what are the

plans of the nyc. What we propose to devote ourselves to at first is the improvement of the physical state of the road."

"Have you bought out the Booth interests in toto?"

"Mr. Booth's interest absolutely ceases unless he chooses to take some stock under the new management."

"When does the transfer take effect?"

"As soon as possible," replied Dr. Webb. "but probably it won't be till spring because the books will all have to be gone over, examined and checked and other work attended to."

NOT AFTER O. & N. Y.

"Are you going to acquire the Ottawa & New York or the Beemer system?" was asked.

"No," was the reply. "Last spring Mr Collowoy and myself went over the Ottawa and New York and thoroughly examined it. reporting back to the interests in New York. We then

decided that if there was any road in Canada which we wanted it was the Canada Atlantic. I had an idea that it could be bought and went to work at the proposition. Negotiations have been in progress for about six months and as soon as I learned that the line could be acquired I placed the financing in the hands of Mr. Arthur L. Meyer, of the St. Lawrence and Adirondack system. In reference to Ottawa, Northern and Western railway it has been mentioned but not considered by us."

ELEVATOR AT SOREL

"Our south shore interests propose to build a big elevator at Sorel, but will let the one at Coteau remain as it is."

"What are your connections with the Grand Trunk?"

"I will certainly advocate no change in the present arrangement whereby we run over the G.T.R. from Coteau to Montreal. Mr. Hays is one of my warmest friends and I have no doubt that we can settle the matter most satisfactorily."

"Will the name of the road be changed?"

"Oh no," said the doctor. "The C.A. It has got a good name and I don't see that anything is to be gained by changing it."

"You may also state that we propose to spend a large sum in fixing up the road and erecting steel bridges and trestles."

Dr. Webb this afternoon called on Sir Wilfrid Laurier and afterwards saw Mr. Booth and Mr. E. J. Chamberlin again. He intends to leave by his special train tonight for New York

and states that he will return next week to go over the road and fully inspect it.

*29/01/1902 Ottawa Citizen Canada Atlantic*

Railway Deal Consummated

All but Paying Over the Cash

Vanderbilts have it

Canada Atlantic officials Partially Admit Sale, but Everyone Else Admits It

Dr. Webb, accompanied by Mrs. Webb, and his daughter, left for New York shortly before midnight on their special train made up of elaborate parlour cars and sleepers.

When entraining Dr. Webb was told of the somewhat qualified denial of Canada Atlantic officials of the announcement of the sale of the road, "I can only say," said Dr. Webb, "that everything I told you this morning and which has been published today in the papers is absolutely correct in every detail. If anyone wishes to make statements to the contrary he can do so, I have nothing to add to what I have already said and very fully explained respecting the purchase of the road. The announcement is accurate in every detail."

"Is the acquisition of the C.A.R. the initial move in the establishment of a transcontinental system?" was asked.

"Not at all," said the doctor; "that report is too foolish to be considered for a minute. There's nothing in it."

With a cordial good night the doctor signaled the engineer to go ahead, boarded his private car and the special sped down the line at the rate of sixty miles an hour,

TODAY'S TALK

The acquisition of the Canada Atlantic railway by a syndicate controlling the New York Central system is accepted as an assured fact even though denials, carefully guarded and qualified, are still forthcoming from leading men on the Canada Atlantic railway, who allege that the deal is not complete. Dr. Webb says that all that remains to be done is to pay over the cash and this, of course, is consummated.

"The road is theirs," said one of the C.A.R. managers in conversation with a shareholder of the road this morning. "when they come up with the dough." This statement is practically a confirmation of that made by Dr. Webb to the effect that all remaining to be done is to hand over the purchase money. When it is known that not an ordinary syndicate but one representing the Vanderbilt millions is behind the scheme there can be no room for doubt as to the financial end of the proposition. It must be remembered that a great effort was made to keep the matter quiet and even when it was given out on Wall street officials of the road at first denied vigorously that any negotiations had been considered.

There can be little doubt that the entry here of a great railroad system handling through Ottawa the grain of the Canadian and American west will be a distinct advantage to the city. Moreover the New York Central system is second to none in its up-to-date character and the passenger traffic which it proposes to inaugurate, the equipment with which it will stock the road and the general outlay to be made will make the line one of the finest in the country. Ottawa citizens generally consider that the city will benefit by the change and the plans of Dr. Webb are heartily concurred in. His statement of yesterday morning that the road has been purchased and his reiteration thereof last night are accepted as definite and final, and developments will be watched with the keenest interest.

One thing in connection with the purchase of the road which should be attended to is the matter of a subway at Bank street. The traffic is now so large as to necessitate the almost constant use of the gates thus interfering with the streetcar service. With the increased grain carrying trade the difficulty will be more pronounced than ever unless it is overcome in the manner suggested.

There is considerable speculation as to the amount to be paid for the road. Mr. Booth has stated that the figure is private and Dr. Webb adds that in deference to that gentleman he does not consider it wise to divulge the secret. A figure of about ten million dollars is mentioned as being for consideration. For several months officials and others of the New York Central have been going over the line and conducting a careful inspection of it.

MR. JACKSON BOOTH

Mr. C.J. Booth, president of the C.A.R. in discussing the situation this morning said he was not prepared to admit that the line had been sold. Mr. Booth's statements were rather guarded. "It's all a question of money," he said, "when we are paid our figure the road will be sold, but up to the present the sale has not been effected."

On Monday night Mr. J.R. Booth in declining to talk on the matter referred newspaper men to Dr. Webb, who, he said, was the one to speak. The doctor's subsequent announcement of the purchase of the road is therefore accurate beyond a doubt.

*29/01/1902 Ottawa Citizen Canada Atlantic*

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When entraining, Dr. Webb was told of the somewhat qualified denial of the Canada Atlantic officials of the announcement of the sale of the road. "I can only say," said Dr. Webb, "that everything I told you this morning and which has been published today in the papers is absolutely correct in every detail. If anyone wishes to make to the contrary he can do so. I have nothing to add to what I have already said and very fully explained respecting the purchase of the road. The announcement is accurate in every detail." Much more.

## Railway Officials' Admission

Respecting the acquisition of the Canada Atlantic railway by the syndicate representing Dr. W. Seward Webb, a statement was given out today at the C.A.R. head offices.

"We placed a price on the road" it was announced, "and Dr. Webb has been given a specific time to raise and pay over the money. Of course this has not been done so far and in the meantime it cannot be said that the line has changed hands. Dr. Webb, however, usually carries through any deal that he starts out on."

This statement coming from an authoritative source may be taken as confirmation that the road has been sold. It is now admitted by the C.A.R. officials that the price has been set and all that remains to be done is the payment of the money. This is the same thing that Dr. Webb said on Tuesday. "But one thing remains" he said, "and that is to pay the cash and there will be no difficulty about that."

When the Vanderbilt millions are interested in the project the financial end of it will furnish no difficulty. Chauncey Depew and Sam Callaway, it is announced from New York sources, are associated with Dr. Webb in the negotiations.

30/01/1902 *The Record, Chesterville* *Canada Atlantic*

Ottawa Jan 27. Dr. Seward Webb, Vice President of the Vanderbilt system of railways, arrived in the city this morning in his private car. In the morning he paid his respects to the Governor-General in Rideau Hall. This afternoon he had a conference, first with Mr. J.R. Booth, President of the Canada Atlantic railway and afterwards with Mr. E.J. Chamberlain, Manager of the line. Subsequently Dr. Webb admitted that the St. Lawrence and Atlantic Railway, virtually an adjunct of the New York Central Railway - had practically acquired control of the Canada Atlantic and that only a few details remained to be completed, which he hoped could be put through tomorrow.

More detail, stock control etc.

30/01/1902 *Chesterville Record* *Canada Atlantic*

## Booth Has Not Sold Railway.

Ottawa, Jan. 25. - "The report from New York that the Canada Atlantic System has been acquired by the St. Lawrence and Adirondack Railway is without foundation," said J. R. Booth last evening. "There is no move on foot either looking to the consummation of such a deal, that I am aware of," the Canada Atlantic magnate added.

The report is looked here as a variation merely of the story in circulation last week, that the Ottawa and New York had been acquired by the New York Central, which really owns the St. Lawrence and Adirondack. The Canada Atlantic makes connection with the New York Central via the Rutland Railway, but the acquisition of the Canada Atlantic would place the New York Central in no better position to carry western grain from the lakes, inasmuch as it has a shorter line now to New York from the port of Buffalo than the route from Depot Harbor, which is the Canada Atlantic terminus on Lake Huron

31/01/1902 *Eastern Ontario Review* *Canada Atlantic*

## C.A.R. Sold

The news has been given out that the Canada Atlantic Railway has been sold out in its entirety to the New York Central Railroad Company. The N.Y.C. is controlled by the Vanderbilts and the C.A.R will now have the Vanderbilt millions behind it.

31/01/1902 *Ottawa Citizen* *Canada Atlantic*

Sir Thomas Shaunessy, president of the C.P.R. in an interview yesterday.

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said it did not make any difference to the C.P.R who owned the Canada Atlantic. He had noticed Dr. Webb's statement that the road would now be an ally of the C.P.R and said he supposed that would be true to a certain extent so far as some of the lines are concerned,

06/02/1902 *Chesterville Record* *Canada Atlantic*

## A Railway Purchase.

Of late a good deal has been said with regard to the purchase of the Canada Atlantic and Parry Sound Railway by the Vanderbilt Syndicate. We are in receipt of the following telegram which verifies the statements:-

New York, Feb. 3, 1902.

T. T. SHAW.

Chesterville, Ont.

Our syndicate has purchased control of Canada Atlantic and Parry Sound Railway

(Sdg.)

J. WELEY ALLISON

07/02/1902 *Ottawa Citizen*

*Canada Atlantic*

*Ottawa East*

## BOY KILLED ON C.A.R

Otto Schroeder Fell From a Snow Car, Was Run Over and Fatally Hurt

A slight disregard for orders cost Otto Schroeder, a 19-year-old lad, his life yesterday afternoon. Schroeder was one of a gang engaged clearing snow from the C. A.R. tracks at Ottawa East. The snow was being removed on flat cars and Schroeder took up a position on the end of the last car of the train. A slight jolt when the train was being stopped, threw him off his balance. He fell across a rail and the wheels of one truck passed across his abdomen. The unfortunate lad endeavored to pull himself clear of the rail. A fellow workman, Paul Rousseau, seized him by the hands and pulled him aside before further injuries were inflicted. Schroeder was placed on the train and taken to Ottawa East, but before medical aid could be summoned he died.

Dr. Baptie, coroner, was notified and the body was removed to Rogers' morgue, Rideau street.

Schroeder had worked at his last job only a couple of days. He was engaged under Jas. Logan, section foreman.

"I have frequently warned the men not to stand on the ends of the cars," said Mr. Logan. "In fact. It's one of my hardest tasks to watch them.

On more than one occasion men have been dismissed for not obeying this rule." Members of the train crew and Schroeder's fellow workmen bore out the foreman's statement. Engineer W. Weston stated that the train was coming to a standstill on a down grade when the accident happened. The brakes had been applied shortly before. The train was in charge of Conductor Thos. Hyde.

Schroeder was until a few months ago engaged by the O. E. R. as switch boy. He recently worked for the Capital Brewing company. He was a twin son of Mr. Charles Schroeder, 127 McKay street, New Edinburgh. Recently deceased resided with his brother Ernest on Robert street. A brother-in-law, Charles Neufkey, was working near-by at the lime Schroeder met his death. A brother, Paul Schroeder, is in the employ of the Canada Atlantic. An inquest was opened last evening at the morgue. It was adjourned to secure further evidence.

## FELL IN FRONT OF THE WHEELS

## LIFE OF OTTAWA EAST LABORER CRUSHED OUT

Was Working on a Snow Car in Canada Atlantic Yards. Lost His Balance and Fell

Otto Schroeder, a German laborer, 19 years of age, fell in front of a moving snow train in the Canada Atlantic yards yesterday and was killed. Schroeder lived at 50 Robert street, with his brother. He leaves a father, three brothers and two sisters. His mother has been dead for some years. The accident happened in a very simple manner. Schroeder who, with some forty-eight others, was employed loading snow on a train of flat cars and drawing it down the line through Ottawa east, was standing on the end of a flat car with his back to the end of the train. The engine was pushing the train, and when it slowed up, the cars, which usually give a jolt, threw Schroeder off his balance, and he fell over the end of the car. Before the train, which was on a down grade, was stopped, the car wheels had passed over his back breaking his spinal column and causing probably instant death.

John Bracken, a fellow laborer of Schroeder's, was standing on the car alongside of Schroeder when he fell. Bracken said last night that he had warned Schroeder several times not to stand so close to the end of the car as it was dangerous. When Schroeder fell, he (Bracken) grabbed hold of him, but as he had mittens on he could not hold him.

"I caught hold of the brake wheel, and this is all that saved me from going too," said Mr. Bracken.

James Logan, yard foreman, also stated that he had warned Schroeder to be careful.

Schroeder had been in the employ of the company but two days and was comparatively new to standing on flat cars when they were moving.

As soon as the accident happened, Dr. A. Jamieson was sent for. He arrived promptly, but was too late to be of any assistance.

Schroeder's remains were removed to Roger's morgue on Rideau Street, and an inquest opened last evening by Coroner Baptie.

The Jury.

The jury empanelled were A. Keith, foreman, B. J. Grace, J. Mahoney, J. A. S. Ellicott, J. A. Bower, J. White, J. B. Lyon, D. C. Ferguson, F. J. Compeau, D.G. Lapointe, C. H. Jones, R. M. Murphy, A. Desjardins, and R. Matheson.

The jury simply viewed the remains and adjourned until today.

The late Otto Schroeder leaves three brothers, namely, Ernie, of Robert St., and Paul and Frank of McKay street, New Edinburgh. He had also two sisters, Mrs. Noffice, of Ottawa East, and Rose, a young woman of twenty years. His father was Charles Schroeder, of McKay street.

07/02/1902 *Huntsville Forester**Canada Atlantic*

## A BIG R.R. DEAL: NEW YORK CENTRAL MANAGEMENT HAS ACQUIRED THE CAR AND MAY CONSTRUCT A TRANS-

CONTINENTAL LINE: - Special Ottawa dispatch. All that remains to be done in the purchase of the Canada Atlantic Railway by the New York Central interests is the paying over of the cash, said Dr. Webb this morning.

He went to Mr. Booth to-day and settled the minor details. The exact price has not yet been made known.

The New York Central, the Rutland, and the Canada Atlantic will be practically one road. A fleet of eight vessels now plying between Ogdensburg and Chicago will be taken off, and in future will ply between Duluth, Chicago, and Depot Harbor. The rolling stock of the CAR will be increased by 1,000 boxcars and a number of locomotives, heavier rails will also be laid, and a new grain elevator, with a capacity of 2,500,000 bushels, will be built at Depot Harbor. Elevators will also be built at Quebec and Sorel. The new company will not seek an independent entrance to Montreal so long as the present arrangement exists with the Grand Trunk. Dr. Webb states that the relations between himself and Manager Hays of the GTR are most friendly and he does not see any necessity for a special entrance from Coteau Junction.

The purchase of the Canada Atlantic system by the New York Central and Rutland systems will mean a great deal to Western Canada. From what can be learned today, the Canada Atlantic may become the basis of a second transcontinental line, in opposition to the Canadian Pacific. One of the leading officials of the CAR pointed out to-day that the line will in all probability be extended from Parry Sound to Sudbury, the charter for which is now held by Messrs. Mackenzie & Mann.

07/02/1902 *Ottawa Citizen**Canada Atlantic*

The Canada Atlantic railway has either been sold and the cash paid over or it has not been sold. In either case somebody is going to look very foolish when the limelight of publicity is ultimately turned on the facts.

08/02/1902 *Ottawa Citizen**Canada Atlantic*

Fifteen Hundred Freight Cars are to be Built for the Canada Atlantic At Shops in Ottawa

One Thousand Men will be Employed and Sale of Road will not Affect It.

Estimates have been called for by the C.A.R. on lumber, iron fittings and other materials entering into the construction of boxcars. If satisfactory negotiations can be made for the purchase of the above, work will be started in the spring at the car shops at Ottawa East. The growth of the grain, lumber and general freight traffic has made a large addition to the rolling stock of the road necessary. It is the intention if the preliminary arrangements carry to place a large staff of men at work in both shops, and operate the plants to their fullest capacity. Over 1,500 box cars are provided for in the estimates. The building of these cars will be a great boon to Ottawa as the car shops when working full time furnish employment for 1,000 men. The daily output ranges from five to ten cars, so that the contemplated contract would keep the shops busy seven or eight months at the least. The only difficulty standing in the way is the scarcity of fixtures and railroad iron in the States. In the last number of a reliable railroad journal it was stated that 143,000 cars are now in course of construction in the different shops. There is quite as brisk a demand proportionately for passenger coaches and locomotives so that some difficulty may be encountered in securing for the Ottawa shops the necessary material to go ahead with the building of the cars, A gentleman well versed in railway matters said last evening: The change in the management of the C.A.R. will not affect the car-building proposition. The cars must be built and they can be turned out in Ottawa in as short order as in the American shops, which are moreover rushed with orders."

08/02/1902 *Ottawa Journal**Canada Atlantic*

## THE SCHROEDER INQUEST

The verdict given by the jury last night in the case of Otto Schroeder who was killed by a Canada Atlantic railway train at Ottawa East, on Thursday, was to the effect that he came to his death by accidentally falling from a snow train and that the railway should provide better accommodation for safety.

## Schroeder Verdict

Death was accidental, but adequate protection was not accorded.

The coroner's jury empaneled by Dr. Baptie to enquire into the cause of death of Otto Schroeder, which occurred while working on the C.A.R. on a train at Ottawa East, Thursday afternoon, brought in the following verdict. We, the jurors find that Otto Schroeder came to his death by accidentally falling from a snow train at Ottawa East on the 6th day of February, 1902. Orders appear to be given but not strictly enforced, consequently often disregarded. And in this particular case it is found to be so. We don't consider that there was adequate accommodation for safety provided and that there should be a remedy provided in this respect by the railway company.

The circumstances connected with the young man's unfortunate death as brought out by the evidence last evening are briefly as follows:

Otto Schroeder was one of a number of men employed by the C.A.R. in loading and unloading snow from a train of flat cars in the railway yard at Ottawa East. Shortly after 2 o'clock on Thursday a train of thirteen cars loaded with snow was being backed down to the dump where it was to be unloaded. Schroeder was standing on the foremost end of the last car of the train, the engine being at the other train-end and pushing it along. Just as the engineer who was in charge got the signal to stop at the required place young Schroeder fell over the end of the car upon which he was standing and one pair of trucks apparently passed over the body killing him. One person, F. Boecker who was close by the deceased on the car saw him actually fall over. He claims that Schroeder was standing on the moving car with his face towards the engine and that a slight jolt caused by the slowing up of the train caused him to lose his balance and topple over the end of the car. Witness said that he tried to catch the falling man, but was unsuccessful.

Apparently Schroeder disregarded instructions given the men each time the train started off with a load, viz., that four men should occupy one car and that they were to sit down on the snow towards the center of the car to prevent just such an accident as happened Thursday. According to nearly all witnesses these orders were issued by Foreman James Logan, who has had 18 years' experience in the yards and was in charge of the men on this occasion. Boecker in his evidence submitted the peculiar statement that on the first trip out that afternoon the dead man had warned him to be careful so that he might not fall off.

The trucks at one end of the car had evidently passed over the body as several witnesses testified that they felt the car strike something and rise up. Schroeder was pulled from under the car by Paul Rousseau, of 380 Gladstone avenue, a fellow employe. There was still life in he body though Schroeder could not speak. Other employes testified that the snow was piled on the car about three feet high at the summit and sloping down to the floor of the car at both sides and ends. Mr. Donaldson, superintendent of the C.A.R. systems, said that the floor of one of these cars was about nine feet wide.

Engineer Maurice Weston gave evidence to the effect that the train had never moved at a speed greater than six miles per hour during the work and being fitted with the latest interlocking coupling appliances could make scarcely any jolt or jerk when stopping, and that on this time it had been stopped in the usual manner. He denied that the train had been stopped and then started up again at the time Schroeder is said to have fallen off.

J. Leveiller, of lower town, who was a workman on the train, when asked by the coroner if anything unusual had happened on the date in question, replied:

"No, only just that a man was killed."

The other witnesses were James Logan, foreman; William Carroll, brakeman; Fred Hyde, conductor; W.M. Cooper, fireman; Chas. Romhild, Harry Nicholson, W.R. Kenney and W. Broker.

The C.A.R. was represented by Lawyer Rethune and Mr. Morley Donaldson, superintendent. The jury was out about an hour and a half. It was composed of the following: Alex Keith foreman, F.A. Bowen, F.J. Campeau, A. Desjardins, F.A.L. Ellacott, D.C. Ferguson, B.J. Grace, C.H. Jones, D.O. Lapointe, J.B. Lyon, H. Milburne, Chas. G.R. Matheson, John Mahoney and Jonathon White.

*10/02/1902 Ottawa Citizen Canada Atlantic*

Sale of Canada Atlantic to the NYC progressing.

*10/02/1902 Ottawa Citizen Canada Atlantic*

Dr. Seward Webb and the party of railway magnates and financiers who have accompanied him on an inspection of the Canada Atlantic Railway, left for New York by their special train this afternoon.

"You have got it all in the newspaper this morning and there is nothing further that I can say; what has been published is all right," said Dr. Webb to a Citizen reporter before entraining. He would not state when the purchase money would be paid over.

The party this morning had a conference with Messrs. J.R. and C.J. Booth and afterwards they took a special and ran up to the Canada Atlantic car shops, which were closely inspected. More.

Purchase finally and absolutely concluded.

*29/03/1902 Ottawa Citizen Canada Atlantic*

Mr. J.R. Booth was asked yesterday as to the accuracy of Mr. Arthur L. Meyer's statement that the Canada Atlantic Railway had been purchased but the new owners had till June 1st to take over the titles. "There is very little change in the situation" said Mr. Booth, "they have paid us some money on the road, but it is not a very great sum and it is true that the syndicate have until June 1st to take over the titles but this has not yet been done."

*04/04/1902 Eastern Ontario Review Canada Atlantic*

## Great Northern

Mr. Arthur L. Meyer, the millionaire banker, of New York was in town on Sunday. He came via C.P.R. and was met here by the C.A.R. and taken to Hawkesbury and then over the G.N. to Quebec. Mr. Meyer is connected with the Webb syndicate in the purchase of the Canada Atlantic, and reaffirmed that the transfer of the road had taken place, and that a large sum of money had been paid. They will wait until June 1st to take over the title.

The same company is negotiating for the purchase of the Great Northern.

*14/04/1902 Ottawa Journal Canada Atlantic*

## Canada Atlantic Sale

More Money will have to be paid over.

More. Dr. Webb in town.

Sir Thomas Shaughnessy's way was blocked.

Stopped by Mr. Booth.

He wanted to go over new bridge

But connection had been broken and his car could not be transferred. Appeal to Railway Committee.

Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, left Montreal on Saturday morning with the intention of running over the entire route to be taken through Ottawa by the Imperial Limited, the fast transcontinental C.P.R. train, when the new time table comes into effect on June 16th, but came to a standstill and had to go back around by Chaudiere Junction because the C.A.R. had blocked the way over the Interprovincial Bridge from the Central depot. Here is exactly what occurred, and as a result of which the C.P.R. has appealed to the Railway Committee of the Privy Council to establish their right to use the Central depot.

On Friday afternoon, Mr. Resseman, superintendent of the Ottawa, Northern and Western branch of the C.P.R. says he notified Mr. E.J. Chamberlin, that he wanted to transfer a special car from the Central depot to the O.N. & W. over the Interprovincial Bridge and that the special car was Sir Thomas Shaughnessy's. On Friday night the C.A.R. put a gang of men to work under electric light and tore up the crossover connecting the O.N. & W. tracks with the C.A.R. tracks alongside the platform at the Central depot and on Saturday morning placed standard stop blocks under the Sappers' bridge, thus completely blocking the way for traffic from the Central depot over the Interprovincial bridge and entirely preventing any chance of cars being transferred.

The Blockade Works.

On Saturday at noon when Engineer McFall of the O.N. & W. came over the bridge to the Central depot with his engine to take the C.P.R. President around through Hull to the Union depot, where he was to catch the Winnipeg train going west, he found the stop-block in his way and all he could do was to back his engine up to the stop block and await further orders. He waited there until 12.40 when he was told to go back to Union depot round house and put away his engine. It was Sir Thomas Shaughnessy who gave him the signal to go.

President Arrives.

At 12.30 Sir Thomas Shaughnessy along with Superintendent C.W. Spencer arrived at the Central depot over the short line from Montreal and were met by Superintendents H.B. Spencer and P.W. Resseman. "Have you your engine ready to take this special car around to the Union depot?" was the first question C.W. Spencer asked Mr. Resseman. "I have," responded the Superintendent, "but the C.A.R. has torn up the crossover and put a standard block at the bridge, and there are those passenger cars on that track, so we cannot cross over except on the other side of Maria street bridge, and when we do cross over to the siding those cars and the block are in our way."

Sir Thomas looked at C.W. Spencer, pulled on his cigar and characteristically pulled his grey hat down on one side of his head. "Eh h'm," he said, "let us take a look at this thing anyway." He walked up within a hundred yards of the block, surveyed the situation at a glance, noticed where the crossover had, a few hours before, been torn up and smiled. "Well, I guess we won't be going over the bridge today by this route, will we?" said he, and he turned about to go back to his car.

Just then a Journal reporter who had been taking in the proceedings stepped up and asked the C.P.R. president what action he proposed taking.

"Well," replied Sir Thomas, in a kindly way, "we will have to see if we cannot establish our right to use this station and in the meantime we will have to do without it. I am very much surprised at the Canada Atlantic taking such action and I do not think that in so doing they have shown any great knowledge of their business. This is not the way to go about a matter of this kind."

"Will you appeal to the Railway Committee?" was asked Sir Thomas.

"Yes, we will have to do so. We want to run our Imperial Limited train through here and we will have to establish our right to use the station before we do it," he replied, and he stepped aboard his car.

Shortly afterwards he came out again and with Mr. Spencer, went over the track, through under the bridges, and looked over the whole ground, apparently laying out what he intended should be done for the accommodation of the trains and the public as soon as the right to use the station was secured. Afterwards he went to the Rideau Club and later, at 1.30 he caught the Winnipeg train going west and went out to meet Chief Engineer McHenry, who is on his way east to take up a new job with the C.P.R.

Must see Fair Play

The situation has now become such that the city will have to take a hand in and see that the C.P.R. gets fair play in the use of the Central depot.

The appeal of the C.P.R. for the right to use the depot has been placed before the railway committee of the Privy Council and will perhaps be heard on Friday next, when there is to be a meeting.

What the C.P.R. wants to do is this: They propose to use the Central depot for passenger traffic only, and they want to use it for six trains a day.

They propose to have the Imperial Limited run through Ottawa via the short line over the Interprovincial bridge, through Hull, around to the Union station and west. The Soo train will also pass through the same way, as well as the daily passenger train between Montreal and Ottawa. This will give Ottawa every accommodation in the line of trains, as these through trains will be stopped at three different points, namely Central depot, Hull and Union station. Passengers going through may get off at the Central depot, do any purchasing they wish, and catch their train by street car again at the Union depot. There will be about 15 or 30 minutes - perhaps more - time lost by the company in making these stops, as they have to change engines at Union depot for the west. The time table for this system of service was to have gone into force on June 15th, but now it may be delayed.

The Sticking Point

The whole sticking point seems to be in the fact that owing to the C.P.R. having acquired the O.N. and W., the C.A.R. people no longer recognize the right of that company to use the Central depot terminal facilities, and as the O.N. and W. trains have been withdrawn they claim that they have simply restored their tracks at the Central depot to the same condition in which they were before there was any connection with that railway.

Mr. Chamberlin Speaks.

On Saturday Mr. E.J. Chamberlin stated to a Journal man that his company had been notified of the withdrawal of the Gatineau trains and that they had simply restored the tracks to their original condition. When asked what the object of shutting off the Interprovincial bridge was, Mr. Chamberlin smiled and replied that he did not know that his company had anything to do with the bridge.

"Do you intend to allow the C.P.R. to use the depot for the transcontinental trains" he was asked.

"That is another matter," he replied, "and will be settled when the time comes."

Mr. Chamberlin also stated that had he known Sir Thomas Shaughnessy was coming through he might have accommodated him and removed the block. Sir Thomas had never been over the Interprovincial bridge since its completion.

Reason for Withdrawal

The officials of the C.P.R. state that they withdrew the Gatineau trains from the Central depot because they were notified that the C.A.R. would not handle their freight any longer, and as their trains were mixed owing to the fact that the traffic on the road was not sufficient to warrant the use of special passenger trains, they felt compelled to withdraw the trains and accommodation from the Central depot, but they proposed to use the depot for through passenger trains and thus benefit the city and public as they could. The C.P.R. men say that their object is to give the public the very best service they can, and every accommodation possible, and they also claim that it pays a great deal better to do this. What benefits the country and the people, they claim, benefits them.

CANADA ATLANTIC NOT SOLD: - An Ottawa despatch to the Forester says: - The negotiations for the purchase of the Canada Atlantic Railway by Dr. Seward Webb have practically come to nothing. This was the day upon which the option expired, and Mr. J. R. Booth stated this afternoon that to all intents and purposes the deal is off. 'I have heard nothing from Dr. Webb or those connected with him directly, and I would assume that if they intended to carry out the bargain involving such a large amount they would have communicated with me before this; however, they have a few hours yet.'

'Do you intend to extend the option?' was asked.

'No, I won't do that' replied Mr. Booth, 'for the reason that the financial standing of the parties on the other side is not the same now as when the option was taken.'

Mr. Regensberger, solicitor for Mr. Arthur A. Meyer of New York, was in the city today and saw Mr. Booth. The original option was given to Mr. Meyer and subsequently transferred to Dr. Webb. Mr. Regensberger still continues to act for Mr. Meyer, but Mr. Booth says he does not know the latter gentleman in the transaction. The conference between them this morning was very brief, and nothing was done. Mackenzie & Mann were in conference with Mr. Booth on Saturday, but the latter denies that any negotiations with Mackenzie & Mann are afoot.

Mr. Booth agrees to use of Central Depot.

C.P.R. may pass through.

Long fight before Railway Committee

Companies will have to arrange the Terms themselves. If they don't Mr. Blair says he will know how to act.

Before the Railway Committee of the Privy Council this morning Mr. J.R. Booth consented to allow the C.P.R. trains to run through the Central station yard pending some definite agreement as to terms between the two companies.

Application for privileges at the Central Station was made by the C.P.R. and the question was warmly debated. Among those present were Messrs. Thos. Tait, C.W. Spencer, H.B. Spencer, with A.R. Creelman, K.C. as counsel for the C.P.R. P.W. Resseman and H.W. Maltby for the Gatineau and Pontiac lines; J.R. Booth, A.B. Aylsworth, K.C., F.H. Chrysler, K.C., J. Christie, K.C. for the C.A.R., N.A. Belcourt for his constituency; Mayor Cook, City Solicitor McVeity; City Engineer Ker, Ald. Heaman, Rosenthal and Shouldis for the city.

The argument was based chiefly on the interpretation of the case as to the technical meaning of "as an approach thereto." The committee could not see any difference between coming in and backing out and coming in and going right through.

As to the extra facilities required or the inconvenience to be occasioned by the change the committee gave it plainly to be understood that dollars and cents would be required as compensation.

In summing up the arguments Mr. Blair said he sympathized with Mr. Booth. The proposed C.P.R. trains would interfere with the traffic on the C.A.R. but the committee would endeavour to make ample compensation in the terms so that as little damage as possible would be done. The C.A.R. is a small concern, the C.P.R. is a great big one. He thought the matter would be amicably settled and the parties should get together and arrange terms.

And build a fine station, suggested Mr. Tarte.

Continuing, Mr. Blair said the wheels couldn't be stopped, but if more tracks were needed, to put them down and let those who want it, pay for it. The committee ordered that the two companies get together and arrange terms. "And if either shows a disposition not to, the committee will know how to act," said Mr. Blair.

An argument ensued as to present privileges, as the C.P.R. have prepared a timetable for transcontinental trains, to go into effect on the 15th. Mr. Booth finally agreed to allow the trains to go through without an order from the committee. It is expected terms will be arranged in about two months.

During the discussion the Canada Atlantic were criticized for tearing up the crossovers and putting down stop blocks, and the Canadian pacific for the precipitate action of arranging time-tables before the committee had given them the privilege asked.

Preparing the tracks.

Cross over being laid for CPR trains at Central Depot.

The Canada Atlantic Railway tracks will be in readiness for the CPR trains to pass through the Central Station on Sunday. This morning Engineer Mountain superintended the installing of a crossover switch from the track adjacent to the canal to the one nearer the station. There was previously two crossovers but one was not used. The stop block on the track near the station will not be removed. The switch has a longer lead than the older ones as the CPR trains are longer than the Gatineau trains.

First train pulls through.

Imperial Limited Passes Central Depot.

A large crowd attracted by the New Train Service Yesterday. Excellent Accommodation.

The Imperial Limited, the fastest train in the C.P.R. system, and also the fastest train in Canada, passed through the city by way of the Central depot yesterday afternoon and turned out to be a great attraction for the public who were wandering about the streets. This train, which is one of the finest in the country, in that its cars are lined with mahogany and beautifully fitted up, travels from Montreal to the pacific coast in ninety-seven hours and back in ninety-six. It will be continued from yesterday, June 15th, until October 10th, and will run three days per week. Ottawa is one of the centres of this train service, as the train going west crosses the one going east at the Union depot.

On board this, the first train to pass through the Central depot since the dispute between Mr. J.R. Booth and the C.P.R., which was heard before the railway committee, and which resulted in favour of the C.P.R. were Mr. H.B. Spencer, the genial and well known superintendent of this division; Mr. Geo. Ham, advertising manager; Mr. J.H. Morris, general baggage agent. There was also a corps of Montreal newspaper men, who had come up for the trip. (They included the Star, Gazette, Herald, Le Journal, Witness, La Presse, Montreal correspondent of the Globe)

At the depot.

At the Central Station to meet the train was assembled a large number of Ottawa citizens including Mayor Cook, W.A. Clark, manager for Dominion Express; Geo. F. Duncan, C.P.R. passenger agent; F.M. Spidal. superintendent, C.P.R., North Bay division, and a number of local newspapermen. Mrs. H.B. Spencer also met her husband at the Central depot and along with his father, Conductor Spencer, and his sister, Miss. Spencer, rode over the Interprovincial bridge and back on the east bound train.

The first transcontinental train passed through the Central depot yesterday at 12.40 but this was the regular train. The fast one pulled in at 3.10, stopped five minutes and passed on over the bridge through Hull and around to Union depot, where the engines and crew were changed for the west. This necessitated a delay of fifteen minutes.

A Fine Train

The Imperial Limited Train yesterday was made up of six cars, one dining car, the Sandringham, used for the Prince of Wales, one tourist and three first class sleepers. The sleepers have eight sections each, two large state rooms well equipped, lavatories and smoking compartments.

Everything that a traveller can have to make him comfortable is attended to and the officials are exceedingly accommodating and polite.

Through the inauguration of the new timetable Ottawa will get a daily service of twelve trains, which will run between Montreal and here at various intervals, which will catch the traveller.

17/06/1902

Ottawa Citizen

Canada Atlantic

Alexandria

A C.A.R. MISHAP.

Owing to an accident at Alexandria this morning the Montreal express on the C.A.R. was over an hour late. A switch had been left open by mistake and when the train pulled into the station, going at the usual rate of speed, it ran from the main line on to a siding, crashing into a number of freight cars there. The pilot of the engine was broken, the van at the rear of the freight cars smashed and some other damage done, but no one was injured. Another engine had to be secured to bring the train to Ottawa..

20/06/1902

Eastern Ontario Review

Canada Atlantic

Alexandria

Owing to an accident at Alexandria Tuesday (17/6) the Montreal Exoress on the C.A.R. was over an hour late. A switch had been left open by mistake and when the train pulled into the station, going at the usual rate of speed,, it ran from the main line to a siding, crashing into a number of freight cars there. The pilot of the engine was broken, the van at the rear of the freight cars smashed and some other damage done, but no one was injured. Another engine had to be secured to bring the train into Ottawa.

23/09/1902

Ottawa Journal

Canada Atlantic

Central Depot

Mr. Booth will get another chance. City council decides against a lawsuit.

More.

27/03/1903

Eastern Ontario Review

Canada Atlantic

Glen Robertson

Killed at Glen Robertson

Sidney Cluff, son of Capt. Cluff, of No. 9 fire station, Ottawa, was killed on the Canada Atlantic Railway at Glen Robertson, about 10 o'clock Tuesday (24/3) night. Deceased was a brakeman on the C.A.R., and slipped down between two cars of a moving train. The wheels passed over his legs above the knees and he died from the shock and loss of blood, several hours after the accident.

He was about 27 years of age and entered the employ of the company about a year ago. His work necessitated his residing at Coteau, from which place his trips were made in the performance of his duties. It was one of these trips that he met with the accident which cost him his life.

08/05/1903

Eastern Ontario Review

Canada Atlantic

Canada Atlantic Strike

Mr. Jacob T. Schall (Glengarry) at the opening of the proceedings in parliament on Monday asked if the government was aware that there is a strike on the Canada Atlantic Railway and that at the present time there are no section men employed on the road. He also inquired if the government was able to take any action.

Sir William Mulock, minister of labor, replied that the government was aware that there was a misunderstanding between the company and some of its employees and that there was a strike of trackmen. On Friday the strikers committee had asked for the intervention of the department of labor, and the department had offered its services, but no reply had been received from the company yet.

Wednesday morning a gang of 73 Swedes [sic] were sent up the western division of the Canada Atlantic Railway, on the regular train to replace the striking trackmen on the different sections. Several of the men had their families with them and will be given houses recently vacated by the strikers. The Swedes are said to be a superior class of men to the Italians and many of them, according to Chief Engineer Mountain, have had experience in track work, so that they will fit well into the strikers' positions. "I've just returned from Swanton," said Mr. Mountain with a confident smile, "and everything is lovely. The trains are running on time to the minute."

The striking trackmen continue a stiff fight for increased wages. Several from the western division arrived at the strike headquarters in Ottawa today in search of work. The general demand for strong, active men in other lines will make their search a successful one. This move on the part of the men seems to show that they are satisfied that they will have to wait a long time before the company grants higher wages. Disinterested parties who have been over the line say that the foremen are returning to work one by one. Tuesday the men at Valleyfield and Bearbrook took hold of the hand car again, and it is reported that the foreman at Eastman's Springs resumed work Wednesday. The men on the western division, however, are holding out

15/05/1903

Eastern Ontario Review

Canada Atlantic

The C.A.R. has discharged all the striking trackmen.

28/05/1903

Ottawa Journal

Canada Atlantic

shop

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

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

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

05/06/1903

Renfrew Mercury

Canada Atlantic

Ottawa

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

22/07/1903

Ottawa Journal

Canada Atlantic

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

20/10/1903

Ottawa Journal

Canada Atlantic

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

10/12/1903

Ottawa Journal

Canada Atlantic

Instructing Railroaders

New travelling Car at the Canada Atlantic Car Shops.

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

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

05/04/1904

Ottawa Journal

Canada Atlantic

Central Depot

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

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

**13/04/1904 Ottawa Journal**

**Canada Atlantic**

**Maxville**

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

**28/06/1904 Ottawa Journal**

**Canada Atlantic**

Mr. Mountain's New Position

Consulting Engineer for Railway Commission.

Order in council passed yesterday. A highly successful record.

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

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

**18/07/1904 Ottawa Journal**

**Canada Atlantic**

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

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

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

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

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

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

**20/07/1904 Ottawa Journal**

**Canada Atlantic**

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

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

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

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

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

**11/08/1904 Ottawa Journal**

**Canada Atlantic**

J.R. Booth named director of GTP.

**27/08/1904 Ottawa Journal**

**Canada Atlantic**

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

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

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

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

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

**03/09/1904 Ottawa Journal**

**Canada Atlantic**

Canada Atlantic sold to Grand Trunk.

**02/12/1904 Ottawa Journal**

**Canada Atlantic**

The Canada Atlantic will on January 1 pass out of the hands of the present owners and come under the control of the Grand Trunk.

...Legislation will be required before CAR can be absorbed by GTR although GTR can purchase and operate.

**03/12/1904 Ottawa Journal**

**Canada Atlantic**

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

**16/03/1905 Ottawa Journal**

**Canada Atlantic**

**Union Station**

Grand Trunk railway to build new station.

**26/04/1905 Ottawa Journal**

**Canada Atlantic**

GTR took over the Canada Atlantic because the NYC and MacKenzie and Mann were looking towards the west.

Plans of the Grand Trunk  
Will build Depot in Ottawa

Sir Charles Rivers-Wilson, when in Montreal yesterday, stated positively that as soon as the Grand Trunk took over the Canada Atlantic, arrangements would be made for the erection of a suitable terminal here.

The plans of the Grand Trunk do not stop there as Sir Charles said the company proposed erecting a big hotel here.

15/06/1905 *Ottawa Journal* *Canada Atlantic*

New Trains in Service

Canada Atlantic's grand scheme

Eight additional trains start on Sunday

Commencing on Sunday the Canada Atlantic will greatly improve its passenger service both east and west of Ottawa. Eight new trains will be put into service.

Six trains will run between Ottawa and Montreal daily instead of four as formerly while six will run between Ottawa and Parry Sound instead of four as at present.

More.

23/06/1905 *Ottawa Journal* *Canada Atlantic*

Will merge on September 1. Details.

21/07/1905 *Eastern Ontario Review* *Canada Atlantic* *Coteau*

Fred Donovan, a brakeman on the C.A.R., was run over and killed at Coteau last week.

28/07/1905 *Eastern Ontario Review* *Canada Atlantic*

C.A.R. Changes

In about four weeks the Canadian [sic] Atlantic Railway will be under the control of the Grand Trunk Railway company, There are numerous changes in contemplation. The offices, for the present at least, will be in Ottawa. Extensive improvements will be made to all the road with particular attention to some of the branch lines. Just what changes will be made on the Hawkesbury branch is not yet known.

22/09/1905 *Eastern Ontario Review* *Canada Atlantic*

G.T.R. Next Month

The Canada Atlantic Railway will be under the control of the Grand Trunk after Oct. 5th. A new depot will be commenced immediately at Ottawa as well as a grand new hotel. The company will build several new hotels across the continent at various points.

22/09/1905 *Eganville Leader* *Canada Atlantic*

October 5th has been fixed as the day for taking over of the Canada Atlantic by the Grand Trunk system. The Grand trunk has also commenced the work of strengthening the bridges over the whole system from Parry Sound to Swanton, Vermont.

30/09/1905 *Ottawa Journal* *Canada Atlantic*

Tonight the Canada Atlantic will cease to be. Article with pictures of officers.

Follow up piece on October 2.

08/10/1927 *Ottawa Citizen* *Canada Atlantic* *Limoges*

Great Fire of Thirty Years Ago Recalled

Old residents of South Indian and vicinity yesterday vividly recalled October 7, of thirty years ago, when fire swept along the line of the then Canada Atlantic Railway for a radius of 12 or 15 miles, spreading desolation and ruin through the three villages of Casselman, South Indian and Cheney Station.

Scarcely a building was left standing to indicate where the villages stood.

Four people lost their lives in the fire, members of a family by the name of Lavielle, who were trapped by the flames. Several well known residents of the city recall their experiences of that fateful afternoon and evening of Tuesday, October 7, '97.

Mr. Alex Munro, 88 Gilmour street, was at that time station agent for the old Canada Atlantic Railway at South Indian, and recalled the gathering up of his books in his office and fleeing with other village folks to a large open field to the south of the village. Mrs. H. Perrier, 840 Bank street, was a neighbor of the unfortunate family that lost their lives.

According to Mr. Munro the first building to catch fire in South Indian was the Roman Catholic church, after which the flames spread through all the remaining buildings until nothing was left. The origin of the conflagration was attributed to the burning of brush by farmers about three miles from the village. On account of a strong wind the fire got beyond their control and spread over the countryside leaving ruin and desolation in its wake.

Mr. Ernest Church, of Strathcona avenue, too, has reason to remember this fire. He was in partnership with N.K. Meredith, now of Vankleek Hill, and kept a general store at South Indian. Mr. and Mrs. Church were then married only a short time and had a comfortable little home just built and furnished, They went to Chelsea to visit friends and during their absence their home as well as the store and all their belongings was burned.

01/03/1930 *Ottawa Citizen* *Canada Atlantic*

Boys hid in culverts, let trains run over

Stewarton parents and teacher ? moved school

After the Canada Atlantic Railway was built in 1882 the Stewarton public school on Bank Street became impossible. The school was too near the tracks for the peace of mind of both parents and teachers recesses and at other times they used to play hide-and-seek in culverts near the school.

They ? to think it's great fun to get into culverts and let the trains pass over them. The parents didn't, and so became > that in a short time the board moved the school over to Kent Street at the corner of Archibald. The new school faced Kent Street. It was a wooden building. Later when Stewarton came into the city the ? school board erected a brick school which was the beginning of the present Glashan public school on Arlington avenue.

The Engineer Also Acted as Fireman

A book with the story of the beginnings and early experiences of all well known locomotive engineers would make great reading. Every engineer, either in his firing days or in the first days of driving, has had some peculiar experience.

Take for example the early engineering experience of Harry (Hiram) Brown of Ottawa, now retired.

When Harry Brown started driving an engine he did so under quite humble circumstances. His engineering start was on a small tank engine which ran from Deseronto to the G.T.R. station (junction) about a mile and a half back of Deseronto.

At that time the Rathbun Lumber Co. owned pretty much everything at Deseronto. The company owned the little railway line.

The train crew on the Rathbun train consisted of an engineer and a conductor. The engineer ran the train and fired as well, and the conductor collected fares, and also braked the train. Hand brakes were used.

This "short-line" train made six trips per day between Deseronto and the G.T.R. station  
Were Pooh-Bahs

In the eighties the Rathbun firm had great holdings. It also owned a three and a half mile railway line out from Gananoque to the Grand Trunk Railway junction, and a 20 miles line between Napanee and Tamworth.

After serving several years and gaining experience on these miniature railways, young Brown began to aspire for higher railway activities, In 1886 he came to Ottawa, attracted by the possibilities of the then almost new Canada Atlantic Railway.

To Ottawa

There was no engine opening when he came here, so he accepted a job as cleaner in the C.P.R. shops. Two days later they (presumably the CAR) called the newcomer out of the cleaning job and put him on a freight engine as fireman.

The crews of the freight engines at that time (1886) were:

Engineers - James Casey, H. Kirk, Billy Sandow and Billy Eldridge.

Firemen - James O'Connor, Billy Gall, Alex Dewar and Harry Brown.

All engines at that time were wood burners. The freight engines carried a wood car behind the tender, to ensure a supply. The passenger engines did not carry a wood car. Instead, each tender had built up racks to increase the carrying capacity.

The passenger engines did not require as much wood as the freight engines, because the early passenger trains on the C.A.R. only carried two coaches. The load was therefore light.

Billy Gall referred to as one of the early firemen was the first man to fire a coal-burning freight engine out of Ottawa on the C.A.R. Mr. Gall is still alive. He is an uncle of Len Grosvenor, the hockey player.

When the C.A.R. started in 1882, the passenger service was supplied by the Grand Trunk Railway. In 1887 the C.A.R. began to handle its own passenger service, and put on fast trains to Montreal over the G.T.R.

The engineers of these fast trains were: F. Ferguson, Isaac Johnson, Robert Orr and Phil Roy. All are alive but superannuated.

The conductors on these fast trains were: John Roberts, Ned Martin, Dan Brown, and J. Whitman. The last three named are dead. John Roberts is superannuated.

17/01/1931 *Ottawa Citizen**Canada Atlantic**Coteau*

Train Boat on Sand Bar a Week

CAR Passengers Had Experience.

Exciting Episode in February of the Year 1889

Near Clark's Island.

Before Train-Boat Could be Moved Two Freight Cars Had to Have Cargo of Flour Removed, and the Cars Dropped Into the River.

How many readers of the O.T.S. recall how the Canada Atlantic train-boat in the year 1889 was stuck on a sandbar near Clark's Island, in the St. Lawrence, for a week? It was a big news item at the time. A number of Ottawa people were on that train-boat. Among these was Phil Roy, who was engineer on the C.A.R. train.

The incident about to be related occurred before the bridge from Coteau to Clark's Island was built and the C.A.R. was using a train-boat over the St. Lawrence to take its trains to the Valleyfield side of the river. For the benefit of the uninitiated it may be said that Clark's Island on the south side of the river was really not at that time an island in the proper sense, as the company had built a dam at one end over which the trains passed to the mainland.

Open Year Round

The boat crossing from Coteau to Clark's Island was made just above a strong rapids and the water being open all the year the train-boat ran the year around.

Well, to get on with the story. In February, 1889, the Ottawa CAR. passenger train, with the addition of two freight cars, was loaded on to the train-boat for the trip across the river.

Blinding Storm Came.

Just as the train-boat was being loaded a fierce and blinding snowstorm came up. The captain of the train-boat did not want to make the crossing, as it was then about 4.30 p.m. and dark. But orders from headquarters came to him to make the trip. He started.

On to Sandbar.

But in the blinding storm the boat went about 100 feet out of its regular channel and ran on to a sandbar at the head of a little Island.

The boat was forced to remain where it was all night, and well into the next day, when the storm cleared and the captain could see where he was. During the night all the passengers were taken into the sleeping coach, which was part of the train, and made comfortable.

Passengers Nervous.

The next day, when the passengers did not see any immediate sign of relief, they began to get nervous.

Tugs to Aid.

That day, when the position of the boat was discovered at Valleyfield, two tugs were sent to her aid, but their tugging did not help things much. The next day the passengers were taken back to Coteau Landing, and sent to their destination by other routes.

Cars Unloaded

With the passengers off and the boat lightened, renewed efforts were made by the tugs to pull the boat off, but without success.

Then the problem was tackled from another angle. The freight cars were unloaded by the tugs and the material (flour in bags) taken to Coteau. Even that did not suffice.

Box Cars Dumped.

Finally, the two empty box cars were rolled into the river and let go down stream to their destruction. With the freight cars gone, the train-boat floated sufficiently to be hauled off by the tugs.

The episode had occupied a full week. The boat had started on a Monday. It came back to the dock on a Monday.

The bear Said "Ba-Ba" Yet Phil Roy Ran.

In November 1880, when Phil Roy, now of Ottawa, was working in the Q.M.O. & O. shops at Montreal, and was then only 16 years of age, H.A. Pangborn, master mechanic of the new Canada Atlantic Railway, then under construction visited the Q.M.O. & O. shops looking for somebody to look after construction at night.

Young Phil Roy was recommended to him. Thus did Phil Roy become connected with the C.A.R. - a connection which was to last for many years. Young Phil soon found himself at the Moose Creek gravel pits. All that winter and into the spring of 1881, he kept steam up at night on an engine and had it in condition for the next days work.

Moose Creek was a mighty lonesome place in the winter of 1880-1881 and the youth found the nights not at all to his liking. There were plenty of bears around Moose Creek at that time, and the youth was always afraid a bear would climb into the cab for the warmth it might afford.

Talking about bears, it can be told that in the winter of 1880-1881 the bears were so bold that they ventured on to the construction rails, even in daytime. Mr. Roy tells how a construction train crew on one occasion tried to run a bear down on the tracks, but the bear got off the rails just in time to save its hide.

In the summer of 1881 young Roy got promoted to fireman on a ballast train. The crews were working late at night to hurry up the ballasting of the road.

On one occasion Roy's crew made the last trip at 2 a.m. and young Roy started for his boarding house a mile from the pit. To reach his home he had to pass through a bush about half a mile thick. There was a forest path. On the night in question Roy did not have a lantern.

In a Dark Spot

Suddenly in a park part of the bush, he fell over something which jumped and moved into the bush. And not a gun! Young Roy started to run. Bang! Over another he fell. He picked himself up in a big hurry and was just about to yell lustily for help when the thing bawled "baaaaa". It was a calf.

Just the same he did not let his legs lag till his home was reached. After that he made sure he had a lantern.

This is a story of one of the bad snow storms which the Canada Atlantic Railway had to fight in the year 1893.

On the afternoon of a stormy day in January, the C.A.R. passenger train for Rouse's Point left the old stone station (now Central Station) here. There were two engines on to help drive through possible snow drifts. The train started out gaily enough through the blizzard that was raging. But at the Laurier avenue bridge a mishap occurred. A casting on the front engine broke and she had to be taken off. This damaged engine was the best on the road. It was the "Schenectady," an engine which had been secured from the New York Central,

With one engine

Morley Donaldson, the superintendent, ordered the train to move out with only one engine. There would have been too much delay to have waited for a new engine.

On the remaining engine Phil Roy of Ottawa was at the throttle.

The train with its single engine made good progress for a time. But before Maxville was reached the storm had grown worse.

At Douglas Cut

At Douglas Cut, between Greenfield and Alexandria the train struck its first real difficulty. The cut was full of drift. The train plunged into the drift bravely.

The snow covered the engine and broke into the cab. But the train went through the drift victoriously.

However, half a mile farther on came Buffalo cut, a deeper cut. This was also full of drift.

Train off Track

Engineer Roy was about to plunge into the new drift, when Conductor Tom Lamplough pulled the bell cord and the train stopped. It developed that the whole train was off the track and had been running on the ties since the time it left the last cut. The rails had spread. When Engineer Roy got out of the cab he discovered that not only were the passenger coaches off the rail, but that the back truck wheel of the engine itself was off the track. The baggageman was sent back toward Alexandria, 4 miles away and the brakeman was sent towards Greenfield to flag possible trains. The blizzard was then wild, but the brave trainmen plunged through the blinding storm, flags in hand.

Used the "Dogs"

Then the balance of the crew got busy with their iron "dogs" in an effort to get the passenger coaches and the engine back on the rails. It was cold hard work in the darkness of a January afternoon. It was next morning before the cars and engine were back on the rails.

Hunt for Food

When the baggageman and brakeman returned from their long cold walk, they were despatched to nearby farmhouses to hunt up food for the passengers. And all this time the blizzard howled.

The next morning when the train was ready to proceed, it was discovered that the engine was short of water. The engine had run all the previous night in order to keep the passengers warm.

A Problem

How to get water, that was the question. An idea occurred to Engineer Roy. He uncoupled the engine and ran it into the drift of Buffalo Cut. The snow piled onto and covered the engine.

By this time the section men had come onto the scene. They carefully shovelled snow into the hot engine. The snow turned into water and the difficulty was solved. The water was not all made in a minute however.

In the meantime a powerful snowplow had left Ottawa backed by two freight engines.

The plow, however, also had trouble. The plow left Ottawa the same afternoon that the train did. But at Maxville it left the track. As a result it did not get up to the train until late the next morning.

After considerable difficulty both train and plow backed many miles till the nearest gravel pit siding was found. The plow went into the siding.

The train backed farther up the track allowing the plow to go ahead.

Veteran Railway Engineer is Dead

Passing of Herbert Alonzo Pangborn Occurs in his 89th Year

Herbert Alonzo Pangborn, well known railroader, grandson of Ziba Pangborn, who was engineer on the first steamboat run on Canada in 1808 and son of George Washington Pangborn, the first Canadian locomotive engineer, died Saturday at his home at Rockland, Ont. Mr. Pangborn, who had been an active railroader for 55 years was in his 89th year.

Member of a family whose history is inextricably woven into the early history of steam transportation in Canada, Mr. Pangborn was born at St. Johns, Quebec, on June 19, 1843. At that time his father had been running the "Dorchester", the first locomotive in Canada, on the Champlain and St. Lawrence Railroad, running from Laprairie to St. Johns, a distance of 14 miles, for about six years. While he was a young lad, Mr. Pangborn often rode in the "cab" with his father and when he was still in his teens he began his railroad career. At the age of 17 he was a qualified engineer. In U.S. Civil War

In 1858 Mr. Pangborn worked on the construction of the first Victoria bridge spanning the St. Lawrence. In 1860 he became a full-fledged engineer with the Ogdensburg and Lake Champlain Railroad. he had been firing on that road when his engineer was taken off in 1862. Mr. Pangborn had to fire and run the engine as well for many months. In 1863 he went to Chicago and almost immediately got employment on a lake boat. During the Civil War in the United States, he was in steamboat service on the Mississippi river.

Following a short but adventurous career as in the Mississippi service, Mr. Pangborn returned to Chicago and was employed by the Pittsburgh, Fort Wayne and Chicago Railroad, running from Chicago to Pittsburgh. After two years he returned to Canada, married and went farming for a few years near Danville, Que. The lure of the West called him again and in 1870 he returned to Chicago and hired as an engineer on the C.R.I. and P. Railroad. Two years later he returned to Canada and went with the Grand Trunk Railroad operating out of Belleville.

His first run out of Belleville took place on July 1, 1872. Shortly afterwards he was transferred to Brockville and then to Richmond, Quebec. In 1880 Mr. Pangborn came to Ottawa and began with the Quebec, Ottawa and Occidental Railway [sic], which had been completed the year previous. In 1881, he was offered the position of locomotive foreman on the Canada Atlantic and accepted. He worked on the construction of the road and later was appointed mechanical superintendent. From 1896 until 1911 Mr. Pangborn was conductor on the short line running from Rockland to South Indian. In 1911 he went to Prince Rupert, B.C., to work in the mechanical department of the Grand Trunk Pacific but after one year returned to Ottawa and put in two more years of railroading. He retired in 1914 and took up residence at Rockland.

Mr. Pangborn was a member of Lodge No. 29, Order of Railway Conductors. His record over half a century is one of the cleanest of any railroad engineer's in the country.

Mr. Pangborn is survived by two daughters, the Misses Edith and Ethel Pangborn, at home and one son, Ernest Herbert Pangborn of Niagara Falls. E.H. Pangborn followed the traditional calling of the Pangborn family until a few years ago when he retired and his two sons, Daniel and Herbert, the fifth generation of the Pangborns in Canada, are following railroad careers.

24/02/1933 *Ottawa Citizen**Canada Atlantic*

Canada Atlantic employees were a very happy family.

Mr. J.H. MacLeod, superintendent of buildings at the city hall, likes the O.T.S. (Old Time Stuff) "ninety-three" series as it reminds him of the year he entered railway work on the old Canada Atlantic Railway.

When he was a small boy, "Mac", as he is familiarly known, lived at Casselman. When he was about 13 (after the death of his mother) "Mac" began playing "hokey" from school. His father, who was a stern old Scotch Presbyterian, said: "You'll either settle down and go to school or you'll go to work." "Mac" elected to go to work.

He went to the C.A.R. gravel pit at Moose creek and found himself a job as a water boy and timekeeper. And then stern life opened up for him. Had experiences.

He hadn't been long on the job before he witnesses one of the accidents peculiar to hand coupling. The late Andy Leamy of Ottawa, while coupling two gravel cars, had two fingers of his right hand jammed. He was taken to the doctor at Moose Creek. The fingers had to come off. The wrist had to be held by someone. A big husky railroader volunteered but almost fainted when the amputation started. There was no anaesthetic.

Young "Mac" grabbed Leamy's hand and held it firm. He says now that it was more a case of inexperience than bravery.

The late W. (Fox) Hughes was conductor of the train.

A Fatal Accident

The lad had not been long on the job when he witnessed a more serious accident - a fatal accident. The victim was Rory Grant of Moose Creek, a fine young fellow of 24 or 25. At that time the railroads used hopper cars on construction work. The gravel was dropped between the rails and then placed where needed. Young Grant was standing on the track of a siding inside of one of these hopper cars making repairs to some chains. Unaware of his presence there, a gravel train backed down on the car where young Grant was, to pick it up. Grant was rolled over and fatally injured. He lived for a while.

A Happy Family

"Mac" MacLeod spent 23 years on the Canada Atlantic Railway, as brakeman, baggageman and in other capacities. About 1915 he met with an accident to one of his legs. For the past 13 years he has been at the city hall.

Mr. Macleod recalls with pleasure his days on the C.A.R. He speaks of the employes and officials of the road as a "big happy family". The late Morley Donaldson, the superintendent, was more like a father than a boss.

Out of Depot Harbour.

In 1898 Mr. MacLeod had the experience of braking on a train which pulled the first corn and wheat out of depot Harbor.

A Heavy Load

A very heavy load (18 full cars) was taken on that occasion - so heavy that they had to "double" most of the 133 miles from Depot harbor to Madawaska. That run occupied 23 hours and 50 minutes. The late Jerry Lynn was conductor of the train and Morris Weston was engineer. Mr. Weston is now running on C.N.R. passenger trains between Ottawa and Montreal. The fireman was Dan Powers, who is now somewhere out west. Joe Le? who is now running out of Kenora was the other brakeman.

19/08/1935 *Ottawa Citizen**Canada Atlantic**Ottawa*

Canada Atlantic Old Boys Gather

First Reunion of Oldtime Railwaymen Will Go On In Ottawa All This Week.

With veterans of the steel arriving here from all parts of Canada and the United States, the first reunion of the old boys of Canada Atlantic Railway opens today at the Chateau Laurier. It will continue all week

It is 30 years since the late J. R. Booth, lumber king of the Ottawa Valley, sold the old Canada Atlantic to the Grand Trunk Railway. Some of the old employes of the line are dead, some retired, and some with other railways, but there are 876 living all over the continent who are registered members of the Old Boys' Association, and around 400 of these are expected to attend their first reunion.

The officers of the organization are William C. Moore, of the CNR., president; J. H. MacLeod, superintendent of buildings for the Cttv of Ottawa, vice-president; C. J. Bott, secretary-treasurer; and Charles Keevil, assistant secretary, all of Ottawa. The ladies' auxiliary is headed by Mrs. T. M. Ashe, Ottawa, with Mrs. James Conley, also of Ottawa, vice-president.

The week will be taken up mostly with sight-seeing tours and "get-togethers." At five o'clock Wednesday, the ladies have arranged a tea at the Experimental Farm. Thursday evening the reunion dinner will be held at the Chateau. The chief speaker will be H. P. Hill, K.C. The guests will include Hon. Thomas Ahearn, and F. L. C. Bond, general superintendent of the C.N.R.

On Friday the delegate will visit the exhibition a guests of the C.C.E.A.

Fellows who "fire" the monster railroad locomotives of today. With their many labor-saving devices, can have little conception of what locomotive firemen of half a century ago had to put up with.

This is the opinion of William H. Taylor, of 16, McDougall avenue, who, on the 29th of March, 1936, brought in the Canadian National Railways crack transcontinental train No. 1 from Montreal, and thus wrote finis to a railroading career which commenced fifty years ago with the old Canada Atlantic Railway. Forty-two of those years were spent as locomotive engineer in the service of the same road, through a succession of changes in ownership. Mr. Taylor's reminiscences shed much interesting light on the old days and should prove memory-provoking to the hundreds of "retired" railroaders in this district.

An atmosphere decidedly militaristic surrounded "Billy" Taylor's introduction to this terrestrial sphere, inasmuch as he was born in the old military barracks (present Mines Branch building) on Sussex street, sixty-seven years ago. At that time his father, the late William Taylor, who will be recalled as the popular bugle-major of the G.G.F.G. band was in residence in the barracks.

The subject in this memoir commenced his working career at a very early age. He had scarce passed his eleventh birthday when he was engaged to drive a horse and lorry at the "cut" in Archville (Ottawa East). Which was being dug to provide the filling for the present gas works. On that job four lorries were employed two -- each horse, and as there was a very steep incline to the bottom of the pit, the upward journey provided a very heavy task for the horses. Thousands of tons of earth were taken out of that pit.

Old Barrel factory

His next job undertaken a year later, was that of firing the boiler and running the stationary engine in J. and T. Ballantyne's old barrel and stave factory, located in Archville, just north of the present railway bridge. None of the original buildings remain to mark the site of a once flourishing industry. In those days all flour was put up in barrels and the Ballantynes supplied the McKay Milling Company at the Chaudiere with a considerable quantity of the barrels in use there. It was a common thing for the factory to ship as many as sixty units a day to the Chaudiere and sometimes double that number. During Mr. Taylor's term of employment there the barrels were carted to the Chaudiere and other points in the city by the late Isaac Biggars, who also ran the famous Beaver Hall hotel in Archville.

The wood for the barrels came from the vicinity of Merrickville and was unloaded at a little wharf located at a point between the mill and the present railway bridge. Old Ottawa East boys will have good reason to recall that little wharf for it was the nightly rendezvous of budding Isaac Waltons - and there was some great fishing at that very spot in the old days.

Young Taylor's introduction to railroad life began in the year 1886 when he became a messenger boy in the service of the Old Canada Atlantic Railway - when Morley Donaldson was master mechanic, Allan Kilpatrick was chief clerk, James O'Daugherty assistant clerk and James Ogilvie locomotive foreman. At that time the C.A.R. train hands offices and sheds were just beyond Catherine street, west of what is now the Elgin street subway. The train dispatchers office was on the northeast corner of Elgin and McLeod streets. For carrying the messages between these two points and occasionally to the general office on Sparks street, the boy was paid the munificent sum of forty cents a day - which increased to one dollar a day later when he was taken into the shops and put to the task of wiping and repairing engines.

Dirty Job

Then, in 1888, came one of the big moments in his young life, for it was in August of that year that he really commenced his "running" career, in the capacity of locomotive fireman or "tallow-pot", as the boys were wont to call these gentry. "The step-up was a welcome one," says Mr. Taylor, "but it involved no end of dirty work. Firemen in those days had to clean their own engines inside and out. They had to crawl under the engines and rake the cinders out of the ashpan with a hoe, and while present day firemen will scarcely credit the statement, it is a fact that we had to do that four or five times during a trip between Ottawa and Montreal. Engines in those days had no lubricators and had to be oiled by hand. That is why we firemen were called 'tallow-pots'."

When he commenced running out of Ottawa to Coteau Junction it was on one of the old-fashioned wood-burning engines with Phil Roy at the controls. These engines each carried a wood car behind the tender, the contents of which usually gave out before the train had traveled thirty miles. Then a long stop would have to be made while the crew loaded her up again from plies carted from all over the countryside by local farmers. Every member of the crew, conductor included, would have to give a hand at this job. Oh yes, them were the railroading days.

Mr. Taylor recalls the building of the C.A.R. branch line between Hawkesbury and Glen Robertson, forty-six years ago. At that time he was "firing" for the late James Casey and the train crew was engaged in distributing the steel. Mr. J. O'Brien was the contractor while his brother John, was walking boss. Frank Hibbert was the civil engineer and George Root was his assistant. John Roberts was conductor of the train and Joe Ward brakeman. Roberts had a peculiar weakness, and that was for cutting his initials in all the big stones along the right of way. If the stones are still there, it is quite possible anyone looking for them will see the initials standing out as a monument to John's share in the building of this branch line. The job was started about the middle of August and completed about the middle of December, in plenty of time to allow all the boys to return to their homes for Christmas dinner. During the greater part of the time headquarters were in Vankleek Hill; residents of that town will undoubtedly remember the many gay evenings spent in company with these chaps during off-hours.

Stormy Weather

In later years when Mr. Taylor was at the controls of a train running on that line (he was appointed engineer in 1894) he ran into a blinding snowstorm which stalled the train for a whole day. When they left Hawkesbury early that morning the weather was fine and clear, but by the time they got to within four miles of Glen Robertson the snow lay so thick on the track that they couldn't budge an inch. As there were no diners on the train in those days, at least not on short-line trains, Conductor James Clarke had to snowshoe about four miles to get provisions for the hungry passengers. Fortunately the coaches were equipped with heaters (coal burning stoves) so that the passengers did not suffer any ill effects from the long stop over.

Memories of every old C.A.R. man travel back to those delightful picnic excursions which were run to Clark's Island, opposite Valleyfield, back in the gay nineties.

Mr. Taylor recalls that he fired the engine which pulled the train of twenty-two coaches on the first of those jolly excursions about the year 1891. That engine was gaily bedecked with flags and bunting and there were crowds of people at every railway station along the line, who cheered and entered heartily into the spirit of the occasion. Each and every one of those picnics was a decided success. Thanks to the persevering way of old Jimmy Dean, overseer of the company water service who undertook to canvass leading merchants, there was never a lack of prizes to be distributed to the winners of the various sporting events. Herman Kirk, it should be mentioned, was engineer on that fine excursion engine.

12/08/1939 *Ottawa Citizen**Canada Atlantic*

This Brakeman Had Thrilling Adventure

Down through the years there have been quite a number of accidents in the neighborhood of the Ottawa East swing (railway bridge). One of these, which almost; brought death to one man, occurred in the evening of February 15, 1894.

About 7.30 o'clock that evening three cars at the rear of a long freight train were derailed as the train was pulling out of the old C.A.R. station at a lively speed. The engine and a number of the cars had cleared the swing bridge across the canal, and as the three rear cars were approaching the bridge they left the track. The van and the two cars in front went bumping over the beams of the bridge, and on arriving at the opposite side of the canal became detached from the other cars and plunged into a heavy snow embankment.

Daniel Lemieux, the conductor, was on top of the van at the time, and, fearing serious results, jumped to the ice below. One of the brakemen, John Connelly, was also on the van, but clung to it until he was finally thrown off when the car went into the snow bank. In order to keep from being thrown off while going over the bridge, he was obliged to lie down and cling to the small platform on the roof of the van. He escaped with a shaking up.

The derailed cars were badly smashed. The trucks were torn, away from the bodies of the cars and the heavy iron braces were twisted in all shapes. The Montreal train was unable to pass the wreck that night, and had to pull up and let the passengers off at the Archville road.

Note - several letters missing from the left hand edge of most of this account. I have inserted missing letters.

Her Bravery Prevented Wreck of Freight Train Back in 1893

Lady Heard Dam Break Near Maxville and Ran Down Hill to Find Roadbed Washed Away. Flagged Freight Train in Early Hours of Morning by Waving her Skirt. Heroic deed Awarded With Life Pass on Railroad

The life of an engineer on a railroad is one of constant danger and thrills. There are the per? of open switches, broken rails and what not. Engine crews have many near-accidents - narrow escapes. The public hear only of the incidents which happen.

A terrific smash-up of a long freight train would have occurred on the Canada Atlantic Railway in the year 1893 but for the courage and foresight of a woman, whose name unfortunately, the narrator has forgotten. The lady lived near Maxville.

Early one spring morning in the year 1893 freight train No. 15 of Canada Atlantic Railway was on its way to Ottawa. Harry Brown of Ottawa was the engineer in charge.

Daylight was just breaking and the train, with thirty-five freightcars, was about two miles west of Maxville, when Engineer Brown noticed an object on the track a distance away. At the moment the light was very uncertain, and as the train got nearer, Mr. Brown made out the object as a woman. A few seconds later he saw that the woman was frantically shaking her skirt.

Signalled for Brakes

Engineer Brown, realizing that the woman was flagging the train because of some danger ahead, at once signalled for brakes. At that time freight cars only had hand brakes, which were applied from the tops of the cars by ratchet wheels. Bringing a heavy freight down to a full stop was therefore a slow operation. In due time the train ground to a stop, but not before it had gone some distance past the woman.

When it did come to a stop it was only a few feet from a great gaping hole in the roadbed, a hole big enough to bury the engine and car.

It appears that the dam on a lake on a hill above the railway track had broken sometime before daylight and the on-rushing water had cut its way through the roadbed. As the ?g had been carried away, the ? had broken. Had the train not been warned, one of the worst wrecks in the history of railroading would probably have occurred.

The story told to by the Engineer ? Brown by the lady was that she had been able to avert the wreck because of the fact that her house, being on the hill near the lake, she had been able to hear the noise of the water rushing out of the lake during the night. Knowing that a freight train passed each morning about 5.30, she dressed and ran down the hill to see what damage had been done. Her fears were realized when she saw the gaping hole.

Then she ran up the track for about half a mile and awaited the coming of the train.

Mr. Brown took the lady's name, thanked her and later reported her brave act to the company. Among other things, the company presented the lady with a life pass on all Canada Atlantic passenger trains.

14/08/1947 *Ottawa Citizen*

*Canada Atlantic*

Railway Veterans Revive Times Of Canatla Atlantic

The diminishing ranks of the Canada Atlantic Old Boys Association last night were shown a CNR-sponsored short, "A Ticket to Jasper," made especially to attract paying customers ... all the old railroaders had free passes tucked in their pockets.

The film, shown in the convention hall of the Chateau Laurier concluded the first day of a two-day reunion of the old railroadmen, who have gathered here from every province and points in the United States.

The railwaymen are employes of the old Canada Atlantic Railway, the first line of which was opened from Ottawa to Coteau, Que., in 1882 by the late J. R. Booth.

Another line from Coteau to the international boundary was opened in March, 1890, and another from Coteau to Parry Sound in 1896.

Moved To Montreal

It was in 1905 that the general offices here were moved to Montreal to become a part of the Grand Trunk Railway.

Oldest member of the association at the reunion is A. R. Holtby, who travelled from his home in Vancouver, B.C., on a "life pass" given him by the CNR in appreciation of his 50 years' service; He started with the Canada Atlantic Railway in 1881 and retired as a member of the Canadian National in 1931.

M. T. Ashe, this year's president, himself reaches retirement age next April and expects to make his final ran at the throttle of the crack passenger transcontinental train on its Montreal to Ottawa run.

19/01/1949 *Ottawa Citizen*

*Canada Atlantic*

Railway Men Hold Annual Reunion Here

Two engineers, a chief dispatcher and a train serviceman. 1914 vintage, yesterday were elected to the executive of the Canada Atlantic Railway Old Boys' Association at the annual meeting of the group held in the Chateau Laurier.

It was the 15th meeting of the association since the Canada Atlantic Old Boys first got together again in 1935. More than 30 members of the association and its ladies' auxiliary were present.

President Named

E. Calcutt, a onetime engineer with the old railway, which in 1914 was absorbed by the Grand Trunk Railway Company, was elected president.

Other members of the executive are: W. H. Taylor (engineer), first vice president; R. E. Merkley (train serviceman), second vice president, and H.

E. Landon (chief dispatcher at Ottawa), secretary treasurer.

C. Rowley Booth, grandson of J. R. Booth, builder of the -Canada Atlantic in 1882, was named honorary president.

The ladies' auxiliary elected Mrs. James Conley as president and Mrs. M. T. Ashe, secretary treasurer.

In announcing plans for the annual reunion to be held here this year on Aug. 10, the president pointed out that, during 1948, 15 members of the association had passed away.

The Canada Atlantic went into operation on Sept. 11, 1832, linking Ottawa with the main line of the Grand Trunk at Coteau Junction in Quebec.

The line was purchased by the Grand Trunk in 1905, and in 1914 was amalgamated with the big system which later was to become the CNR.