

# Local Railway Items from Area Papers - 1897

*01/01/1897 Ottawa Journal Renfrew*

The First Passenger. The first through passenger from Parry Sound to Ottawa was Wm. Taylor, who arrived here on Thursday evening in company with his wife and daughter. Mr. Taylor is delighted with the trip over the road, and has bright hopes of the northern town in which he has spent twenty-four years of his life in business.

*01/01/1897 Brockville Recorder Westport*

Superintendent Moody of the B. & W. Railway, as usual this year, saw that all the employees of the road were provided with turkeys for Christmas. It is perhaps needless to say that this thoughtfulness and generosity is much appreciated by the employees.

*01/01/1897 Eastern Ontario Review Montreal and Ottawa McAlpine*

## MCALPINE'S CORNERS

We are informed that the Montreal & Ottawa Railway will put in a four-car siding at McAlpine's Corners, which will be a great convenience to the residents of that section. A movement had been made by residents of the vicinity to endeavor to secure a flag station or freight siding.

*01/01/1897 Renfrew Mercury Renfrew*

The first through passenger from Parry Sound to Ottawa was W. Taylor, who arrived here on Thursday evening in company with his wife and daughter. Mr. Taylor is delighted with the trip over the road, and has bright hopes of the northern town in which he has spent twenty-four years of his life in business. - Ottawa Journal.

*04/01/1897 Ottawa Journal Montreal and Ottawa Plantagenet*

The M. and O. Railway engineers and staff pulled up their stakes on Vankleek Hill and moved to our village, where we hope to have them until the South Nation river is bridged. At present they are examining points along the river bank and doing work known only to the initiated. More.

*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 Citizen Ottawa Electric Hull*

The iron work for the widening of the Hull terminus of the Electric Railway bridge arrived yesterday. Owing to the Hull council taking the Eddy square for a park, it is impossible for the Ottawa cars to connect with the Hull cars at that point, as originally intended. The bridge at the Hull terminus will be constructed so as to allow the cars of both companies to transfer passengers without having them walk any distance. The new waiting room will be ready for use tomorrow.

*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.

*05/01/1897 Ottawa Journal Hull Electric Hull*

The iron work for the widening of the Hull terminus of the electric railway bridge arrived yesterday. Owing to the Hull council having decided to turn the Eddy Square into a park it has been found possible for the Ottawa and Hull cars to connect at that point as was at first intended. Arrangements are, however, being made, so that passengers will only have to walk a short distance.

Hull Electric Co. wins.

Judge Malhiot in chambers rendered judgment today in the case of the P.P.J. Ry. versus Mrs. John Scott and the Hull Electric Railway. Co., intervener.

The P.P.J. petitioned for immediate possession of a portion of Mrs. Scott's property for the purpose of crossing the C.P.R. main line near the bridge. The Hull Electric Railway Co. claimed the right to expropriate the same property and the owner resisted both applications.

The judge dismissed the petition of the P.P.J. Ry. Co. on the ground that they are not in urgent need of the right of way, not having their financial arrangements yet completed to proceed with the work. The right of the Hull Electric Railway Company to possession is conceded, and the judge announced his readiness to appoint the third arbitrator, in expropriation proceedings. The prior filing of the Hull Electric Company's plan and book of reference being regarded as giving that company the first right to expropriate.

The case having been decided expropriation proceedings will be commenced immediately and the work of construction will be proceeded with in a very few days.

Also fully reported in the Ottawa Free Press of the same date.

--(Hull Electric) has a right to build the road, and that from the Aylmer branch of the C.P.R. which they have leased, to the city of Hull. On the 23rd of October the Hull Electric company had their plans examined by the Public Works department at Quebec, and on the 26th deposited them with the registrar in Hull. Due notice was given in the papers, and it was only in November that the Pontiac and Pacific road company made plans for their road having them examined by the Public Works department at Ottawa. It is my opinion that the Hull Electric road is entitled to that piece of land, 500 feet west of the Aylmer branch of the C.P.R., which is also claimed by the P. & P. J. road. The Pontiac and Pacific road have had a charter since 1886 and have never moved in the matter. It was only when the Hull Electric company made a move to get the property that any effort was shown. It is my opinion that the Hull Electric company have a prior right. I am satisfied that there is ample room for both companies. The Hull Electric company will have a little advantage in the matter of cost, but the Pontiac and Pacific company have only themselves to blame. -- It is said the judgment saves the Hull company at least \$50,000, the engineering difficulties of the route now left to the Pontiac company are said to be very great, and will cost a lot of money. The Hull road will be built at once.

07/01/1897 *The Equity, Shawville* *Locksley*

The construction of the Pembroke Southern Railway is again being strongly agitated by the citizens of the above named progressive town.

07/01/1897 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

Messrs. Ahearn and Soper have secured the contract for electrical supplies, and the Ottawa Car company will build the thirty cars required for the Quebec Electric railway which is to be constructed in the city this spring.

08/01/1897 *Ottawa Free Press* *Hull Electric* *Hull*

Mr. P.W. Resseman, general manager of the Pontiac and Pacific Railway, informed the Free Press today that an appeal will be entered against the judgment of Judge Malhoit yesterday, refusing the petition of the company for a warrant to take immediate possession of the Scott property in Hull. If the Hull Electric company take advantage of the warrant granted them an injunction will be issued to prevent them from working.

08/01/1897 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Timekeepers Weldon and Frasey of the M. & O. Ry. were here Wednesday paying employes and board bill accounts. During the day they paid out over \$1000. They left on the 7.50 train for Alfred to pay there.

Mr. Hugh D. Lumsden, C.E. superintendent of construction of the M. & O. Ry. was here during the past week winding up the business in this section connected with that road, but left on Wednesday afternoon for Alfred, the western terminus, to superintend the extension westward, work on which will be actively prosecuted as weather permits.

Passengers via M. & O. Ry. to and from points east and west of Vaudreuil are transferred from the company's station to this village free of charge.

Mr. "Gusty" Brunet is running the transfer 'bus. Passengers to local points are charged merely a nominal fare, and can depend on the 'bus calling for them in time when orders to do so are given before the train times.

08/01/1897 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

New Year's Day a large number availed themselves of the opportunity of having a ride over the M. and O. railway. The excursionists bought tickets for different places along the line. Most of them, however, stopped off at Rigaud to see the church, college and convent and to visit the mountain where there is a shrine.

09/01/1897 *Ottawa Journal* *Montreal and Ottawa* *Plantagenet*

Any one driving from Vankleek Hill to Caledonia Springs can scarcely fail to notice a level tract of country to the west as far as the horizon. Apparently this caught the eye of the chief of the surveying staff of the M. & O. Ry. The road was completed as far as Alfred station and then a start was made. This resulted in the discovery that to proceed over this level tract of country to Ottawa city meant the crossing of a valley about two miles in width, that annually, sometimes oftener, is flooded to the depth of several feet. However, the discoverer has not yet admitted that this is an impossible obstacle. Should this be settled upon, Plantagenet village will be left about two miles to the north of any possible location for a station. However, the "pull" that succeeded in directing the line from the river front to Vankleek Hill and was the means of securing a bonus from the Ontario government of \$2,000 per mile for the road, still exists, and is in robust condition.

Residents of this village who are well acquainted with the surrounding country, regard the grading or trestling of this bog as a huge joke, but they must not forget that great strides have been made in matters of this kind, and also that the first road built by Stephenson just about "swamped" those interested in it before he got his first morass filled in. However, this is not likely to go by default and the M. and O. Company may expect to have a show cause if they decide to sidetrack the village of Plantagenet.

There are others who have never been friendly to the C.P.R. who are rejoicing that a good opening is being left for the Great Northern Railway that is now being projected to run from Ottawa city and cross the Ottawa river at Hawkesbury village.

The M. and O. are approximately taking a line eight miles south of the Ottawa river, by their third route; this will leave room for the Great Northern to capture the villages of St. Joseph, Cumberland, Rockland, Clarence Creek, Plantagenet, L'Original and Hawkesbury which have been left out in the cold.

11/01/1897 *Ottawa Free Press* *Hull Electric*

Judge Malhoit, on Saturday, issued a warrant for the Hull Electric company to take possession of the Scott property in pursuance of his judgment delivered on Thursday. On Friday the Electric company deposited \$7,000 in the bank as security for Mrs. Scott and no time will be lost in getting to work.

13/01/1897 *Athens Reporter* *Westport* *Soperton*

A neat station has been built on the B&W at Soperton, and the train now stops here twice daily.

13/01/1897 *Ottawa Citizen* *Ottawa Electric*

The Electric Railway Company placed a new waiting room at the end of Bank street on Saturday. On Sunday miscreants broke all the glass in the windows of the room.

15/01/1897 *Almonte Gazette* *Chalk River*

Commencing today, standard time will be sent daily for the whole C.P.R. system from the Dominion Observatory, Toronto, and each station clock must be regulated by this time. Every employe must compare his watch with the station clock at least once a day.

The C.P.R. Short Line

The Ottawa correspondent of the Montreal Gazette says - "The certainty of the completion of the Canadian Pacific Railway's short line between Ottawa and Montreal by the first July next has caused a lot of speculation here as to the point at which the line from the east will enter the city. The C.P.R. has the right to enter along the Rideau Canal bank to the depot of the Canada Atlantic at Sappers Bridge: but it is said that the privilege will not be taken advantage of and that the Company will establish a central depot of its own. The Free Press tonight locates this depot to the north end of Bank street that is at the base of the cliff on which the Supreme Court building stands. There is a large flat rock there, which is covered at high water in the Ottawa which is about three acres in extent and which could be reached by trestle work from both the present depot of the company at the Chaudiere and Sussex street, the old depot of the St. Lawrence & Ottawa Ry. The objection of this would be the grade from Sussex street down to the level of the Ottawa river at the foot of Bank street would be rather steep. If this site is selected the station would likely be that at Dalhousie street with its entrance on the level of Bank street and the trains running in below along the face of Parliament hill. This plan was spoken of several years ago, when a short tunnel through a portion of the cliff was proposed"

15/01/1897 *Perth Courier* *Lanark County Electric*

THE ELECTRIC RAILWAY Mr. W. C. Caldwell, of Lanark, and others, appeared before the Bathurst Council on Monday in behalf of a long petition from townships ratepayers asking the use of the Bathurst side of the town-line between Perth and Balderson for the right of way for the Electric railway. The Council reserved action.

15/01/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

The Hull Electric Co.'s cars will run to within 50 yards of the race course which is on the lake just in front of the old Electric park.

18/01/1897 *Ottawa Journal* *Ottawa Electric* *Hull*

The connection between the Ottawa and Hull electric cars was made on Saturday when the Ottawa cars which have been running as far as the Eddy Company's match factory were able to proceed the additional 200 feet to the company's waiting room in Hull. The cars of the two companies now run down side by side, making an easy transfer.

18/01/1897 *Ottawa Free Press* *Ottawa Electric*

On Saturday afternoon the Ottawa Electric railway company's employes finished the work of track laying in front of the Eddy premises into Hull and the Ottawa cars now go alongside the Hull cars and make transhipment a very easy matter, passengers being able to step from one car into the other. The combination baggage and mail car will meet the regular cars from the P. & P. J. railway and will also attend the C.P.R. and C.A.R. lines.

18/01/1897 *Ottawa Journal* *Montreal and Ottawa* *Hammond*

The new C.P.R. line is just being run here [Hammond] and we are given to understand that it will run quite close to this place.

19/01/1897 *Ottawa Citizen* *Hull Electric*

Work is proceeding rapidly on the new line to Aylmer of the Hull Electric railway. It is expected to have the double line completed in the course of a couple of months.

21/01/1897 *Ottawa Journal* *Pontiac Pacific Junction*

Mr. P.W. Resseman, general superintendent of the Pontiac Pacific Junction Railway informed the Journal today that in company with the paymaster of the company he went over the road yesterday and paid every employee their arrears in wages. The men knew nothing of the intention of the company until they received their pay. Many of the men were paid up until January the first and all others were paid up until the 15th of December.

Mr. Resseman states that the company is not so bankrupt as some would make out. He could not state definitely the amount paid out to the men as arrears of wages.

The company have about fifty men employed on their line. Many of the men were four and five months behind in their wages.

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/

21/01/1897 *Ottawa Free Press* *Pontiac Pacific Junction*

The employes of the Pontiac and Pacific railway were made happy yesterday by the appearance of the long looked for pay car. Many of the men have been from three to eighteen months behind in their pay, but yesterday the car loaded with money went up the line with the paymaster and general superintendent and every man was paid up to date.

21/01/1897 *Ottawa Journal* *Hull Electric*

Injunction issued.

P.P.J. Ry. Co. seek to restrain the Hull Electric Co.

The P.P.J. have instructed their solicitors, Rochon and Champagne of Hull, to issue a writ of injunction against the Hull Electric Company to restrain the company from building their line over the Scott property until such a time as the appeal against the court judgment in the recent suit as to which company has the right of way over the property is disposed of.

Also in the Shawville Equity January 28.

22/01/1897 *Ottawa Free Press* *Hull Electric* *Hull*

The contracts for the extension of the Hull Electric railway on the over head crossing at the C.P.R. tracks through the Scott property were let last night.

Lachance and Boucher received the contract for the trestle work, and Walter Leamy, the contract for the rock cutting. The work will be pushed through at once.

An Open Switch

Three Ottawa Men Meet death on the O., A. & P.S.

A FOURTH BROUGHT HOME TERRIBLY SCALDED

Fatal Accident last Evening Above Barry's Bay - A Freight Train Runs into a Siding, the Switch Being Open - Story of the Accidents [sic] by the Engineer - The dead

The worst [sic] accident in the history of the Ottawa, Arnprior and Parry Sound Railway occurred last night.

Three Ottawa railroaders were killed and one very badly injured in a run off four miles above Barry's Bay, about 110 miles from Ottawa.

The killed are:

James Casselman, brakeman.

Charles Hutchison, fireman,

William Russell, in charge of store car.

The injured man is William Taylor, the engineer, who is badly scalded about the face and hands. All the victims were more or less badly scalded by escaping steam, from the engine. Hutchison and Casselman died near the scene of the accident, within a short time and Russell died at Carp on a train which was bringing him to Ottawa. Russell's death was caused by scalding. Casselman and Hutchison died from other injuries.

An Open Switch.

The train to which the accident occurred was the regular way freight which left Ottawa yesterday morning, in charge of Conductor Aris and an Ottawa crew. At the time of the accident the train was made up of eighteen cars. About four miles above Barry's Bay there is a very short siding that will hold not more than half a dozen cars. A couple of flat cars were standing on this. From what can be learned the train which was running fast to get up a grade, ahead, encountered a wrongly set switch, rushed on to the siding and into the flat cars.

The engine jumped the track, and turned over on its side in dropping down an embankment of three or four feet the tender was thrown round behind it and the freight cars were piled up in a horrible wreck. To make matters worse, considerable of the piping of the engine was wrenched out and the steam escaped in a blinding cloud.

On the engine at the time was Engineer Taylor, Fireman Hutchison, James Casselman, head brakeman and Wm. Russell, who was in charge of a supply car, and who went into the cab to warm himself. Conductor Jas. Arts and second Brakeman Peter Tapp were in the van.

Got Out of the Wreck.

Taylor managed to grope his way out of the wreck but was very badly scalded. Russell, who was in a worse plight than Taylor, managed to get out, but both Casselman and Hutchison were pinned down in the wreckage. Hutchison was conscious when extricated by train hands, but only lived a few minutes. Casselman was also conscious and lived for an hour after being carried into the van.

A hand was sent back to Barry's Bay to apprise the railway employees there of the accident, and a locomotive and car were sent to the relief. The two bodies and the injured men were taken on board, and after the bodies of Hutchison and Casselman were left at Barry's Bay the train started for Ottawa with the injured men.

In the meantime word of the accident was dispatched to Ottawa from Barry's Bay and a relief train in charge of Superintendent Donaldson and with Dr. Powell on board left Ottawa at 11 o'clock. The downward train was met at Galetta and Dr. Powell boarded it. His services were not required for Russell, who died about Carp, but the injuries of Taylor were attended to. When the train reached Ottawa Taylor stepped off without assistance and told his fellow workmen who were in waiting that he was all right.

The Engineer's Story.

Taylor was taken to his home at 295 Nicholas street, where he lives with his parents. He passed the night well. This morning he gave a Journal reporter an account of the accident. The train, he says, was running at a good rate of speed and the first thing that any one knew the crash came.

The switch was wrongly set, he says, and the light was out. While at the other end the light was all right and was mistaken for the first light. Taylor thinks that had the two cars not been on the siding there is a bare possibility of the train going on at one end and back to the main line at the other, but on such a short siding with a train running fast the chances of anything like this occurring were very remote.

An Inquest Held.

A jury was empanelled at Barry's Bay, and after the jurymen viewed the remains they were sent down to Ottawa. The remains of Russell were taken to Rogers' morgue on Nicholas street, last night and those of Hutchison and Casselman this morning when the train arrived.

Superintendent Donaldson, Conductor Aris and Brakeman Tapp remained at Barry's Bay to attend the inquest.

Mr. J. R. Booth, General Manager, E. J. Chamberlain, C. J. Smith, general passenger agent and Chief Train Dispatcher Duval were in waiting at the depot this morning when the remains arrived.

Dr. Mark this morning opened an inquest at Rogers' morgue on the body of Russell. The jury viewed the remains and adjourned. The following are the jury.

J. H. Doherty (foreman), T. J. Seaton, Chas. E. Smith, G. P. O'Neil, J. Pratt, H. H. Lang, T. J. Martin, J. Fortier, L. E. Stanley, G. F. Mongan, S. P. Hemphill, H. Eagleson, F. H. Blackburn, R. B. Taylor, Jas. Dalglish, and S. Christie

Coroner Mark will go to the scene of the accident on this evening's train to view the switch where the accident occurred.

He Acted Bravely

It is stated by the train hands that Taylor acted very bravely, and after getting out of the wreck, despite his bad scalding, started back to flag a train following.

Chas. Hutchison, the fireman, was a well known young man. 26 years of age and a son of Mr. Chas. Hutchison, commercial traveller of 38 Kent street. He was a nephew to Dr. Geo. Hutchison and a member of the Brotherhood of Locomotive Firemen, the Independent Order of Foresters and the Independent Order of Oddfellows. The funeral will likely be private.

The young man's father was absent from the city last night, when news of the accident arrived. A telephone message asking for Mr. Hutchison was sent and Mrs. Hutchison it is said was immediately struck with the belief that something had happened her son.

Wm. Russell, who was in charge of the store car was 32 years of age. He lived on First avenue and leaves a wife and several small children. She was informed of her husband's death about midnight and is heart-broken. Russell is a member of the Hornerite Church.

James Casselman is also a married man and leaves a wife and daughter residing at 62 Cedar street. He is the fourth brother of one family to perish in railway accidents, three others having been killed at different times on the Grand Trunk. He was about 45 years of age.

**THREE MEN KILLED****FREIGHT TRAIN WRECKED ON THE PARRY SOUND RAILWAY.**

A Run-Off Above Barry's Bay, One Hundred and Ten Miles from Ottawa, in Which a Fireman and Two Brakemen Lose Their Lives.

The unusual record of immunity from serious accident which the Ottawa, Arnprior & Parry Sound railway has enjoyed since it opened for traffic, was broken last evening by a casualty which occurred near Barry's Bay, resulting in the death of three train hands and the injury of another.

The killed are:

Charles Hutchison, fireman, aged 26, single.

James Casselman, brakeman, aged 45, married.

William Russell, in charge of store car, aged 35, married.

The injured man is William Taylor, engineer, scalded about face and hands.

The Disaster.

The train to which the accident occurred was No. 60, way freight, which left Ottawa yesterday morning at 8:30, in charge of conductor Aris and engineer William Taylor. The train as it left Ottawa consisted of 27 laden cars, and was doubtless still a very heavy one when it reached Barry's Bay at 7.15 last evening.

Four miles above Barry's Bay is a short side track, known as O'Brien's siding. It was here the disaster occurred.

It appears that the train was running along at a moderate speed. Just as the siding was reached the engine jumped the track, through what cause is not yet known, although it is surmised that an open switch had to do with the run-off. Two cars were standing on the siding. Into these the derailed engine crashed and was thrown into the ditch, falling upon her side. Several of the cars following were also derailed and over-turned.

When conductor Aris, who was in the van at the rear, reached the engine he found engineer Taylor groping about the cab blinded by scalding steam, and fireman Charles Hutchison crushed in between the engine and the embankment. With the assistance of the train hands the poor fellow was extricated. He was still conscious and able to speak but his injuries were of such a nature that he survived his rescue but a few minutes.

Casselman, the forward brakeman of the freight, was also riding in the cab. When the crash came he was thrown over into the embankment and wedged in between the tender and the car following. He lived for an hour or so after being taken out and laid in the van, being quite conscious and able to speak a few words to his mates. He died, however, before the first relief arrived.

Russell was badly scalded, but not until he was examined by the doctor at Renfrew, two hours later, was the extent of his injuries known. These, eventually, proved fatal, the patient expiring on the way down to Ottawa.

So soon as the dead and injured were removed from the wreck a train hand was sent back to Barry's Bay for help. At that station there was a locomotive on the siding, and with a car attached she was dispatched to the scene of the wreck. This relief train made the return journey to Ottawa in quick time, only remaining at Barry's Bay long enough to land the bodies of Casselman and Hutchison at the station.

Relief Sent Promptly.

The run-off occurred at about 7.30, and at 9 o'clock word of the accident was briefly telegraphed to the train dispatcher's office here from Barry's Bay. Measures were promptly taken to forward relief to the sufferers. A tool car special, in charge of Superintendent Donaldson, and having Dr. R. W. Powell on board, left for the scene of the accident at 11 o'clock. At Galetta the train was met which had been despatched down from Barry's Bay with the two injured men on board, Taylor and Russell. The latter were being attended to by a doctor who boarded the train at Renfrew. Russell was found to be fatally injured, and he died just before the train reached the Carp.

Arrives at Ottawa.

The train consisting of a locomotive and van, with the injured engineer and the body of Russell on board arrived at the Elgin Street Station at 12.45 this morning. Engineer William Taylor, accompanied by Dr. Powell, was driven in a cab to his house at 291 Nicholas Street. His face and hands were bandaged, but he stepped from the van without signs of weakness, and to the inquiries of a group of fellow-employees gathered at the landing, returned the cheery answer that he was all right. The doctor's report, while somewhat less sanguine, gave the impression that he considers the patient in no immediate danger.

Homes of the Victims.

The body of William Russell was taken to Roger's morgue where an inquest will probably be held. The news of his death was broken to his widow at midnight, at her home on First avenue, by a kindly neighbor. The poor woman's grief was uncontrollable. She is left a widow with two small children.

For the intelligence of her son's death, Mrs. Hutchison was not holy unprepared. The telephone call from the Canada Atlantic office, sent about eleven o'clock, was for her husband; but somehow a premonition of the purport of the message it had been intended to give him, had he been at home, flashed across her mind. And so she dispatched a nephew down to the office in response to the message, remarking that she knew "something had happened to Charlie " a few minutes afterwards she learned the sad story of his death from two gentlemen, who had been sent to break the news.

Chief Train Dispatcher Duval, of the Booth system, having ascertained that the father of the dead boy, Mr. Charles. Hutchison, of 34 Kent street, was at Renfrew, communicated with him at once by wire so that he will be able to take the early morning train to Barry's Bay, where the body of his son lies, awaiting the coroner's inquest.

Charles Hutchison was a bright young fellow, well thought of by his employers. He entered the service of Canada Atlantic about five years ago. Previously to that he was for a short time on the C.P.R. He was the nephew of Dr. Geo. Hutchison.

The Other Victims.

James Casselman, the brakeman, was the fourth of his family to perish in a railway accident, three brothers having been killed on the road at various periods during the past six or eight years. He was a married man, of 45 years of age, and lived with his wife and only daughter at 62 Cedar street.

William Russell had for some time been employed at the freight shed on Elgin street; but laterally was in charge of the store car. It was in this capacity that he went out yesterday morning with his car to distribute stores to the several stations along the line. He resided at 44 First avenue, and leaves a widow and two children but poorly provided for.

The remains of Casselman and Hutchison will be brought home to-day.

22/01/1897 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. has made a contract with Mr. G. Brunet to continue the transfer service between the village and the C.P.R. depot for the next year/ons of the railway will find him always reliable and will be sure of making trains on time.

26/01/1897 *Ottawa Free Press* *Hull Electric*

In the Hull Superior Court yesterday Mr. Rochon moved for an injunction on behalf of the Pontiac and Pacific Junction Railway to restrain the Hull Electric Company from building on the disputed Scott property. The motion was laid over until tomorrow. Judge Malhoit remarked that the Hull Company had the right of way and he failed to see the necessity for the injunction.

27/01/1897 *Ottawa Free Press* *Ottawa Electric*

The new combination car of the Ottawa Electric railway, containing baggage, mail and passenger rooms, was run over the line this afternoon for the first time. It is well worthy of note and is without doubt, one of the finest cars in existence. Not only is its size notable, but its artistic, strong and comfortable appearance is very attractive. Passengers who arrive on the midnight trains from this out, and who have longed for such a service, will no longer be wishing but will be enabled to enjoy all the comforts they have been longing for.

THE SWITCH WAS LOCKED  
INVESTIGATION INTO THE DEATH OF WM. RUSSELL

Suspicion that the Railway Accident on the O.A. & P.S. was Caused by the Switch Being Forced Open by Parties Unknown - Evidence at the Inquest Last evening

The jury appointed to investigate into the death of the late William Russell, who was killed last Thursday night in the railway accident at Barry's Bay, on the O.A. & P.S., met last evening in Roger's morgue. No verdict was arrived at, as the jurymen after hearing all the evidence available decided they were not quite clear about the lights, and adjourned until next Wednesday evening to give time for some of their number to visit the scene of the accident to see just how far the lights at the switch, where the accident occurred, can be seen.

The first to witness last evening was Mr. James Stewart, section foreman at Barry's Bay, near where the accident took place. He has been engaged, he said, on that section, No. 19, over two years. The section begins 1 mile west of Barry's Bay and ends 6 miles east. He was in charge of that section on the night of the accident, and had found and left the switch locked for the main line. It was his duty and that of his assistant under him to look after the lights at that siding. He had lighted the two lights, the east and the west, on the night of the accident, and was positive there was enough wick and oil in them to last as long as required. He left the siding at four o'clock that afternoon with Jas. Murray, and after going some distance, had looked back and seen the lights were burning all right. Murray had not gone back, so could not have undone anything without his knowing it.

The switch turned.

No trains had passed the siding, he said, from either direction between 4 o'clock that afternoon and 7.30 that evening. He heard of the accident about 8.15 that night, and went right up upon the hand car. He found the east light out, and the switch turned to the siding and locked. He and every train man had a key for that switch. When he got to the place of the accident he found four or five cars together, with the van and paymaster's car on the main line. The engine and some badly damaged cars were in the ditch.

The east lamp went out once about a month before owing to the wick being too short. There being a curve near the siding, he could not tell if the lamp had been lighted whether the accident would have happened.

Dr. Powell was next called. His evidence was not of much importance. He simply told about being called to go up on the wrecking train, and of his having met the injured man being brought down. Death was due to scalding and a severe shock [sic]

Wm. Taylor, of 291 Nicholas street, the engineer was too ill to be present, so Dr. Mark and train despatcher Duval went to his house and received his sworn statement that the east light was not burning on the night of the accident it was not considered advisable to ask him any more questions. Mr. Duval, Chief train despatcher, stated the train to which the accident happened was behind time having left Ottawa 20 minutes late besides meeting with several delays on the way.

Three Men Under the Engine.

Mr. James Aris, the conductor on the wrecked train stated they had passed Barry's Bay about 7.15 the night the accident happened. He had felt three shocks, the third of which had stopped the train. He jumped out and ran to the head of the train and found the engine on its side in the ditch. He met Taylor who said the switch was wrongly set. He had found the three men Charles Hutchison, James Castleman and Wm. Russell under the engine. The lights at the switch could be seen at a distance of about 500 or 600 yards, and in time to stop the train if necessary. The light on the east switch was out and appeared to have been blown out. It was lighted afterwards and burned for about three hours.

Peter Tapp, a brakeman on the train, corroborated conductor Aris' statements. The wick of the lamp, he said, was down and he had turned it up while some person, he thought it was a man named Teague had lit it. One of the brakemen had ran about a mile down the track after the accident and stopped an approaching train. The switch could be seen about 30 car lengths away.

Mr. J. Graham, road master on the C.A.R. said from Mr. Stewart's evidence he considered he had done all his duties required him to do. Keys of a switch on a section, he said, are generally in the possession of all the men on that section, the section foreman and his assistants. When a man leaves his position he has to return his keys.

Mr. James Ogilvy, locomotive foreman, considered the switch a safe one. If the east switch, he said, was set for a siding a train coming from the west would turn the switch back to the main line. A man with a good crowbar would be able to change the switch.

Alfred Teague, of Ottawa East a shopman who went out upon the wreck train said he had lit the east lamp on the morning of the accident, with a torch and it had continued to burn. A brakeman had turned up the wick for him to light.

Switch Forced Open.

Mr. John Leslie was recalled and said that the switch after the accident showed it had been turned automatically and not by hand and without the assistance of a key.

Mr. James Stewart was recalled and stated that although he had examined the switch he could not say whether it had been turned by a train hand or by the use of a crowbar.

Mr. Duval, chief train despatcher of the O.A. & P.S. said that at the regular stations the agent has to look at the signal ten minutes before every train passes. There was nothing to prevent the east lamp in question from being tampered with. This concluded the evidence.

Ice on the Lamp.

While the jury was out considering a verdict, Mr. Donaldson, superintendent of the O.A. & P.S., who was present, mentioned what seems unimportant fact that did not come out in the evidence. He stated that on the Thursday night of the accident it will be remembered there was a severe storm from the east. The sleet, he said, froze on the east side of the lantern glass, the side the train was coming from, making it almost impossible to see the light from that side at any greater distance than a few yards.

When asked what could put the light out Mr. Donaldson stated that it might easily have been blown out by the force of air that would ensue on the sudden stoppage of a train going at 18 miles an hour. The wick having to be turned up, far [sic] a man to light with a torch, he said proved nothing as a torch could not light to wick unless it was turned up high. If a match had been used, he said, it would probably have lighted the lamp without the wick of being turned up.

The jury weret out about three quarters of an hour before returning and asking for an adjournment. Several of the jurymen expressed displeasure with Dr. Mark when he tried to persuade them not to send any of their number up to the scene of the accident but to be content with the sworn statement of men who were up there.

The first Hull bound car on the Hull Electric Railway yesterday morning collided with the company's sweeper at Deschenes. Both were more or less damaged. No one was injured. See correction on January 28.

Ottawa Free Press - same date:

Yesterday morning the car which is scheduled to leave Aylmer at 8.15 o'clock collided with a sweeper attached to another car shortly after starting, which was approaching from the opposite direction. Both cars were somewhat damaged by the collision but no passengers sustained any injury.

The inward car which contained many government employees and business men bound for heir offices in the city, was unavoidably delayed from reaching its destination for nearly two hours. Temporary clerks employed in the departments ran the risk of forfeiting a day's pay on account of the delay.

## SWITCH FORCED OPEN

## LATEST EVIDENCE TO THE PARRY SOUND ACCIDENT

Detective Hatton Left Last Night to Arrest Two Suspects. They Were Seen Near the Fatal Siding. Inquest at Roger's Morgue.

The inquest touching the death of the late William Russell, one of the victims in the recent accident on the O.A. & P.S. railway, was resumed last night at Roger's morgue.

Although the jury deliberated for quite a while on the evidence aduced, no verdict was arrived at. This was owing to some of the jurymen desiring further information in regard to the distance at which the lights on the switch where the accident happened, could be seen by the employees on the approaching train. On this point the evidence was conflicting, and the jury thought it of sufficient importance to adjourn the inquest until February 3. In the meantime the jury, or some of them will visit the scene of the accident.

## Section Man Examined.

James Stewart, of Barry's Bay, and section foreman of that district, was the first witness. He testified that he had left the switch where the accident happened, set for the main line, about four o'clock in the afternoon. He left the lamps at the switches on the east and west side of the siding, lighted. James Murray was with him. They left the place side by side. After the accident he found the lights out and the switch turned for the siding.

Conductor Aris said he was in the van at the time. He assisted in getting the injured men out of the cab. He saw that the switch was open.

## Brakeman Tapp's Testimony

Peter Tapp, brakeman, said he was in the van. He felt three distinct shocks and then the train coming to a standstill. He met Taylor, who said he was all right, and then helped to get the injured men from the wreck. He afterwards examined the lamp on the switch and found the wick turned down. Taylor ran a mile down the line to stop the next coming train.

Dr. Powell was heard as to the condition in which he found Russell.

Mr. Duval of the railway company, stated that he saw Mr William Taylor, the engineer of the ill-fated train, at his house, along with Coroner Mark, and Taylor said he would swear that the light was not burning at the turned switch.

John Graham and Joseph Leslie, roadmasters, gave similar testimony about only the train men having keys for the switches on the road. They differ, however, on the distance at which the light at the scene of the accident, could be seen.

## Switch Forced Open.

James Ogilvie testified that the switch was regarded as the best and most modern in use. The switch must have been turned by someone. A man with a crowbar could do it. There was no key used in the turning of the switch in question.

Alfred Tague [sic] lighted the switch lamp after the accident. He found the wick in the lamp turned down.

James Stewart, recalled said, he noticed marks on a track spike at the switch, as though it had been struck by a crow-bar.

This was the last witness and the inquest was then adjourned.

## Arrests Will Follow.

Detective Hatton left the city last evening to arrest Peter Clement and Charles Golgoleen, the latter a Pole, in connection with the accident.

The men are engaged in a lumbering shanty near Barry's Bay, and it is said there is strong evidence to prove that they were in the vicinity of the siding a short time previous to the accident.

The men, if arrested, and there is little doubt but what they will be, will be taken to the Renfrew gaol.

## THE FIRST THREE VICTIMS

## FATAL RAILWAY ACCIDENT AT BARRY'S BAY.

Train on the Ottawa, Anprior and Parry Sound Railway Runs Into an Open Switch

A despatch from Ottawa says:- The bodies of three men, who were killed in an accident on the Ottawa, Anprior, and Parry Sound railway, at Barry's Bay on Thursday night, were brought here on Friday morning. The killed are Jas. Casselman brakesman Chas. Hutchison fireman; Wm. Russell. in charge of the store car. The injured man is Wm. Taylor, the engineer, who is badly scalded about the face and hands. All the victims were badly scalded by escaping steam from the engine. Hutchison and Castleman died near the scene of the accident, within a short time, and Russell died at Carp on a train which was bringing him to Ottawa. Russell's death was caused by scalding. Castleman and Hutchison died from other injuries. Barry's Bay is 110 miles north-west of Ottawa. The train to which the accident happened was a regular way freight, which left Ottawa Thursday morning. At the time of the accident the train was made up of eighteen cars. About four miles above Barry's Bay, there is a very short siding, that will not hold more than half a dozen cars. A couple of flat cars were standing on this. The train, which was running fast to get up a grade ahead encountered a

## WRONGLY SET SWITCH,

rushed on to the siding, and into the flat cars. The engine jumped the track and turned over on its side, dropping down an embankment of three or four feet. The tender was thrown around behind it, and the freight cars were piled up in a wreck. To make matters worse a considerable portion of the piping in the engine was wrenched out, and the steam, escaped in a blinding cloud. On the engine at the time were engineer Taylor, Fireman Hutchison, Jas.. Casselman, brakesman; and Wm. Russell, who was in charge of a supply car, and who went into the cab to warm himself. Conducto rJas. Aris and second brakesman Peter Tapp were in the van, but escaped injury. The very highest praise is given to the engineer, Wm. Taylor. He was so badly scalded that it was impossible for him to assist in recovering the bodies, which were buried under the wreck. In this state he seized a flag, and made his way along the track for a mile, where he stood waving it, until he stopped an express train that otherwise would have collided with the wreck. The cause of the accident was an open switch, but there is some mystery as to how it happened to be left open. It is said that the wreck was caused by train robbers, who had expected the pay car would be attached to the train. An inquiry will be held as to the cause of the accident.

The pay car of the P. & P. J. R. went over the line on Wednesday afternoon last. In speaking to an Ottawa Journal reporter, Superintendent Resseman stated that all employees had been paid up in full to Dec. 15th last, and many had been paid to January 1st.

The new baggage and passenger car of the Ottawa Electric Railway Co. was run over the company's line yesterday afternoon. The car attracted much attention. It is beautifully designed and is an evidence of the company's desire to keep their line unexcelled in every respect.

On further inquiry, it is learned that the collision on the Hull electric railway at Deschenes on Monday morning was far more trivial than was at first reported. The facts are that two cars did come into contact with each other but with so little force that little of no damage was done.

Note - this should be Tuesday morning.

THAT RAILWAY ACCIDENT

Detective Hatton Arrested Two Men Near Barry's Bay Yesterday.

Charles Golgoleen and Peter Clement, the two men whom it was stated in yesterday's Citizen would be arrested in connection with the Barry [sic] Bay accident on the O. A. & P. S. railway, were taken into custody yesterday by Detective Hatton. They were lodged in the Renfrew gaol, and their preliminary trial will take place on Monday.

It is said that on the day of the accident the men drove heavy loads over the railway track contrary to the law against trespassing, and that the weight of the loads dragging over the switch displaced it. The men were teamsters drawing produce to a lumbering shanty in the vicinity.

29/01/1897 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

New combination car run for the first time.

29/01/1897 *Ottawa Journal* *Hull Electric* *Aylmer*

A trial of the electric company's new rotary snow plough was made on an artificial snow bank at Aylmer yesterday afternoon, and was entirely successful. The snow had been shoveled upon the track and tramped down hard to about seven feet in depth, through which the plough cut its way with ease, hurling large blocks of snow some 40 feet to one side. The company seem determined to keep the road in good working order this winter, as upon their success in this direction depends to a great extent the incoming of prospective permanent residents to the town next summer.

29/01/1897 *Almonte Gazette* *Renfrew* *Barrys Bay*

AN OPEN VERDICT

The party responsible for the accident on the Parry Sound Thursday night is not known. There is difficulty in finding out who is responsible for the wrongly set switch. Dr. Galligan held an inquest at Eganville Friday night, and sectionman Stewart, who had charge of the switch, swore that he set it for the main line and locked it some three hours before the accident. The light was left burning.

The train hands on the wrecked train, who gave evidence, including conductor Aris and brakeman Tapp, swore that the switch was locked for the siding with the light out. It was also shown that many train hands are obliged to carry keys to fit the switch locks. This was all the light the jury had to determine whether the accident was due to negligence on the part of the switch man, or someone else or a deliberate and successful attempt at trainwrecking.

The jury accordingly brought in an open verdict, to the effect that the deceased met death through a run-off occasioned by a switch wrongly set by unknown parties.

Dr. Mark, who will conduct the inquest on Tuesday night next into the death of Hutchison, went up over the line last night and saw the scene of the accident. He obtained a sworn statement from the section man, that will perhaps make it unnecessary to bring him down.

29/01/1897 *Ottawa Citizen* *Renfrew* *Barrys Bay*

The engine derailed in the recent accident on the O.A. & P.S. railway has arrived in Ottawa and is now in the company's shops being repaired. It is greatly damaged. The front portion is all smashed, and, what was once the cabin is now a jumble of broken wood and twisted iron. How Taylor managed to escape is a conundrum with those who have seen the engine. It is thought he must have been thrown out the cabin window before the tender had crashed into the cabin.

29/01/1897 *Ottawa Free Press* *Hull Electric*

The application of the Pontiac and Pacific Junction Railway for an injunction against the Hull Electric railway was argued yesterday. Judge Malhoit refused the application on the same grounds that he granted the Hull company the warrant to take possession of the property, and said the Pontiac people could appeal.

29/01/1897 *Almonte Gazette* *Chalk River* *Almonte*

French vs. C.P.R. - Won by the Co.

Doctor. Lynch and Messrs. Little and Colquhoum, of this town, went to Ottawa last week as witnesses in the suit in which Robert French, an Ottawa man, sued the railway company for \$5,000, alleging that in being forcibly ejected from a C.P.R. passenger car at Almonte while on his way to Ottawa his leg was broken. The company claims that French was intoxicated and acting very disorderly on the train, and was only put off after repeated warnings. They also say that he was seen walking around after he was put off. To combat this statement the plaintiff brought medical testimony to show that it was quite possible for a man with a broken leg to walk for a while if he were wearing a long legged boot. The jury returned a verdict to the effect that the company's officers were justified in ejecting French, but that the ejection was responsible for breaking his leg. This was equal to a verdict for the plaintiff, and the judge sent the jury back to assess damages, telling them at the time that the verdict was very unsatisfactory, and if jurors continued to bring in such verdicts the Legislature should see that such trials are made non-jury. The jury came back with a verdict that the plaintiff broke his leg after he left the train and judgment was accordingly given for the Co. It is said that the case will be appealed.

See Almonte Gazette for 17 April 1896 and 9 April 1897.

29/01/1897 *Almonte Gazette* *Kingston (CN)* *River Baudette*

Henry Shaver, a Brockville G.T.R. brakeman, was killed at River Beaudette by being thrown off while shunting. He was 49 years of age and a member of several benevolent societies, He leaves a wife and seven children.

30/01/1897 *Ottawa Journal* *Renfrew*

The trial of Chas. Golgoleen and Peter Clement, the men arrested by Detective Hatton for causing the fatal railway accident on the O.A. & P.S. Railway, above Barry's Bay, will take place in Renfrew on Monday.

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.

30/01/1897 *Ottawa Citizen* *Ottawa Electric*

The new and elegant baggage and passenger car of the Ottawa Electric Railway Company was brought into practical use last night, when it commenced running from the post office to the C.P.R. depot.

30/01/1897 *Ottawa Citizen* *New York Central*

A large deputation waited upon the Prime Minister yesterday in regard to the projected railway scheme known as the Ontario Pacific, to run between Ottawa and New York, and to include a big bridge, to cost in the neighbourhood of three fourths of a million. What the deputation wanted was a re-vote of their subsidy, through Canadian territory, which lapsed on account of the work not having been done within the specified time. They represented that all the necessary capital was procured, and, with a renewal of the subsidy, no time would be lost in going ahead with the work. On the deputation were Mr. Snetsinger, M.P., and Mayor Muthern of Cornwall, W.C. Edwards, M.P., W.J. Poupore, M.P., Mayor Bingham, Joseph Kerr, ex-M.P.P. for Stormont, and Mr. A.F. Hibbard, president of the Northern New York railway.

**TWO MEN UNDER ARREST**

**CHARGED WITH CAUSING THE O.A. & P.S. RY ACCIDENT**

They are Shantymen Who Worked in the Vicinity of Where the Accident Occurred - Detective Hatton Placed Them in Renfrew Jail To-day - To be Tried on Monday

Chas. Golgolene and Peter Clement have been arrested on the charge of displacing the switch whereby the accident on the O.A. and P.S. Railway occurred on Thursday last in which three men were killed.

The arrests were made last night by Detective Hatton, and the men were placed in the Renfrew jail today.

They will come up on Monday for their preliminary trial at Renfrew.

Who the Prisoners Are.

The men were working in a lumber shanty a few miles from the siding where the accident occurred. Both were teamsters and had occasion to pass the siding very frequently. It is said that on the day of the accident they were driving their teams along the railway track, contrary to the law against trespassing on railway property and the weight of their loads dragged over the switch, caused the switch to be displaced.

When the train came along a short time afterwards it ran into the open switch into the siding with a fatal results already known.

Prompt investigation.

Immediately after the accident the railway company had an investigation opened. Detective Hatton was absent from the city several days looking into the matter. He traced the accident to these men and returned to the city. Last evening he returned to Barry's Bay and had the men put under arrest.

30/01/1897 *Ottawa Journal* *Ottawa Electric* *Ottawa, Broad Street chaudi*

The new combination midnight service car placed in service on the Ottawa Electric Railway was photographed at the C.P.R. depot yesterday.

01/02/1897 *Ottawa Citizen* *Renfrew* *Barrys Bay*

Mr. Donaldson of the O.A. & P.S. Ry., and Detective Hatton arrived in the city Saturday from Renfrew after completing arrangements for the prosecution of Charles Gogoleen and Peter Clement for moving the switch which caused the recent disaster at Barry's Bay. It is said the men will admit having driven over the switch during the day of the accident, but as to whether they turned the switch or not in so doing they are unable to say.

01/02/1897 *Canada Lumberman* *Ottawa Electric* *Ottawa Car*

The first load of lumber drawn over the street railway tracks of Ottawa was hauled between W.C. Edwards & Co.'s Lumber yards and the C.A.R. freight yards. The electric locomotive for hauling purposes is not yet ready and a street sweeper was rigged up to draw the lumber. The lumber was piled on an ordinary railway flat car.

02/02/1897 *Ottawa Journal* *Renfrew*

**THE PRISONERS COMMITTED**

Gogoleen and Clement on Preliminary Tial in the O.A. & P.S. Switch Case

The preliminary examination into the charge against the men Gogoleen and Clement, of moving the switch which caused the recent accident on the Parry Sound Ry. was conducted at Renfrew yesterday. Detective Hatton was in attendance [sic]

ton was in charge, arranging the evidence for the prosecution which meant to show that the switch must have been moved by these men drawing heavy logs across it.

They were committed for trial

02/02/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The contracts for the Hull and Aylmer company's proposed new hotel at Aylmer have been let. It is expected to have it completed by the middle of June.

02/02/1897 *Ottawa Free Press* *Hull Electric*

The expropriation proceedings between the Hull Electric Railway Company and the Scott family for the property required to complete the railway to Aylmer were in progress today.

03/02/1897 *Ottawa Free Press* *Renfrew*

Col. Smith, president of the Vermont Central RY., and Mr. E.J. Chamberlain went over the Parry Sound road Monday. Mr. Smith has his own train and an especial feature of interest is the electric headlight, the only one in use on the continent. The electricity is generated by a small motor in the engine. The light is a great success and far superior to the ordinary locomotive light for brilliancy and the distance the light is thrown.

03/02/1897 *Lanark Era* *Ottawa Electric*

John Moodie, of Bells Corners, is to the front with a big electrical scheme, and wants assistance in several ways from the County of Carleton. In a communication that is now before the county council, Mr. Moodie states that steps will be taken for the construction of an electric railway from Richmond to Bell's Corners to connect near the latter point with the proposed line of the Ottawa Electric Railway to Britannia. Mr. Moodie says that it is desirable if the project should go ahead to obtain a bonus of \$10,000 from the county, freedom from taxation for a period of 25 years, and the sole right to supply electric power in the county.

04/02/1897 *Ottawa Journal* *Renfrew*

Charles Gogoleen and Peter Clement, who drove across the track of the O.A. & P.S. railway, moving the rails, which was the cause of the recent disaster, have been committed to stand their trial at the Pembroke assizes. Clement is a resident of Arnprior.

04/02/1897 *Ottawa Free Press* *Hull Electric* *Hull*

One of the Hull Electric cars ran into a farmers waggon on Brewery street this morning. The horses became frightened at the approaching car and commenced to back, running the end of the waggon in front of the car. The rig was badly smashed, the horses and river escaping unhurt.

The evidence of the Scott family in the expropriation proceedings with the Hull Electric Company were taken today.

The Hull Electric railway is rushing work on the overhead crossing of the C.P.R. through the Scott property. The work will be completed in a few days. No word has been heard of Judge Malhoit's formal decision on the application of the Pontiac and Pacific Railway for an injunction, although judgment was expected yesterday. It is well known that he will refuse the injunction, and after that the Pontiac people will have to appeal to Montreal. The Hull company will have the work completed by that time. A fence has been built on either side of the route, and any engineer or official of other companies found trespassing will be "thrown over the fence."

NOT IN A SAFE PLACE

CORONER MARK'S JURY ON THE O'BRIEN SIDING.

The Jurors Also Express the Opinion That the Switch at the Fatal Siding is Not "Absolutely Safe." What a Railway Man Says.

The inquest touching the death of Wm. Russell, who died while being brought to Ottawa from the effects of the scalding he received in the accident on the Parry Sound Railway on January 21st, was concluded last evening.

Only two witnesses were examined at the sitting last night, Joseph Leslie, roadmaster of the Barry's Bay section of the Parry Sound railway, and James Ogilvie. After they had been heard Coroner Mark reviewed the evidence in a masterly manner. The jury was out some 40 minutes, returning with a verdict to the effect that the deceased succumbed to the effects of the scalding received in the accident, which had been caused by the switch being misplaced by some party or parties unknown. The verdict also included a statement that in the opinion of the jury the siding where the accident occurred was not in a safe place and also that the east switch was not absolutely safe.

The citizen asked some of the jurymen their reason for expressing the opinion that the switch was "not absolutely safe." The answer was that in a personal inspection they had found that the rails of the switch even when locked could be moved by a crowbar, and they did not think a switch "safe" when it could thus be tampered with.

A railway official in answer to a question by the reporter stated that the switch was the most modern contrivance on the market and was in general use on all railways in the country.

The verdict was signed by all the members of the jury, which was composed as follows

J. H. Doherty, L. E. Stanley, S. P. Hemphill, F. J. Martin, J. Fortier, G. H. Morgan, I. Pratt, S. H. Eagleson, F. H. Blackburn, G.P. O Neil, R. B. Taylor, James Dalglish, C. E. Smith, Thos, J. Seton, H. H. Lang and S. H. Christy.

The evidence of the witnesses examined was to the effect that the runner of a laden sleigh, running parallel with the rails could change the position of the switch. It would of course, be a trespass for a teamster to drive along the railway at all.

Mr. Ogilvie stated that he had to never seen a set switch forcibly moved by one person. He had tried to do so once, and succeeded, but only after much effort.

A MISPLACED SWITCH

Verdict of the jury regarding the death of Wm. Russell

The inquest into the death of William Russell, who was killed in the accident on the Ottawa, Arnprior and Parry Sound Railway, was concluded last night.

The jury found that the deceased came to his death in the accident caused by a misplaced switch. The verdict included a clause to the effect that the siding where the accident occurred was not in a safe place, and that the switch was not a safe one either.

The jurymen afterwards expressed the view that they did not consider a switch safe when after being locked it could be moved by a crowbar.

Mr. John Leslie, road master of the Barrys Bay section, and James Ogilvy, Foreman in the C. A. R. workshops, gave evidence last night. The evidence went to show that the running of a heavy sleigh parallel with the rails must have moved the switch. It was a trespass for a teamster to drive along the track.

Dr. Mark summed up the evidence and the jury was about forty minutes in reaching a verdict.

The jurymen will be paid at the county treasurer's office.

The train from Ottawa to Parry Sound over the Ottawa, Arnprior and Parry Sound railway was wrecked at Barry's Bay on Thursday night and three of the employes were killed

Mr. P.W. Resseman, general superintendent of the Pontiac and Pacific Junction railway, went over the road on Wednesday, and paid all the employes their arrears in wages.

Mr. P.S. Paquette has assumed control and the management of the C.P.R. transfer 'bus in place of Mr. D. Brunet who had it for the past two months. Passengers for the C.P.R. will be called for in any part of the village. Notice to cal left at Mr. Paquette's office will be attended without fail

The C.P.R. Co. have a surveying staff at work in their yards here, It is the intention of the company to erect a new depot here in the spring.

When the C.P.R. express from Montreal was coming west last Saturday, a brakeman entered the car as usual and called out the name of the station before they reached Monckland. He had no sooner yelled "Moncklands" than a girl passenger ran to the car door and took a flying shunt into a snow bank on the side of the track. The act was noticed and when the train stopped an engine was run back. They met the girl walking up the track. She was pretty badly cut up but still conscious of the fact she wanted to get off at Moncklands. It seems she had not travelled before and thought that was the regular way to stop.

The new Victoria Hotel on the shore of Lake Deschenes at Aylmer will be opened next Wednesday.--

LIBERATED ON BAIL

The magistrate at Renfrew, who tried Chas.Gogoleen and Peter Clement, on the charge of driving over the switch near Barry's Bay, where the fatal accident occurred, "concurred in the view that there was no criminal intent on the part of the prisoners in driving through the switch, but he could do nothing but commit them and he did so." The prisoners have since been liberated on bail.

The expropriation proceedings between the Hull Electric company and the Scott family promise to last a few days yet. There is an amusing discrepancy between the evidence given for the railway company and that for Mrs. Scott. The witness for the former valued the land at from \$250 to \$800 an acre while several witnesses for Mrs. Scott have placed the value at from \$8,000 to \$16,000.

The excavations for the big hotel at Electric Park will be finished this week.

From the Pembroke Standard. Mr. C.W. Spencer, general superintendent f the C.P.R., has written to the secretary of the Pembroke Board of Trade, atating that he has been authorized to prepare plans and estimates for the building of a new station, and that he hopes to secure the money necessary to commence the building of the station at the opening of spring.

*12/02/1897 Almonte Gazette Chalk River Pembroke*

The C.P.R. Co. will erect a new depot at Pembroke in the spring. When will they give travellers to and from Almonte decent station accommodation?

*12/02/1897 Brockville Recorder Prescott Prescott*

On Friday evening last a whole train load of rice, 19 cars, was taken across the river from Prescott to Ogdensburg en route to New York. The rice was shipped from Kobe, Japan.

*12/02/1897 Brockville Recorder Westport*

So far this season not a single snow blockade has existed along the B. & W. railway. During the summer, all places which gave the most trouble last winter were fenced with ties arranged in such a manner that a most effectual snow barrier was formed.

*18/02/1897 Ottawa Journal Renfrew*

#### AYLMER NEWS

Peter Clement, one of the men accused of disturbing the switch at Barry's Bay, which resulted in the recent accident at that place, is an Aylmer boy. He is known in Aylmer as an upright, honorable and inoffensive young man, of excellent parentage, and one of the last that would be a party to any act that would endanger the lives of his fellows.

*19/02/1897 Perth Courier Renfrew*

Wm. Russell, who met his death at Barry's Bay Jan. 21, was insured for \$3,000, of which \$2,000 was with the United Workmen. Two months ago Russell joined the religious sect known as the Hornerites. Horner, who is head of the body, it is said, ordered Russell to give up all his insurance, as it was against the rules of the order. Russell did so, and his young wife and two children are now left penniless

*19/02/1897 Ottawa Free Press Hull Electric Hull*

The Railway Committee of the Privy Council opened a sitting this morning at 11 o'clock. The Hull Electric company's application for permission to build an overhead crossing over the Canadian Pacific Railway company's track in Hull was first on the list, and representing the Hull company were Mr. Henry Aylen, Mr. H.B. Spencer and Mr. Conroy. It had been expected that the Pontiac Pacific Company would offer opposition to the application, but no one was present on their behalf and Mr. Taft for the Canadian Pacific Railway company stated that they were agreeable to the proposition. Mr. Aylem represented that the trestle was built, that the land on either side belonged to their company, and that all they now asked was the order that would allow their cars to cross. The order will issue and the engineer will examine the site.

*26/02/1897 Almonte Gazette Kingston (CN) Kingston*

Kingston's new elevator for which the city gives a bonus of \$25,000 will be 140x72 feet and 60 feet high.

*26/02/1897 Renfrew Mercury Renfrew Eganville*

From the Eganville Enterprise. - The pump house at the O.A. & P.S. Ry. station was burned on Thursday night. The building was totally destroyed and the machinery rendered almost worthless. The loss will be about 800 dollars; insured. The origin of the fire is unknown. Three carloads of materials and machinery arrived next day and a gang of men in charge of Inspector O'Neill, are now at work on the new building.

*27/02/1897 Ottawa Journal Hull, St. Louis Dam and Victoria S*

#### NEW ELECTRIC RAILWAY

##### COMPANY WITH \$1,000,000 CAPITAL WANT INCORPORATION

To Run a Line Around the City Touching the Victoria Sulphur Springs, Hog's Back and Other Points - Work Begin When Charter Is Granted

A company With \$1,000,000 capital is applying for incorporation to build a belt, line of railway around the city of Ottawa. The company is to be known as the Hull, St Louis Dam and Victoria Springs Railway Company. From enquiries made from one of the promoters of the company today The Journal learns that the company that is promoting the scheme-has secured an option on the Victoria Sulphur Springs on the Montreal road. Their first line of railway will be built from Cumming's Bridge to the Victoria Springs, a distance of six miles. Following this there will be a belt line around the city to St. Louis Dam and other suburbs.

The construction of the road will be begun as soon as the charter is granted and the company obtain the of way.

There are several heavy capitalists behind the scheme.

Mr. T.G. Brigham. of this city, makes the application for incorporation

*01/03/1897 Ottawa Citizen Hull, St. Louis Dam and Victoria S*

#### NEW ELECTRIC RY. SCHEME

As trustee for the proposed company, Mr. T.G. Brigham gave notice in last Saturday's official gazette "that application will be made to the parliament of Canada, at the next session thereof, for an act to incorporate a company with power to construct, equip, maintain and operate by steam or electricity a line or lines of railway, to be known as the Hull, St.Louis Dam and Victoria Springs Railway Co." It is said that the company has secured an option on the Victoria Sulphur Springs, and will commence with the onstruction of an electric railway from Cumming's Bridge to that point, which is about six miles out the Montreal road. The charter, if granted, will, however, empower the company to connect its Cummings' Bridge terminus with Hull by means of a belt line around the city via the St. Louis Dam

*04/03/1897 Ottawa Journal Hull, St. Louis Dam and Victoria S*

#### NOTICE.

is hereby given that an application will be made to the Parliament of Canada, at its next session, for an act to incorporate a company to be called the Hull, St. Lewis Dam and Victoria Springs Railway Co. with power to construct, equip, maintain and operate by steam or electricity a line or lines of railway, from some point in the city of Hull, Province of Quebec, to the Victoria Springs in the township of Gloucester, Province of Ontario, together with other points.

T.C. Brigham.

Trustee for the proposed company.

Ottawa, 25th Feb. 1897

*05/03/1897 Almonte Gazette Renfrew Eganville*

Jamieson Bros. of Eganville have a contract for loading square timbers on the cars at the O., A. & P.S. railway station, and on Monday morning found it necessary to haul a loaded car to make room for an empty, and the place being on a down grade the car moved with greater speed than was expected, and one of the horses was knocked down and shoved for a distance ahead of the car. The animals limbs are severely cut and it is otherwise injured.

*05/03/1897 Almonte Gazette Chalk River*

The local train from the north on Monday morninh had attached to it a damaged passenger coach. While a train was running near Pettewawa a day or so previously this car, in which were several passengers, was thrown from the track by a broken axle, and in this condition it ran for nearly nine miles. No one was hurt.

05/03/1897 *Almonte Gazette* *Hull Electric*

At Hull last Thursday Donat, the seven-year-old son of F. X. Grandmaitre, was almost instantly killed by a telegraph pole falling upon him while passing along the street where employees of the Hull Electric Co. were working erecting new poles. The employees were removing a pole from a hole to put it in another, when it fell on the child, who happened to pass at the time coming from school. The boy had his brains smashed and face badly but. [sic] He was taken to his father's residence, where he died two hours afterward. At the inquest the jury brought in the following verdict: "that death was caused by the falling of a telegraph pole, and that the employees are to blame for not taking the necessary precautions in their work."

05/03/1897 *Ottawa Journal* *Ottawa Electric*

The Elgin street cars had street sign boards placed on them this morning the same as on cars on the other routes.

05/03/1897 *Perth Courier* *Lanark County Electric*

LANARK CO. ELECTRIC R.R. We have received from Col. Matheson, M.P.P., a copy of the bill incorporating the Lanark County Electric Railway Company, the promoters being Alex. H. Edwards, of Carleton Place; John B. Riley of Plattsburg, N.Y. ; Thomas Hendry, of Montreal ; James Fowler, Arnprior ; Geo. A. Fowler and John A. Houston, of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark, with power to extend to Oliver's Ferry or Smith's Falls, on the south, and Almonte or Carleton Place, on the north. Dr. Preston, M.P.P., has the bill in charge.

08/03/1897 *Ottawa Citizen* *Renfrew*

#### BARRY'S BAY ACCIDENT

The spring assizes will open in Pembroke tomorrow. One of the more important cases will be the trial of the men Gogoline and Clements, in connection with the wreck on the O.A. & P.S. Railway, near Barry's Bay recently. Gogoline, it is claimed, is soliciting signatures through the upper country to a petition testifying to his good character from childhood. He has already secured over one hundred signatures.

09/03/1897 *Ottawa Free Press* *Hull Electric*

The arbitrators in the expropriation proceedings of the Hull Electric company for the purchase of the right of way through the Scott property made their award yesterday. The sum of \$4,317 was allowed, being \$1,183 in excess of the amounts first offered by the railway company yet much below the sum asked for by Mrs. Scott. As the award is in excess of the original offer made by the company they will have to pay the costs of some \$700.

10/03/1897 *The Equity, Shawville* *Locksley*

Several carloads of supplies for the construction of the Pembroke Southern Railway arrived at Golden Lake on Friday last. Mr. R.S. Poulin, of the firm of Russell, Poulin & Co., contractors, has been at Golden Lake for several days engaging teams to haul their supplies to Black Creek, where a large camp is under construction.

10/03/1897 *The Record, Chesterville* *New York Central*

Mr. C.B. Hibbard, President of the NR Railway and Mr. Moffatt of New York, one of the capitalists who are interested in the completion of the short line from New York City to Ottawa, crossing the St. Lawrence River at Cornwall, were in Cornwall Thursday night and discussed matters concerning the road with the Ontario Pacific. The company are in readiness to begin operations as soon as the subsidy and charter are renewed by the Dominion Government.

11/03/1897 *Renfrew Mercury* *Locksley* *Golden Lake*

The contractors for the construction of the Pembroke Southern are busily engaged in getting supplies on the ground at Golden Lake.

12/03/1897 *Renfrew Mercury* *Chalk River* *Carleton Place*

There is much talk, as spring draws on, of the new C.P.R. shops, and the presence in town on Saturday of Mr. J.W. Munro, of Pembroke, the well known C.P.R. contractor, gave rise to the supposition that he was here with a view to looking over the ground. Be that as it may, we have the assurance on good authority, that the buildings are to be on a very extensive and substantial basis, and are to be not only a benefit but an ornament to the town from an architectural standpoint. - Carleton Place Herald.

12/03/1897 *Renfrew Mercury* *Kingston (CP)* *Kingston*

Ghosts in a Roundhouse.

Kingston, March 9. Ghosts at midnight stalk about in the Kingston and Pembroke Railway roundhouse. Last Thursday night, Charles Davidson and Walter Latto, night watchmen, heard a noise and found the form of a negro named Commodore, killed on the road, seated in the cab of an engine. He seemed to be choking and trying to speak. The watchmen were terror stricken. Next night the forms of three men killed on the road passed before the watchmen. They all seated themselves on the engine, which it is said, caused their deaths. There is considerable excitement over the affair. A committee will likely investigate. The second night the watchmen fired shots, but the spectres seemed unharmed.

12/03/1897 *Brockville Recorder* *Lanark County Electric*

The promoters of the Lanark County Electric Railway are Alexandria H. Edwards of Carleton Place; John B. Riley of Plattsburg, N.Y.; Thomas Hendry of Montreal; James Fowler of Arnprior; Geo. A. Fowler and John A. Houston of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark with powers to extend to Oliver's Ferry or Smiths Falls, on the south and Almonte or Carleton Place on the south [sic] Mr. Geo. Fowler was a one time resident of Brockville.

12/03/1897 *Ottawa Journal* *Renfrew*

#### ARNPRIOR NEWS

Our citizens were pleased to hear last evening that Peter Clement and his companion Charles Gogolin, had been acquitted at the Pembroke assizes. The charge was that of tampering with the rails which caused the late accident. There was no reason to show that either of the men had disturbed the rails. Clement is a well known resident of this town.

12/03/1897 *Almonte Gazette* *Renfrew* *Killaloe*

Arthur Sills. Of Ottawa, aged 27, took another brakeman's place on the O.A. & P.S. R.R. on Monday last for one trip. While at Killaloe Station that evening he went to turn a switch, when he slipped and fell to the ground. The train was backing up at the time, and two wheels of the car passed over him, killing him.

17/03/1897 *Ottawa Free Press* *Chalk River* *Carleton Place*

J.W. Munro, contractor of Pembroke, has received the contract for the C.P.R. workshops and round house at Carleton Junction. The contract price was between \$30,000 and \$35,000.

18/03/1897 *Ottawa Citizen* *Chalk River* *Carleton Place*

The new C.P.R. roundhouse and workshop at Carleton Place will be built by Mr. J.W. Munro of Pembroke. The estimated cost of the work is \$35,000.

18/03/1897 *Almonte Gazette* *Winchester* *Merrickville*

Two freight trains collided at the curve near the Rideau bridge, Merrickville, on Wednesday night of last week, and both engines were totally destroyed. About nineteen cars were wrecked, a few totally. The loss in property is heavy.

## NEW LINE TO OTTAWA

## THE BENEFITS THAT WILL ACCRUE TO THE CAPITAL

By the Construction of the Proposed New York and Ottawa Railway. The Company's Letter to the Board of Trade.

The letter received by Mr. C. Ross, president of the Board of Trade, relative to the projected railway between New York and Ottawa, will be of special interest to the citizens of the capital. It will form the subject of an interesting discussion at an early meeting of the Board of Trade, probably a week or so after Mr. John Hague's address on banking. To the members of the council of the board, the letter, which was read at their meeting Tuesday evening, seemed to be of the utmost importance to Ottawa, and it was decided to give it the fullest consideration.

Of the projected railway the letter says:

"This road, which has been called "The Ontario Pacific Railway Co.," will be hereafter known as "The Ottawa and New York Railway Co.," running from Ottawa to Cornwall, bridging the St. Lawrence at the latter point, and connecting with the Northern New York railway, now in operation for sixty miles, and which is to be extended to a connection with the D. and H Co. for Albany and New York.

"This Railway will make the distance between Ottawa and Cornwall 53 miles and bring the latter town within about an hour and a-half's ride of the capital city. At present it requires between five and six hours to make the journey. The shortening of the line and the distance will have the effect of bringing the trade of Cornwall and intermediate territory to Ottawa. No section is agriculturally richer than this 53 miles of the eastern portion of the province and such a diversion of trade will be of immense value to Ottawa. The rate of fare from Cornwall will be about \$1.50 while the fare from Cornwall to Montreal is \$2.25.

"The new route will afford the shortest possible connection for transcontinental traffic in connection with the Canadian Pacific railway to and from New York and other eastern cities. The present distance for such traffic for Ottawa and Montreal is 503 miles from Ottawa, while via the new line it will be only 417 miles. This difference in distance will afford passengers an opportunity to stop over several hours in Ottawa and reach the destination as quickly as now.

"The route of the Canada Atlantic railway through car to New York is now 492 miles, while the distance of the new line will be 417 miles, or 75 miles shorter, which will give people from New York from two to six hours' more time in which to see the city without requiring them to be absent from business or home longer than at present and facilitate an increase tourist and business travel to Ottawa.

"The new line having direct connection and close traffic arrangements with the D. & H. C. Company, a large coal producing company will place the coal fields of Pennsylvania much nearer Ottawa and result in lower prices and better facilities for securing that much used commodity and carrying the lumber of the Ottawa District to Albany and New York.

"This road will be built in accordance with the high standard of modern railroads with 75 pound steel rails and stone and iron bridges.

"It will open a new route to Kingston and the west Via the G.T.R. over 50 miles shorter than the route via Coteau and also a new line to Montreal via Cornwall practically as short as any now running. The total cost of the line contemplated, one-third of which will be in Canada, will be over \$3,500,000.

"In view of these and other important advantages to the city of Ottawa we would respectively [sic] urge that that city favor us with a bonus of \$150,000, bearing in mind that the amount of the bonus is not alone to the financiers a pecuniary advantage but rather an index to the interest of the community in the enterprise and an expression of their desire for its construction. The town of Cornwall has already voted 3\$5,000 for this project which is equivalent to \$5 per capita of population. We do not ask for any portion of said bonus until the line is completed and trains running through from Ottawa to Albany and New York.

"This matter has not been presented sooner as the bill for the bridge across the St. Lawrence was not signed by the president of the United States until March the 3rd. It is now proposed pushing the enterprise to early completion so that trains may be running through by the fall of the present year.

"To accomplish that work must commence at the earliest practical date, certainly by May 1st, therefore we would urge your early consideration and prompt action on the matter.

"We give for your confidential information the names of Messrs. Moffat & White, 30 Pine street, New York, and Spencer, Trask & Co. 27 and 29 Pine street, New York, as the bankers who will provide funds for the completion of this most important line. "

19/03/1897 *Renfrew Mercury**Lanark County Electric*

Dr. Preston, M.P.P., has charge of a bill in the local legislature incorporating the Lanark Co. Electric Railway Company, the promoters being Alexandria. K. Edwards, of Carleton Place; John B. Riley, of Plattsburg, N.Y.; Thos. Hendry, of Montreal; James Fowler, Arnprior and John A. Houston of Ottawa. The bill provides for the construction of an electric railway between Perth and Lanark, with power to extend to Oliver's Ferry or Smith's Falls on the south and Almonte or Carleton Place on the north.

19/03/1897 *Almonte Gazette**Renfrew**Barrys Bay*

At the Pembroke assizes last week, before Mr. Justice McMahon. The case against Peter Clement and Chas. Golgolin, arrersted in connection with the recent accident at Barry's Bay on the O.A. & P.S. Railway, was dismissed.

20/03/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The Montreal and Ottawa Ry.

The Montreal papers the "Star" and the "Witness", state that work on the Montreal and Ottawa railway will be resumed at the earliest possible date and the road through to Ottawa pushed to completion without delay. This will be good news to the residents of the county of Russell and the western part of Prescott as rumors were current to the fact that the road would not be completed during their coming summer.

24/03/1897 *Ottawa Journal**Ottawa Electric*

The first open car on the electric street railway ran down Rideau street yesterday afternoon. It was No. 241.

24/03/1897 *Ottawa Citizen**Maniwaki*

It is more than likely that the Gatineau railway will be extended during the coming summer from the present terminus at Gracefield to Maniwaki. Within the past couple of weeks, Mr. Beemer, president of the railway, has been in the city more than once, and it is learned that his visits were in connection with the proposed extension.

26/03/1897 *Almonte Gazette**Renfrew**Killaloe*

The following severe verdict was brought in by the jury at the inquest of young Sills, who was killed on the O.A. & P.S. while coupling cars: That deceased's death was due to his foot being caught in an unpacked "frog" and that the company were negligent in not having packed it as the law requires.

26/03/1897 *Almonte Gazette**Lanark County Electric*

The capital stock of the Lanark Co. Electric Railway is to be \$100,000, to be divided into 1,000 shares of \$100 each.

26/03/1897 *Almonte Gazette**Winchester**Smiths Falls*

The Smith's Falls News says the C.P.R. Company are collecting material for the erection of a large tea shed in Smith's Falls. The shed will probably be about 200x70 feet, and will be used for the storing of train loads of tea arriving there over their line from Vancouver. The tea will then be distributed to all points in Eastern Canada and the United States. It is likely that work will begin on construction in a few weeks.

*26/03/1897 Renfrew Mercury Chalk River Carleton Place*

Mr. J.W. Munro, of Pembroke, has received the contract for building the new C.P.R. workshops in Carleton Place. The contract price is said to be between \$30,000 and \$35,000.

*26/03/1897 Ottawa Citizen Ottawa Electric*

A gentleman has written the Citizen suggesting that a trailer be attached to the electric cars leaving the Chaudiere at 6 o'clock in the evening, as at present the cars are generally overcrowded with passengers, a large percentage of whom are men out of foundries and other establishments where their clothes become saturated with oil and grease.

*26/03/1897 Ottawa Free Press Hull Electric Hull*

The masonry on the Hull Electric railway on the overhead crossing of the C.P.R. will be finished in a couple of days. The ironwork for the bridge is expected on the fourth of April and will be placed in position by the 17th.

*26/03/1897 Perth Courier Chalk River Carleton Place*

Mr. J. W. Munro, of Pembroke, has received the contract for the new C. P. R. shops here. The buildings are to be of stone, and will be first class in every respect. Mr. Munro was in town yesterday morning, and whilst here was besieged by a small army of mechanics of all classes from all along the line, looking for employment. We understand work is to be commenced forthwith, and construction will be rapid. Carleton Place Harold.

*27/03/1897 Ottawa Citizen Winchester Smiths Falls*

C.P.R. TEA SHEDS

The Smith's Falls News says the C.P.R. company are now collecting material for the erection of a large tea shed at Smith's Falls. The shed will probably be about 200x70 feet, and will be used for the storing of train loads of tea arriving there over their line from Vancouver, B.C. The tea will then be distributed from this point to all points of Eastern Canada and the United States.

*27/03/1897 Ottawa Citizen Winchester Smiths Falls*

The Smiths Falls News says that the C.P.R. company are now collecting material for the erection of a large tea shed at Smiths Falls. The shed will probably be about 200x70 feet, and will be used for the storage of train loads of tea arriving there over their line from Vancouver, B.C. The tea will then be distributed from this point to all points of Eastern Canada and the United States.

*29/03/1897 Ottawa Citizen Hull Electric Aylmer*

The Electric Railway company are putting 2,000 pieces of ice for their different parks. Mr. McDonald will have the wharf for the big hotel finished next week.

*31/03/1897 The Equity, Shawville Locksley*

The work of cutting out the rights of way on the Pembroke Southern Ry., is now under way. Three gangs of men are working at the rock cut at Black Creek, and one gang has commenced cutting out the right of way at Mr. John Roesler's. Grading will probably commence in about three weeks.

**The Story of a Trunk**

An incident considerably out of the line of the common place occurred in this village on Thursday night, it being the discovery of an infant in a trunk which was left at the station by a young woman, who said she would call for it the following evening. After the train departed this trunk with another was taken into the waiting room, instead of the baggage room, as is frequently done. After things had quieted down around the building, the agent, Mr. W.B. Crawford, chanced to come out of his office into the waiting room, and while there detected a peculiar gurgling noise in the region of the trunks. At first he could not tell from which trunk the noise proceeded, but a more minute examination satisfied him on this point. His idea was that the noise was produced by a bottle of liquid, which had become broken or uncorked, and he at once began turning the suspicious article over from one side to another in order to get the supposed bottle right side up. The noise however continued, and as he listened attentively, he was impressed that something more lively must be in the trunk. Mr. Lovell, the section foreman, was in the office at the time, and to him Mr. Crawford communicated his suspicions. Mr. Lovell agreed with Mr. Crawford, as did also Mr. Wm. Barber, who happened to come along just at the time. They all decided that an investigation should be made, but the agent did not care to assume the responsibility of breaking open the trunk. He therefore related the circumstances to Dr. Lyon by telephone. The doctor, mayor Hobbs and a few others were sitting in the waiting room of the Russell House when the message came. The doctor advised Mr. Crawford to summon a magistrate and have the trunk opened. The singular intelligence thus unexpectedly received, of course, put everyone on the qui vive. Mayor Hobbs immediately left for the station, and on the way up called for Mr. H. Lang, J.P. A few minutes later the trunk was forced open, and there, sure enough, immediately under the tray, lay the form of an infant apparently two or three weeks old. The little thing's tongue was protruding from its mouth, indicating that it was breathing with difficulty. The next step was to find the owner, and a move to this end was instituted. Meanwhile Dr. Lyon was summoned to the station, to render medical aid if such were necessary. After a short search the mother of the child was located at the house of Mr. Thos. Argue, and placed under arrest by Mr. W.W. Ireland, whom she accompanied to the station, where she got possession of the infant. Mother and child were then conveyed to the Pontiac House where lodging had been procured by the mayor. Subsequently Dr. Klock was called in and pronounced the child to be suffering from bronchitis. During the night the child had several indications of expiring, but each time revived. In the morning, about eight o'clock, however, its suffering came to a peaceful end.

Mayor Hobbs then telephoned the particulars to Coroner Hurdman, and the latter decided to come to Shawville and hold an inquest. For this purpose a jury was summoned to meet at the Pontiac House at one o'clock. Pursuant to this arrangement an inquest was opened at the hour appointed with the following jurymen present: Robt. McCredie, foreman; Francis Wilson, J.J. Caldwell, John Brownlee, Robt. Hobbs, W. Coulter, O. Caldwell, R.G. Elliott, John Findlay, David Clarke, W.J. Eades and Arthur Smiley.

The first to be examined was the mother of the deceased infant. She gave her name as Eliza Wall, 29 years old. The body on view was that of her child. It was born in Pembroke seven weeks ago. When the infant was seven days old, she was sent with it to the Salvation Army home in Ottawa. The child was healthy until she took it to Ottawa: then it took ill and had been so ever since. She left Ottawa on Wednesday for Shawville, but owing to the child taking very sick while moving up on the electric car she decided to stay off in Aylmer, which she did. Next evening (Thursday) she came on to Shawville, carrying the child in her arms. After getting off the train she waited at the station for some minutes, and believing the child was dead, decided to put it in the trunk, as she was ashamed to take it down to the village. Had no thought of destroying or making away with the infant. She then related the circumstances in connection with her arrest, which agreed substantially with the evidence of other witnesses who followed.

Dr. R.H. Klock swore that he had examined the child on the night previous; found it suffering from bronchitis; believing it had been suffering for some time. Did not think the lesions on the lungs were produced by the length of time the infant had been confined in the trunk. Was of opinion the child would have died in any case.

Victor McGuire testified to seeing a woman get off the train with parcel in her arms, which he took to be an infant. Could not be sure that the woman he saw and the prisoner were the same.

W.B. Crawford, sworn, related the circumstances under which he had discovered the child. Thomas Lovell and Archie Crawford gave corroborative evidence, both testifying also that they had seen a woman doing something with one of the trunks as it lay on the platform.

H. Hobbs and H. Lang gave evidence agreeing in substance with what has already been related regarding the opening of the trunk, the discovery and condition of the child and the subsequent arrest of the woman.

This closed the evidence, nothing therein being adduced to show who was the father of the deceased.

After a few moments' deliberation, the jury brought in a verdict to the following effect: That the child came to its death from natural causes, due to bronchitis, and that the peculiar actions of its mother were not prompted by motives if evil, but rather of simplicity.

The coroner then thanked and discharged the jury. The body of the infant was interred in St. Paul's church cemetery the same evening.

02/04/1897    *Ottawa Citizen*    *Pontiac Pacific Junction*    *Aylmer*

A quantity of coal at Aylmer, belonging to the P. & P.J. railway was sold on Wednesday under execution at the instance of Patrick Condon, who sued the company for wages,

02/04/1897    *Almonte Gazette*    *Brockville*    *Irish Creek*

Baggageman Franklin pummelled a man who insulted him, and paid \$23 for the privilege - in fine and costs - when brought up before the J.P.

02/04/1897    *Renfrew Mercury*    *Chalk River*    *Carleton Place*

Between 150 and 300 men gathered at the C.P.R. station at Carleton Place one morning recently, they ask Mr. J.W. Munro for work on the new railway shops there. They had heard that he was coming down by that train.

02/04/1897    *Brockville Recorder*    *Westport*    *Newboro*

An iron bridge made in Peterboro and intended to replace the wooden structure over the Rideau Canal at Newboro, was taken out there this week by the B. & W. railway. It was in sections, and exclusive of the planking, filled a car.

02/04/1897    *Ottawa Citizen*    *Hull Electric*    *Aylmer, Queens Park*

The directors of the Hull Electric Company went over the new extension of their road from Aylmer to their new park yesterday in the company's parlour car.

02/04/1897    *Ottawa Free Press*    *Ottawa Electric*    *Hull*

The Ottawa Electric railway is building an awning over the platform at the Hull terminus of the road. The waiting room is also being improved and everything done to accommodate and please the public.

03/04/1897    *Ottawa Citizen*    *Ottawa Electric*    *Ottawa Car*

At 13.30 o'clock this morning the fourth fire of the night broke out in the establishment of the Ottawa Car Company on Kent street. At first it looked as though it would be a serious blaze, but prompt work by the brigade extinguished it in short order. Chief Provost directed operations. About \$30 will cover the damages.

03/04/1897    *Ottawa Free Press*    *Hull Electric*

The directors of the Hull Electric railway took a trip over the road yesterday and expressed themselves as delighted with the progress made in the improvements. Mr. H.B. Spencer, the hustling manager, was highly complimented on the rapidity with which the work is being pushed.

**05/04/1897** *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

The Electric Railway company is asking the city for power to extend tracks along Bridge street to Head street in order to reach McKay's mill; also from Bridge street along Oregon to the C.P.R. tracks and from Bridge street to connect with the Canada Atlantic railway.

**06/04/1897** *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

Mr. Evans, manager of the Quebec District Railway Company says that as soon as the frost was out of the ground some three or four hundred men would be started to work and that by the second or third week of June cars would be running in the lower part of the town. At the present time there were eleven cars in readiness at the car works, Ottawa, to be shipped to Quebec. They were of the same dimensions of those running in Montreal.

**07/04/1897** *Ottawa Citizen* *Ottawa Electric* *Hull*

The Ottawa Electric Railway are erecting a wooden awning over the platform at the terminus of their track in Hull.

**09/04/1897** *Almonte Gazette* *Chalk River* *Almonte*

James French, of Ottawa, who sued the C.P.R. Co., for \$5,000 damages for having his leg broken when put off the train at Almonte station last year, and lost his suit in the first trial, appealed to a higher court. The Divisional Court at Toronto has just dismissed his appeal. See Almonte Gazette 17 April 1896 and 29 January 1897

**09/04/1897** *Brockville Recorder* *Prescott* *Prescott*

Work on the large addition to the Prescott elevator is nearly completed. Double tracks are to be laid in for the loading of railroad cars, making three lines of tracks into the elevator proper. All the piles are driven ready for the ties and rails.

**09/04/1897** *Perth Courier* *Lanark County Electric*

THE ELECTRIC RAILWAY The bill to grant a charter to the Perth and Lanark Electric Railway Company came before the railway committee of the Legislature at Toronto on Saturday, and when it appeared it was found that it contained a clause keeping alive the bonus granted by the Perth corporation, though the time ensuring the validity had expired long ago. Col. Matheson, in the morning telegraphed Mr. J. A. Allan, Mayor, stating the purport of this clause, and asking if it would not be better to change it by providing that the by-law only be renewed by a fresh vote of the ratepayers. The Mayor wired back his assent to this at once, and either to have this confirmed or some other decision given, the Mayor saw a majority of the members of Council, and most of these endorsed his action. In the afternoon, another telegram came from Col. Matheson stating that the clause objected to had been struck out, and the alternative one substituted of a fresh submission of the bonus by-law to the ratepayers.

**09/04/1897** *Almonte Gazette* *Chalk River* *Carleton Place*

A Hair - Lifting Scare.

A frightful accident was narrowly averted in the Carleton Place C.P.R. shop yards Saturday. The mast and arm of a derrick were at work hauling another great derrick into place, when an iron pin driven deeply into the rock to hold a guy rope broke, and the whole business fell with a terrific crash. Several men saw the impending doom, and flew for their very lives. The C.C. says: Old Mr Holmes was caught between the mast and arm, exactly between them, and got off with just a most painful sensation of noise and dust and narrow escape. Mr. Henry Doherty was only three feet from the danger line, and his hair lifts his hat yet, when he thinks of it. The mast fell across a heap of ashes, on the other side of which stood Mr. McGonigle's horse and wagon. The timber struck the horse across the withers and knocked it down, but the mound broke the crash and saved the animal's life. The mast was broken in three or four pieces. Nobody could be held responsible.

**16/04/1897** *Perth Courier* *Lanark County Electric*

THE ELECTRIC RAILWAY Mr. James Fowler, promoter of the Lanark and Perth Electric Railway, was in Perth and Smith's Falls on Tuesday in the interest of the road. He was arranging a meeting of the businessmen of Smith's Falls with a view of interesting the people there in the road, the scheme now being to run it from Lanark and Perth to Oliver's Ferry and Smith's Falls. Mr. Fowler says the company intend pushing the scheme through.

**16/04/1897** *Almonte Gazette* *Lanark County Electric*

The time for which the Perth bonus for the Lanark and Perth electric railway was voted has lapsed, and, if the road should ever be built, the bonus will require to be voted on again.

**16/04/1897** *Almonte Gazette* *Chalk River* *Carleton Place*

Mr. F. McEwen of Beckwith, father of Mr. H. McEwen of this town, has received the contract for supplying all the cut stone to be used in building the new C.P.R. shops in Carleton Place.

**19/04/1897** *Ottawa Journal* *Hull Electric* *Aylmer*

The Hull Electric Company's hotel at Aylmer will be a strictly temperance one. The hotel will be ready to open about June 15th. The management of the resort has not yet been decided upon.

**19/04/1897** *Ottawa Citizen* *Hull Electric* *Aylmer, Queens Park*

The construction of the new hotel in the Hull Electric Company's park at Aylmer is going ahead rapidly. Mr. H.B. Spencer, the manager of the company, stated on Saturday that it was intended to have the hotel opened on June 15th or 20th. It was not known yet who would undertake the management of the hotel. The company will not apply for a liquor license, it being the intention of the company to conduct the hotel on strictly temperance principles.

**19/04/1897** *Ottawa Free Press* *Hull Electric* *Deschenes*

The Hull Electric Railway company is putting in two new dynamos at the power house with double the capacity of those now in use. It is the intention of the company to give a ten minute service to the park during the summer season, The passenger traffic is picking up well and everything points to a splendid season.

**20/04/1897** *Ottawa Citizen* *New York Central* *Russell*

A large and enthusiastic meeting in favour of a bonus to the Ontario and Pacific Railway was held in the town hall here on Saturday night. Notwithstanding the bad roads and wet night there was a very large attendance of the electors and all were unanimously in favour of the bonus. Able speeches were delivered by several local speakers showing the advantages of the road and showing that it would open a rich agricultural country between here and Cornwall which has no railway connection to Ottawa and is a long distance from the C.A.R. which is their only road. The farmers here will be able to ship large quantities of milk to Ottawa and Montreal. The whole country through which the road passes from Cornwall to Ottawa is a rich dairy and farming area which has at present no means of shipping their milk to the large creameries after the local cheese factories close. Among those who spoke were A. Cason, D. Cumming, J. Charey, W.H. Lourin, J. Cerasadden, Hugh Graham, Thos. Holmes, A. Helmer and John McDonald. The vote will be taken on Saturday next the 24th instant.

**20/04/1897** *Ottawa Journal* *Buckingham*

The C.P.R. branch line to the town is opened for the season and freight trains have commenced running on it.

**21/04/1897** *Ottawa Journal* *Hammond* *Rockland*

The C.A.R. are doing a rushing business. They took out one hundred and sixty cars of lumber last week. This was a record breaker.

23/04/1897 *Eastern Ontario Review* *Hammond* *Rockland*

Station Agent Raymond, at Rockland was arrested in Ottawa last week charged with stealing \$641 of the C.A.R. Company's funds

23/04/1897 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Work on the construction of the Montreal & Ottawa Ry. westward from the present terminus is to be commenced at once. Mr. W.L. McKenzie, of the construction staff was in town last Friday and Saturday making arrangements for supplies etc.

23/04/1897 *Renfrew Mercury* *Chalk River* *Carleton Place*

The new shops have blown a favorable breeze in Sandy McLean's direction. Mr. Munro, the contractor, finding that the pine and spruce masts has had been using kept breaking and delaying him, tried a rock elm from Mr. McLean's farm. It was long, strong and small, the ideal timber for his business. He struck a bargain with Mr. McLean, and that gentleman has delivered seven or eight, running from 48 to 68 feet. Each one took four horses.

23/04/1897 *Almonte Gazette* *Eganville*

A few days ago some fiend in human form placed a large iron anchor across the C.P.R. track near Eganville. Fortunately the engineer saw it in time to avert a wreck.

24/04/1897 *Ottawa Journal* *Maniwaki*

O. & G. and P.P.J. Rys. Want to run lines through Hull.

The Ottawa and Gatineau and Pontiac and Pacific Junction Railways are desirous of extending their lines into and through the city of Hull, to the bank of the Ottawa river, to erect a commodious station at the junction of the railways and to erect a workshop for the use of both roads.

An application has been made to the Hull city council asking the council to grant these rights. The council seems favorable to granting the request. The companies want exemption from taxation and free right of way for all lines and sidings, also all land required for station yards and workshops. By granting the petition the city of Hull will secure the benefits of a junction station and workshops within the city limits which would otherwise be built in Ottawa.

The total mileage of the companies lines in Hull as contemplated will be about 140 miles with every probability of considerable extensions being added in the near future, all of which will be of immense value to the city of Hull.

Mr. H.J. Beemer, president of the road, who writes the council, says that the carrying out of the contemplated improvements means the bringing to the city the products of continual development of the vast northern region with its unlimited resources.

The plans of the projected scheme will be handed to the council in a few days. The aldermen seem favorable to the scheme being carried out as long as the companies employ at their workshops men from the city of Hull.

24/04/1897 *Ottawa Citizen* *Ottawa Electric*

Some of the open electric railway cars used yesterday had wire screens on the side next to the parallel tracks. These screens are to prevent passengers from getting off on the wrong side. All open cars will be thus equipped.

24/04/1897 *Ottawa Citizen* *Maniwaki* *Hull*

Mr. Beemer's terms for extending the railway through Hull - car shops etc.

24/04/1897 *Ottawa Citizen* *Canada Atlantic*

#### RAILWAY CASES.

The Railway Committee of the Privy Council met yesterday morning, there being present Hen. Messrs. Blair, Tarte and Fielding. A number of applications were heard and taken *in 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

27/04/1897 *Ottawa Citizen* *New York Central* *Russell*

Voting on the bonus to the Ontario and Pacific Railway took place on Friday. The excitement ran high from early morning until the last vote was polled. It was a continued hustle. The bonus was carried by about four votes to one. This was a great victory for those supporting the proposed by-law, as efforts had been made by a few to defeat it. They live in the centre of the township, and tried to defeat the bonus in hopes of having one station convenient to themselves only instead of one for each village, as provided by the by-law. After the poll closed and the result was known the real fun commenced. The people here organized a torchlight procession and paraded the principle streets, headed by the fife and drum band. During the procession the streets were crowded and the cheering enthusiastic. The procession was about over and quiet restored when loud cheering and bright lights were seen in the east. A few minutes after a large procession from Embrum entered the village and took possession and owned the town for a couple of hours. On their arrival our people got to work and built an immense bonfire in the centre of the village. Here the crowd came to a halt and a number of patriotic airs were played by the band and cheers given for the Queen and everybody else. A platform was erected and speeches called for. Mr. A. Carson was the first speaker; after him Dr. MacDougall, Messrs. Grisdale, W.H. Lowrie, G.A. Mirrow, John McDonald, and Messrs. Seguin, Emard, Dupius, and Nadien of Embrum. After the speeches cheers were again given for the Queen, the people of Embrum, and one of the most enthusiastic gatherings ever held in Russell dispersed. The utmost good feeling prevailed throughout the meeting, even the opponents of the by-law receiving no harsh words. Everyone regretted that Reeve St. Onge was unable to be present. He worked hard for the bonus and deserved credit.

28/04/1897 *Lanark Era* *Lanark County Electric*

The council received a communication last week from Mr. Jas. Fowler, promoter of the Electric Railway, asking that they send a delegation to Ottawa on Tuesday to interview the government in regard to matters relating to the railway. The delegates from here were to join the Carleton Place delegation and had made all arrangements to go when, for some unknown reason, they were notified not to come..

29/04/1897 *The Equity, Shawville* *Pontiac Pacific Junction* *Hull, Beemer*

The P. & P. J. and Gatineau Valley Ry. Companies are looking for the privilege of extending their lines through the city of Hull, in order to form a junction of the roads at a point on the Ottawa River bank, where it is proposed to erect a Union station and large workshop for the use of both roads. The companies want exemption from taxation and free right of way for their main lines and sidings and sufficient ground for their yards and workshops. It is said the city council of Hull are favourably disposed toward the scheme.

30/04/1897 *Almonte Gazette* *Belleville* *Perth*

The C.P.R.Co. are having 170 cars of various kinds built at Perth.

30/04/1897 *Almonte Gazette* *Hull Electric*

The Pontiac Railway would make arrangements with the Hull electric railway to carry its passengers from Aylmer into Ottawa. The Ottawa electric railway, however, has a charter conferring on them the exclusive right to run electric cars in Ottawa city for 30 years, and are resisting the efforts of the Hull electric railway to cross into Ottawa. It would not be pleasant for the Hull railway to dump their passengers on the suspension bridge, and it is hoped that the word "exclusive" in the Ottawa charter will be struck out. How the matter will end remains to be seen.

30/04/1897 *Almonte Gazette* *Chalk River* *Almonte*

A single engine pulled 56 empty freight cars northward through here on Sunday.

Brakeman Killed

An Ottawa brakemen, J. Reynolds, was cut to pieces on the C.P.R. near Calumet last Monday night. He was one of a freight train crew that ran out of Ottawa that evening, the train being in charge of conductor W.H. King. He is supposed to have been blown by the strong wind from off the top of a car, falling between the cars while the train was in motion. His body was cut in two.

03/05/1897 *Eganville Star**Renfrew*

SWALLOWED A LIZARD: On Saturday last a workman on the OA & PS came to Dr. Channonhouse to consult him about a fullness in the stomach and pains across the liver. The cause of the trouble was made known on Tuesday when the sufferer passed a lizard about six inches long. How or when he swallowed the reptile he does not know. He thinks that in the early summer when drinking at some stream along the railway line he unconsciously swallowed it when in an embryo state and it has been growing ever since in his stomach. The victim of this strange experience is now as well as ever.

04/05/1897 *Ottawa Journal**Hull Electric*

REFUSE THE PRIVILEGE

HULL ELECTRIC CO. MUST ERECT POLES OF THEIR OWN

Not Allowed to String Wires on City Poles In Hull

The Hull city council met last night and passed the estimates for the year and disposed of other important business.

Ald. Fortin, who had given notice of reconsideration on a motion adopted to the effect that the Hull Electric Co. were permitted to use the city poles on Boulton street for their wires, presented an amendment opposing the privilege. He spoke at length on the privileges that the company had already had from the city only to suit themselves and to their own interest. Ald. Fortin also pointed out that the putting up of electric wires on the city poles would be dangerous to both the citizens and the fire alarm system. Other aldermen favored the privilege to the Hull Electric Co. showing that it would be only an earning to the city.

After a good deal of discussion on both sides of the question the vote was taken on the amendment and it carried as follows:

Yeas - Ald. Caro, Helmer, Ste. Marie, Fortin, Falardeau, Dupuis 6

Nays - Ald. Richer, Farley, Laurin, Raymond and Rehnardt 5

After the vote had been taken Ald. Richer, who was a strong supporter of the first motion, remarked that a majority of the council was required in order to carry the amendment. He said that the majority should be seven and there was only six in favor of the amendment.

Mayor Scptt, however, ruled that the amendment carried and this ended all discussion. By this decision the Hull Electric Co. will have to use their own poles and take their wires away from the city poles.;

04/05/1897 *Canada Lumberman**Hull, St. Louis Dam and Victoria S*

A number of private bills were advanced a stage, among them the act to incorporate the Hull, St. Louis Dam and Victoria Springs railway company.

04/05/1897 *Ottawa Free Press**Hull, St. Louis Dam and Victoria S*

A measure of considerable local interest to residents of Ottawa is now before parliament known as a bill to incorporate the Hull, St. Louis Dam and Victoria Springs railway company. The promoters are T.G. Brigham, E.D. Moore, Charles A. Moore, John D. Heney and Arthur R.M. Boulton.

The company may construct and operate a railway from Hull, thence southerly across the proposed Interprovincial bridge or any other bridge that may be built at that point thence along the canal reserve of Ottawa to the deep cut thence easterly through the now vacant property to the present rifle range, then across the Rideau river to a point at or near the Montreal road, thence to what is known as Victoria Springs, thence to the Ottawa river to a point at or near Rockcliffe, thence south easterly to a point at or near what is known as Beechwood, thence to a point of the crossing of the Rideau river, also along the St. Lawrence and Ottawa Railway company's tracks from the point of intersection of the proposed line with the lines of the railway mentioned to the Sussex street depot, and may also construct a branch line from the head of the said deep cut in a southerly direction to what is known as Hogs Back on the Rideau Canal, the whole being approximately about fifteen miles.

The company may enter into an agreement with the Canadian Pacific Railway company, the St. Lawrence and Ottawa Railway company and the Canada Atlantic Railway, the Ottawa Electric Railway or the Ottawa and Gatineau Railway company, for conveying or leasing the railway of the company hereby incorporated on such terms as are agreed upon.

05/05/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The first electric car for the city of Quebec was given a trial trip on the Ottawa tracks this morning under the auspices of several members of parliament and senators from Quebec and vicinity. Hon. Francois Langelier, M.P. ex-mayor of Quebec, officially started the car by turning the current on at the controller. A trip was made to the Chaudiere Falls and the new Victoria Park. The car ran perfectly and the Quebec people expressed themselves as delighted with the construction, equipment and furnishing of the car.

07/05/1897 *Almonte Gazette**Chalk River**Chalk River*

The C.P.R. has granted a free site for a Presbyterian church at Chalk River.

07/05/1897 *Almonte Gazette**Lanark County Electric*

Mr. Jas. Fowler, the promoter of an electric railway in this county, now proposes to run it from Lanark village to Smiths Falls via Oliver's Falls and Perth. He wants the corporation of Perth to give a cash bonus of \$10,000 or to purchase \$25,000 first mortgage 5 per cent 20 year bonds.

07/05/1897 *Almonte Gazette**Kingston (CN)**Iroquois*

Last Sunday a resident of Iroquois happened to peep into a box car which was standing in the Grand Trunk yard there and was astonished to find that it sheltered no less than twenty-five tramps from the rain.

07/05/1897 *Daily Mail and Empire**Hull Electric**Aylmer*

Railway Committee

The Railway Committee this morning passed Mr. Gibson's bill to confirm an agreement between the Canadian Pacific railway and the Hull Electric company, by which the former transfers that portion of its road between Aylmer and Hill, to be operated by the latter by electricity, for a term of 35 years, the annual rent to be \$5,000.

07/05/1897 *Brockville Recorder**Westport*

The people along the line of the B. & W. are to have another express service, the Canadian Express Company having opened offices at Westport, Newboro, Elgin, Delta and Athens. Mr. George Severs, the inspector, accompanied by Mr. Fred Bates, the company's agent here, went out placing the offices, which are now ready for business.

08/05/1897 *Ottawa Free Press**Montreal and Ottawa*

Montreal. Mr. D.R. McTavish, city solicitor of Ottawa is in town (Montreal) upon business with the Canadian Pacific. It is stated that his business is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of country. Through trains are expected to be running over the route by September.

*11/05/1897 Ottawa Free Press Hull Electric Aylmer*

The Hull Electric railway will commence running cars to the new park next week. --the double track will be completed from Hull to the park (One Tree Point) by Saturday. The grading and construction is equal to the best, and shows engineering skill and care. The track is as level as a table and is constructed with a view to speed. The overhead crossing at the C.P.R. is completed and is a neat structure. The iron work was supplied by the Dominion Bridge company. More

At the old park near the village there is in course of construction a fine hotel --more.

*13/05/1897 Ottawa Citizen Renfrew Ottawa East*

Work on the car shops and roundhouse for the Parry Sound railway at Ottawa East will be commenced within the next two weeks.

*13/05/1897 The Equity, Shawville Hull Electric*

While going to Aylmer last Sunday an Electric car caught fire by the burning of the motor and caused quite a panic among the passengers. A number of ladies, on seeing the smoke, thought that the whole car was on fire, and made their way to the door. In the excitement three or four of them got hurt, and Mrs. R. Carriere of Hull, who was among the passengers, sustained a bad cut in the hand. None of the passengers were seriously injured.

*14/05/1897 Ottawa Free Press New York Central*

Meeting of civic finance committee.

Mr. Scott, who was present on a deputation asking a bonus of \$150,000 for the proposed line between Ottawa and Cornwall, addressed the committee. Mr. Hibbard of the Northern New York Railway and Mr. Flack also spoke. The company propose going ahead at once with the construction of the line if Ottawa grants the bonus.

Ald. Cook asked if they would bear the cost of submitting the by-law, as there is no appropriation for such purpose this year.

Mr. Flack could not say if they would, unless the by-law was carried. He would consult the directors, however, and give the committee an answer before the meeting of the council.

There was some further talk and the deputation withdrew.

Ald. Fraser asked what effect this bequest for a bonus would have on the drainage by-law.

Ald. Hastey said if the railway company is willing to bear the expense of the vote he saw no reason why the people should not have the right to say whether they would bonus the line.

Ald. Cook moved the following motion, Ald. Hastey seconding it and the committee agreeing:

That the committee recommend the council to submit a by-law to the people for the sum of \$75,000 on the following conditions:

That the said railway company shall complete their line of railway and have the same in operation to the Central depot in the city of Ottawa within two years from the date of passing of the by-law.

That the said railway shall be operated as an independent and competing line for a period of 40 years from the date of passing of the by-law, and should the railway during the said period cease to be operated as an independent and competitive line, or shall amalgamate with any other railway company having a terminus in the city of Ottawa, then the company will repay to the corporation the amount of the bonus granted in and of the said railway.

That the company shall enter into an agreement that they shall issue tickets to all stations on their line of railway in the province of Ontario to and from the city of Ottawa at single rates on Saturday in each week.

That the terminus of the said railway shall be at the Central depot on the east side of the Rideau canal, near Sapper's bridge, and that all trains, both passenger and freight, of the said railway company shall arrive and depart from the said Central depot.

That the bonus shall not be paid until such time as the railway is completed and in operation.

That in view of the fact that no provision was made in the estimates for the submission of any by-law, other than the drainage by-law, it is understood that should the O.P. Railway Company desire a special day to be set apart for submitting their by-law to the electors of the city of Ottawa, the expense incurred shall be defrayed by the said company.

*14/05/1897 Eastern Ontario Review Montreal and Ottawa St. Eugene*

The C.P.R. station agent at St. Eugene was besieged in the station house by a gang of tramps last Saturday but successfully beat them off.

*14/05/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

C.P.R. Change of Time - Trains on the C.P.R. now leave Vankleek Hill for Montreal at 7.20 in the morning and 4.35 in the afternoon. Returning they arrive here at 12.05 noon and 8.30 in the evening.

*14/05/1897 Eastern Ontario Review Montreal and Ottawa Ottawa*

The completion of the M. & O. Ry. From its present terminus, Alfred, to Ottawa will be hailed with delight by the residents of this section of the county of Russell through which the line will pass, as well as a great number of the residents of Prescott. Regarding it the Ottawa Free Press had the following despatch from Montreal:-

"Montreal, May 8 - Mr. D.B. MacTavish city solicitor of Ottawa, is in town upon business with the Canadian Pacific. It is stated that his visit is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal, now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of the country. Through trains are expected to be running over the new route in September."

*14/05/1897 Eastern Ontario Review Montreal and Ottawa Caledonia Springs*

By the C.P.R. timetable just issued we notice two new stations have been added to this branch. Rutherford - between Vankleek Hill and St. Eugene and McAlpine - between Vankleek Hill and Caledonia Springs.

*14/05/1897 Almonte Gazette Belleville Perth*

The Facer Car Wheels.

May 6th marked an important notch in the history of the Facer Solid Steel Car Wheel Works, and, along with it, in the history of Perth. At 7 o'clock the furnaces were in full blast, filled with steel ingots, which were soon at a red heat. These ingots each weigh 850 lbs. About 7:30 the first ingot was taken from the furnace and placed under the massive hammer, and in less than three minutes was hammered down to the shape and thickness of a car wheel. This done, it was placed upon its edge in another part of the die, and the process of forming the flange was gone through. By 8:00 the two wheels were shaped and flanged, and were then put back in the furnace while the dies were changed to make the hub and otherwise finish the wheel. Mr. Facer himself superintended the work in the presence of a large number of shareholders and others, including Mrs. Faiser, Mrs. McCann, and several other ladies. The company intends putting in additional machinery at once and putting up a steel plant.

*15/05/1897 Ottawa Journal Hull Electric Aylmer*

Hull Electric Line

The double track of the Hull electric line is now completed and will be opened tomorrow morning for traffic. Monthly tickets at very reasonable rates will be put in force in course of next few months

*15/05/1897 Ottawa Free Press Hull Electric*

The last spike was driven in the double track of the Hull Electric company today, and tomorrow the line will be in use for the first time. At the last meeting of the company it was decided to have special monthly tickets.

*17/05/1897 Ottawa Free Press Hull Electric*

Commencing today, Monday, and until further notice, the Hull Electric company will give a twenty minute service up to twelve (12) noon and thereafter a ten minute service daily between Hull and New Park. In addition to this extra cars will run on Sundays. Special cars will be available any time for excursion parties who desire to picnic at New park and a quick run through given without stops. New park open free to excursionists.

*17/05/1897 Ottawa Free Press New York Central*

Mr. Flack of the Ontario and Pacific Railway company proposed to run between Ottawa and Cornwall has written the council that the company is prepared to pay all the expenses of submitting a by-law to the ratepayers for a bonus providing the company has the right to say what papers the by-law shall be published in.

*18/05/1897 Ottawa Journal Montreal and Ottawa*

The Montreal and Ottawa Railway have filed the plan and profile of their proposed entrance to the city with the registrar of Carleton county. From the plan it is seen that the road the C.P.R. intend to have completed by next fall will touch the C.A.R. about two miles from the city and will enter the Central station over the C.A.R. tracks. The two companies are now negotiating terms upon which the C.P.R. may have running privileges over the C.A.R. tracks.

The C.P.R. also desire to run over the C.A.R. to the western part of the city/ If they cannot arrange suitable terms with the C.A.R. the C.P.R. will build tracks of their own.

*18/05/1897 Ottawa Journal Hull Electric*

Advertisement. Grand service the company is giving the public over its new line.

*19/05/1897 Ottawa Free Press Ottawa Electric*

The unusual sight in Ottawa of a runaway street car was witnessed by the promenaders on Rideau street last evening about 10:30 o'clock. The motorman lost control of a Dalhousie street car while on the bridge near Howe's block. The brakes refused to work and, although the trolley was thrown off, the car gained added momentum with every yard of its progress and rushed down Rideau street. The switch at Nicholas street was open and the car dashed around the curve nearly striking a man, who expected it to go down to Dalhousie street. It went as far as Daly avenue before it came to a stop. The passengers who were in complete darkness after the trolley was thrown off, were quite nervous with the strain upon their system while the car was on its career, but were uninjured.

*20/05/1897 Ottawa Citizen Maniwaki Hull*

Tomorrow, Mr. H.J. Beemer, president of the Gatineau railway, will wait upon the members of the Hull city council with a view to securing an entrance for the railway into Hull and the site for the erection of the company's shops in that city.

Among the places laid in view as a favourable location for the work shops is the property on the west of Leamy's Lake and a short distance north of the central portion of the city.

The people of Hull are anxious to have the railway enter the city, and the council will, no doubt, assist Mr. Beemer as much as possible in carrying out his plans.

It is also understood that Mr. Beemer has also concluded negotiations for the completion of the Gatineau railway northwards to Maniwaki from Gracefield, the present terminus, this summer.

*21/05/1897 Ottawa Citizen Ottawa Electric Victoria Park*

The grand opening of Victoria Park will take place on 24 May.

*22/05/1897 Ottawa Journal Hull Electric Aylmer, Queens Park*

The new Hull Electric Company's park at Pointe aux Pins, just above Aylmer, will be the rendez-vous for a large crowd of people on Monday the 24th of May. By making this new park an objective point, visitors from Hull and Ottawa may have a most enjoyable time on the Queen's birthday. The restaurants in the park will be in the charge of Tom Sayers - a popular and gentle host, who will make excursionists feel that Aylmer is worth visiting.

*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.

*24/05/1897 Almonte Gazette Kingston (CP) Calabogie*

A bridge on the C.P.R. over the Madawaska at Calabogie gave way the other day while a freight train was crossing it. There was no damage done beyond the delay and portaging until the bridge was repaired. The passengers had to walk over for some days.

*24/05/1897 Ottawa Journal Hull Electric Aylmer*

Ths, Hull Electric Company will have extra cars at Hull to accommodate visitors.

T. D. Sayer, of Aylmer, has been engaged by the. Hull Electric Co, to take charge of the restaurant at the new park this summer. The company could not have picked; upon a better man for the position. Mir. Bayer Is very popular, wherever known, being courteous and genial in his dealings with everybody.

*25/05/1897 Ottawa Journal Hull Electric Aylmer, Queens Park*

#### THE PARK AT AYLMER

Many Visitors to the Picturesque Spot Yesterday

The Hull Electric Co.'s new park at Alymer was also opened yesterday. Not since the line has been constructed has so large a crowd of people gone over it as yesterday. All day long the cars brought large crowds from Ottawa and Hull. The park looked its prettiest after the preceding day's rain.

The pavilion was crowded all day long with lovers of the dance, and the merry-go-round was kept busy. There was also activity about the boat-houses, many people taking a sail on the lake. Barrett's Independent band furnished music, and In the evening were entertained by Mr. H. B.

Spencer, superintendent of the Hull Electric Co., at Holt's hotel

## VICTORIA PAVILLION OPENED

Big Crowd and a Pleasant Evening at the New Entertainment Building

With over 2,000 people crowded inside the new pavilion, several hundred standing round inside the fences and many hundreds outside, to whom tickets could not be sold, the evening's entertainment at Victoria Park (ex-West End) opened last night.

The opening was satisfactory from the standpoint of both people and the Ottawa Electric Railway Company..

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A decidedly novel method of moving pianos was witnessed on Sparks street Saturday afternoon. An electric car, to which was hitched a trailer, stopped in front of Messrs. Orme's and Sons store, while of Cuddie's large vans containing a piano backed upon the tracks. The instrument then being transferred to the truck, and fixed into place, the car parted off with its novel load, and attracted no little attention on its journey. It was being taken out to Victoria Park to be used on the stage.

25/05/1897 *Ottawa Journal**Maniwaki**Hull*

Mr. Beemer, president of the Ottawa and Gatineau Valley Railway, had a conference with the city aldermen in connection with the proposed extension of the O. & G. and P.P.J. railway lines into the city of Hull. Mr. Beemer was accompanied by Mr. Resseman and Mr. Dunn, engineer. -- As was announced before, Mr. Beemer is willing to have the work start next summer on the new lines provided he obtains the help of the city council. He so informed the committee and said that all that was wanted was the necessary property for the extension of the lines and building the workshops. The line would run under the C.P.R. track in close proximity to the city slaughter house, and continue southward in almost a straight line to the Ottawa river. Mr. Beemer said that the workshops would certainly be built in Hull and that forty men would be constantly employed. On the original plan of the new line as prepared by the engineer, fifty acres are marked for workshops but Mr. Beemer said that this would be too much ground and he would only require but forty acres. The plans would be drawn up accordingly. Committee gave assurances etc.--

26/05/1897 *Lanark Era**Kingston, Gananoque and Perth El*

The Electric Railway.

For some months past a dead silence in regard to the proposed Lanark and Perth Electric Railway has prevailed amongst our citizens who seem to have lost their enthusiasm in awaiting developments. However, the promoters are still endeavoring to interest the people of the county in the project. Last week Mr. Fowler appeared before the Smith's Falls council with a request for assistance from that town. In the event of the assistance asked for being granted Mr. Fowler stated that operations from Lanark to Smith's Falls would be begun immediately, that the road would be in working order within three months, and that it would be constructed so that steam cars may be run over it. The Company asked from Smith's Falls a straight bonus of \$10,000, or for the corporation to purchase the company's bonds to the extent of \$25,000, and take a first mortgage on the road as a guarantee that the bonds will be redeemed in twenty years. A public meeting will be held in that town this week to discuss the project and the feeling there is strongly in favor of the scheme provided the company will agree to extend the line to Portland, Toledo, Frankville, and other surrounding villages. Now that an interest is being taken in the proposed line, it would seem to be an opportune moment for the citizens who are favorable to the project to revive the agitation for such a line, and if possible to hasten the construction of this long-talked-of road..

26/05/1897 *Ottawa Journal**Ottawa Electric*

Other people amused themselves by breaking the chairs nailed to the sidewalk that the Ottawa Electric Railway has placed at the Hull terminus.

26/05/1897 *Ottawa Journal**Hull Electric*

Some unknown persons enjoyed themselves in an unusual way on the Queen's birthday in Hull. They upset two boxcars of the Canadian Pacific Railway which were stationed on the Electric Railway line in close proximity to the wharf on Albert street. The cars fell over a five foot embankment and were badly smashed.

26/05/1897 *Ottawa Journal**Hull Electric**Aylmer*

The park at Aylmer

Many visitors to the Picturesque Spot Yesterday

The Hull Electric Co's new park at Aylmer was also opened yesterday. Not since the line has been constructed has so large a crowd of people gone over it yesterday. All day long the cars brought large crowds from Ottawa and Hull. The park looked its prettiest after the preceding day's rain. The pavillion was crowded all day long with lovers of the dance, and the merry-go-round was kept busy. There was also activity about the boat-houses, many people taking a sail on the lake. Barrett's Independent band furnished music, and in the evening Mr. H.B. Spencer, superintendent of the Hull Electric Co. at Holt's hotel.

The Aylmer park is destined to be a very popular resort this summer.

26/05/1897 *Ottawa Journal**Tramway**Hull Lumber*

The Hull Lumber Co., Chaudiere, have commenced to construct a siding near their saw mills similar to the one in the E.B. Eddy Co.'s yards.

27/05/1897 *Ottawa Journal**Hull Electric**Aylmer, Queens Park*

Handled the motor.

Lord Aberdeen runs a car over the Aylmer line.

Lord Aberdeen and lady Marjorie Gordon, with a party of friends, numbering about twenty-five, mostly young people, visited Aylmer Park yesterday afternoon.

The party spent a very pleasant hour taking in the beauties of the park, which is now looking its best. The afternoon was a delightful one, and a pleasant breeze was blowing off Lake Deschene. This was Lord Aberdeen's first visit to the spot, and he expressed himself as greatly pleased with the picturesque and very attractive location.

Lady Aberdeen brought a camera along and secured several views and Mr. Pittaway photographed the party.

Mr. Spencer entertained the party to a light lunch in a large tent erected on the lawn and they dined later at Mrs. Ritchies, Aylmer.

The managers of the park having decided to call the spot Queen's Park, during the afternoon Lord Aberdeen made the formal announcement that it would hereafter be known by this name.

A return was made to the city about seven o'clock. Lord Aberdeen taking charge of the motor on the trip homeward.

28/05/1897 *Almonte Gazette**Renfrew*

W.S. Dagette, a brakeman on the O. A. & P.S. railway, had his right arm broken by a barrel of sugar falling on it.

28/05/1897 *Almonte Gazette**New York Central*

Ottawa ratepayers are to vote on a bylaw providing for a bonus of \$75,000 to the Ontario Pacific Railway Co. on June 24th. The company are negotiating for the use of a few miles of the C.P.R. railway and of the C.A. railway.

28/05/1897 *Renfrew Mercury**Renfrew**Arnprior*

On Sunday a new diamond was placed in position at the intersection of the C.P. and O.A. & P.S. R'ts. The average life of a diamond is six months.

28/05/1897 *Almonte Gazette**Lanark County Electric*

The promoters of the Lanark County Electric Railway are again on the warpath. They want \$10,000 each from Lanark, Perth and Smith's Falls, and promise the people of the latter place a belt line in their town.

28/05/1897 *Renfrew Mercury* *Belleville* *Perth car shop*

There are 143 men employed in the C.P.R. car shops here, and there is a big hum in the works now. The managing foreman, Mr. Duval, has just finished an order for 60 patent dump cars, and the men are now working at an order for 100 refrigerator cars of the latest improved pattern. There is also building at the shops a self propelled pile driver, which, instead of working with the time honoured weight, which is lifted up skyward and then let go, drives the pile home with a Naismith steam-hammer, and does it in a title of the time by the new method. This hammer was made in Toronto, and is a fine piece of mechanism. The dump cars just turned out are for filling in between the trestle work of bridges over gullies and approaches to streams, between Lake Nipissing and the Manitoba prairies. The C.P.R. are filling in the trestle work as fast as they can and raising the track at the same time at these points, the trestle bridges having been built when the road was made, as a temporary expedient. Courier.

28/05/1897 *Almonte Gazette* *Belleville* *Perth*

There are 143 men at present employed in the Perth car shops. The men in the works have just finished 60 patent dump cars and are at present working on an order for 100 refrigerator cars.

29/05/1897 *Ottawa Citizen* *Ottawa Electric*

The Elgin street electric cars now run to the bridge over the canal at Ottawa East.

29/05/1897 *Ottawa Citizen* *Tramway* *Buell Orr & Co.*

A small engine used by Buell, Orr & Co. in their lumber yard on Thursday ran off the track, extending from the firm's mills to the east side of the road leading to Hull, and nearly went over the bridge across the gully below the falls. The fireman sustained a couple of severe injuries.

04/06/1897 *Almonte Gazette* *Kingston (CP)*

The K. & P. RR. is not paying running expenses, and will probably be sold before long.

04/06/1897 *Almonte Gazette* *Kingston, Portsmouth and Cataraq*

An attempt will be made to stop the Sunday cars in Kingston.

04/06/1897 *Perth Courier* *Lanark County Electric*

(2 items)

PERTH TOWN COUNCIL Council met on Monday evening.

Present : Mr. J. A. Allan, Mayor ; Councilors Consitt, Stewart, H. M. Shaw, Hope, Little, Burris, A. C. Shaw and Deacon.

On motion of Messrs. A. C. Shaw and Burris, the by-law to grant a bonus to the Lanark County Electric Railway Company was read a first time, the 33rd and 36th rules of Council being suspended for that purpose.

The by-law was read a first time, and appears in our advertising columns of this issue.

Moved by the same that the by-law be read a second time short.

Mr. Hope wanted to know if it was the intention of the road to carry cattle through our main streets ; also if the deposit money was to be refunded if the by-law did not pass. He said it was no fault of the town that the by-law had to be voted upon again.

The Mayor said the deposit was made on the same conditions as the former one: to be forfeited if the by-law carried and the road did not go on, or to be returned if the by-law was defeated or the road went on.

Mr. Code said it proved a nuisance in some towns when cattle cars were allowed to be run on the main streets. There should be a switch off to the station.

Notice:

BY-LAW No.

By-Law to aid and assist the Lanark County Electric Railway to build and operate a line of Railway from Perth to Lanark by a grant of a bonus of Five Thousand Dollars, and to authorize the levying of a special rate therefor.

Passed the day of 1897.

[full text followed]

04/06/1897 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

During the past week the Ottawa Car Company has shipped six handsome cars to Quebec for the Electric Railway Company of that city.

05/06/1897 *Ottawa Journal* *Ottawa Terminal*

It is rumored that the C.P.R. will purchase some property near the canal basin for railway purposes. The company has options on land between the basin and Nicholas street, and will altogether likely close with the owners. Should they do so, the probability of the C.P.R. having a station in the heart of the city will assume larger proportions.

A survey was made a couple of years ago of a route along the base of the bluff at Parliament buildings. The engineer in charge of the survey was confident as to the feasibility of constructing such a road. However, it may not be necessary. If the bridge across the Ottawa river materializes the C.P.R. will have easy entrance, and with the property on Nicholas street for a site, could erect a fine station.

Everything seems to indicate that the C.P.R. will soon have a station which will be equal to any other, and Ottawa will then have the railway accommodation needed.

05/06/1897 *Ottawa Journal* *Maniwaki* *Hull*

At a meeting of the committee of council -- it was decided to request Mr. Beemer to change his proposition and make another offer to the council. At first Mr. Beemer asked the city to let him have the privilege of running the projected line into Hull. The city does not own the land required for the construction of the workshops and the railway line. The council will not be willing to undertake the purchase. The city clerk has been authorized to write to Mr. Beemer to that effect and request him to ask the city for a bonus. If the amount asked is reasonable the council will gladly accede to Mr. Beemer's wishes.

07/06/1897 *Ottawa Free Press* *Belleville* *Perth car shop*

Kingston. It is said that the Perth car shops have secured an order from the Canadian Pacific Railway for 400 box cars of 60,000 pounds capacity each. These cars will be used in the grain and general traffic business. This order will keep the shops busy until Christmas.

09/06/1897 *Lanark Era* *Lanark County Electric* *Perth*

On the 23rd inst., the electors of Perth will vote on a by-law to aid the Lanark County Electric Railway Co. to build and operate a line of railway from Perth to Lanark by a grant of \$5,000.

09/06/1897 *Ottawa Citizen* *Renfrew* *Eganville*

The municipalities of Eganville and Grafton are co-operating for the purpose of repairing the road to the O.A. & P.S. station. Since early spring this piece of road was almost impassable. However, this state of affairs is about to be remedied.

10/06/1897 *Ottawa Citizen* *Hull Electric* *Aylmer*

The directors of the Victoria Hotel Co. have completed arrangements for the opening of the hotel at Aylmer before the end of the month. The following appointments of the heads of different departments have been made: Mr. Frank Goodwyn, manager; Mr. Fred Unger, steward; Mrs. E.M. Armstrong, housekeeper.

Mr. Edwards' bill to incorporate the Hull, St. Louis Dam & Victoria Springs Railway Company, providing for the construction of a railway from Hull, Que., by way of the interprovincial bridge and Ottawa to Victoria Springs, Ont., thence to Rockcliffe; also a branch line to the Rideau canal, the whole distance being about 15 miles, was opposed by a representative of the Ottawa Electric Railway on the ground that it would traverse the exclusive territory of that road. Aids. Stewart and Cook, on behalf of the City Council, also opposed the bill on the same ground. Mr Mclean objected to the plea of vested rights constantly urged by the Ottawa Electric Railway, which, if generally urged, would prevent all progress and improvements in the country. Mr. Blair, Minister of Railways, held that the construction of the road would not infringe on the rights of the Ottawa Electric railway. Sir Charles Tupper also resisted the application of the company as an invasion of the rights of the Ottawa Electric Railway. Mr. Blair said the question was simply one of the amount of compensation to be extended to a company which had acquired certain rights. He objected to the bill being passed in its present form, as it did not conform to the usual terms. In deference to the views of the minister, and the feeling of the committee the bill was then withdrawn.

The Roller Mill.

All preliminary business required by parliament, village and railway having been completed, the building operations have been commenced. The selection of a suitable site was not definitely settled until a few days ago. What has been known for some years as the Magee property, almost adjoining the railway station and on which a saw mill formerly stood, has been purchased. This property is conveniently located for railway purposes and local patronage, Reeve Taylor, J.J. Collins, C.E., and Mr. Bowen visited Ottawa last week for the purpose of interviewing the Assistant Superintendent of the C.P.R. and succeeded in getting permission to lay a siding to the mill and elevator. Some of the ties arrived on Tuesday and lumber will be forwarded from Mountain st'n. at once. It is estimated that two hundred thousand feet of rough lumber and six tons of nails will be required, which means a huge amount of work. We give below a rough outline of the building.

A diagram is inserted here

The mill and elevator will both be four stories high. In the former will be the machinery for the manufacture of all the various articles, while the elevator, as will be seen, will contain 12 bins, each 10 ft. square and 40 ft. deep. At the rear is also space for cleanings, This elevator is calculated to hold 40,000 bushels of grain. These two buildings will be boarded on the outside with 2x6 inch material, planed on one side end edge, all covered with iron. The engine room will be of stone or brick.

It is rumored that specifications have been made for materials for 400 box cars of 60,000 pounds capacity, to be built at the Perth car shops. This order will occupy the shops until Christmas.

It is rumored that the Perth Car shops have obtained an order for 400 box cars - sufficient to keep the men at work until Christmas.

Yesterday forenoon a somewhat unusual sight was witnessed at the station, when a C.P.R. special pulled up. The special contained some hundred Galicians bound for the North West Territories, and the peculiar aspect and dress of the party excited no end of wonder and comment from the crowd present. The men wore long hair, streaming on their shoulders, and sheepskin coats, in which they profusely perspired, while the women, though they too wore the sheepskin upper garments were barefooted and bare legged to the knee. Some of the party were badly in need of good dose of soap and water and one could not help coming to the conclusion, after looking at these immigrants, that there are worse places to live in than this Canada of ours.- Pembroke Standard.

THE BY-LAWS Voting on the Lanark County Electric Railway by-law will take place on Saturday, 26th of June, and on the sewerage by-law on Tuesday, 6th of July. The voters should keep both these dates in view.

#### LEAPED INTO A CAR

Runaway Horse Crashes Into an Electric Car and is Instantly Killed

The spirited blood mare owned by Mr. J. H. Devlin, of Lisgar street ran away yesterday evening; crashed into an electric car, broke its neck, and front legs and crushed in its head. The animal died instantly. The accident occurred on Elgin street about 7.30 and was witnessed by a large number of people. No one was hurt. Mr. Devlin's man had brought the animal out for Mr. Devlin and his wife to go out driving. The horse was being held at Mr. Devlin's residence when a rider on horseback came up. As the rider on horseback came up behind Mr. Devlin's horse, he struck into a canter quite suddenly. In an instant Mr. Devlin's spirited animal was off and beyond control. There was only a short distance to travel before it reached Elgin street. By an unfortunate mishap car 56 and the animal reached the same spot on Elgin street at the same time. The animal sprang forward into the car. The crash of breaking glass, the screams of the four or five passengers in the car and the groan of the poor brute as it fell back in its dying agony made a sensational moment for those who witnessed the scene.

It was only a moment before the animal was dead. The rig was smashed to pieces and two large holes made in the side of the car. The loss will be a heavy one to Mr. Devlin as he had just refused \$10 for the animal and valued his buggy at another \$100. The man who was li the rig at the time succeeded in escaping without- a scratch. His escape was remarkable.

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Car 228 of the electric street railway ran off the track at the corner of Sparks and Elgin streets this morning. It was put on again within five minutes

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.

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**Montreal and Ottawa**Plantagenet*

The work on the Montreal and Ottawa railway continues. The wet weather that we have had all along interferes very much with its progress. But, as it is, the grading from Alfred station to the Nation river will soon be completed.

So far it is a close secret whether the road will be build past Plantagenet station this summer or not. Nothing definite can be ascertained from those who are supposed to be in the know.

17/06/1897 *Ottawa Journal**New York Central*

Ottawa to Cornwall

New Railway for the Capital.

Bonus of \$75,000 Wanted

This Enterprise will Bring Business -Its numerous Advantages - Will Help Ottawa Forward -Will Repay the Bonus Many Times Over.

The ratepayers of Ottawa will be asked to vote on the 24th Instant, that is. on Thursday of next week, a bonus of \$76,000 to the Ottawa and New York Railway Company to aid In the construction of a line from here to Cor wall, a distance of 52 miles.

Ottawa and New York.

This piece of road will be a link in a through railway connection between Ottawa and New York. When Cornwall Is reached there will be a bridge across the river to the American side. Nine miles will bring the road to Bombay, on the New York and Ottawa From this point the road is already built 63 miles to Tupper Lake in the Adirondacks. From Tupper Lake southward 45 miles are to be constructed constructed to North Creek, where connection will be made with the Delaware and Hudson railway, running to Albany and New York.

This line will be a central link In a direct route across the continent from New York to the Pacific coast, and would probably bring to us passengers who would stay over to look about the city, attracted by its position as the political capital of Canada and the seat of government.

Many Advantages.

The following are some of the main advantages of the project: It opens up a fertile and settled country between here and Cornwall, whose business will be brought to Ottawa; It will pass through the following villages: Russell, Embrum, Chrysler, Berwick, Finch, Newington and Harrison's Corners., after which It reaches Cornwall. The town of Cornwall, with its suburbs, contains a population of 10,000 people, who now do their business with Montreal, but will probably be drawn towards Ottawa by the shorter distance they will have to travel and the cheaper fare. From Cornwall to Ottawa is 52 miles ; from Cornwall to Montreal 67 miles. The distance between Ottawa and New York will be shortened by 75 miles by a through car line.

The road will effect a saving in the item of coal alone which will more than repay the aid the city is asked to grant. At present every ton of coal that reaches Ottawa via Prescott pays 35 cents a ton on the St Lawrence ferry and terminals at Prescott. The construction of the new line would reduce by that amount the price of all the coal consumed in the city. The amount of coal used In Ottawa is rcundly estimated at 50,000 tons. If one-fourth of this amount came by Cornwall, the saving to the consumers would bo \$4,375. The Interest and sinking sinking fund necessary to provide in thirty years for the bonus asked is only \$4,575; so that on this item alone almost enough would be saved to pay the whole sum.

The Extra Taxation.

The tax upon the property of the city would be a little less than 23 cents per \$1,000 per annum. A laboring man whose property was valued at \$500 would therefore only contribute 11 cents yearly.

The construction of this road will be a valuable advertisement to Ottawa, for the name of the city has been Incorporated in the name of the road throughout its whole length, both In Canada and in the United States.

This road will be another feeder which will advance the interests of the city as a railway centre, and the experience of this continent, as well as of the world at large, is that there is no more Important factor in impelling a city forward than to have many lines of railway running into it

## 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.

17/06/1897

Ottawa Citizen

New York Central

OTTAWA TO CORNWALL

New Railway for the Capital

BONUS OF \$75,000 WANTED

This Enterprise will Bring Business - Its Numerous Advantages - Will Help Ottawa Forward - Will Repay the Bonus Many Times Over

The ratepayers of Ottawa will be asked to vote on the 24th instant, that is, on Thursday of next week, a bonus of to the Ottawa and New York Railway Company to aid in the construction of a line from here to Cornwall, a distance of 52 miles.

This piece of road will be a link in a through railway connection between Ottawa and New York. When Cornwall is reached there will be a bridge across the river to the American side. Nine miles will bring the road to Bombay, on the New York and Ottawa. From this point the, road is already built 63 miles to Tupper Lake in the Adirondacks. From Tupper Lake southward 15 miles are to be constructed to North Creek, where connection will be made with the Delaware and Hudson railway, running to Albany and New York.

This line will be a central link in a direct route across the continent from New York to the Pacific coast, and would probably bring to us passengers who would stay over to look about the city, attracted by its position as the political capital of Canada and the seat of government.

The following are some of the main advantages of the project. It opens up a fertile and settled country between here and Cornwall, whose business will be brought to Ottawa; it will pass through the following villages: Russell, Embrum, Chrysler, Berwick, Finch, Newington and Harrison's Corners, after which it reaches Cornwall.

The town of Cornwall, with its suburbs, contains a population of 10,000 people, who now do their business with Montreal, but will probably be drawn towards Ottawa by the shorter distance they will have to travel and the cheaper fare. From Cornwall to Ottawa is 52 miles; from Cornwall to Montreal 67 miles.

The distance between Ottawa and New York will be shortened by 75 miles by a through car line.

The road will effect a saving in the item of coal alone which will more than repay the aid the city is asked to grant. At present every ton of coal that reaches Ottawa via Prescott pays 35 cents a ton on the St. Lawrence ferry and terminals at Prescott. The construction of the new line would reduce by that amount the price of all the coal consume in the city. The amount of coal used in Ottawa is rounily estimated at 50,000 tons. If one-fourth of this amount came by Cornwall the saving to the consumers would be \$4,375. The interest and sinking fund necessary to provide in thirty years for the bonus asked is only \$4,575; so that on this item alone almost enough would be saved to pay the whole sum.

The tax upon the property of the city would be a little less than 22 cents per \$1,000 per annum. A laboring man whose property was valued at \$500 would therefore only contribute 11 cents yearly.

The construction of this road will be a valuable advertisement to Ottawa, for the name of the city has been incorporaied in the name of the road throughout its whole length, both in Canada and in the United States.

This road will be another feeder which will avance the interests of the city as a railway centre, and the experience of this continent, as well as of the world at large, is that there is no more important factor in impelling a city forward than to have many lines of railway running into it.

Vote for the By-Law!

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Vote for the By-Law?

18/06/1897

*Cornwall Freeholder**Cornwall Street*

The Cornwall Electric Street Railway was listed on the local stock exchange on Wednesday morning. The company has an authorized capital of \$250,000, of which \$100,000 [in] bonds are owned by the Sun Life Assurance Company, leaving \$150,000 stock, out of which \$117,000 has been issued, leaving \$33,000 in the treasury. The company is composed as follows: Mr. H. Ross Hooper, president; Mr. D.A. Starr, vice-president and managing director; Mr. F.N. Seddall, secretary-treasurer; Messrs. R. Forget, D.B. McLennan, Cornwall, and J.T. Kirkpatrick, Cornwall, directors. The line has not been running a year, and already shows a profit of over five per cent. The stock opened this morning at 48, and sold down at 43, with 46 bid at the close. - Witness [Montreal Witness ]

18/06/1897

*Almonte Gazette**Belleville**Perth*

Twenty five Canadian Pacific workmen have been sent from Toronto Junction to Perth to assist in the construction of 200 new freight cars. Each man was guaranteed two months' work.

19/06/1897

*Ottawa Journal**New York Central*

To the Editor. As the people of Ottawa will soon be called upon to vote on the by-law granting aid to the proposed Ottawa & Cornwall railway, and as I have several times been informed within a day or two that it is currently reported that I am a supporter of the by-law, I take this opportunity of stating that, in my opinion, the part of the country through which the proposed road runs is already pretty well served, and I cannot see where our city will be benefited by another railway to the extent of the bonus asked for, and as a ratepayer I cannot support it.

Ottawa June 19, 1897 J.R. Booth.

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)

## THE RAILWAY BY-LAW

Ex-Ald. Morris Gives Reasons Why It Should Not Carry.

Editor Journal : The Ottawa and Cornwall, or the Ottawa and New York Railway Company, in asking for the Cornwall bonus, bound themselves to place all their shops at Cornwall, and it was on that condition that the bonus was granted in Cornwall. At Ottawa, I understand, they are asking to use the Canada Atlantic terminals, therefore they will spend no money in Ottawa for any purpose.

For thirty miles out of Ottawa, which is as far as local business can be to the city, the proposed line is within a few miles of the Canadian Pacific on one side and the Canada Atlantic railway on the other, and as these two roads now bring the people from that territory to Ottawa, this city will receive no additional business from that direction for that territory; on the other hand a large portion of the country between Ottawa and Cornwall, being in the county of Stormont, and Cornwall being the county seat, a direct line through that county to Cornwall will have a tendency to take much of the business which now comes to Ottawa by the present roads, to the county seat, Cornwall.

I notice that an article in the Citizen of June 17 states that "Connection is to be made at North Creek with the Delaware and Hudson Railway, running to Albany and New York." This part of the article, it seems to me, is misleading, as the Delaware and Hudson railway does not run to New York, in fact Albany is the nearest point it touches in the direction of New York. All the lines of railway between Albany and New York are controlled and operated by the New York Central railway, which, therefore, controls the situation and business and it is fair to presume will forward it over its own lines, either to Prescott, Valleyfield or Rouse's Point. In any event it is hard to see how any new business would be created, either freight or passenger, by the new line.

A misleading Statement.

The new line claims that it would make a great saving in coal rates, etc. In the first place it states that the transfer at Prescott costs 35 cents per ton, therefore, in the start they are misleading, as I find the transfer is but eleven cents per ton at the point. Instead of thirty-five cents, as stated.

Furthermore, if any reader of this letter will glance at the map of the country they will see that the proposed new line does not run in the direction of the coal field as the following distances will show. Taking Scranton for a basing point, it being about the centre of the coal belt, and we find the distance by the present and proposed lines as follows: Proposed line. Scranton to Ottawa, four hundred and fifty-four miles; N.Y.C. and C.P.R. via Prescott, three hundred and forty-five miles; N.Y.C. and C.A.R., via Valleyfield, four hundred and twenty-one miles. Therefore it can be readily seen that the New York Central railway will not turn coal over to this new and long line, when it can get a much longer haul over its own road by sending the business over the present existing short lines.

Where to Spend Money.

I cannot therefore see where the city or the ratepayers are likely to get one dollar out of the new line, and I would submit, after a careful study of the proposition in all its details, that if the city has \$75,000 to spend, if it will donate that sum to improving the streets and otherwise beautifying the city, it will do much more to promote tourists travel and trade than to give it to the New York capitalists. I have heard it stated that Mr. Booth is favorable to the bonus. I have taken pains to enquire and find it is entirely false, and that Mr. Booth feels that the expenditure is unnecessary at the present time, and that the new line, instead of being a benefit to the properties which he represents, is entirely in opposition to them.

Further, the ratepayers will very soon be called upon to vote about \$520,000 for drainage, and they have already been committed to an expenditure (by special legislation) of for \$100,000, for fire and waterworks purposes, also are committed to \$150,000 for the Nepean Point bridge; in all. Say \$770,000, in addition to present taxation. On a six per cent, basis for sinking fund and interest. It will take about \$46,000 a year to pay off these debts. The entire appropriation for Board of Works purposes, repairs to streets, etc., is not even at present sufficient to meet this new indebtedness, leaving absolutely nothing for street work or general repairs. Under the circumstances are the ratepayers going to vote into the pockets of New York capitalists the sum of \$75,000? I think not. The ratepayers have nothing to gain by mortgaging their properties for the benefit of foreigners, therefore I hope the by-law will be snowed under on the 24th.

Yours respectfully,

W. D. Morris.

Ottawa, June 22nd.

Voting on the by-law to grant a bonus of \$75,000 to the Ottawa and New York railway will take place tomorrow.

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To the Freehold Electors of the City of Ottawa

Upon Thursday next, the 24th of June, you will have submitted for your approval a by-law granting to the Ottawa and New York Railway Company \$75,000 to aid in the construction of railway from Ottawa to Cornwall, with a bridge across the St. Lawrence river to enable it to connect with a railway running into New York city.

The very marked and rapid growth and ever increasing prosperity of the city of Ottawa is in no small measure due to its increasing railway facilities. The new railway from Ottawa to Cornwall, passing as it does through the villages of Russell or Duncanville, Embrum, Chrysler, Berwick, South Finch and Newington, opens up a section of the country second to none in its rich agricultural and dairy resources. It is estimated that the population of the country through which the road will run is about 60,000, consisting mainly of well-to-do farmers, producing all kinds of grain and vegetables as well as dairy products such as are required to meet the needs of a fast growing city like Ottawa.

The town of Cornwall, with its 8,000 people, will, by this road, be brought into closer connection with Ottawa than with any other city in the Dominion. The distance between Ottawa and Cornwall is but 53 miles, while from Cornwall to Montreal is 67 miles. It will at once be seen that the trade of Cornwall and the rich intervening territory will be made tributary to Ottawa and add greatly to the business and prosperity of this city. Cornwall has shown its desire for the road and closer business relations with Ottawa by voting a bonus for \$35,000 to the enterprise. If Cornwall gives this amount, why should Ottawa, with seven times its population, hesitate about giving a little over twice the sum.

The only practicable route at present from Cornwall to Ottawa is via Coteau, 108 miles. The new line will make it less than half the distance. It is stipulated in the by-law that the money is not to be paid over till the company have built a bridge across the St. Lawrence river at Cornwall to enable them to connect with a railway running to New York city. It is the intention of the company to join the New York and Ottawa railway at the south shore of the St. Lawrence in New York state, forming a new direct line to Saratoga, Albany and New York. The distance from Ottawa to New York by the shortest through car route at present is 492 miles, which will be reduced by the new line to 417 miles, being 75 miles shorter.

It would therefore furnish a short and most important link in connection with traffic from the west and Pacific coast points to New York and other eastern cities, and add greatly to the prestige of Ottawa as a centre for travel and tourists

This through line will have close connection with the Delaware and Hudson Company, running directly to the coal fields of Pennsylvania. The D.& H. Co. own large coal mines and will, therefore, by means of this new and short connection, be able to place its coal in the Ottawa market at a price much below the present rate, and effect a saving to each ratepayer equal to the payment under the by-law.

Connection with other roads will also be made south of the St. Lawrence affording direct transportation to the Central and Western States. In this regard, especially, the new line will be of great advantage as a connecting link for the Ottawa, Arnprior and Parry Sound, the Ottawa and Gatineau and the Canadian Pacific Railway Companies. As evidence of good faith the company have willingly consented to the following stipulations, which are contained in the by-law and in an agreement entered into with the city

1. Not one cent of the bonus is to be paid till the road to Cornwall is completed, the St. Lawrence bridged and through trains running to New York city.
2. The entire undertaking must be complete! within two years from the date of the by-law.
3. Both passenger and freight trains to run to and depart from the Central Depot.
4. The company must remain an independent and competing line for thirty years
5. Every Saturday the company must issue return tickets to Ottawa at the regular single fare rate from all stations on its line except those in the township of Cornwall.

In order to pay the company the \$75,000 bonus, the city will have to raise annually for twenty years the sum of \$4,375. This, when distributed among the property holders of the city, amounts to the trifling sum of eleven cents for every \$500 of assessment.

We submit the above as a business proposition to the citizen of Ottawa. Will not the construction of this road give a better and more immediate return than any similar investment that has ever been placed before the people

Your opportunity to benefit the city, increase the value of your property and in that way yourselves, will arrive on Thursday - will you accept it? Be sure and go to the polls. If the by-law is carried we will bring visitors to the city over our line to the Canada Central Fair next September and to each succeeding fair, who alone will leave more money on the city than will pay the annual installments on the bonus.

Vote on Thursday for the by-law and the progress of the city.

Respectfully yours,

THE OTTAWA AND NEW YORK RAILWAY COMPANY

23/06/1897 Ottawa Free Press New York Central

Detailed letter from Flack arguing for the by-law.

23/06/1897 Ottawa Citizen Hull Electric Aylmer

Arrangements have been about completed for the opening of the new Aylmer hotel on the 29th or 30th. The hotel will be opened with a great ball under the auspices of the Aylmer Boating Club.

24/06/1897 Kemptville Advance New York Central

The ratepayers of Ottawa will decide to-day by their vote whether they deem it advisable to grant a bonus of \$75,000 to aid in the construction of a railway between the capitol and Cornwall, the road to be known as the Ottawa and New York railway

24/06/1897 Ottawa Journal Ottawa Electric

FELL OFF A CAR

A Newsboy Gets a Nasty Tumble on Sparks Street

Cecil Elliott, son of Mr. George C. Elliott, livery stable keeper, yesterday afternoon fell from an electric car and as a result sustained an injured knee and a bruised head. The occurrence happened about 5 o'clock in the afternoon on Sparks street, near the corner of O'Connor.

Young Elliott was rendered unconscious for the time, and had to be carried into a store, where he was revived.

The boy's story is that he was trying to sell his papers on electric car No. 221. bound for the Chaudlere. when the conductor forcibly pushed him off. He fell on the asphalt pavement, was knocked unconscious and injured his head and knee.

The conductor of the car, Mr. White, says that the contrary was the case, and that he did not lay a hand on the boy. Mr. White claims that young Elliot, together with a number of other youths, was on the car selling papers and that he stepped off while the car was going at a good rate of speed. This caused the boy to lose his balance and fall.

24/06/1897 Ottawa Free Press New York Central

The vote on the bonus by-law for the Ottawa and New York railway, which was in progress today, will have to reach over 1,600 in order to carry. There are about 5,000 property owners in the city, and it requires two thirds of these to register their votes in its favor. Besides this there must be a majority of ballots cast in favor of the by-law. [sic]

24/06/1897 Ottawa Citizen Hull Electric Hull

The Hull Electric Railway placed two carloads of sequoia blocks near the park in Hull yesterday. The blocks will be laid on Bridge street by the company in compliance with an agreement entered into between it and the city.

## THE RAILWAY BY-LAW

Trade Advantages to Ottawa

## AN ANSWER TO ALD. MORRIS

As to the Railway Shops - Local Traffic will Come to Ottawa - The New York Connection - Cheap Coal for the Capital - Financial Question TO THE ELECTORS OF OTTAWA

I have read ex -Ald. Morris' letter in Wednesday's Citizen and fear he has not considered the case fully before reaching his conclusions. The Ottawa and New York Co. has only promised to build repair shops at Cornwall, and has not agreed to do construction work at that point. The general shops have not been located.

The City Council at Ottawa desires the company to use the C.A.R. terminals for the advantage of the city, and in proposing to come in over those tracks the railway company is yielding to the demands of the city and convenience of its citizens; not carrying out its own plans.

In addition it will be necessary to spend a large amount in freight tracks to reach mill companies and various industries, construct freight shops, yards, round houses, etc., involving an amount largely in excess of the bonus to be voted on.

## WILL DRAW LOCAL TRAFFIC.

At Russell, 20 miles from Ottawa, the Ottawa and New York Co. will be eight miles from Bearbrook station on the C A.R, and about twelve miles from the nearest C.P.R. station. Beyond that point the line is constantly growing farther from the C.A.R. and C. P. R. until at Cornwall it is 30 and 45 miles respectively from either of those roads. This section of country now is served best by lines running to Montreal, not to Ottawa.

The attractions of a town like Cornwall are not comparable to a city like Ottawa, besides the company has promised half fare rates to Ottawa one day each week if this bonus is voted and not to Cornwall. No other road has ever been willing to so assist in building up this city..

## THROUGH TRAFFIC TO NEW YORK.

The D. and H. Co. run through cars from North Creek, to New York, therefore it would be equivalent to a line to New York. Our item so states the situation.

All the lines of railway between Albany and New York are not controlled by the N.Y.C. and there are several boat lines which give additional competition for eight, months in the year

The N.Y.C. has a direct line to Valleyfield and Montreal, yet it accepts through sleepers from the Central Vermont and D. and H.C. Co. at Troy for New York in direct competition with its longer line. It also accepts the C. A.R.'s through sleeper at Troy and does not insist upon that company sending it over the N.Y.C. line from Valleyfield. It is safe to say it will not pursue a more arbitrary rule in one case than in another. Furthermore, the New York State law compels all roads to accept through cars from every connecting road, and on equal terms. Since writing, the statement regarding the ferry charge at Prescott, I have seen the sales agent of the N.Y. O. and W. Ry who tells me the actual ferry charge is 31 2-10 cents per ton of coal, instead of 3j5 cents, as stated.

## COAL WILL BE CHEAPENED.

The cost of coal is not wholly one of mileage, but of conditions, and a coal-producing company can make terms for the sale of its product. The Ontario and Western now sends coal to Ottawa via Rideau canal from Oswego, a much more circuitous route than any existing rail line. With water to Albany, or its own road and a new connection to Ottawa, so much shorter than any at present, the D. and H. C. Co. can certainly put its coal product in Ottawa much cheaper by the new line than at present.

## NO BURDEN ON THE FINANCES

I am informed by the chairman of the City Finance Committee that the charges for the bonuses to the Nepean Point Bridge are already provided for in current estimates and will not add to the charges on property. The drainage expenditures in health and increased valuation of property will unquestionably be all economical measures. Ex-Ald. Morris has evidently considered only one view. He has entirely overlooked the fact that bringing a rich territory with a population of some 60,000 people in close relations with Ottawa cannot fail to increase its trade population and property value far in excess of the small charge of \$4,375 per annum or 22 cents per thousand. I

## MONEY SPENT IN OTTAWA.

Mr. Morris further states that the city should not give money to foreigners. Let me state that this company, its shareholders and directors, are all Canadians. It is true, American capital is being put into the enterprise, but every cent the city gives us and a great deal more, will be spent in this city and in the immediate vicinity.

It is estimated 1,000 men will be required to work on the railroad during the summer, if the by-law carries. These men would be largely selected from Ottawa, and the payment of their wages alone would amount to a larger figure than the amount to be voted by the by-law.

## D.A. FLACK

Sec. Ottawa and New York Ry., Ottawa, June 23rd.

25/06/1897 *Almonte Gazette* *Kingston (CP)*

A bill for the relief of the Kingston & Pembroke Railway was defeated in the Senate on the ground that it unduly favored the preferential bondholders.

25/06/1897 *Almonte Gazette* *Kingston, Smiths Falls and Ottawa*

The Kingston, Smith's Falls & Ottawa railway for 101 miles - from Kingston to Ottawa - has been granted a subsidy of \$3,200 per mile.

25/06/1897 *Ottawa Free Press* *New York Central*

Vote was swamped - 517 for; 641 against; majority against 124.

The railway company bear the whole expense of putting the by-law before the people, having deposited a cheque for the amount in the city treasury on Wednesday morning.

Also reported in Ottawa Journal, same date.

25/06/1897 *Almonte Gazette* *Chalk River* *Renfrew*

## Renfrew News

An engine and four cars were derailed at the lumber yard on Tuesday morning. There was but little damage done.

Note - no mention as to whether C.P.R. or O.A. & P.S. R.

26/06/1897 *Ottawa Free Press* *Hull Electric* *Aylmer*

Drawing of Victoria Hotel at Aylmer, with a car in the foreground.

The above cut is taken from a photograph of the new summer hotel just erected at Victoria Park, on Lake Deschene, Aylmer, The building is to be opened on July 7th.

26/06/1897 *Ottawa Journal* *Hull Electric*

It was said in Aylmer last night, upon good authority, that the Hull Electric Company intends running a line of electric busses between the terminus of the line at Hull over to Ottawa to convey passengers from this line to all points in the city. More.

29/06/1897 *Ottawa Journal* *Hull Electric*

City Clerk was instructed to write to the Hull Electric Railway Co. requesting them to stop their freight traffic in the streets of Hull. For some time past the company have been pulling freight cars loaded with lumber to and from Gilmour's mills. This is carried in the daytime as well as at night, and the people of the city regard it as an inconvenience. The council wants to know by what right the Electric Railway Co. act in this way.

30/06/1897 *Lanark Era* *Kingston, Smiths Falls and Ottawa*

In the supplementary estimates brought down on Saturday appears the following: To the Kingston, Smith's Falls, & Ottawa Railway Company, for 101 miles of their railway from Kingston to Ottawa, in lieu of the subsidy granted by the act 55-56 Victoria, chapter 5, \$323,200, which, in other words mean that the proposed road between Kingston, Smith's Falls and Ottawa has been bonussed to the amount of \$3,200 per mile.

30/06/1897 *Lanark Era* *Lanark County Electric* *Perth*

The Perth by-law to grant a bonus to the Lanark County Electric Railway was defeated on Saturday last by a majority of fifty-two. Out of the total vote of 350 there were 201 votes against it and 149 in its favor. The defeat of the measure was accomplished by a dozen or so of Perth citizens, who, although it would not make a dollar's difference to them, worked like Trojans against it.

01/07/1897 *Kemptville Advance* *New York Central*

The railway bonus was voted down in Ottawa, 571 for and 611 against. The Journal says: Had all those who voted yesterday marked their ballots in favor of the by-law it would still have been lost as the by-law needed 1,600 votes to carry

02/07/1897 *Almonte Gazette* *New York Central*

On Thursday last the bylaw to grant a bonus of \$75,000 to the Ottawa and New York Railway was defeated in Ottawa. It is said that the building of the railroad will be proceeded with without the bonus. The Canadian portion of the road will begin at Ottawa and run through Russell, Embrum, Crysler, Berwick, Finch, Newington, Harrison's Corners ending at Cornwall where the river will be crossed by a bridge.

02/07/1897 *Eastern Ontario Review* *New York Central* *Ottawa*

The by-law granting seventy-five thousand dollars to the Ottawa and Cornwall railway was defeated in Ottawa on Thursday by a majority of seventy votes

02/07/1897 *Almonte Gazette* *Lanark County Electric* *Perth*

The Lanark county railway bonus was defeated at Perth on Saturday by a majority of over 50.

02/07/1897 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine's*

Attempted Train Wrecking - On June 12th a tie was placed on the C.P.R. track near McAlpine's by some scoundrel with the evident intention of wrecking the night train from Montreal. The engine picked up the tie and carried it to Jonathan Cross before the engineer detected there was anything wrong, where he stopped the train and on examination found the tie between the cowcatcher and the wheels. It was nothing less than providential that the train was not derailed. C.P.R. detective Ross was put on the case and on Saturday 19th, under instructions from him, constable Roberts of this place arrested a man who has been going under the assumed name of Jamieson, at Mr. Chandlers, Caledonia township. The preliminary examination took place before a magistrate at L'Orignal on Tuesday last and was committed for trial at the next assizes. In the evidence produced by detective Ross it was shown that his real name was Dean and his character in other respects was not of the best. A photograph of his brother who is serving a term in States prison was also produced in evidence. This is the first at train wrecking on this line and it is to be hoped that the guilty party or parties will receive the punishment the offence merits.

02/07/1897 *Perth Courier* *Lanark County Electric*

ELECTRIC RAILWAY BYLAW LOST - The polling on Saturday on the bylaw to grant a bonus of \$5,000 to the electric railway proposed to be run between Perth and Lanark was attended with but little excitement. A fairly large freehold vote was polled, however, and of the two sides the antis worked the harder. The East Ward reversed its verdict of last year, and gave a considerable majority against the bylaw, and so did the Centre Ward, but the West Ward was more friendly, which it proved by casting a small majority in favor of the scheme. There is no doubt the vote to be taken next week on the Sewerage bylaw worked against the Electric Railway bylaw. as did many other things connected with the handling of the scheme itself. The vote stood as follows :

EAST WARD	Court House	For	28	Against	64
EAST WARD	Union Engine House	For	26	Against	32
CENTRE WARD	Tay Steamer House	For	10	Against	10
CENTRE WARD	Town Hall	For	9	Against	31
WEST WARD	James Allan's store	For	41	Against	35
WEST WARD	Music Hall	For	35	Against	32

Total For 149 Against 204  
Majority Against 55

02/07/1897 *Eastern Ontario Review* *Montreal and Ottawa*

C.P.R Change of Time. The afternoon train on the Canadian Pacific going east now leaves here at 3.35 and arrives in Montreal at 6.50. It leaves Alfred at 2.30, Caledonia Springs 3.00, McAlpine's 3.15, Vankleek Hill 3.35, Rutherford 3.49, St. Eugene 4.10

02/07/1897 *Renfrew Mercury* *Portage du Fort and Bristol Branch* *Shawville*

The Portage du Fort and Bristol (projected) railway scheme may not be after all the dead duck which doubtless many have regarded it. Mr. Poupore, it seems, has been interesting himself considerably in the project, and has succeeded in inducing the Minister of Railways to grant the road a subsidy for a distance not exceeding 15 miles. This will admit of a branch being constructed from a point at or near this town. The total amount of the subsidy granted is \$48,000. Shawville Equity.

03/07/1897 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

In connection with the Nepean Point bridge project, it is stated in a reliable quarter that arrangements are being furthered by Mr. H.J. Beemer for commencing work. The parties whose land in Hull will have to be expropriated are being seen and the right of way for the Pontiac and Pacific Junction Railway from Aylmer down to Hull is being fixed upon. The financing of the undertaking, which has all along been the difficult part of the scheme, is progressing favorably. Mr. Beemer has been in New York and other centres for the past week, and it is stated that satisfactory arrangements have been concluded. He is expected to arrive in Ottawa this evening, and it is probable that next week will see the starting of this very important enterprise.

07/07/1897 *Ottawa Journal* *Hull Electric*

A freight train on the Hull Electric Co.'s track drawn by electric motor No. 1 ran into a passenger car filled with picknickers from Bank street Presbyterian church Sunday school bound for Queen's Park, Aylmer this forenoon. The accident took place at the "Y" near Aylmer station. The motor crushed in the end of passenger car No. 15. Mrs. James Dalglish of Slater street was sitting in the centre of the car and received injuries, chiefly about the knees, but not serious. All others escaped unharmed. The motor was derailed. Also in the Shawville Equity, July 17.

07/07/1897 *Lanark Era* *Locksley* *Pembroke*

Voting on their by-law to grant a bonus to the Pembroke Southern railway took place in Pembroke on Tuesday. The by-law was carried in all three wards of the town by large majorities, a total of 441 votes being polled, of which 330 were in favor and 102 against.

07/07/1897 *Ottawa Citizen* *Hull Electric*

The Hull Electric Railway Company have completed their proposed line to Gatineau Point as far as Messrs. Gilmour & Hughson's mill.

**08/07/1897 Ottawa Citizen Hull Electric Aylmer**

Hotel opened with a ball. --

**08/07/1897 Ottawa Journal Hull Electric Hull**

The Hull Electric Co. have completed their proposed line to Gatineau Point as far as Gilmour and Hughson's mills.

**08/07/1897 Ottawa Free Press Carleton Place Britannia**

Commencing Friday evening, July 9th, and every Thursday (could be Tuesday), Friday and Saturday until further notice, special trains will leave Britannia at 9.50 p.m., arriving Ottawa at 10 p.m.

**09/07/1897 Renfrew Mercury Lanark County Electric Perth**

By a vote of 204 to 149, Perth defeated the by-law to bonus the Lanark electric railway to the extent of \$5,000.

**09/07/1897 Renfrew Mercury Locksley Pembroke**

Pembroke, by a vote of 330 to 102, decided to grant a bonus of \$20,000 to the Pembroke Southern Railway. There was a majority in every ward.

**09/07/1897 Almonte Gazette Carp, Almonte and Lanark**

That electric railway scheme is believed by many to be dead. Now let the Lanark and Almonte people make a vigorous effort to secure that Carp connection.

**09/07/1897 Ottawa Citizen Renfrew**

The inaugural excursion over the Ottawa, Arnprior and Parry Sound road to Parry Sound was fairly well patronized. About forty left on the trip.

**10/07/1897 Ottawa Citizen Pontiac Pacific Junction Hull, Aylmer**

The first steps towards the construction of the Pontiac and Pacific Junction Railway from Hull to Aylmer was taken yesterday morning, when a staff of civil engineers started out to survey the proposed route.

In the party were Mr. Mahon, Mr. H.J. Beemer's personal engineer, Mr. Dunn, and an assistant.

Their labors at the outset will consist in surveying a route through the city of Hull through to the approach of the proposed interprovincial bridge across from Nepean Point. This finished, they will survey the line on to Aylmer, the present southern terminus of the railway. The management of the company think that with direct connection with the city instead of having to depend upon the service of the Hull Electric Company, as now, the business of the railway will increase tenfold in a very short time. It is thought the line will run between that of the Hull Electric Company and the Ottawa river.

Mr. H.J. Beemer is expected to arrive in the city today on business in connection with the work, which in all probability will be proceeded with in the course of a couple of weeks.

**12/07/1897 Athens Reporter Westport**

Orangemen's Excursion to Athens

The B&W brought members of Orange lodges to Athens from the west including those from Westport, Bedford Mills, Portland, Elgin, Lyndhurst, Ellisville and Harlem to join other lodges in a huge parade.

**14/07/1897 Ottawa Citizen Hull Electric Hull**

A staff of men are engaged in putting down a pavement at the terminus of the Hull Electric Railway in Hull. The curb stones are nearly all placed. Mr. F. Hibbard, the engineer for the railway company, is superintending the work.

**14/07/1897 Ottawa Citizen New York Central**

Surveyors are at work making a preliminary survey of the branch of the New York and Ottawa railway from Cornwall to Ottawa. There are two staffs, one working northwards from Cornwall and the other southwards from this city. The latter reached Russell village yesterday.

A party interested in the construction of the railway informed the Citizen yesterday that the promoters intend to commence construction of the road in a few days. The defeat of the bonus by-law has not interfered with them in their intentions to build. On the contrary, some of them were more pleased than disappointed in defeat, being of the opinion that the terms offered were too liberal.

**14/07/1897 Ottawa Citizen Pontiac Pacific Junction**

The engineers on a survey of a route between Ottawa and Aylmer for the Pontiac and Pacific Junction Railway Pacific Junction railway are now engaged in the vicinity of Little Farm north of Hull. It is said the line will leave the shore of the Ottawa river opposite Nepean Point, the proposed site of the interprovincial bridge, will run around the north of the city and strike the river shore again a short distance west of the city. Mr. H.J. Beemer is expected to arrive today in connection with the commencement of construction.

**14/07/1897 Ottawa Journal Ottawa Electric**

Rails have arrived.

The new rails which the street railway will lay down on the portions of Bank street to be asphalted have arrived. They are seven inch rails and weigh 75 pounds to the foot, being 3 pounds heavier than the rails at first proposed to use.

(Note - this seems heavy, this should likely be 75 pounds per yard)

**14/07/1897 Ottawa Journal Pontiac Pacific Junction**

It is said that if the P.P.J. Railway Company runs its new line from Aylmer to Hull between the Electric Company's track and the river, the river front, in many places, will be destroyed for residential purposes.

**15/07/1897 Ottawa Journal Ottawa Electric**

New freight line built.

The Electric Railway Company has almost completed a side line running up Oregon street at the Chaudiere which will connect the main line with the C.P.R. tracks on Broad street. The new line will be used entirely for freight purposes. All the grain of the McKay Milling Co. and the pulp wood of the E.B. Eddy Co. will be taken from the trains to the mills over this line. Both companies, in consequence will do away with a large number of horses.

**16/07/1897 Ottawa Journal Pontiac Pacific Junction**

A survey party is at work laying out the P.P.J. line between Aylmer and Hull.

**16/07/1897 Almonte Gazette Belleville Perth**

The C.P.R. will build 1,000 new freight cars at Perth this fall.

**16/07/1897 Almonte Gazette Renfrew**

The O.A. & P.S. R.R. Co. could not give the N.L.A.S. cars for their excursion to Ottawa on the 24th because on account of that day being given to employees of the road for their annual picnic at Clark's Island.

**16/07/1897 Brockville Recorder New York Central**

A survey of the route of the New York and Ottawa Railway has been commenced. Surveyors are at work between Ottawa and Cornwall making a preliminary survey between these two points. One is working northwards from Cornwall, the other southwards from Ottawa.

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.

23/07/1897 *Eastern Ontario Review* *Montreal and Ottawa*

Mr. Frank Cordask, with his colony of Italians, left on Tuesday for Plantagenet, where work on the western part of the M. & O. will start this week.

23/07/1897 *Brockville Recorder* *Westport*

Account of the annual meeting of the B.W. & S.S.M.

A special train was run over the Brockville & Westport Railway on Monday, having on board Mr. James G. Leiper of Philadelphia, Pa., president of the company, Mr. Reid A. Williams, also of Philadelphia, one of the leading shareholders on the road, Mrs. Leiper and the Misses. Leiper. Superintendent Mooney was in charge of the party. They ran out to Westport and on the return stopped off at Charleston. A despatch received that afternoon says that the run from Brockville to Westport was made in one hour and thirty-two minutes, with two stops en route. And Superintendent Mooney says they did not go fast at that.

23/07/1897 *Almonte Gazette* *Belleville* *Perth*

Harry Stone, Perth, while painting a car, had his arm badly crushed by being caught between the car and the shunting engine.

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.

24/07/1897 *Ottawa Citizen* *Ottawa Electric*

Something was wrong with the electrical connections in one of the Ottawa Electric Railway Company's cars at the shed yesterday afternoon and it became grounded. The wiring became heated and set fire to the building in several places. The blaze was not serious and was easily extinguished by the employees.

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.

26/07/1897 *Ottawa Citizen* *Maniwaki* *Gracefield*

Some 15,000 ties lying near Gracefield have been sold by the G.V.R. to the C.P.R., and are being shipped to various points.

28/07/1897 *Ottawa Free Press* *New York Central* *St. Lawrence bridge*

The government have adopted the plans for a bridge across the St. Lawrence at Cornwall submitted by the Ottawa and New York railway, and the same have been transmitted to the agent in New York.

28/07/1897 *Ottawa Journal* *Chalk River* *Carleton Place*

Fire broke out in the C.P.R. workshops here last night at 8.30. The building occupied as a carpenter shop, with all the tools, also one containing a large quantity of dry lumber, were consumed. One end of the coal shop was also destroyed. Loss not estimated yet.

Also reported in the Ottawa Free Press same wording.

29/07/1897 *Ottawa Citizen* *Chalk River* *Carleton Place*

Mr. Robert Shaw, whilst engaged in boiling tar at the C.P.R. shops in Carleton Place, on Saturday, had one of his arms severely scalded. Mr. Shaw is now in the hospital here.

29/07/1897 *Ottawa Free Press* *New York Central* *St. Lawrence bridge*

Philadelphia. The Phoenix Bridge company, of Phoenixville, Pa., has closed a contract with the Ottawa and New York Railroad to erect a bridge over the St. Lawrence river at Cornwall, Ont. The bridge will be about a half a mile in length. It will be ready for traffic in November.

*29/07/1897 Ottawa Journal Montreal and Ottawa*

The Montreal, Ottawa and Vaudreuil Railway is expected to enter Ottawa some time this fall. The line is now located to within 9 miles of the city, and the company is endeavoring to arrange to run this nine miles over the C.A.R. If the two lines fail to come to an agreement, the Montreal and Ottawa line may possibly come into the city over the old St. Lawrence and Ottawa line coming in at the old St. Lawrence station, and over to their property directly opposite the Basilica.

The intention is to make the run of 111 miles between Ottawa and Montreal in 2 hours and a half.

*29/07/1897 Ottawa Citizen Montreal and Ottawa*

The Montreal, Ottawa and Vaudreuil railway has been completed to a point a few miles this side of Plantagenet and the line is now located to within nine miles of the city. Negotiations are now going on, it is understood, to utilize the C.A.R. tracks over the remaining nine miles for the purpose of conveniently entering the Central station. If the negotiations are not successful, then the company will, in all probability, enter via the old St. Lawrence station crossing over to its property opposite the basilica.

From a prominent official of the C.P.R. it was learned yesterday that the road would be completed to Ottawa this fall, under any circumstances. The intention, he said, was to make the regular run between Ottawa and Montreal, 111 miles, in two hours and a half.

*30/07/1897 Eastern Ontario Review Montreal and Ottawa*

A pilgrimage under the direction of Monsignor J.O. Routhier, V.G. from points on the Montreal and Ottawa Ry. to St. Anne de Beaupre on Thursday August 10th. The fare for round trip will be from Alfred and points to Vankleek Hill, \$3.50, and from St. Eugene \$3.25, children \$1.75. Passengers will take the regular morning train to Montreal where they will transfer to a special. Tickets good returning up to the 24th August.

*30/07/1897 Ottawa Citizen Locksley*

Preliminary steps towards the construction of the Pembroke Southern railway from Pembroke to Golden Lake on the O.A. & P.S. railway, will be taken today, when a party of engineers will leave the city to travel over the proposed route. In the party will be Mr. G.A. Mountain, chief engineer of the O.A. & P.S. railway and Mr. Thomas Hale of Pembroke. At Pembroke they will be joined by Mr. W. Russell and a couple of other gentlemen of that town.

Following the preliminary inspection of the route, surveyors will be sent out to locate the line, and the work of construction will be commenced immediately afterwards, probably in the course of a month.

The distance of the proposed line is twenty miles. It will run through a rich farming country which is pretty thickly settled. A large portion of the inhabitants are Germans.

When constructed, the O.A. & P.S. Railway Company will take over the management of the road. The run from Ottawa to Pembroke via the O.A. & P.S. will then be about the same as the C.P.R.

*30/07/1897 Renfrew Mercury Locksley*

The Pembroke Southern

We are glad to learn that the indications of a breach amongst the directors of our local railway being healed at the meeting held last Wednesday evening. A meeting of the company is called for Tuesday, August 17th, at 3 p.m., when the election of Directors of the company will take place. We understand that \$78,000 worth of stock has already been subscribed by the promoters in amounts of not more than \$10,000 each. Pembroke Standard.

*30/07/1897 Ottawa Journal Locksley*

Mr. Geo. A. Mountain, Chief Engineer of the O.A. & P.S., Mr. Thos. Hale of Pembroke and Mr. N. Russell of Pembroke will begin a trip today over the proposed route of the Pembroke Southern Railway. After this trip of engineers the surveyors will be placed upon the route and the work of construction, it is expected, will immediately follow.

The proposed road will run twenty miles through good farming country inhabited principally by Germans. The road will be under the control of the O.A. & P.S. and it will make the distance to Pembroke via the O.A. & P.S. about the same as by the C.P.R.

*30/07/1897 Almonte Gazette Belleville Perth*

The Perth Car Shops.

The work in the C.P.R. car shops is being rushed as it never has been before, and we can safely say that they are on one of the busiest hives in the province. Over 200 men are on the pay-roll of the shops now, and this number is likely to be increased instead of diminished, for some time yet. The shops are turning out those gaudy refrigerator cars to be seen in long trains on the yard siding, but Mr. Duval, the shop foreman, is preparing to drop these any day to put the staff on box-cars which the company are asking for. A large number of flat cars have been turned out this summer, and as many as thirteen have been begun and finished in a single day. Mr. Duval has received orders lately for 600 box-cars, and he is prepared to turn these out at the rate of six per day at least, and perhaps a greater average than this. He has applied for additional machinery, and the company has therefore shipped him, or will in short time send him half-a-dozen or more heavy machines of the latest designs, among them being another steam hammer, a six-spindled drilling machine, a nut making machine, a steel planer, a morticing machine, etc., the cost of which will probably be \$4,000 or over. With all these extra appliances, and the staff he has on, with his energetic handling of the shop arrangements, the turn-out at the shops this season will be a very heavy one, and one that must be profitable to the company. - Perth Courier.

## FIRE AT CARLETON PLACE.

The C.P.R. Shops Ablaze, But the Flames Subdued Without Great Damage - Loss About \$2,000.

Almonters were agitated on Tuesday night when they saw a great red reflection in the sky in the direction of the junction town. The cause is given in the following, written in true Central Canadianic style:

Shortly after eight o'clock last evening terrific whistling from several locomotives and from the shops told the tutored ear that a fire was underway at these buildings, and as the learned ones in startled tones gave the alarm, there was soon a wild rush in that direction. In a few minutes the air was illuminated and the vault of the heavens ablaze with the reflection. At the hour mentioned Mr. Geo. Hawley, driver, sitting on his engine, saw a puff of blaze in the carpenter shop and instantly gave the alarm with his whistle. Mr. Thos. Rigby at the engine in the shops caught the signal and hurled its potent and well-trained voice into the air. Then the bells up town repeated the fiery refrain. Every railroader knew well the portent of the sounds, and, dropping his occupation, sped along the lurid path of duty. Early on the spot was Capt. John Rigby, of the shops' brigade, and in methodic haste he got his panting team into shape with a couple of streams. Meanwhile the Ocean Waves turned out in what could be called glorious array. Every man was at his appointed place. Unfortunately the hour was destitute of horses for the engine, so that the men were compelled to buckle the harness of endeavor on themselves and haul the giant mass of iron and steel through the rain-soaked, unlighted streets to the McLaren yard, whence, in the briefest spell, they issued two powerful streams. The carpenter shop consumed briskly. It was but a few yards from the main shops, and to save these was the almost superhuman aim of the men. Against the noble effort also was the wind, which blew from the south directly upon these buildings, and which carried not only intense heat, but a sky full of sparks. However, while the two brigades fought with water others pulled away the inflammable material connecting. One of the most thrilling scenes was the entrance of the shunter into the burning area, coupling to a locomotive whose cab was burning briskly, and hauling it and several cars out of the jaws of destruction. Before this event many cars were taken out of the danger lines and put into secure sidings. Every man did something of vital importance, on the ground or on the tops of the buildings with pails of water. The carpenter shop with its wealth of men's and the company's tools, soon became a mass of charred cinders, not a single tool-chest was saved. As its life was dying, it gave birth to a new fire in the lumber storehouse, and this was quickly a hot centre, its supplies of prepared car top roofing and oak timber going up in smoke, except what the men were able previously to snatch out. In all four streams were employed, and it was well upon midnight before there was full relaxation. The water supply was abundant till 10:30. Mr. Welsh was not at the pump house at the alarm, but he hurried to his task and kept pumping all the lifelong night. There are several tanks on the grounds connected with each other, and as all were full, the supply was inexhaustible practically. Both Mr. Elliot and Mr. Fulton were away from town, but Mr. Dixon was there all alert, energized for the epoch, the man for the emergency. Mr. Begley was also here and there and all over, aiding brilliantly by precept and example. The hills on the east side, the platforms, the piles of timbers and the passenger coaches made fine observation points, and were all crowded. The stores in town went shut with a click when it was known the shops were on fire. The end of the coal chute was on fire several times. The new shops were not touched; indeed were not in danger a single moment, though one can scarcely imagine how far north the fire would have torn its way had the old main buildings caught. It is possible the freight shed might have been involved. No one can say what started the fire. Mr. Hurdis and his family was sitting nearby on the grass, and he agrees with Mr. Hawley that there was an explosion and the whole carpenter shop was on fire. It was very likely, however, to have been a spark from a locomotive. The greatest sympathy is felt for the carpenters who lost their outfits. Among them we can recall are Messrs. John Willis, foreman, Robert McLenahan, Alex. McLaren, James Jackson, James Nolan and Thos. Carson. One Carpenter got home from work just as the alarm sounded. Two box cars just completed were in the shop and were lost. Had the new shops not been underway citizens would have viewed the fire with the deeper concern. Mr. MacMillan was cut in the head by flying boards at the storehouse. The doctors inserted two stitches. The whole fire was beautifully managed. There wasn't a hitch. The rain of the day was a valuable help. The loss to the company would be less probably than \$2,000.

30/07/1897 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine*

Jamieson, the man accused of attempting to wreck a C.P.R. train near McAlpine's Corners, has been acquitted by His Honor Judge O'Brian. Jamieson admitted having seen the obstruction but denied having placed it there.

30/07/1897 *Renfrew Mercury* *New York Central* *Cornwall*

Cornwall, July 23. - The contract for the building of the Ottawa and New York railway from Cornwall to Ottawa, about 52 miles, and the link on the American side of the river which, with the Northern New York railway already built, will complete the connection with the Delaware and Hudson company and give a short through line from Ottawa to the American metropolis, has been let to a strong construction company, which will begin work as soon as the work is formally located.

Two parties of engineers have been at work from both ends of the line and have nearly completed their survey. The contract calls for the completion of the line between Cornwall and Ottawa within ninety days from the time of breaking ground. The scheme includes the bridges across the St. Lawrence from the main shore, a short distance above the town of Cornwall, to Massena Point, the New York state, crossing the main line of the river to Cornwall Island, thence across the south channel to the American shore.

01/08/1897 *The Record, Chesterville* *New York Central* *Berwick*

Berwick (too late for last week)

The railway magnates have taken possession of our hamlet and a thriving railway town is soon to be the result.

At last our turn has come and we are to have a station on the New York and Ottawa Railway. All things come to those who wait. The Duke of Argyle will be painted over the door and our village will merge into the new life under the new name. We are the people and our neighbors must take off their hats to us.

03/08/1897 *Ottawa Journal* *Renfrew* *Goshen*

## THIRTEEN CARS DITCHED

Accident to an East Bound Freight on the ).A. & P.S.

A train of 13 cars was ditched on the line of the O. A. and P. S. on Saturday afternoon last.

The accident occurred at Goshen station about 2 p. m. A freight train was coming east and at Goshen station either ran into an open switch or the rails spread.

The engine remained on the track and also the van. The tender and 13 cars were thrown from the track into the ditch, and considerably damaged. The cars were empty and did not sustain as much damage as otherwise.

The wrecking train was sent out from Ottawa and cleared the track in a short time. The express trains up and down were considerably delayed by the accident.

None of the trainmen left the train, and were in no way injured.

The above was repeated verbatim in the Journal for 4 August 1897.

A train of 13 cars was ditched on the O.A. & P.S. on Saturday afternoon last. The accident occurred at Goshen station around 2 p.m. A freight train was coming east at Goshen and either ran into an open switch or the rails spread. The engine remained on the track and also the van. The tender and thirteen cars were thrown from the track into the ditch and were considerably damaged. The cars were empty and did not sustain as much damage as otherwise. The wrecking train was sent out from Ottawa and cleared the track in a short time. The express trains up and down were considerably delayed by the accident. None of the trainmen left the train and were in no way injured.

04/08/1897 *Ottawa Free Press* *Locksley*

The proposed line from Pembroke to Golden Lake on the Parry Sound railroad will be an easy one to construct according to Engineer Mountain. The land through which it runs is all good for farming, and a number of Germans are already settled thereon.

04/08/1897 *The Record, Chesterville* *Chalk River* *Carleton Place*

Fire broke out in the CPR workshops in Carleton Place last Friday night at 8.30. The building, which was occupied as a carpenter shop, with all the tools, and also containing a large quantity of dry lumber, was consumed. One end of the coal shed, was almost destroyed.

05/08/1897 *The Equity, Shawville* *Portage du Fort and Bristol Branch*

An engineer of the Quebec Government arrived here on Tuesday evening for the purpose of making an inspection of the route of the proposed line of railway between here and Portage du Fort, in order to afford the government information as to its feasibility. It is stated the P.D.F. people will make a vigorous effort to push this road through without delay.

08/08/1897 *Almonte Gazette* *Lanark County Electric* *Carleton Place*

Carleton Place will have a public meeting to discuss the proposed electric railway from Lanark to Carleton Place. One or two of the town fathers say the scheme will not amount to shucks.

08/08/1897 *Almonte Gazette* *Chalk River* *Carleton Place*

The C.P.R. Co.'s loss by the fire at Carleton Place last week amounted to \$7,200 and the loss of the men's tools would bring the total to \$8,000.

08/08/1897 *Almonte Gazette* *Renfrew* *Goshen*

On the Parry Sound R.R. track near Goshen on Sunday 13 cars were derailed, but no serious damage resulted, though the train was running at a lively gait at the time.

09/08/1897 *Ottawa Free Press* *Pontiac Pacific Junction*

The provincial government engineers were at Portage du Fort on Friday and Saturday last week looking over the proposed route of the railway from Portage du Fort to Shawville. The project has been taken up by local capitalists with considerable enthusiasm, a great many of the leading citizens of both Portage du Fort and Shawville subscribing for the stock. The line will only be twelve miles long but it is felt necessary to connect Portage du Fort with the outside world and give the town a chance to live.

10/08/1897 *Ottawa Citizen* *Locksley*

It is reported, says the Eganville Enterprise, that the engineers of the Pembroke Southern Ry. will find it very difficult to get a passable route over the mountain at Black Creek. The men who have been prospecting a route from Killaloe to Pembroke have returned and claim to have found a perfectly practicable route, and that though the distance by it from Killaloe to Pembroke would be two miles longer than from Pembroke to Golden Lake, yet the cost of building the line would be less as they would have fewer difficulties to contend with.

11/08/1897 *Ottawa Citizen* *Ottawa Electric*

A decorated car will be sent by the Experimental Farm officials to take part in the Labor Day parade.

11/08/1897 *Lanark Era* *Lanark County Electric* *Carleton Place*

A public meeting will be held in the opera hall, Carleton Place, tomorrow evening for the purpose of considering the proposed Lanark electric railway. An invitation has been extended to our Reeve to take down a deputation and a number of our citizen will probably attend.

11/08/1897 *The Record, Chesterville* *New York Central* *Cornwall*

Hiram H. Calvin, ex-MP. and head of the Calvin Company has entered his objection with the US Secretary of War against the construction of a bridge across the St. Lawrence River at Cornwall. He wants the bridge to be 60 feet high instead of 35 above water, and spans should be four hundred feet, in both these cases, the same as the Lachine and Victoria bridges. The four hundred feet space would give timber rafts, which are not easily controlled, some lee way. M. Calvin said the spans of the C.A.R. bridge at Coteau were a hundred and sixty feet and his company had lost hundreds of thousands of dollars through the bridge in the few years since it had been built.

12/08/1897 *Ottawa Journal* *Hull Electric* *Deschenes*

J.T. Whelan Jr., of Aylmer, conductor on the Hull-Aylmer Electric Railway was fatally injured at Deschene this morning. He was sitting on the rear end of a shunting electric car when he lost his balance and fell off. The car passed over one of his legs at the knee, crushing it in a terrible manner. -- had only been at work for a week. More. Funeral the following Tuesday was well attended by OER and HER employees.

Similar account in the Citizen for 13 August 1897. Car was No.8. Account in Ottawa Free Press, 12 August 1897 - -- Conductor Whalen was backing the car into the shops at Deschenes, he was walking backwards behind the car, watching that the trolley pole did not fly off. The car had almost reached the shed when Whalen stumbled over a sleeper and fell. The car went over his leg crushing it to jelly.-- A later report says he fell from the car just as it was backing into the shed.

13/08/1897 *Ottawa Free Press* *Ottawa Terminal*

Big purchase by C.P.R. of land. Not likely to come into Union depot.--

13/08/1897 *Ottawa Free Press* *Carleton Place* *Britannia*

A number of city youths summering at Britannia were charged before County Magistrate Smith this morning with assaulting the station agent on a recent occasion. It seems the boys were in the station waiting for the 10.33 p.m. train from Ottawa and were ordered out by the agent. Hot words were followed by blows and the magistrate settled it by fining one defendant and dismissing the charges against the two others.

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.

13/08/1897 *Brockville Recorder**Chalk River**Carleton Place*

The C.P.R. Co's. loss by fire at Carleton Place last week amounted to \$7,200 and the loss of the men's tools would bring the total up to \$8,000.

17/08/1897 *Ottawa Free Press**New York Central*

Cornwall. The promoters of the New York and Ottawa Railway and their staff of engineers are busy night and day preparing for the opening of work on the new line which is to connect the political capital of Canada with the commercial metropolis of the United States, crossing the river by a steel bridge at this point. The first sod has not yet been turned, but arrangements are being made in regard to the right of way which indicate the speedy commencement of construction of both road and bridge. Mr. George W. Parker, of St. Louis, Mo., president of the New York and Ottawa Company, which has undertaken the construction of the road and bridge, stated today that neither men nor money would be spared in an effort to complete the enterprise this fall. Contracts for the work have been let as follows: Grading, Peppard & Balch, Minneapolis, Minn.; Rails, Johnston & Co., Johnstown, Pa.; masonry for bridges, Soovsmith & Co., New York; iron work on bridge, Phoenix Construction Company. The contract for the bridge requires that it be ready for construction trains on November 15 and for general traffic on January 1, 1898.

18/08/1897 *Lanark Era**Hull Electric*

Mr. J.T. Whalen, jr., of Aykmer, aged 24, a conductor on the Hull & Aylmer Electric Railway, was fatally injured at Deschene on Thursday morning. He was sitting on the rear end of a shunting electric car, which was running backwards, when he lost his balance and fell off. The car passed over one of his legs crushing it in a terrific manner. He was taken to Aylmer and chloroformed while the leg was amputated. Whalen died under the influence of chloroform.

18/08/1897 *Lanark Era**Lanark County Electric*

#### THE ELECTRIC RAILWAY

The meeting in Carleton Place on Thursday evening, at which railway connection with this place was discussed, has again caused the hopes to rise, though they were badly shattered some few weeks ago by the refusal of Perth to renew the bonus which they had previously granted. But perhaps it was fortunate. The benefits that would result to this town from railway connections were carefully set forth in this paper at the time when it was thought that the electric road to Perth would materialize. Should the line be run to Carleton Place, the results would be more beneficial to our town, in that Carleton place, being a junction town, affords shipping facilities greatly superior to those of Perth, besides being more convenient to the traveling public and giving us a much better mail service. That the road would also benefit Carleton Place, no one who has any idea of the volume of trade done here, to say nothing of the trade which would be created by the road itself, would doubt for an instant. Mr. Fowler, manager of the enterprise, will be given an opportunity to lay the matter before the C.P. Council, and should that body be favorable to the proposal it will be thoroughly discussed at a public meeting, in which case they can rely upon ready assistance from this place.

18/08/1897 *Lanark Era**Lanark County Electric*

#### Railway Meeting.

The public meeting in Carleton Place on Thursday evening for the purpose of discussing the advisability of granting aid to an electric road to Lanark, was attended by all the leading business men of that town, and was presided over by Mayor Edwards. Mr. Fowler was first called to the platform to lay (lie) scheme before the people, which he did in a very business like manner. Mr. Peter Grant was the next speaker, and although entirely disinterested, he was heartily in favor of the road, which he thought would be of great benefit to the town. He thought the town would be doing the right thing in granting a bonus to this road. Reeve Stead and Mr. Thos. Wilson represented this place and expressed their views on the road. Several other speakers took part and the meeting took the form of a general discussion, questions being asked and answered. It was then moved by Mr. J. S. Murphy, seconded by Mr. Munro, that Mr. Fowler lay the scheme formally before the Council and it the council considered it favorably, to call a public meeting for the further consideration of the scheme. The motion was carried unanimously and the meeting broke up with general good feeling in favor of the road. We hope that this good feeling may continue to grow until the road is an accomplished fact.

20/08/1897 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

A correspondent in Plantagenet writes "The rails on the new Montreal and Ottawa line are laid up to the new station at the pitch off but until the completion of the bridge over the Nation river regular trains are not expected to run. The distance from Alfred to Plantagenet station is about four miles and the question now agitating the minds of the people is this If it has taken until the middle of August to partially build this length such a short distance, how long will it take to reach the city of Ottawa about 35 miles further west, if construction is carried on in this leisurely manner.

20/08/1897 *Almonte Gazette**Pontiac Pacific Junction**Bryson*

The Pontiac and Pacific Junction Railroad was to have been sold by sherriff's sale at Bryson last week to satisfy a judgment for wages, but was settled by the railroad company prior to sale. The amount in question is about \$150, and law costs nearly four times as much.

20/08/1897 *Eastern Ontario Review**Montreal and Ottawa**Ottawa*

The Canadian Pacific railway is reported to be making arrangements for the erection of a station in the centre of the city of Ottawa.

23/08/1897 *Ottawa Journal**Maniwaki**Wakefield*

When the engine of the morning train on the O. & G. was coming out of the sheds at Gracefield, this morning, it ran off the track. The train was, in consequence, delayed 4 or 5 hours. A number of summer residents on this line, who could possibly do so, drove into the city this morning in busses.

23/08/1897 *Ottawa Journal**Hull Electric*

The Hull Electric Company has got a new freight engine of 320 horse power. It has two trolleys and is driven by four 80 horse power electric motors. It has a pilot at each end and, as well, two passage ways from which the trolleys may be manipulated in perfect safety. Also in Shawville Equity, August 26.

Work will be commenced today on the first section south of Ottawa on the New York and Ottawa railway. The section will be built by McNaughton and Broder, it commences at Ramsay's Corners, Hawthorne and extends southwards for five miles. The contractors will leave this morning with a gang of men to undertake the work. Mr. McNaughton informed the Citizen yesterday that his firm would lose no time in completing their section. They intended pushing the work as fast as possible. The next five mile section southwards has been sublet by the contractors in chief, Messrs. Balch & Peppard of Minneapolis, to Sims of this city. Other contractors to who contracts have been sub-let are ex-Ald Starrs, D.R. McDonald of Williamstown, W. Heald, Breen & Butler of St. Catharines and T.D. Carrol of Thorold. Mr. L.T. Motley of Minneapolis will superintend the work of construction on behalf of the contractors. For some days past Mr. Motley has been going over the route. He leaves today to look after some work in connection with the railway to the south of the line.

Contractors McNaughton and Broder started today on their section of the Ottawa and New York railway, their contract extending five miles south of Ramsay's Corners in Hawthorne township. The next five mile section will be built by R. Sims of Ottawa, and other sections are to be let to Messrs. D.R. MacDonald, of Williamstown; Heald, Breen and Butler, of St. Catharines; T.D. Carrol of Thorold, and ex-Ald. Starrs of Ottawa. The work will go right ahead.

A striking example of benevolence was seen in Kingston on Friday. From two o'clock in the afternoon until 10 o'clock in the evening the fare boxes on the electric street railway were in the hands of young ladies, Mr. D. Fulger, with his goodness of heart, placed the cars at the disposal of the nurses of the hospitals to raise money for a fund in aid of building a nurses' home. The young men in blue coats and brass buttons were replaced by young ladies in snow white uniform, trimmed with red and a red cross on the right arm. The services of the conductors were not altogether done away with. This official looked after the "fishing pole" and did other little duties, such as collecting the fare where the ladies could not conveniently go after it. The ladies received a silver harvest, as the company agreed to give them all the silver coin put into the fare boxes.

A beautiful car, lettered "Saint John Railway", and numbered 43, was run through the streets yesterday. It had just been turned out of the Ottawa shops, and was much admired.

The New York and Ottawa Railway will enter the city on the tracks of the O.A. & P.S. railway and in all probability will utilize the Central station. A party well informed with the doings of the company stated to the Citizen yesterday that arrangements will shortly be made with the O.A. & P.S. Railway Company, the lessees of the property along the canal bank, to use that approach into the city. There was little doubt but that satisfactory terms would be agreed upon.

## TERMS OF THE LEASE

The grounds on which the new railway will seek the use of the station and the route in question, said the Citizen's informant, are in the lease of the land by the Crown to the O.A. & P.S. Railway Company, which stipulate that the lessees shall at all times during the term of the lease permit any railway company wishing to avail itself of the said lands as an approach to the Central station, to use the said lands and station upon reasonable terms and conditions, to be determined, if necessary, by the Railway Committee of the Privy Council.

The plans filed in the Railway Department shows that the new line will join the C.A.R. or O.A. & P.S. tracks about a mile east of the Rideau river.

'Tis Now The O. & N.Y. Line that are Making Besserer St. Property Purchases.

Rumors are still being circulated and discussion is rife as to who the purchaser of the Besserer street property is. No one seems to know definitely who are at the bottom of the scheme.

A Journal reporter called upon a prominent railroad man today to get some information of a definitive nature. This gentleman stated that in his opinion the Ottawa and New York Railway would eventually be found to be the purchasers. He gave as his reasons for this the fact that the construction of this road is now under way and that there is determination on the part of this company to enter the Capital and, if possible, near the Central depot.

He said that he knew for a fact that Mr. Hibbard of the O. & N.Y. had been in conversation with the officials of the O.A. & P.S. relative to the entrance of his road into Ottawa.

Must let them do it.

The Journal's informant further stated that the O.A. & P.S. Company were obliged according to their lease of the government property along the canal to allow roads to enter over their lines for a reasonable consideration. The property that is leased from the government extends only as far as Deep Cut. The tracks from that out are the property of the O.A. and P.S. and the C.A.R., and unless they feel inclined, no company can force an entrance over this portion of the road. If the O. and N.Y. do not get over this nearly two miles of track owned by the O.A. & P.S. it will mean a very heavy extra outlay to bridge the Rideau river and buy their way in. The gentleman who was speaking could not say but he thought that the O.A. & P.S. officials would not be any too willing to grant the use of these two miles of tracks without receiving a handsome rental in return. For the tracks on the government property, he believed no very serious trouble would be met by the Ottawa and New York or any other company in getting an entrance.

The construction of the P. & P. J. line from Aylmer to Hull is to go ahead without delay, so reports Engineer Dunn, who passed up the line Thursday.

Ground will be broken on the Ottawa and New York Railway on Monday next. T.D. Carroll of Thorold, has secured a sub-contract for grading eight miles at South Finch and is advertising for men and teams to commence work on Monday. Messrs. Breen and Butler, of St. Catharines, have been awarded the sub-contract for five miles north from Cornwall Centre. Other contracts will probably be let and the work will be rushed through with all probably [sic] dispatch.

Mr. J.T. Whelan, a conductor on the Hull & Aylmer Electric Railway, was fatally injured at Deschenes.

The surveying party which has been engaged in locating the line for the Cornwall and Ottawa railway in this district for some time past has just broken up, the head engineer, Mr. McGonigal going to Chrysler, Mr. Phillips and his party going to Duncanville, and Mr. Mechem and his party remain here to complete the work.

Last Thursday while a P. & P.J. train was coming down from Bryson it nearly ran down three deer just east of Clarke's station. One of the deer tried to jump through a barbed wire fence and was caught in the wire. An effort was made to capture it but the animal escaped.

The plans of the New York and Ottawa railway from the southern boundary of Carleton county to the C.A.R. tracks just outside the city have been filed in the county registry office, so that the lands required for that section can be expropriated after ten day's notice.

Cornwall, August 30 - Work has begun all along the line of the Ottawa and New York Railway between Ottawa and Cornwall. For the most part the country is favorable to speedy railroad building, and the sub-contractors for the grading have been limited to forty-five days. It is likely the rails will be laid on some sections before that.

The opposition to the bridge across the south channel appears to have been abandoned and the work will go on as per original plans with slight modifications. There will be no swing in the bridge over the south channel. This bridge, which is of a kind known as a Pratt truss, will be build first and work on the piers commenced today. There will be three spans of 370 feet each and a height of 37 1-2 feet above high water mark. The bridge over the north channel will be a cantilever with a swing over the canal. The height of the main bridge will be 60 feet above high water with a span of 420 feet across the channel and two cantilevers of 210 feet each. The swing across the canal will be 240 feet and 37 feet above the water. To obviate the necessity of mooring scows and derricks in the swift water of the north or steamboat channel, an ingenious plan has been adopted. Two high towers will be constructed, one on the north shore and one on Cornwall island. A cable will be attached between the towers and the stone and other materials for the piers will be swung out on this cable. On the whole it looks as if the bridge and the road were to be rushed to an early completion.

The Hull Electric company has just bought an electric engine of 320 horsepower. It has two trolleys and is driven by four 80 horse power motors. It has a pilot at each end as well as two passage ways from which the trolleys may be manipulated with perfect safety.

Certain purchases of real estate made within the last few days, disclose the proposed route by which the Canadian Pacific Railway short line from Montreal will enter Ottawa.

Considerable has been heard of the activity of the Ottawa and Cornwall road in "spigoting" a route, and registering plans, etc. Meanwhile the C.P.R. has not been sleeping, and during the latter part of last week representatives of the company bought the right of way through the very land surveyed as the route for the Ottawa and Cornwall road.

This latter company had decided on a route parallel with the Canada Atlantic from a certain distance outside the city, and recently registered their plans preparatory to giving the usual ten days notice preceding expropriation. The route being the only feasible one in the territory mentioned, the C.P.R. authorities evidently came to the conclusion that they were about to get left and decided on a scheme which somewhat takes the wind out of the sails of the opposition line. Expropriation being out of the question owing to the start gained by the Ottawa and Cornwall road, the C.P.R. authorities set their purchasing agent at work and today the company owns the route entered at the registry office by the other company. It was a master stroke of policy and came pretty high, but the route had to be secured and it was paid for. Very quietly was the scheme worked and the agent was evidently instructed to pay the price demanded.

A Free Press reporter visited the scene of the rivalry yesterday and learned that as high as \$180 an acre had been paid for the farm lands in question. The line will enter Ottawa from Eastmans Springs parallel with the Canada Atlantic as hinted at by the Free Press a few days ago. The mystery at that time was as to which route would be taken on approaching the entrance to the city. Several schemes were guessed at such as running over the Canada Atlantic tracks or coming in by the St. Lawrence and Ottawa branch. The company will, however, build an independent line right through and enter the station to be erected on a block of land facing on Besserer street and recently purchased.

A reporter strolled out to Hurdman's Bridge yesterday to inspect the route proposed for the Ottawa and Cornwall road, and was surprised to learn that the C.P.R. owned the land. The right of way has evidently been negotiated for right in to the city. The road will run side by side with the Canada Atlantic from a distance considerably beyond Hurdman's Bridge. Among the properties negotiated for in the last few days in the vicinity of Hurdman's Bridge was that of Mr. Cyr. From this property the line will cross the Whillan farm, on through Hickey's, Major's, MacMahon's the Sheppard and Morse lumber yards, and thence through George Hurdman's which brings the line to the cluster of houses, or hamlet at Hurdman's Bridge. Crossing the road, the line will pass through Mrs. Ed. Gibson's property, which brings it to the Rideau river. Crossing the river, it will enter land formerly belonging to the Kealey' but now owned by the toll gate company. From thence it crossed the property belonging to T.W. McDermott and Dr. Robinson, and on through the Stewart property which brings it to the head of deep cut. From this point the road will have to run in over the tracks on the canal bank, a privilege reserved for other roads at the time the Canada Atlantic was given right of way over this territory by the government. The route proposed is right close to the Canada Atlantic track.

From what can be gathered it is surmised that the Ottawa and Cornwall company had agents at work trying to negotiate for the proposed right of way. The prices were likely considered exorbitant if the registration of plans with a view of expropriation means anything. The people at Hurdman's Bridge say that the purchasing for the C.P.R. was done by Mr. Morrow.

The action of the C.P.R. will upset the plans of the other road somewhat, and it will be interesting to watch subsequent developments. It would be an easy matter to secure another route parallel with the C.P.R. up to the Rideau river, but after passing that point there is no room left on the south side of the waggon road. The strip of land covered by bush and owned by Mr. Archie Stewart, lying next to the Canada Atlantic track at the "Y" in Archville is too narrow for both roads. The Ottawa and Cornwall line might manage for a route on the north side of the waggon road leading to Hurdman's Bridge, but it would not be as suitable as the other route. What will likely happen is an appeal to the railway committee of the privy council asking that the C.P.R. be compelled to allow them entrance to the city over their tracks.

No matter in which way it is arranged, the fact is patent that Ottawa is rapidly becoming an important railway centre. The C.P.R. authorities are considering schemes for big extensions and will contest every inch of the way with rival roads.

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 id 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.

Long account of a meeting in Carleton Place page 1 column 5

Pembroke. Work on the fine new C.P.R. station here is progressing rapidly. When completed, the new building will be commodious, handsome and well appointed, and more in keeping with this, the most progressive town in the Ottawa valley.

Special celebration to greet Sir Wilfred Laurier on his homecoming. He arrived over the CPR at the Union depot.

The construction of the Ottawa - New York railway will be commenced Monday (6/9).

*03/09/1897 Cornwall Freeholder New York Central*

Railway Notes - Something like sharp practise has been undertaken by the Canadian Pacific Railway in regard to the right of way into the city of Ottawa. The engineers of the Cornwall route surveyed a line which paralleled the Canada Atlantic for some miles, and which gave the only practicable entrance into the city. The owners of the property along the line were higher in their figures than the Cornwall people thought the land was worth, so the plan of location was registered to put the company in a position to expropriate the land. In the meantime, according to the Ottawa Free Press, the Canadian Pacific people, who are looking for an entrance for their Montreal short line, set their purchasing agent to work and bought up the land covered by the Cornwall plan, at the prices asked by the owners, in some cases as high as \$180 an acre for the farm land. It is not likely that any such proceedings would be tolerated should the matter come before Privy Council. The filing of the plan by the O. & N. Y. Co. entitles them to expropriate against anybody, even against the CPR, but it is not likely that any trouble will arise. Mr. Parker, President of the N. Y. & O. Co. informs us that he had a conference with Sir William Van Horne this week, and they agreed to use the same track into the capital, which company would build it being a subsequent arrangement.

*03/09/1897 Ottawa Citizen New York Central*

Rumor has it that the New York and Ottawa Railway does not propose to make Ottawa the terminus of their line in Canada. A gentleman who is regarded as being well posted in what is going on in railway circles informed the Citizen yesterday that he had reason to believe that negotiations were in progress for the purchase by that company of the C.P.R. branch between Renfrew and Eganville. The inference drawn in view of these negotiations is that the New York and Ottawa Company propose to extend their line westward, not only as far as Eganville, but clear through to Parry Sound, and thus compete with the O.A. & P.S. railway for the trade of the Georgian Bay district. What seems to give credence to this rumor is the large expenditure being made by the new line in building a costly bridge at Cornwall to enter Canada. It is not thought that the company would make such an outlay for the purpose of merely running its trains to this city.

*05/09/1897 Renfrew Mercury Locksley Pembroke*

On Monday of last week the directors of the Pembroke Southern Railway Company met and elected the following as the officers of the Company:- President, Mr. Thos. Hale; Vice-President, Mr. Thos. Murray; Secretary, Mr. J.A. Thibodeau; Treasurer, Mr. C. Chapman; Solicitor, Mr. J.G. Forgie. - Standard.

*06/09/1897 Ottawa Citizen New York Central*

Messrs. Mohr & Ryan of Killaloe have received the contract for the furnishing a quantity of culvert timber for the New York and Ottawa Railway.

*06/09/1897 Ottawa Citizen New York Central*

Work on the Ottawa and New York railway is progressing rapidly, the fine weather last week being very much in the contractor's favor. The contractors for the bridge over the St. Lawrence have a large quantity of material on the ground ready to commence building operations and will have a big force of men at work within a few days.

*06/09/1897 Ottawa Citizen Renfrew Depot Harbour*

MR. TOMILSON'S CONTRACT (should be Tomlinson)

Mr. Tomilson, the well known contractor of this city, has received the contract for rebuilding the hotel at Depot Harbor, destroyed by fire during the summer. The building is to be a plain structure of three stories and will be used as a boarding house by the train men and officials in charge of the works at the Harbor.

*07/09/1897 Ottawa Journal Locksley*

The survey of the Pembroke Southern Railway Company is almost completed and the contractors may yet be put to work this fall and a portion of the road completed. It is said negotiations are on for the purpose of inducing the Bancroft and Irondale Railway to extend their line to Golden Lake, thus giving Pembroke an almost direct connection with Toronto.

*08/09/1897 Lanark Era Renfrew Arnprior*

The O.A. & P.S. railway were on Wednesday last served an injunction restraining them from carrying over 27,000 railway ties, now at Arnprior, into the united States. There is a dispute about the ties between Hebrum Harrisa and the Rideau Lumber Company. The O.A. & P.S. will not carry the ties until the dispute is settled.

*08/09/1897 Ottawa Citizen Pontiac Pacific Junction*

A large excursion will be run to the city today from the Pontiac county on the P. & P.J. railway. The visitors will be conveyed to the Experimental Farm where they will be given luncheon and shown around by the professors.

*08/09/1897 Lanark Era Lanark County Electric*

Picnic at Boyds.

The Harvest Home picnic at St Johns, church Innisville, in Boyd's Settlement, on Wednesday last was highly successful in every way. The beautiful weather, together with the expectations of a pleasant afternoon, drew out a large crowd. Addresses were given by Mr. W. C. Caldwell and Doctor Preston, and several choice selections were rendered by the choir. The picnic was of interest to our citizens from the fact that there was a meeting of the Carleton Place and Lanark railway committees. The committees met and discussed many matters in connection with the proposed railway. In order that neither towns might be at any unnecessary expense the committee thought it advisable to demand the company to place on deposit \$1000, which, in case the bonuses are granted and the road not completed within one year from the time of granting the same, will be forfeited for the benefit of Carleton Place and Lanark. The proposition is a very reasonable one and a safeguard to the treasury of the towns, but at the same time it should be accepted by the Company without a moments hesitation if they really mean business. Further action will depend on Mr. Fowler's answer to this proposition.

*08/09/1897 Lanark Era New York Central Cornwall*

The first sod in the Ottawa & New York Railway has been turned near Cornwall.

*09/09/1897 Ottawa Citizen Pontiac Pacific Junction*

It is the unanimous wish of our citizens, say the Quyon Times, that the Hull Electric Company would buy out the old P. & P.J. R.R. and run it into the village. If such could be accomplished the citizens of Ottawa would enjoy one of the finest trips in the Dominion.

*09/09/1897 Ottawa Free Press Pontiac Pacific Junction*

Letter read at Hull council meeting.

Gentlemen. Referring to the communication of our companies to your council, dated April 19th last, and to the reply thereto of your council, wherein it states that owing to the peculiar situation in which the city of Hull is placed towards the owners of the right of way asked for, it is deemed better that our companies ask from the city a subsidy sufficient to acquire the right of way asked for, to be either paid in cash or bonds of the city - after receiving the above communication, our engineer, Dunn, has made an exhaustive examination of the situation, and has estimated the right of way required by our companies in your city for main line, sidings, branches, with extension to the wharf on to the Ottawa river, together with all of the land required for workshops, shunting grounds, etc. at \$31,772. Although Mr. Dunn claims he has made a very close estimation our companies conclude that if the city vote \$50,000 to apply on payments for the right of way, that will carry out the provisions of the letter of April 19th last.

Signed H.J. Beemer.

The letter was referred to the finance committee.

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.

09/09/1897 *Ottawa Journal* *Maniwaki*

Mr. Beemer wants \$50,000.

The Hull council now has a definite proposal before it in regard to the P.&P.J. workshops.

Mr. Beemer, president of the Gatineau Valley and Pontiac Pacific Junction Railways, has written a letter to the council asking a bonus of \$50,000 for his proposed railway through Hull. The estimated cost of the right of way, Mr. Beemer states, for main lines, sidings, branches with extensions to a wharf on the Ottawa river, together with all the land required for work shops, shunting grounds etc. is \$51,772. Mr. Beemer states however, that if \$50,000 are granted by the council the building of the railway shall be fully carried out. It is likely that at the next meeting of the Hull city council the matter will be considered.

10/09/1897 *Almonte Gazette* *Chalk River* *Pembroke*

The C.P.R. Co. Are building a new station at Pembroke.

10/09/1897 *Renfrew Mercury* *Locksley*

Pembroke. Mr. Russell and his staff are now within six miles of the town with their survey of the Pembroke Southern Railway, and it is expected that the survey will be completed this week. Standard.

10/09/1897 *Almonte Gazette* *Lanark County Electric* *Carleton Place*

A petition is being circulated in Carleton Place, asking the council to submit a bylaw to grant a bonus of \$15,000 to the proposed Carleton Place and Lanark Electric Railway.

10/09/1897 *Renfrew Mercury* *Belleville* *Perth car shop*

Eight of the nine new machines ordered for the C.P.R. car shops are in place; the ninth, a steam hammer, will follow shortly. Two gangs of men are now at work, the night shift working till 12 o'clock midnight. When the new machines are all and arrangements with the hands made to suit it is expected that ten box cars per day will be turned out - five cars on each of the two tracks. The shops are a hive of workers. - Courier.

10/09/1897 *Ottawa Citizen* *Renfrew* *Ottawa East*

Work on the construction of the C.A.R. Company's roundhouse at Ottawa East will likely be commenced in the course of a few days. The company also intend erecting some freight sheds on the east side of the canal basin.

Also reported in the Ottawa Free Press, same date. - will accommodate about thirty engines.--

10/09/1897 *Brockville Recorder* *Westport*

Last week's special train over the B. & W. Railway brought into town 1,608 boxes of cheese. During the week 1,961 boxes of cheese came in over the road, most of them for cold storage.

10/09/1897 *Almonte Gazette* *Belleville* *Perth*

The Perth Expositor says Mr. Apps, master car builder of the C.P.R., has given a contract to a Detroit firm to build a number of cars. The Canadian companies and the company's own shops cannot turn them out fast enough to supply the demand.

11/09/1897 *Ottawa Citizen* *Renfrew* *Ottawa East*

Work on a new roundhouse for the Ottawa, Arnprior and Parry Sound Railway was commenced at the "Y" in Ottawa East yesterday. The building will be of stone brick and iron.

11/09/1897 *Ottawa Free Press* *New York Central*

Messrs. Ahearn and Soper have secured another big contract. It is for the new telegraph line on the New York and Ottawa road from Ottawa to Moira, N.Y. It will include a cable across the river St. Lawrence. It will be a double circuit line and is to be built on C.P.R. specifications. The line will be in operation as soon as the road is finished.

11/09/1897 *Ottawa Journal* *Renfrew* *Ottawa East*

Work is now progressing on the new round house of the C.A.R. at the "Y".

11/09/1897 *Ottawa Journal* *Ottawa Electric*

The E.B. Eddy Company's paper mills Nos. 2 and 3 were shut down today as the water power necessary to run them has been cut off. This is done so that the Ottawa Electric Company can commence building between Nos. 2 and 3 paper mills the new iron frame platform on which tracks are to be laid. It is intended to lay tracks from the present terminus of the Ottawa electric road, up between the two paper mills, out on to the Aylmer road, and into Eddy's warehouse. The Eddy Company's export goods may then be loaded on to the electric freight cars, conveyed direct to the C.A.R. and C.P. railway lines at the Chaudiere, and shipped away to their destinations. By this means the use of large drays and waggons previously employed for the purpose will be done away with.

The masonry work necessary to support the iron and steel girders for the platform is now completed and operations on the setting in the girders were commenced today. Three lines of track will be laid on the platform - one main line and two sidings. The Ottawa Electric Company will have between thirty and forty men engaged in building the steel platform structure and will have the work done in about a months time.

*13/09/1897 Ottawa Journal Pontiac Pacific Junction*

Some of the plant to be used in the construction of the P.P.J. Ry. line between Aylmer and Hull arrived in Aylmer the other day and the balance will likely be here in the course of the present week.

*13/09/1897 Ottawa Journal Ottawa Electric*

#### RUMOR IS FALSE

A rumor circulated through Aylmer to the effect that the Ottawa Electric Company would secure running powers over the P.P.J. when their line was extended to Hull, is said to be nonsense. Messrs. Ahearn and Soper ridiculed the idea when spoken to this morning and said there was not the slightest truth in it,

*13/09/1897 Ottawa Journal New York Central*

Cornwall. Work is progressing rapidly on the Ottawa and New York Railway and the indications are that another month will see all the grading done between Cornwall and Ottawa. Brennan and Foster have a large staff of men at work on Cornwall Island building the grade between the north and south bridges. D.R. MacDonald expects to have his ten miles of grading north from Chrysler completed next week with the exception of a large rock cut. A.R. McLennan expects to complete the grade between the end of the bridge and the G.T.R. next week.

Work on the bridge between the south channel between Cornwall island and the American shore is now in full swing. A very large staff of carpenters, stone cutters, quarrymen and laborers are employed by Soosmith and Co. of New York, who have the contract for the building of the masonry. The carpenters are busy at the head of Cornwall island building on the cribwork for the piers. Each crib is made of heavy pine timber. It is 16x62 feet and pointed at both ends. It will be floated downstream to the site of the pier, where it will be sunk and filled with concrete to within five feet of the surface of the water, at which point the masonry begins.

A very large quantity of the plant and machinery to be used in the construction of the bridge has arrived over the G.T.R. and C.E.S.R. and is being conveyed to Cornwall island by steamer. This plant, as well as a large quantity brought in by Peppard and Balch, chief contractors for the dump, comes from the United States. The duty has been paid on it, but a refund of 90 per cent, will be made when it is sent back after the road is completed.

A Site Chosen.

Today the railway purchased from Mrs. Sarah Smith for \$10,000 the property just west of the town on which the station will be built.

A large force of men are at work at St. Regis quarrying and dressing stone for the bridge. The contract calls for 200 cords of cut stone. A dock will be built and the stone carried in cars to the boats, which will convey it to the piers.

Mr. J. Sterling-Dean, chief engineer of the Phoenix Construction Co. of Phoenixville, Pa., which has the contract for the steel superstructure of the bridge, has arrived in town, accompanied by Mr. A.B. Milliken, who will be the practical man in charge of the steel work. A large portion of the bridge is nearly completed in the construction company's workshops, and all will be ready for shipment ere the piers are completed.

*14/09/1897 Ottawa Citizen New York Central*

As stated in the Citizen on Saturday, the work of building the New York and Ottawa line between Hogansburg, N.Y., and Ottawa is progressing rapidly and trains will likely be running into Ottawa by December.

There will be two bridges on the St. Lawrence, one from Cornwall to Cornwall Island and the other from the Island to Hogansburg.

The south bridge will be what is known as a Pratt truss. There will be three spans of 370 feet each and height of 37 feet above high water mark. The bridge over the north channel will be a cantilever, and a swing bridge over the canal. The height of the main bridge will be 60 feet above high water, and with a span of 420 feet across the cantilevers and two cantilevers of 210 feet each. The swing bridge will be 240 feet long and 37 feet above the canal. In the construction of the north bridge an ingenious plan will be adopted. Instead of derricks and to obviate the necessity of mooring scows in so swift a channel as exists in the main river at that point, a wire cable will be carried from the main land to the island from high towers. The stone and other material for the piers will be swung over on this cable. The machinery for the towers will arrive in a few days, when their construction will be undertaken. The two bridges will be connected by a line across the Island. 1 1/2(?) miles long, the south bridge being about a quarter of a mile further west than the north one.

The line crosses the Grand Trunk track almost one and a half miles west of Cornwall station.

The Northern New York Railway between Tupper Lake and Bombay, will be included in the new line to the metropolis. From Tupper Lake to North Creek, through the Adirondacks, a distance of about seventy miles, a new road will be built.

The stations between Cornwall and Ottawa will be Newington, South Finch, Chrysler [sic], and Russell.

*15/09/1897 Ottawa Journal Montreal and Ottawa*

Plans have been filed by the C.P.R. at the registry office of the county of Carleton. It is learned that the profiles show their line to run into Central station on the east side of the present C.A.R. tracks.

A Journal reporter today was unable to learn definitely that any of the other properties on Besserer street had been paid for. One gentleman assured the reporter that he expected his money in a few days.

Mr. Bigger, C.E. is busy today surveying on Little Sussex and Besserer streets and also around the canal basin. On being asked for whom he was doing the work he replied that the survey was being made for the government.

*15/09/1897 Ottawa Free Press Pontiac Pacific Junction*

The surveyors have almost completed the work of outlining the route between Aylmer and Tetreaultville for the proposed extension of the P. & P. J. railway to Hull. A large quantity of material is already on the grounds. Engineer Hibbard is at the head of the party of surveyors.

*15/09/1897 Kingston Daily News Havelock Sharbot Lake*

#### Accident At Sharbot Lake

A Locomotive and Four Cars Derailed - An Open Switch

Ottawa, Sept. 14.- he C.P.R. Toronto express, due here this morning at 5:50, did not arrive here until 1 p.m., having run into an open switch at Sharbot Lake at 6 a.m. The locomotive and four cars were derailed, but two coaches were pulled back on the rails. The switch had been opened to let out the K. & P. train, and not closed. The Toronto express was three hours late and the switchman cannot have known that, and imagined she had gone by. The engineer saw the switch open about forty or fifty feet away and put on the brakes; otherwise the accident would have been much more serious. A switch was built around the wreck and the train sent on. Among the passengers were Messrs. William German, M.P.P., A.W. Ross, ex-M.P., and John Shields, contractor.

O. & N.Y. The Purchasers.

It is the Ottawa and New York Railway Company that has made the purchase of the Besserer street properties. Mr. George Peabody, a wealthy banker and capitalist of New York, is the man who has paid the money. Mr. Peabody is one of the leading promoters of the O. and N. Y. Railway. The company have already paid out \$9,073 for properties in the vicinity of the canal basin.

Mr. Cardinal has had his \$8,073 for his property for some time past. On Tuesday last Mr. O'Neil was handed a cherub for \$1,000 for his property. Will Arbitrate.

The option on the building occupied by the Capital Warehousing Company expires today. It is understood that the railway company have decided not to purchase this property, but to get possession of it by expropriation and arbitration proceedings. A deposit of \$200 was made when the option was taken and this deposit the company will lose. The price put upon the property was \$9,500.

The options on the property of Mr. Woodland for \$20,000 and on that of Mrs. Toohey's for \$4,000 and on lots of the Slater estate for \$2,700 does not expire for some days yet, and whether these options will be taken by the company cannot be learned.

These facts were given to a Journal reporter today by one of the gentlemen whose property is being sought after. He vouches for the statement that Mr. Peabody made the purchases.

16/09/1897 *Ottawa Free Press**New York Central*

Mr. H.F. Balch, the contractor for the Ottawa and Cornwall road, now being built, was at the Russell House last night, having arrived in the city with his partner, Mr. M.J. Peppard. Mr. Balch says the work is progressing most favorably. Already two thirds of the grading has been completed. There is very little rock and the work is being rapidly pushed forward. The grading, Mr. Balch expects, will be finished by the 15th of October, except the big cut at the Cornwall end of the road. The track laying will be commenced at South Finch and it is expected that the road will be completed from here to Cornwall about the 1st of December. There are seven hundred men employed at the work and five hundred teams.

16/09/1897 *Ottawa Journal**Locksley*

Yesterday the survey of the Pembroke Southern Railway from Golden Lake to Pembroke was completed. The company have not yet decided whether they will go on with the work of construction this fall or wait until next spring. They are determined, however, to complete the road within a year.

17/09/1897 *Ottawa Citizen**New York Central**Ottawa*

It is now said on good authority that it is the Ottawa and New York Railway Company that has made the purchase of the properties in the vicinity of the Central station.

17/09/1897 *Almonte Gazette**New York Central*

It is claimed the grading of the New York and Ottawa Railway will be finished into Ottawa in a month.

It is rumored that the New York and Ottawa Railway Co. will purchase the Eganville C.P.R. branch and extend it to the Georgian Bay.

17/09/1897 *Almonte Gazette**Havelock**Sharbot Lake*

The Toronto express ran into an open switch at Sharbot Lake on Monday last, and escaped a smash up only by the presence of mind of the driver who applied the emergency brakes.

18/09/1897 *Ottawa Journal**Ottawa Electric*

Derailment to car No. 40.

20/09/1897 *Ottawa Citizen**Lanark County Electric**Lanark County Electric*

It is the intention of the Lanark County Electric Railway Company to form a summer resort on the north side of the Mississippi river. They certainly could not find a more attractive or suitable site, and with good railway facilities, would be one of the most desirable in the Ottawa Valley.

20/09/1897 *Ottawa Journal**New York Central*

Cornwall - The Ottawa and New York Railway Company are beating the record for railway construction. They broke ground at Cornwall on August 23, and by the end of the month will have 45 miles ready for the rails, which will begin to arrive this week, and will immediately be put into position. The abutments for the bridge over the south channel are nearly completed and the crib for pier no. 2 was placed Saturday. Mason work will be in order almost immediately.

22/09/1897 *Lanark Era**Lanark County Electric**Carleton Place*

The Electric Railway.

A public meeting of the ratepayers of Carleton Place was held in that town on Monday evening to take action on the report of the committee appointed to inquire into the financial standing of the company, who were advocating the electric railway from that place to Lanark. Dr. Preston gave the report of the committee, stating that they had passed a resolution, that Mr. Fowler, on behalf of the company, be asked to deposit \$1,000 to the credit of Carleton Place and Lanark, as a guarantee of good faith and to indemnify both places against loss in the event of the company not building the road. Mr. Fowler thought the imposition of a deposit of \$1,000 a hardship but stated that the company would deposit with the town treasurer a sum sufficient to cover the expense the town would be put to in submitting the by-law and would not ask for a cent until the road was completed and in operation. There was considerable discussion but the meeting adjourned without taking any further action. The matter is virtually now where it was and the next step will depend upon the action of the Carleton Place council at its next meeting in dealing with the proposed by-law.

22/09/1897 *Ottawa Journal**Hull Electric**Aylmer*

At about 5.40 p.m. yesterday as an empty open electric car was turning off Main street, Aylmer towards the station, it collided with a P.P.J. shunting engine. The end of the electric car was considerably damaged on the tender of the locomotive, but nobody was hurt.

Also reported in Ottawa Free Press of 23 September.

**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.

23/09/1897 *Ottawa Journal**New York Central*

Track laying next week

Cornwall - If the fine weather continues the expectations of the Ottawa and New York Railway Company for the completion of their line to Ottawa and the bridging of the St. Lawrence will be realized before the end of the year. There is a general rush along the line.

SooySmith and Co. have the concrete bottoms of the main buttments of the bridge completed and will at once go on with the masonry. The crib for the first pier for the south bridge has been floated and will be sunk tomorrow and then be filled with concrete to within five feet of the surface where the masonry begins.

They have over 300 men employed at present and their staff will be greatly increased next week. Iron towers 125 feet high will be erected on each side of the north channel.

The structural iron for the bridge has arrived at Ogdensburgh from Phoenixville, Pa. And will be taken to Cornwall in a couple of days by barge.

Rolling stock.

Tenders for locomotives and rolling stock are being received by the railway company. Steel rails and ties are being unloaded at South Finch and the track laying will commence next week.

Several of the contractors of the grading have their sections nearly completed. D.R. MacDonald's ten miles north from Crysler is practically finished except a few small cuts.

24/09/1897 *Renfrew Mercury**Belleville**Perth*

Three hundred and five men were on the roll-call of the shops here on Wednesday. - Perth Courier.

25/09/1897 *Ottawa Journal**New York Central*

**WILL BUILD A NEW STATION**

N.Y. & O. Ry. to have one of their own.

At 3 minutes to 4 o'clock yesterday, just before the registry office closed, the profiles of the property acquired or about to be acquired by the O. and N.Y railway were filed. The profiles show the company have purchased the property of Mr. E. Cardinal and Mrs. Toohey, who owned the Parry Sound hotel. It also discloses the fact that the company intend to purchase the Capital Warehousing Co.'s property, the Nicolet House, the property of Mr. R. Woodland and some lots in the vicinity belonging to the Slater estate. The purchase of all these properties would go to show that the Ottawa and New York Road intend to erect a new station on this property.

The offer of Mr. Woodland expires today, but up to 2 p.m. he had not received any answer from the company.

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.

27/09/1897 *Ottawa Citizen**Ottawa Electric**Hull*

The Ottawa Electric Railway Co. is erecting massive iron beams over the waterway leading from their Hull terminus into the E.B. Eddy yards. The beams are for the support of railway tracks and, from appearances, are made to last, and to stand the pressure of any weight.

N.B. this occurred just after a serious fire in this area which destroyed the Hull Lumber Co. and Hurdman's mills and did some damage to Booth and Eddy also.

27/09/1897 *Ottawa Journal**Renfrew*

A combination locomotive and observation car passed through the city Saturday from Madawaska. The car is owned by president E.C. Smith of the Central Vermont railway and is called the "St. Lawrence". With his family, president Smith has been spending a month on the Madawaska.

## CORNWALL AND OTTAWA

New railway to join these places before the snow flies.

Cornwall - Rush seems to be the watchword all along the line of the Ottawa and New York railway construction, and the general indications are that the line from here to Ottawa will be completed before the snow flies. Although the contractors seem confident that both bridges will be built before the end of the year, their progress does not seem to warrant such a statement. However, SooySmith & Co., the contractors for the piers, have about 300 men at work on the south bridge at present and are preparing to erect iron towers 125 feet high on either bank of the north channel, between which a 2 1-2 steel cable will be stretched.

Distances compared.

The following comparative tables of distances will be interesting:- (in miles)

Ottawa to Cornwall -- 57

Cornwall to Moira, NY -- 17

Moira to Tupper Lake -- 54

Tupper Lake to North Creek -- 58

North Creek to Saratoga -- 57

Saratoga to New York -- 181

Ottawa to New York via Cornwall route -- 424

Ottawa to New York via Coteau (C.A.R.) -- 464

Ottawa to New York via Montreal (D.&H) -- 504

Ottawa to New York via Montreal (N.Y.C.) -- 590

St. Onge and Thompson have secured the contract for building the piers of the bridge over the Castor river at Embrum. Mr. Hendershott of Montreal will build those of the Nation river bridge at Crysler. The piers in each will be of concrete with a stone coping.

29/09/1897 *Lanark Era*

*Lanark County Electric*

*Carleton Place*

At a special meeting of the Carleton Place council on Monday evening Messrs. Edwards, Peden, Nichols, Cram and McCormick were appointed to meet Mr. Fowler and arrange an agreement in reference to the by-law to be submitted to grant aid to the Lanark County Electric Railway.

01/10/1897 *Eastern Ontario Review*

*Vankleek*

*Vankleek Hill*

The Canada Atlantic Ry. Carried 457 excursionists from Vankleek Hill to the Central Canada fair at Ottawa last week. In addition to this number, many went up by boat. This shows that the people of Vankleek Hill appreciate the big Ottawa Fair.

01/10/1897 *Eastern Ontario Review*

*Montreal and Ottawa*

The solicitors for the C.P.R. Messrs Henneger, of Montreal and Thistlethwaite of this place, will pay off Montreal and Ottawa Ry. right of way claims at Pendleton, on Monday, The Brook, Tuesday, and Navan Wednesday next.

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.

01/10/1897 *Almonte Gazette*

*Prescott*

*Chaudiere*

A sad accident occurred at the Chaudiere Junction of the C.P.R. on Saturday by which Hugh Macdougall lost his arm. He was coupling cars when he was caught between two of them. The unfortunate young man was taken to the Protestant Hospital where the crushed limb was amputated.

02/10/1897 *Ottawa Journal*

*Locksley*

Pembroke - officials of the Ottawa and Parry Sound Railway propose to build their line into Pembroke. They are at present negotiating for the purchase of the right of way. Two entrances into the town have been surveyed - one along the eastern bank of the Muskrat river and the other through the Mackay farm in the west end but it is not yet known which route will be adopted.

The Pembroke branch will be built from Golden Lake - about 30 miles from town.

Mr. J.W. Smith, private secretary to General Manager Chamberlain of the O.A. & P.S. Ry. stated to a Journal reporter today that it was not the O.A. & P.S. that was procuring the right of way but that the O.A. & P.S. would likely lease the road when completed.

04/10/1897 *Ottawa Citizen*

*Hull Electric*

MR. H.B. SPENCER HAS RESIGNED

Hull Electric Railway Loses its Superintendent - Suit for Damages Spoken Of.

Some important changes have taken place in connection with the management of the Hull Electric Railway. A short time ago Mr. G.W. Seguin, who was acting as secretary treasurer, retired from the company, and only a couple of days since Mr. H.B. Spencer resigned from the superintendency.

The resignations are said to be due to a movement on the part of the company to reduce expenses. The salaries of these two gentlemen were decreased considerably at a recent meeting of the company, and it is understood they refused to continue the duties of the offices for the amount offered them.

It is said that Mr. Spencer will sue the company for breach of contract. He had been engaged for five years at \$3,000 a year.

Mr John B. Fraser, son of Mr A. Fraser is now acting as secretary treasurer.

05/10/1897 *Ottawa Citizen*

*Renfrew*

*Ottawa East*

Work on the C.A.R. roundhouse in Ottawa East is being carried on in a rapid manner. About 60 men are employed.

## CASSELMAN FLAME-SWEPT

Mills and Many Dwellings Destroyed

OTTAWA FIRE BRIGADE ASKED FOR,

Trains Blocked Along this 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 Free Press**New York Central**Cornwall*

The first fatal accident on the construction of the New York and Ottawa railway happened here yesterday, when a man named Johnstone was instantly killed by the falling of a large wooden tower which is intended to support cables for carrying out material to the piers that are being constructed on the bridge crossing the St. Lawrence river.

## HUNDREDS HOMELESS

## SEVERAL VILLAGES ON THE C.A.R. WIPED OUT BY FIRE

Castelman, 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. Ineed 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.

Account of the Casselman and South Indian fire.

Clarence. Yesterday afternoon at Cheney, Ont., on the Rockland branch of the Canada Atlantic railway, the whole village was wiped out by the bush fires, including the station, sawmill, and several thousand cords of wood.

Hammond and Clarence Creek, two other stations on the same branch are also expected to go, as the fire has been raging around them since yesterday afternoon and unless rain comes they will have to burn as no water is available to fight the fierce flames.--

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A large brush fire was burning near Cheney and seemed to come from the direction of Bearbrook. -- Luckily for us a train was stood at the station and without waiting for anything we ran for the train and came to Rockland. Had it not been for the train, I am certain every person in the place would have been burned to death. We reached Rockland all right but the fire was fast following behind, The rain during the night saved Hammond and Clarence Creek. --

The sawmill at Cheney's was owned by Mr. D.B. McDonald; and the hotel by Mr. Dumas, who saved his household effects. The C.A.R. station was also destroyed.

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

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.

The Ottawa and New York Railway company have served notices of expropriation on Messrs. Richard Woodland, E.A. Olver and F.F. Morris of the Capital Warehousing Company and the Messrs. Christie Greene and Greene executors for the Currier estate.

The properties concerned are all situated on Currier Lane and are owned by those named above, and are required by the railway company for right of way in the centre of the city.

Mr. D'Arcy Scott, solicitor for the company, sent out the notices yesterday afternoon. Mr. Scott says the company have been buying property on the vicinity of the canal basin, and has only needed the above mentioned properties in order to get sufficient accommodation.

The company has named Mr. W.L. Scott, master in chancery as its arbitrator, and each of the property owners have the right to nominate arbitrators. None of the parties concerned had nominated their arbitrators today.

The process of arbitration in a case of this kind is carried on as follows. The company offers a certain sum of money for the properties concerned, and the owners have either to accept the offer or within ten days appoint an arbitrator who will act in conjunction with the arbitrator of the company. These two arbitrators choose a third, and the three decide upon the amount to be paid.

The amounts offered for these properties are not announced at present.

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Cornwall - although the first sod was turned on the Ottawa and New York railway on August 23 1897, the grading between Cornwall and Ottawa is now nearing completion, with the exception of one or two cuts on which the contractors are centralizing their forces. Temporary connections have been made with the C.P.R. at South Finch, at which point a large quantity of steel rails have been unloaded. A considerable quantity of steel rails are on their way to Cornwall and will be unloaded here for this end of the road. The rails were made by Johnson and Co. of Loraine, O., and weight 65 pounds to the yard. The company expect to have trains running between here and Ottawa by December 15th at the latest. An application to being in three locomotives with flat and boarding house cars has been granted by the government.

Work on the line between Moira NY and the American end of the bridge is progressing rapidly, and will be completed as soon as the bridge over the St. Lawrence.

The Hull and Aylmer Electric Company purpose erecting more large car sheds near the present one at Deschene, A new station at Deschene will also be erected.

## 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 expressess [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 flooring [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.

07/10/1897 *Ottawa Free Press*

*Hammond*

*Cheney*

Cheney station, seven miles from the main line, was completely wiped out. The fire reached that hamlet around 2.30 o'clock Tuesday and in an incredible short time the whole twelve houses and railway station, which comprised the village were completely destroyed.--

07/10/1897 *Ottawa Free Press*

*Montreal and Ottawa*

Mr. Leonard, chief engineer and manager of construction for the C.P.R. arrived in the city last evening. He says that the point where the new short line will enter the city has not yet been definitely decided. The track is completed as far as Pendleton, a village 30 miles distant from Ottawa. They have at present over 1,400 men at work and are rushing the work as quickly as possible. Mr. Leonard says that he does not think they will have the line ready for use this coming winter that is for passenger traffic, but they will likely use the line for freight. The greater portion of the line between Pendleton and this city is ready for track laying.

The company have at present under construction six locomotives of the latest type, for use on the line.

The route of the Pontiac and Pacific Junction Railway Pacific Junction Railway between Hull and Aylmer has definitely been settled and construction work is expected to be started within a very short time.

The line, as stated by an authoritative source yesterday, will follow the river shore from Aylmer almost down to Hull, where it will turn towards the northern part of the city and run as far as Lake Flora, when a turn southwards will be made in order to strike the approach to the interprovincial bridge.

The plans show that the line will cross the C.P.R. railway near the latter Company's Hull station.

The Gatineau Valley Railway will join the P. & P.J. tracks at Lake Flora. In changing the entrance of this railway into Hull an underhead crossing will be built at Leamy Lake.

Nearly all the property for the route has been expropriated on satisfactory terms with the owners. In a couple of cases arbitration may be necessary. At the next meeting of the Hull council the matter of granting a bonus will be further considered.

There is no doubt that the two lines running through a fairly central portion of the city will be a great boon.

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 ia no improvement in the condition of the homeless suffers 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 amount 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, bisuits, butler, 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.

09/10/1897 *Ottawa Journal*

*Canada Atlantic*

*Bearbrook*

Bearbrook is threatened to-day with fire, and the villagers are momentarily expecting to be burned out.

All are out doing their beat 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 advlisable 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.

*11/10/1897 The Record, Chesterville New York Central Cornwall*

The first fatality on the Ottawa and New York Railway construction occurred at Cornwall yesterday afternoon when Edward Johnstone of Williamstown, a laborer, was killed by the falling of the big tower which was to hold one end of the Lidgerwood cable being stretched over the river to carry the stone and cement to the piers of the new bridge across the north channel of the St. Lawrence. Note date is wrong, it should be 5th.

*11/10/1897 Ottawa Citizen Canada Atlantic Bearbrook*

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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,

*11/10/1897 Ottawa Free Press Canada Atlantic Casselman*

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.

*11/10/1897 Ottawa Citizen Canada Atlantic Casselman*

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.

*11/10/1897 Ottawa Journal Canada Atlantic Casselman*

#### 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 aftercalling at Eastman's Springs and Bearbrook, where more people crowdedon, the train went on to South Indian. There it remained about thirtyminutes and the crowd of people walked over the ruins of the latevillage. It was a revelation to most of the visitors. Few had any idea thedevastation 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 beoccupied 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 andcold, the crowd gathered round and asked numerous questions. The sadplight of the poor family appealed to the crowd and one after anotherthey 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 ofrelic hunters. They crowded in and moving the debris from the placewhere the altar had fallen they dug for crosses and medals. The bell of the church was found melted into a shapeless mass. Thecrowd seized upon this and with large irons smashed it into a hundredpieces and carried the pieces away as souvenirs. Some sets of beadswere found somewhat charred, but still good. Many crosses were alsofound in good condition. Many of these were seoured and carried away bythe 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 unlessone was secured in good time the passenger had to stand all the way.

*12/10/1897 Ottawa Citizen Tramway Booths Mill*

Account of a trip from Burlington, VT., to Parry Sound. Page 5 columns 1 and 2

The visitors inspected Booth's Mill.

"having over sixteen miles of standard guage [sic] railroad track.."

*12/10/1897 Ottawa Free Press Canada Atlantic Casselman*

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.

*13/10/1897 Ottawa Free Press Pontiac Pacific Junction*

Work on the branch line of the P. & P. J. railway from Aylmer has begun. The route will follow the Ottawa river to the city limits (Hull), and there cross the Aylmer road and run north until Lake Fiora is reached. At that point the Gatineau Valley railway will connect. The Hull city council will consider the matter of bonusing the line at its next regular meeting. The finance committee will meet on Friday of this week and in all probability will recommend the granting of a smaller bonus than the one asked for by Mr. Beemer in his last communication to the Hull city authorities.

*13/10/1897 Ottawa Free Press Hull Electric Deschenes*

The Hull Electric Railway will erect a new stone car shed and station at Deschenes, similar to the one used at present, for the housing of additional rolling stock.

Montreal - The grading work on the Canadian Pacific's new short line to Ottawa, along the south shore of the Ottawa river, has now been completed to within two miles of the capital, and the track has been laid to a point about eighty miles west of Montreal. The work of construction is being rapidly pushed ahead and the track will be all laid to the Ottawa city limits by the middle of November. Ballasting is being proceeded with concurrently with the laying of the track but the work will not be completed this year. The line will not be open for through business before the summer of next year. No definite arrangements have yet been made as regards terminal facilities at Ottawa or as regards train service. The stations beyond Vaudreuil at which first class trains will stop are Hudson, Rigaud, St. Eugene, Vankleek Hill, Caledonia Springs, Alfred, Plantagenet, Pendleton, The Brook, Sarsfield, Navin [sic]. Besides these places there will be a number of flag stations wherever the business may seem to warrant them. The trains which will be put on the road will be of the latest construction, and the coaches will be as elegant as any run anywhere on the Canadian Pacific.

Nothing has yet been done by the proprietors of the properties under consideration by the New York and Ottawa railway in reference to the appointing of arbitrators, but it is expected that by the end of the week everything will be arranged and a settlement arrived at. As the matter stands at present, the property owners are anxious that the be closed, as the delay is seriously hindering their business. It was rumored this morning that the Canadian Granite company had made an offer, but on inquiry at the offices of the company it was learned that there was nothing in it.

Mr. Thos. Wilson of Cantley called at the Journal office last evening and told of how he had discovered an atrocious attempt to wreck the Gatineau Valley train.

Yesterday he had been cutting grain on his farm near Cantley and in the afternoon started to walk into the city. The shortest way was to follow the O. & G.V. railway track and this he did.

When he was near Ironsides he discovered eight good sized boulders lying against the rail about four or five feet apart purposefully and carefully laid so as to cause an accident. He called to a farmer named Fitzsimmonds, who was passing nearby at the time and they moved away the stones. JUST BEFORE THE EXPRESS WAS DUE

This was about half past three in the afternoon or not quite two hours before the evening express was due.

Mr. Wilson thinks it was a deliberate attempt to wreck to train and is sure that a wreck could not have been avoided had the obstacles not been seen before the arrival of the express.

Enquiry at the head office of the company elicits the fact that they had heard a rumor about stones being put on the track but they had no confirmation of the report.

The Hull Electric railway will erect a new stone car shed and station at Deschenes, similar to the one used at present, for the housing of additional rolling stock.

## TORONTO EXPRESS AND FREIGHT COLLIDE

Terrible Result of a Mistake

Several Ottawa People Were in the Wreck

THEY TELL OF THE SIGHT AS THEY WITNESSED IT

Names of the Dead and Injured

Details of a Terrible Collision on a Down Grade - Express was Running at 40 Miles Per Hour - Where Does the Blame Lie? - No Definite Information as Yet

Shortly after five o'clock this morning the C.P.R. Toronto "Cannon Ball" Express coming to Ottawa and a freight train ran into each other about three miles this side of Stittsville. A bad wreck resulted.

Five are dead and one is badly injured.

The Dead

The dead are:

Robt. Peden, mail clerk Ottawa.

Jas Haste, brakeman on the freight train, Carleton Place.

James Tierney, of Cantley, Quebec, was on the freight and supposed to be stealing a ride.

Engineer, Frank Laurendeau, Carleton Place, of the express is under the wreck and supposed to be dead.

James Fleming of Cantley, Quebec, who was in freight. Not known how he was on.

The Injured.

Engineer McCuaig of the freight Carleton Place. Leg broken.

Mail clerk Birchall and Expressman T.C. Hewton were badly shaken up.

The Cause.

The accident as far as can be learned was the result either of a misunderstanding or non-obeyance of orders between the night telegraph operator and the conductor of the express.

Marion McNish, the night operator at Stittsville got instructions to cross the express and a freight at Stittsville.

Why the express was not held at Stittsville as ordered has yet to be ascertained but the fact is it was not held and thundering on along the downgrade met half of the freight that should have crossed it at the Stittsville switch. The result was a terrible collision. At the point where the accident occurred the express runs at a high rate of speed.

Stittsville is at the top of a long steep grade. Just past Stittsville the ground rises slightly and then descends so that a train going east cannot see a train coming west.

The freight train was long and heavy.

The crash

The engineer of the freight divided his train in two. He had taken one section to the Stittsville siding and was on the up-grade with the second section when the "Cannon Ball" express came tearing down the grade and quicker than it can be written there was a head-on crash, cries of the injured and wreckage strewn all around. The collision occurred near the Hazeldean crossing.

The wreck was piled up 30 feet high. The two engines are badly damaged and the baggage car on the express and three freight cars wrecked. The scene was a sad one to witness.

Doctors arrive

As soon as the crash was over and a crowd gathered doctors were sent for in all directions. Soon there were on the scene Dr. Richardson of Hazeldean, Dr. Channonhouse and Dr. Danby of Richmond. They worked hard to aid the injured.

Jumped for Life

As soon as the express appeared in sight, Engineer McCuaig of the freight put on the air brakes, but as soon as he saw a collision was inevitable he and the fireman jumped for their lives.

Pinned in the Wreck

Brakeman Haste of the freight, who had been riding on the engine, did not jump. When the crash was over he was found pinned down by the leg in the wreck of the freight engine. He was conscious. He suffered terribly but lived until 8.30.

The poor fellow could not be taken out. Mr. S. Mann of Stittsville was near him when he died.

"Get the stuff off me", he said weakly, and I will be all right. He then swooned and shortly afterwards breathed his last.

No Time to Think

According to the story of Engineer McCuaig, the trains did not see each other until they were less than 8 car lengths apart, and there was no time to think. As soon as he saw the express coming he told the fireman and brakeman, he says, to jump and jumped himself, getting clear. The air was misty at the time and still comparatively dark.

On the Express

Before the crash came Fireman L.O. Annable, of the express jumped, and escaped without injury. After the crash came Engineer Laurendeau, of the express could not at first be found, but later was found under the wreck. He is believed to be dead

The search for the train hands revealed the dead form of Robt. Peden, one of the best known mail clerks in the service. His body was not badly bruised, but he had apparently been instantly killed by the concussion. One leg was broken at the thigh, and his eyes were injured. He was found beneath the wreck of the engine and baggage car.

Mr. M.W. Sloan, Mr. Peden's assistant, was thrown out of the top of the smashed car, but was not so much injured.

NEWTON'S ESCAPE

Mr. F.C. Newton, of Ottawa, baggageman on the C.P.R. was sitting in the first car from the passenger engine when the collision occurred. He was in the baggage department while in the compartment ahead were Peden and Birchall, the two mail clerks.

Mr. Newton, asked his version, said: "There is not much to tell. It was all over in an instant. I was thrown toward the top of the car, and immediately the top of the car broke open, and I climbed through, after waiting about five minutes until I could collect myself, I climbed down. It was pitch dark, and the fog was covering everything. Peden was lying in the ditch beside the broken baggage car. He did not seem to be much injured, but was covered with coal dust all over, and the mud was also spattered over him."

When seen, Mr. Newton was begrimed with coal dust. He had a most miraculous escape.

Narrow Escape

In the mail compartment with Peden was Mail Clerk Birchall, sleeping in the bunk near the end of the car nearest the engine. His bunk was smashed and he was hurt in the back, but was able to speak. His first remark when the train hands reached him was "Boys, I can't get out of here without my boots." Birchall's boots were lost in the wreckage.

James Haste, the brakeman who was killed, was found pinned inside the water tank of the passenger train. How he got there is a mystery. The tank was filled with dirt and broken bits of iron in all shapes and sizes, but strange to say he drank a little water and brandy, but did not complain any.

No one expected his death, but while they were working to free him he leaned back and died from the internal injuries he had received.

Escape of Train Hands

Brakesman Michael Quinn, 158 Division Street, Ottawa was in the fourth car from the front of the passenger engine. When the shock came he was thrown down, but walked out uninjured.

Fireman Annable just before the collision jumped and ran through the bushes some distance from the train.

Kearney when found was buried beneath a pile of debris, lying on his back and terribly crushed.

Kearney was identified by a letter in his pocket addressed to Thos. Kearney, Weston, Minn. The letter was signed "from your brother John Kearney, Cantley, Que."

As to the Operator.

Telegrapher McNish of Stittsville came down to the wreck and was put on board Mr. C.W. Spencer's private car. No person is allowed to speak to him but it is said he is not to blame, as it is stated he was not advised the freight (a special) was coming to Stittsville.

#### A TERRIBLE SCENE

Pen Picture of the Wreck as seen by Journal Reporters

The wreck is a terrible looking scene. Two engines lie bottoms together, with the debris of broken freight cars and tenders piled upon them. They are in a ditch on the south side of the track, in a swamp full of bulrushes.

The telegraph poles on both sides are bent away from the track, the wires broken and down.

The track runs through a swampy land and on both sides are low bushes. The two engines are lying together in a ditch on the south side of the track. The tender of the express train was half way through the baggage car and the front of the second baggage car is also badly smashed. Of the passenger train, only the engine left the track while the freight engine lies beside the passenger engine and the freight cars are piled in a heap on the north side of the track. Two of the freight cars are smashed to pieces, while parts of the trucks are broken and twisted altogether out of shape. The trees beside the engines are covered with earth for twenty feet back from the swamp and right up to the topmost limbs, while the fences look as if they had been built of mud.

The track where the engines met has been bent considerably, while the sleepers are broken and many will have to be renewed. While the train hands at noon today are cleaning up the debris the wreckage was so entangled that many ties were further broken. Trains will likely be moving along the line before five o'clock this afternoon.

#### A PASSENGER'S EXPERIENCE.

The Story of Mr. W.J. White, Who Was in the Pullman.

W.J. White, press immigration agent of the department of the interior, was a passenger by the express train. He was in the sleeper when the accident occurred.

Seen by a Journal reporter Mr. White said that everything went on all right on their train and Stittsville was passed on time. About four miles on the Ottawa side of Stittsville the train collided with a freight.

"I was lying in my berth at the time," said Mr. White, "when the collision occurred. We got a terrible jolting. It was the second railway crash I have been in, and from the experience I had in the first I expected the sleeper every moment to drop on its broad side. It, however, kept the track. I crawled out as quickly as I could. The fog was so thick that I could not see three cars ahead. Both trains met in a hollow, where the fog was very much heavier than on the high land. The express was running about 40 miles an hour. Both engines were telescoped. The passenger train was carried about four lengths into the freight. The mail and express composite car was smashed to pieces, and mixed up among the engines, presenting a terrible wreck.

The Dead and Dying.

"I assisted to take Robert Peden, the mail clerk, out of the wreck. We carried him into the second class car. He died after getting into the car. The baggage car, which was next the express car, had left the track and the second class car was next the baggage car. Birchall, the other mail clerk, who was along with Peden in the same car, had a miraculous escape. How he was saved cannot be described. He is terribly shaken up, but not dangerously injured.

"Hastey, a brakeman of the freight when they were almost right on to train, was hemmed in the wreck like a wedge. He was perfectly conscious, and said that if the weight were taken off his legs he would get out. He complained of being sore all over.

"A tramp, who was stealing a ride on the train and gave his name as Carney, was badly injured, and may not live. Another tramp, who was along with Carney, was killed outright. Carney had \$15 in his pocket.

"Rondeau [sic], the engineer of, the express train, was picked up dead. I saw a man in a crouching position over the fence, and I went up to speak to him. It was the fireman of the express Lyman Annabel. He did not appear to have a scratch on him, although considerably shaken up. The fireman jumped on the engineer's side, and the engineer on the fireman's side, the freight. The engineer sprang to his death, and the fireman had a most miraculous escape. This is the second time, I am told, that the same fireman got safely out of a wreck while his driver got killed.

A Bicycle's Use.

"Thinking that the presence of a doctor was more necessary than anything else, I decided to go to Hazeldean, about three-quarters of a mile distant, for one. At that moment I saw a bicycle which had been in the express car lying in the wreck. It was perfectly sound. I picked it up and wheeled to Hazeldean. After getting a doctor. I then rode to Britannia to get a telegram sent to Ottawa. We could not get a message sent from Stittsville. There was something wrong with the wires. However, before I reached Britannia word was got to Ottawa, and Superintendent C.W. Spencer and Mr. Robillard were passing Britannia in a special for the scene of the wreck, when I got there. I took the next special for Stittsville, and came back to Ottawa with it.

"The men on the freight train say that they left instructions with the operator at Stittsville to hold the Toronto express until such time as they went back for part of their train, which they were unable to take up the grade. They were coming along with the second portion of the train-when the accident occurred."

#### MR. J. A. SMART WAS ON BOARD.

Deputy Minister of the Interior Tells of the Accident.

Mr. J. A. Smart, deputy minister of the Interior, occupied a berth in the sleeping car of the Toronto express which was in the smash up this morning.

Mr. Smart told a Journal reporter on his arrival in town that he was asleep when the collision occurred.

"The shock woke me up," continued Mr. Smart, "and I did not know at first what had happened." "There was a sort of rumbling noise as if the Pullman were rolling over the ties. I jumped out of my berth, rushed in my night dress to what I thought was the front of: the car, but came out upon the back platform. I could see no cars behind, and therefore concluded that our Pullman had been cut adrift from the other cars. In a moment, however, I realized the truth of the situation - there had been a collision. I then looked about and saw one of the worst wrecks I have ever looked upon. Both engines, piled up on one side of the track, were a shapeless mass. All the freight cars were likewise. Everything mixed up, all confusion. "Fleming, one of the tramps was pinned under a pile of debris, and was crying out most pitifully. People told me that they could hear his yells a mile away. We then found Hastey, the brakeman of the freight train, pinned down under the tender of one of the engines. I approached and asked him if he were badly hurt. He told me "Yes." that he felt very sore. Rondeau, [sic] our engineer, could not be found. He was likely pinned down by his engine. Up to the time I left the scene, his body had not been taken from under the wreck. We administered stimulants to those whom we saw injured, and helped to ease their pain as best we could.

Fleming, the tramp, ceased his cries for a time, but shortly afterwards resumed them. He was next pulled out of the wreck, and was all covered with water, dirt and blood."

"What with the crying of the tramp, the groans of the injured, the appearance of the wrecked cars, the inextricable confusion of the whole affair, the sight presented was terrible."

#### MR. JAS. G. WARNOCK'S STORY.

Another Ottawa Passenger's Story of the Wreck.

Mr. Jas. G. Warnock, baker, of Sussex street; tells his story of the wreck as follows:

"I was in the sleeper of the express. There were perhaps 25 or 30 persons in the sleeper. This was the last coach in the train. I felt the jolting of the car and said to myself 'what can this mean? This can't last much longer surely.' When I got out of our sleeper, which had not left the track, I found

that a terrible accident had happened.

"Looking upon the wreck before me I could not, for a moment, imagine where I was. I could see nothing of either engine. There was not enough left of them to make a pot. Cars were piled up on all sides and the cries of sufferers could be heard for miles. I never listened to such cries as those made by a poor tramp who was covered up in the wreck. We could hear his shrieks above everything else. Every effort was made to release him. We thought at first that it was one of the train hands. We feared that in a moment fire would break out and that great loss of life would result. I think the water from the tenders and the steam from the boilers which had exploded must have stepped any fire that might have started."

"What do you think saved your life?" asked the reporter.

Mr. Warnock - "There is nothing under heaven would saved our lives if the cars in the freight train had been loaded with any heavy material, As it was they were all empties and our train ploughed its way right through them. When I left there this morning the engineer and fireman on the freight were missing. It was thought they were buried under the piles of debris."

#### A Sad Sight

"I never saw a sadder sight in my life than the brakeman on the freight train as he lay under the tender. He was nearly buried in water and weed. He was very cold but we could not help him out. He lay there moaning and trying to keep his head above water.

"The land around the wreck was a swamp and the partloular point where the accident happened is the lowest part of the country."

Mr. Warnock continuing stated what he believed to be the cause. He says that the freight train was too heavy and the engineer could not pull it up the hill into Stittsville. Part of the train was cut lose [sic] and taken into the station at Stittsville. The conductor reported to the operator there what he had done and told him to hold the express until he went back and brought up the remainder of his train: Whether the operator understood this or not is not known,

The engineer of the freight went back after the remainder of his train, believing that everything was perfectly safe.

The express train came up to Stittsville and took on one passenger and why something was not said by the night operator there about the freight train that was certain to be on the track about 3 miles this side of the station remains as yet unexplained.

The engineer on the express thought nothing of danger. He was running on time and for that reason felt all the more secure. He had left Stittsville and-was on the downgrade running 40 miles an hour. He caught sight of the other engine when he was a few rods from it. Grabbing the throttle he shut off the steam but had no time to jump before the crash came.

Mr. Warnock says the escape of the Dominion Express Company's messenger, Mr. F. C. Newton. was the most marvellous thing. The messenger feeling the shock and knowing that something was wrong at once prepared to escape if possible.

There a great deal of fruit piled in the car and he at once climbed to the top of the car. He believed that if an opening was made in the roof he would be able to get out. Strange as it may appear a hole large enough for him to get his head through was made in the roof of the car and Mr. Newton was able, after much effort, to drag himself through the small opening. The other cars in the rear of the express car telescoped right over him and. he was left almost totally uninjured.

#### FIREMAN ANNABLE'S ESCAPE

Tells of and Sorrows for the Loss of His Mate.

Mr. Lyman Annable, the express fireman who miraculously escaped from the wrecked passenger train, said this morning that at the time the smash up occurred, his train, was running at the regular rate of, speed 40 miles an hour.

"I think I was the first one to see the approaching freight train, stated Mr. Annable, As soon as I saw it, I said to my mate, Laurendeau, engineer, 'Frank, there's a headlight.' I knew there was going to be a collision, so I made for the side of the cab on which the wreck keeled over, and jumped out. Frank Rondeau followed me. I rolled down the embankment, and landed with my feet up against a fence. Sometime later when a passenger found me, 'I was on the other side of the fence. I don't know how I got there.

"Poor Frank did not escape. He was a good deal heavier man than I am, and probably could not move so fast. The engine fell on him and pinned him to the ground.

*15/10/1897*

*Almonte Gazette*

*Kingston (CP)*

*Clyde Lake*

The bush fires have destroyed telegraph poles along the line of the K. & P. R.R. On Thursday night a train struck some of the poles lying along the track, near Clyde Lake. The headlight was knocked off. No other damage was done. The engineer could not see ahead on account of the dense smoke.

*15/10/1897*

*Almonte Gazette*

*Chalk River*

*Carleton Place*

The new C.P.R. shops at Carleton Place will be ready for occupancy next week.

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Thre are over 7,000 panes of glass in the new C.P.R. shops at Carleton Place.

## THE C.P.R. WRECK

## THE VICTIMS TAKEN HOME

Express Engineer's Body Recovered

## INQUEST OPENED BY CORONER FREELAND

Preparations for the Funerals - An Estimate of the Company's Loss - Insurance on the Lives of the Deceased.

The body of Flavien Laurendeau, the engineer of the "cannon ball" express was recovered from the debris of yesterday's railway collision on the C.P.R. near Stittsville late yesterday afternoon.

After the wrecking gang had succeeded in clearing the track to permit train service to proceed, they set to work to remove the broken timbers that lay on the north side of the track. This was the side of the track to which Engineer Laurendeau jumped, and where it was known his body lay, covered by debris.

Piece after piece of the broken timbers of the wrecked cars were removed with that regularity and celerity so remarkable about wrecking crews, but it was not until they had reached the bottom of the debris that Laurendeau's [sic] lifeless body was found.

It was a horrible sight to witness. The body was doubled in two as if he had been in a sitting posture when the cars tumbled over, on his back and crushed him down. The clothing was torn from off his back. The face was not greatly disfigured, but the body had many large cuts upon it.

The remains were sent in on the next train to Ottawa after they were recovered.

## A Sad Home-coming.

The body, was taken from the Union depot to Mr. Alt Julien's morgue, and prepared for burial. Last evening it was removed from the morgue to his late residence, 538 Albert street, where widow and three children two girls and a boy, aged 15, 14 and 11 years respectively awaited the sad home-coming.

Mrs. Laurendeau stated to-day that her husband had been connected with the C.P.R. for 15 years. He had no apprehension when leaving home on Wednesday night that anything would happen him. Several friends called that evening, and he was in particularly happy spirits.

Her husband, she added, was 38 years of age. He was a member of Capital Division No. 168, Brotherhood of Locomotive Engineers, also of Branch 58 C.M.B.A., and Progress Lodge, No. 234. A.O.U.W. He held \$2,000 insurance in both the C.M.B.A. and the A.O.V.W., and will also receive benefits from the Insurance branch of the B. of L.E. He had also \$200 in shares in a B. of L. E. investment.

The members of Capital Division, No. 163, B. of L.E., have sent a beautiful wreath, and Branch 58, C.M.B.A., have done the same. Another wreath comes from the Ladies of the Rosary in connection with St. Jean Baptists Church, of which society Mrs. Laurendeau is a member.

The funeral will take place to-morrow morning at 6.30 to St. Jean Baptiste church, and the remains will be taken to Montreal on the C.P.R. train at 8.30, where his relatives live. The body will be interred in Hochelaga cemetery, Montreal, on Sunday afternoon.

Mr. Pierre Laurendeau, father of the dead engineer, came up from Montreal last evening.

## HIS LAST RUN.

## Mailderk Peden and His Last Trip West.

Little did a small group of friends, among them a representative of the Journal, who chatted with Robert Peden in the rotunda of the Grand Union on Monday evening know as Mr. Peden smilingly bid them "good evening," as he was about to start for his train, that he was then going out on his last "run." Ever jovial and friendly he was particularly so that evening. He left Ottawa on the 10.25 train for Toronto, arriving there next morning. He remained over in Toronto until nine o'clock Tuesday evening when the "Cannon Ball" left, for the east. After delivering the mail at Carleton Place and having all the mail for Ottawa made up he and his pair mail clerk lay down in their berths to rest until Ottawa was reached, the train making no stops, between the junction town and this city. Peden was lying in the upper berth while his companion lay in the lower one. They were both dozing when the collision occurred. It would be supposed that the occupant of the lower berth would be in more danger of losing his life than one in the upper berth, but strange to say it was Peden in the upper berth who was killed while his friend escaped with only slight injuries. The car which they occupied was telescoped and broken into kindling wood.

Robert Peden was one of, if not the oldest mail clerks belonging to the Ottawa division.

He had been connected with the railway mail service for 27 years, and was never in any serious wreck before. For many years he "mailed" on the C.P.R. from Ottawa to Sand Point and Renfrew, when these points were the terminal points of the line. He was the railway mail clerk who carried the first mails to these places, when the line was known as the Central Canada. He has been on the Ottawa-Toronto service for some time and during the last two years, has been making straight trips between the two cities.

He leaves a wife and three children. He was a brother to Auditor Peden of the C.A.R. offices. He was a member of Knox church and recently has been lodging at the Grand Union.

## Back to Ottawa.

The body of Mail Clerk Peden was brought to the city on the Brockville train at three o'clock yesterday afternoon. A large crowd of people were at the Union depot awaiting its arrival. It was conveyed to Geo. Rogers morgue, where it was prepared for burial.

## Condolence and a Wreath.

The railway mail clerks of the Ottawa division have passed a resolution of condolence with the friends of the late Robert Peden, one of their oldest members. They have also sent a beautiful wreath to be laid on the casket.

The remains of the late Mr. Peden were removed from Mr. George Rogers' morgue, Bank street at ten o'clock this morning to the residence of Mrs. Peden, 87 Albert street, where they will remain until interred.

The records of the P. O. department show that the late Mr. Peden was the second oldest in the service in this district. He made his first run on January 5th, 1871. He was born May 14th, 1849, at Brockville, of Scotch descent, and was a Presbyterian in religion.

## Mr. Peden Insured.

He was insured for \$3,000. Of this amount \$2,000 was placed with the North American Insurance Co. He had been on the books of this company for twelve years and renewed his insurance but two weeks ago.

He was for fifteen years a member of Ottawa Lodge, No. 224 I.O.O.F., and a Past Grand of the lodge. He carried no insurance with fraternal societies,

## Insurance Lapsed.

The Canadian Railway Accident Assurance Company are generally heavy losers in all railway accidents because of the large number of claims they carry and it is very singular that through yesterday's accident they do not lose a cent, although they carry three thousand policies on the C.P.R. line alone. Frank Laurendeau, the dead engineer of the Toronto express, was insured with this company for \$2,000. but his policy lapsed on September 23rd, and he neglected to renew it. He however carried \$10 a week indemnity.

Fireman Lyman Annable was also insured in the company, but escaped unhurt.

## Remains Carried Home.

The remains of the late James Hastey the brakeman on the freight were removed from Rogers & Sons morgue Nicholas street this morning, and conveyed by the Toronto train to Carleton Place where his relatives reside. A local deputation of the Brotherhood of Railway Trainmen accompanied the remains to the Junction town. The local lodge of the B. of R.T. at Carleton Place sent a beautiful wreath. The C.P.R. Co. furnished a handsome walnut casket in which the remains were laid.

## Taken to Cantley

The body of R. Kearney of Cantley, Que., who was stealing a ride on the freight and was killed in the collision was taken to Cantley this morning by relatives and will be interred in Cantley cemetery to-morrow. His relatives state that he left home with the intention of beating his way to

Duluth, Minn. He came to Ottawa and spent a couple of days here before starting, boarding; at the Dominion House. He was 36 years of age and unmarried.

Fruit Scattered.

About two hundred boxes of fruit were in the wreckage of the express car. Most of it was saved with but slight injury, and piled at the side of the track until the track was cleared and the Brockville train came along and removed it to Ottawa. The farmers and others on the scene of the wreck were given the broken baskets and their contents, which were unfit for removal.

Mr. W.A. Clark, the local manager of the Dominion Express Co., was early on the scene to look after the interests of his company.

To show how strange things do sometimes happen in a railway smash up. it is told, by Mr. Clark that among the express parcels was a case of chinaware. The case was broken into pieces, but not one piece of the chinaware was smashed.

## SERIOUS C.P.R. COLLISION

## TORONTO EXPRESS DASHES INTO A FREIGHT TRAIN.

The Accident Took Place Two Miles this Side of Stittsville-What Walter Kavanagh Heard While in the Station at Stittsville-Evidence Given Before the Coroner's Jury Last Evening.

A "head-on" collision with fatal results occurred early yesterday morning on the C.P.R. about two miles east of Stittsville, and 13 miles from Ottawa. The express train from Toronto, due to arrive here at 5.50 a.m., collided with a freight train going west. Both trains were running at a high rate of speed. There are four deaths as the result of the accident:

Frank Larondeau, Ottawa, engineer of the express, found dead under the debris.

Robert Peden, mail clerk, Ottawa.

James Hastey, Carleton Place, front brakeman on freight train.

H. Kearney, of Cantley, Quebec.

The injured are: Alex. McQuaig, of Carleton Place, engineer of the freight train, leg broken; H. Kavanagh, fireman, also of Carleton Place, scratched and bruised; and P. J. Fleming, of Cantley, Que, who was with Kearney.

## HOW IT HAPPENED.

The accident occurred at 5.27, as is indicated by Larondeau's watch having stopped at that time. It was foggy, and Engineer McQuaig, of the freight train, says he could not see a yard ahead. The two trains were running at full speed. The place where the accident happened is about half way between Stittsville station and a curve in the road about three miles east. The freight was a heavy one, and had been divided into two parts at Bell's Corners in order to run up the heavy grade between that place and Stittsville. The first half had been taken as far as Stittsville and orders should have been left there for the express to wait at Stittsville till the freight came up with the second section. It was the duty, it is said, of brakeman Hastey to have stayed by the section of the freight sidetracked at Stittsville, in order to flag any train from the west. Instead, he went back with the freight engine to Bell's Corners. However, Walter Kavanagh testified before the coroner's jury last night that he heard someone, presumably the conductor of the freight train, tell the station agent at Stittsville, Marion [sic] McNish, not to allow the express train to pass until the freight train had been made up.

## AN AWFUL CRASH.

The Toronto train was sharp on time, and the two trains met with a crash that was heard a mile away. At the place where the collision occurred the freight had just got over the grade and was running for Stittsville at a good speed.

The two engines met at united speed of about ninety miles an hour. As they struck they reared up on end, the hind drivers meeting. Both locomotives then toppled over on the south side of the track. Four freight cars, three of them empty cattle cars, were driven on past the engines and piled in a heap on the north side of the track. Two of these cars are broken into kindling wood. The other two can be repaired.

On the rear of the passenger train the shock was scarcely felt. The mail car, in which were Peden and F. Birchall, also a mail clerk, was badly broken up.

SAW THE DANGERS, Engineer Alex. McQuaig, of the freight, and his fireman, H. Kavanagh, heard the express coming thundering down upon them just as they rounded the curve. The driver reversed his engine and put on the steam brake. Then both men jumped for their lives. McQuaig came off with his right leg broken near the ankle. Kavanagh was more fortunate, sustaining only a few bruises and a cut over one of his eyes.

## ON THE EXPRESS.

The engineer of the express evidently did not see the approaching freight in time to jump. His fireman, Lyman Annable, jumped, and escaped with a few slight cuts and bruises. Annable says he jumped from the engineer's side of the engine cab and the engineer from his side. The place where Larondeau's body was found, among the wreckage on the north side of tie track verifies this statement. F. Birchall and M. W. Sloan were also in the mail coach with Robert Peden, and had miraculous escapes from death.

When the search for the bodies began Peden was found under the debris of the engine and baggage car. Brakeman Hastey was not dead when found pinned in between a freight car and the wreck of the freight engine. He was unconscious, though, and died about three hours after. It is thought that Kearney had been stealing a ride, and when found was dead. His body was lying among the debris of the freight cars.

The body of Larondeau was not discovered until about half-past four in the afternoon. As Annable said, he must have jumped from the fireman's side of the cab. He probably jumped almost as the engines met, for his body was found among the broken freight on the north side of the track almost opposite the wreck of the locomotives. When found the body was doubled up, with the hands up to the head, and the clothes were partly torn off.

P. J. Fleming was stealing a ride with Kearney on the freight train, but escaped with a few scalp wounds. His injuries are not serious and he will probably soon recover. He is at the Protestant Hospital, where he was conveyed at once.

## THE RELIEF TRAIN.

A wrecking train was promptly on the scene of the accident, and the work of rescuing the wounded and cleaning [sic] the tracks begun. Doctors were also sent for, and Dr. Richardson came from Hazeldean, Dr. Shannonhouse and Dr. Darby from Richmond. They gave valuable assistance in taking care of the wounded. The line was cleared sufficiently to allow trains to pass by one o'clock. The telegraph lines of both the G. N. W. and C. P. R. Companies run along this line, and were broken down by the wreck being thrown against the poles. Gangs of men repaired them temporarily. The passengers on the express were transferred to a train for Ottawa, brought into the city and breakfasted by the C. P. R. They sneak in high terms of the way in which the company treated them.

Mr. C. W. Spencer estimates the loss to the C. P. R. at about \$6,000. The two engines were old; one was soon to have been sent to the repair shops. Two of the freight cars can be repaired at a small cost, while there is a great deal of both engines and cars that can be saved.

During the day the wreck was visited by large numbers of people from Ottawa and from the country round. Many went by bicycle from the city, and many farmers drove to the scene of the accident and watched the gang of wreckers at work clearing the tracks. Several of the sight seers brought their kodaks, and took snapshots of the wreck.

## THE INQUEST.

Evidence of Some of the Passengers - Walter Kavanagh's Story.

Coroner Freeland opened the inquest at Undertaker S. M. Rogers' morgue, at four o'clock, yesterday afternoon. After the remains of James Hastey, brakeman, and Jas. Kearney had been viewed, an adjournment was made until the evening. It is composed as follows: A. C. Larose, foreman; Dr. Parnell, Geo. Low, Frank Kehoe, John Buchanan, Jos. Boyden, S. Mahoney, P. H. Charbot, L. T. Rochbn., W. H. Davis, Frank Montgomery, Ed. Whelan, W. E. Brown, F. Merritt, Wm. Keenahan, W. A. Davis.

When the jury met in the evening County Crown Attorney Ritchie was in attendance and examined the witnesses. Mr. Curl, of Scott and Curl, appeared on behalf of the C. P. R. and Mr. MacCraken for the relatives of Mr. Peden. Mr. C. W. Spencer and Mr. Robillard of the C. P. R. were also present.

It was decided to confine the inquest to the death of James Hastey, the brakeman, who was killed on the front part of the freight train.

## MR. WHITE'S TESTIMONY.

Mr. W. J. White, press agent of the department of the Interior was first examined. He was on the train, having boarded it at Toronto. He could not say what time they reached Stittsville, but the accident occurred just a few minutes before half-past five o'clock. He was in his berth at the time. As soon as it happened he arose and went to the rear end of the coach. It was so foggy that it was difficult for him to see any distance. He heard the screaming of those ahead and he put on his clothes and went forward. There was nothing that he noticed then except that there had been a smash up.

To Mr. Ritchie the witness said he saw two men carried into the first class car. These were all he saw, except a portion of a man underneath a

freight car.

Further, he stated that the coal oil lamp in the baggage car was still burning. He asked one of the injured men if he was hurt, but he seemed so badly shook up that he gave but a very incoherent answer.

Mr. C. W. Spencer, by way of explanation, stated that coal oil was not used in the lamps. Mineral sea oil was used as a precaution.

Witness withdrew his statement about the coal oil, stating that he only thought such had been used,

Mr. Joseph P. Rogers was on the train. He testified that as soon as the accident happened he jumped from his berth, went forward, but could only see a cloud of vapor. On going forward further he saw a man injured. He went over the debris and heard a man crying out for help. One of the engines was on the right hand side of the track coming east. Both might have been there ; he didn't take particular notice.

MEDICAL TESTIMONY. Dr. Scott, sworn, said he had examined the body of deceased. Death was due to shock and injuries received. There were several burns on his right leg, which was broken a little above the knee. The left foot was burned, and there was a deep cut over the right temple. He went to the wreck from the city with Mr. Spencer, and when he first saw Hastey he was alive. The tender was turned on its side. He was in it, and part of the boiler was holding him down. Hastey said he was suffering very much. It was very difficult to get at him. One of the train hands had got in where he was and was carrying out directions. Everything was done that could be done to get him out. It took quite a while because they had to go gently about it for fear of some of the wreck falling on him. He was dead when taken out, having died in there about five minutes before being extricated. They placed his body on a train and brought it to Ottawa, arriving here about half-past eleven.

John Mindler, Detroit, Mich, was on the train. He felt a shock and heard a man shout "Great Scott, vot am going to happen ?" He went forward immediately with another man, and heard a man shout for help. He seemed to be in the midst of the gushing steam. Witness started to climb up the side of the wreck to give some assistance, but slipped down twice. When the steam cleared away some he saw the man in the tender by looking through the manhole. He was all covered over with dirt. One of the trainmen managed to get through the manhole to his assistance.

A STITTSVILLE PASSENGER.

Henry Forbes, of Goulbourn, boarded the express train at Stittsville at about twenty-five minutes past five o'clock. He saw a man in the office, and afterwards walking up and down the platform. The train, he thought, arrived at Stittsville on time. He could not say at what rate of speed it was going when the accident happened. The shock caused him to bump back against his seat. He saw Hastey pinioned in the tender some time after the collision. The man was alive, for he heard him shout " Jim." While he was at Stittsville a train came from Ottawa, and he thought it drew into the siding, and was blowing and shunting. He went away to unharness a horse and returned about ten minutes afterwards. He could not say positively whether this train went on or returned, nor whether it left any cast on the siding.

WHAT W. KAVANAGH HEARD. Walter Kavanagh was at the Stittsville station about twenty-five minutes to five. A train came from Ottawa and went back again. A man got off the train and went into the station. He heard him say, "Let no trains through until I get my train made up." The man seemed to be in a hurry. The operator was in the office. Witness could not say whether the operator made any reply. When the Toronto train arrived he saw the agent walking up and down the station platform. After the collision happened he saw deceased pinioned in the tender. He heard him say, "Send for two engines and draw the cars away". Witness could not say that he would know the man again who spoke to the operator if he saw him again.

After hearing Mr. Kavanagh the jury, by agreement, adjourned until Tuesday evening at the same place.

THE DEAD MEN.

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## PART TWO

## A Previous Wreck.

About 7 years ago a bad wreck occurred on the C.P.R. line about half a mile west of the scene of yesterday's accident. One day in the midwinter of 1890, after a heavy snowstorm a freight train got stuck in a snowbank east of Stittsville. An express train was about due from Ottawa, and a brakeman of the train was sent on to flag the approaching express. He was unable to attract the attention of the engineer, and the express ran on and crashed into the snow-bound freight with the result that both engines were smashed to pieces, also the baggage car of the express and half a dozen freight cars. The engineers and firemen of both trains jumped for their lives and no one was injured.

## C P. R.'s LOSS

The Rolling Stock Destroyed When New Was Worth \$30,000.

The loss of the C.P.R. is considerable. Two locomotives, two baggage cars and three freight cars were destroyed. A passenger engine, when taken from the Baldwin locomotive works, where the most of the locomotives in use on Canadian roads are manufactured, would cost \$9,000, which with a 30 per cent. duty added would make the engine worth \$12,000.

A freight engine at the locomotive works is worth about \$8,000, or with duty added about \$10,665.

A baggage car costs in the neighborhood of \$3,000, and freight cars about \$450 each.

The total cost of replacing the destroyed rolling stock might be summed up as follows:

Passenger locomotive ...	\$12,000
Freight locomotive	10,660
Two baggage cars, at \$3,000 each	6,000
Three freight cars, at \$450 each	1,350
	\$30,010.

## McNish In Custody.

Operator McNish of Stittsville is being kept in custody at the C.P.R. station. The crown authorities have not yet decided to place him under arrest, but he is being held for the present. He is only nineteen years of age and feels very keenly over the accident. Any expression of opinion that he is responsible for the accident should be withheld until the verdict of the coroner's jury is given.

## A Merchant's Kindness.

Mr. S. Mann, merchant of Stittsville, was one of the first on the scene. The message to Ottawa announcing the wreck was telephoned from Mr. Mann's store about six o'clock.

Mr. Mann gathered plenty of cotton, vaseline and liniment expecting that some people might have been burned, and that he would need the liniment and bandages. Fortunately no person was scalded except, those killed.

## Thoughtful Ladies.

Among the first on the scene were Mrs. J.C. Bradley and Mrs. W. Burrows, of Hazeldean, and Mrs. W. Hodgins and Mrs. J.J. Hodgins, of Stittsville. These ladies brought cans of tea, and food, along with them, and helped all who cared to eat anything. Their kindness and thoughtfulness were much appreciated and many kind words were said of them. They remained at the wreck until the afternoon, endeavoring to make the train hands more comfortable.

Through the kindness of Mr. C. W. Spencer yesterday the press representatives had lunch in his private car "Rosemere."

## The First Train Through.

The first train to get past the scene of the wreck was the Brockville mixed which arrived in Ottawa at three o'clock yesterday afternoon about six hours late. The train was held at Stittsville from about 8.45 a.m. until half past two in the afternoon. The Pembroke local due here shortly before noon was also held there for three hours. The first train to run out of Ottawa going west was the Toronto express which left the Union Depot at 2.30, or four hours behind time.

The trains last evening and to-day have been running on time.

## INQUEST OPENED.

Several Witnesses Tell Their Story to Coroner Freeland.

Yesterday afternoon at four o'clock an inquest was opened at Rogers and Son's morgue. They first viewed the remains of the victims of the accident, and then adjourned, until eight o'clock in the evening. The jury is made up of the following gentlemen: A.C. Larose, foreman; Dr. Parnell, Geo. Low, Frank Kehoe, John Buchanan, Jos. Boyden, S. Mahoney,

P.H. Chabot, L.T. Rochon, W. H. Davis, Frank Montgomery, Ed. Whelan, W.E. Brown, F. Merritt, Wm. Keenahan, W.A. Davis.

When the jury filed into their places in the evening it was decided to confine the enquiry to the death of James Hasteley, the dead brakeman.

The examination of the witnesses was conducted by County Crown Attorney Ritchie. The C. P. R. was represented by Mr. Curl, of Scott and Curl, Mr. C. W. Spencer and Superintendent Robillard. Mr. J.I. MacCracken was present in the interests of the relatives of: the late Mr. Peden.

## What an Ottawa Saw.

The first witness was Mr. W.J. White, press agent of the interior department. He came from Toronto, he said, on the ill-fated express. The accident occurred about half-past five o'clock. At that time he was asleep in his berth. He received a bad shock, and went to the rear end of the sleeper to ascertain what was the matter. So foggy was it he could not see any distance. He heard screaming, and returning to the coach he quickly dressed and then went forward to where the engines were piled upon each other. He noticed what he supposed was the coal oil lamp in the damaged baggage car still burning. He saw two men carried into the first class car, apparently dead. Another man was seen pinned beneath a freight car.

## Coal Oil Not Used.

Mr. C. W. Spencer, general superintendent of the eastern division of the C.P.R. said to avert danger in the event of an accident mineral seal oil was used for lighting the cars instead of coal oil.

Another passenger on the car was Mr. Joseph P. Rogers. He said that as soon as he got out of his berth he rushed forward and found a man lying injured among the debris. He heard another crying for help.

Dr. Scott, of Wellington street, gave testimony in regard to an examination of the body of the dead brakeman. He believed death was due to the shock and injuries sustained. His right leg was broken above the knee, and had several lacerations upon it. The left foot was also scalded. Over the right temple was found a deep cut.

## Died Before Their Eyes.

Dr. Scott reached the scene in company with Mr. C. W. Spencer. Hasteley was alive and lying within the tender of his engine, with part of the boiler pinning him down. He was in great suffering. Everything possible was done to get him out. By degrees the wreckage was carefully removed, but he had died about five minutes before he could be removed.

After getting the body out it was sent on to Ottawa by a special train.

Jno. Mindler, of Detroit, Mich., was another passenger on the express. He discovered Brakeman Hasteley lying in the overturned tender after the steam had cleared away from the wreck. A trainman crawled through the manhole to give the unfortunate man assistance, but the debris could not be removed from on top of his body, and he died three hours afterward.

## A Goulbourne Passenger.

Henry Forbes, a resident of Goulbourne township, got on the Toronto train at Stittsville About 6.25 yesterday morning. He could not say what rate of speed the train was going at when the accident happened. After the collision he saw Hasteley pinioned in the tender. He was alive and spoke. Before leaving Stittsville witness noticed that a train came up from Ottawa. He supposed it went into the siding. He could not say whether this train went on or returned.

Told to Hold Train

About the hour the Toronto train was due, Walter Kavanagh was at the Stittsville station. A train came in from Ottawa and went back again. He noticed a man get off the train and go into the station in a hurry and tell the operator "Let no train, through until I get my train made up. Kavanagh did not remember that the operator replied. On the arrival of the Toronto train the agent was walking up and down the platform at the Stittsville station.

At this stage of the evidence it was decided to adjourn the case until next Tuesday evening.

*15/10/1897 Almonte Gazette Carleton Place Stittsville*

#### A TERRIBLE ACCIDENT

On the CPR at Stittsville Today - Three Men Killed and Many Injured- Cars Destroyed - Fearful Result of an Operator's Carelessness.

The shocking news has been received here today (Thursday) that by a collision of the canon-ball express from Toronto with a freight train at Stittsville this morning about 5:15 o'clock both trains were wrecked, the engines and the passenger coaches being destroyed, three lives were sacrificed, and many of the passengers were injured. Owing to the fact that the telegraph poles and wires were smashed the reports obtainable up to the time of going to press are somewhat meager. From what we can learn it seems that the freight from Ottawa to Carleton Place had orders to take the siding at Stittville in order to allow the Toronto express the right of way, as usual. However the freight was so heavy that it stuck on the heavy grade beyond Stittsville, intending to come on to that station in two sections. The first section arrived there and left word with the operator (Mr. McNish, who had just been there a day or two) to hold the express at Stittsville until the other section was brought in. It appears that in some way the operator failed to hold the express, and it ran along at full speed, as usual, crashing into the freight. The engines and cars were smashed terribly, and were piled up in a chaotic heap. Mail Clerk Robt. Peyton of Ottawa, (and formerly of Brockville) was killed, as was also engineer Larondeau, of Ottawa. Brakeman Hasty, of Carleton Place, was pinned beneath the tender of the freight engine and was unable to be extricated, though he lived there six hours after the accident. He succumbed about noon today. He was married but had no children. Mr. Hasty was a brother-in-law of Mr. Ed. Moore, section-man here. At the time of writing the road had not been cleared. Operator McNish is under arrest.

*15/10/1897 Renfrew Mercury Hull Electric Deschenes*

The Hull and Aylmer Electric Co. purpose erecting more large car sheds near the present one at Deschene. A new station at Deschene will also be erected.

*15/10/1897 Ottawa Free Press Carleton Place Stittsville*

Drawing of the wreck,

*15/10/1897 Eastern Ontario Review Canada Atlantic Alexandria*

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.

*15/10/1897 Ottawa Free Press Montreal and Ottawa*

Another change has been made in the projected route of the C.P.R. short line into Ottawa. Instead of building immediately alongside the Canada Atlantic, as the original plan indicated, they will now run about one mile further north, parallel to the Cyrville road. Previously it was intended to build about one mile to the south of that point and run about five miles along side the C.A.R. This change will shorten the distance to the city by about one mile, besides making the line more direct.

The farm of Nicholas Tremblay will suffer more from this change than any other, as there will now be a line of railway cutting through both front and rear of the lot.

There is yet no plan filed from the Deep Cut to the city entrance, but it is generally thought that the line will come in that way.

The contractors are now at work on the grading of the line from Cyrville to the city limits. The chief engineer is personally supervising the work.

*15/10/1897 Ottawa Citizen Pontiac Pacific Junction*

Work has commenced on the line of the P. & P.J. railway between Hull and Aylmer. At the next regular meeting of the Hull Council the question will be further considered of bonussing the railway.

*18/10/1897 Ottawa Citizen Ottawa Electric Ottawa Car*

The Ottawa Car Works are still very busy shipping the cars for the Quebec District Railway. The fiftieth car was sent out of the workshop on Saturday.

*18/10/1897 Ottawa Citizen Renfrew Ottawa East*

Work on the construction of the new C.A.R. roundhouse in Ottawa East is progressing rapidly.

*18/10/1897 Ottawa Citizen Locksley*

Tenders for the construction of the Pembroke Southern railway are being called for.

*19/10/1897 Ottawa Citizen New York Central Cornwall*

Cornwall - The grading work is fast approaching completion. The Y's for the connection with the G.T.R. have been finished. Mr. MacLennan has a large force at work finishing up the cut north of the G.T.R.

The work on the bridge at Chrysler is to be rushed forward as rapidly as possible and when this is finished it will only be a few weeks before the track laying will be completed between Ottawa and Cornwall.

The Forest Preserve Board of the State of New York have taken possession of a portion of the route of the proposed new railway to run from North Creek to Tupper Lake, which is part of the O. & N.Y. system by which the distance from Ottawa to New York is to be reduced by some 58 miles. An attempt was made to block the scheme when it was before the State Railway Commissioners, but it failed. This new obstacle is said to be the result of manipulation from the same source - the New York Central being desirous of preventing the accomplishment of the scheme, which would mean powerful competition for them. The Forest Preserve Board state that their action is taken for the purpose of preventing the destruction of the forests. The matter has not yet been settled.

It is now pretty well understood that the bridge cannot be completed this fall, and work has been entirely suspended on this side of the river. The work on the span across the south channel is being rushed ahead. The stone abutments on either side of the channel have been completed and the pier on the north side of the channel is well advanced. The cribwork was placed in position last week, and is now filled with concrete to within a few feet of the point where the masonry is to commence. As soon as the cribwork was sunk, a diver was sent down and placed the sacks of cement with which the openings were blocked, to shut off the current to allow the concrete to form. The crib work for the south side of the channel is about ready, and will be placed in position next week. We understand that it is proposed to push the south span through to completion this fall, and to make every preparation to resume work on the north span at the earliest possible moment in the spring, so that the bridge may be opened in the month of May.

TO-NIGHT'S INQUEST.

The adjourned inquest into the death of the victims of the railway accident near Stittsville last Thursday will be continued to-night at eight o'clock in Rogers morgue, 36 Rideau street. Sixteen witnesses will be examined by Coroner Freeland. These include the train hands, and several Ottawa passengers on the express train. The witnesses will be W. Booth. A. Hamilton and M. Quinn, trainmen; Alex. Kavanagh, fireman on the freight; A. McQuaig. engineer on the same train; W.H.E. Pearson, conductor on the express; Conductor Hawes, of the freight; P.C. Hewton. express messenger; Marion McNish, operator at Stittsville; J.E.A. Robillard. divisional superintendent. The passengers who will give evidence are Dr. Fletcher, of the Experimental Farm; Mr. J G. Warnock, Mr. J. Smart, deputy minister of Interior; Mr. H.H. Harrington. Mr. J.H. Newcombe and Mr. James Ogilvy..

Mr. William McAllister, the Carleton Place photographer, was at the scene of the recent C.P.R. wreck and took a number of excellent views of the catastrophe. He has disposed of over fifty to C.P.R. employees.

Word comes from Cornwall that the new bridge over the St. Lawrence for the Ottawa and New York railway cannot be completed this fall. It is proposed to push the south span through to completion this fall and to make every preparation to resume work on the north span at the earliest possible moment in the spring. It will be only a few weeks before track laying will be completed between Ottawa and Cornwall.

At a meeting of the Carleton Place town council on Monday evening the by-law granting a bonus of \$15,000 to the Lanark County Electric Railway received its first reading.

The work on the bridge at Crysler is to be rushed forward as rapidly as possible and when this is finished it will be only a few weeks before the track laying will be completed between Ottawa and Cornwall. It is now pretty well understood that the bridge cannot be completed this fall, and work has been entirely suspended on this side of the river. The work on the span across the south channel is to be rushed ahead. The stone abutments on either side of the channel have been completed and the pier on the north side of the channel is well advanced. The cribwork was placed in position last week and is now filled with concrete to within a few feet of the point where the masonry is to commence. As soon as the cribwork was sunk in position a diver was sent down and placed the sacks of cement with which the openings were blocked to shut off the current and allow the concrete to form. The cribwork for the south side of the channel is about ready and will be placed in position next week. We understand that it is proposed to push the span through to completion this fall and to make every preparation to resume work on the north span at the earliest possible moment in the spring so that the bridge may be opened early in the month of May.

## DID M'NISH HEAR HIM?

## BRAKEMAN HASTEY GAVE THE OPERATOR ORDERS

Not to let the "Cannon Ball" pass Stittsville - Evidence Given at the Adjourned Inquest Into the Death of the Railway Men.

The adjourned inquest into the death of James Haste, one of the victims of the recent railway disaster near Stittsville, was resumed in S. Maynard Rogers' new undertaking establishment, Rideau street, last night, before Coroner Freeland. The building was crowded to the doors. Mr. J. A.

Ritchie was present in the interest of the crown and W. H. Curle represented the C.P.R

The first witness called was Solomon Logan, section foreman in district No. 29. between Stittsville and Ashton. He merely stated that he visited the wreck shortly after the accident.

Thomas Mattingly, section foreman, stated that it was not customary to divide freight trains, but it was done occasionally

## NO ORDERS AT STITTSVILLE.

James T. Warnock, W. H. Harrington, James A. Smart, Deputy Minister of the Interior and Prof. Fletcher, all of whom were on the Toronto express at the time of the accident, swore that they heard no orders given by the operator at Stittsville to the train hands.

J. E. A. Robillard, superintendent of the Montreal and Chalk River division of the C.P.R., was the next witness. He explained the mode of train despatching and clearance on the C. P.R. The clearance order for the express to proceed from Carleton Junction to Ottawa was produced. It authorized the conductor to proceed to his destination at Ottawa. Stittsville is only a flag station. It was a special freight that collided with the Toronto express. The conductor of the freight would receive orders to run from Ottawa to Carleton Junction and keep clear of the regular trains. Such orders would be issued by the train dispatcher at Ottawa. R. W. McCo-mick was the dispatcher on the morning of the accident. Engineers have the right to return for detached portions of trains, but must notify the nearest station agent to hold regular trains. When the accident occurred McNish was the operator at Stittsville. Special freights must take orders at each station.

To a juryman witness stated that specials are made up by the agents and yardmasters.

To Mr. Curle It is not customary to divide freights. There were five men in charge of the special freight that morning.

## CONDUCTOR OF THE EXPRESS.

William II. E. Pearson, conductor of the Toronto express, was then called. He said : I was in charge of No. 29 at the time of the accident on the 15th inst. I received my clearance order at Carleton Junction. (Witness here identified the order.) The order authorized me to run to Ottawa clear of all trains unless stopped by special orders. I gave the order to the engineer. After leaving Carleton Junction our first stop was at Stittsville at 5.18 a.m. We were flagged to take on a passenger. I did not leave the coach at Stittsville; saw red signal light on the station platform. If the Nunn signal had been displayed it would have indicated to stop for orders. I had no conversation whatever with the operator at Stittsville or anyone else; I received no instructions or warning at Stittsville. Having no knowledge that the special was coming from Ottawa I gave the engineer the signal to go ahead. I noticed no cars on the siding at Stittsville; was in the smoking apartment of the sleeper when the trains struck. My train was running from 25 to 28 miles an hour. It was dark and foggy. When the collision occurred I left the car and went forward toward the locomotive; saw James Haste by the side of the tender; it was impossible to extricate him. He was conscious at the time but I had no conversation with him just then. When I ordered my brakeman to flag any approaching train Haste said, " For God's sake get me out of here and I will do the flagging". Immediately after I left for Ottawa, Haste being alive at that time.

## FIREMAN ANXABLE'S EVIDENCE.

Lyman Annable sworn, said: I was fireman on the Toronto express on the morning of the accident and saw a red light on the platform at Stittsville station. I saw no one waving the light or on the platform when the train approached. I did not notice Engineer Larondeau speaking to any person at Stittsville. I would have noticed if anyone had spoken to the engineer. Larondeau said " All right," and we left for Ottawa. I noticed no cars on the siding. About 2 1-2 miles east of Stittsville, I noticed a headlight about eight car lengths ahead of us. I said: "That's a headlight, Frank !" He made no reply, but applied the air brakes; it stopped the impetus of the train. It was on a straight line that the accident occurred. When I spoke I left my seat and jumped, the engines being about four car lengths apart at that time. I jumped, and, striking the ground, rolled as far as the fence. It was very foggy and dark, i didnt see Haste.

To a juryman "I didn't see McNish that night or before."

## WHAT W. KAVAVAGH HEARD.

Walter Kavanagh was next examined t-y Mr. Curil- He said: "I was in Stittsville station the morning of the accident; train is due there at 5.18; I reached station, at 10 minutes to 5; saw a freight coming in when entering the station; saw a man come in station; I took him to be a train official; he carried a lantern, but wore no uniform. He said to McNish: "Let no trains through until I get mine made up." He seemed; in a hurry; had a dark moustache ; wouldn't know him if I saw him again. I am not positive whether the operative was in the office at that time, and didn't hear him answer the trainman. He was there when I got my ticket. He came out on the arrival of the express. I don't remember having had any conversation with any train hands since the accident."

## HASTEY WARNED McNISH.

William H. Kavanagh said he was fireman on the special freight leaving Ottawa that morning. The train consisted of 26 stock cars, and a van. It was heavy. On reaching Bell's Corners they met with difficulty. They went half a mile up grade and stopped. Engineer McCuaig gave orders to cut the train. McCuaig, Haste and himself took the train to Stittsville, arriving there at 4.50. They put twelve cars on the siding. Haste went into the station after they had left the cars on the siding, and on coming out said he had told the operator to hold the "cannon ball," meaning the Toronto express. At the time of the collision McCuaig noticed the express coming first. He said : "Here's the 'cannon ball,' jump!" No flagman was left at Stittsville. Both semaphores were up- when they left. They were not up when they arrived. When they got there the last semaphore was not showing; the " west might have been.

At 11.30 Coroner Freeland adjourned the inquest until to-night at eight o'clock.

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.

## SURVIVORS OF THE WRECK

## FIREMEN OF THE 2 TRAINS SPEAK

They Were the Only Ones who Saw the Crash

## NO ORDERS WERE GIVEN TO HOLD THE EXPRESS

Supt. Robillard Tells How the Trains Should be Run - Walter Kavanagh Repeats His Previous Testimony.

The story of the C.P.R. wreck at Stittsville last Thursday morning was told to the coroner's jury last night by the train hands of the wrecked trains. No verdict was reached. The inquest will be resumed to-night.

## Fireman Kavanagh's Story.

William Henry Kavanagh, fireman on the special freight which left Ottawa between 3 and 4 a. m., told an interesting story which gives more light than any evidence so far. He said:

"We left Ottawa with 28 empty stock cars and crossed No. 8, the Sault train, at Britannia.

It is about 9 miles from Britannia to Stittsville, and we had an hour to make that distance without taking any of the time that belonged to No. 28, the express. We got stuck on the grade when about 1-2 mile up it. I think it was about 4.30 a.m.

"Engineer McCuaig ordered the train to be cut. This was done and we took 12 cars to Stittsville. Engineer McCuaig, deceased brakeman Hasteley and myself took the 12 cars in. Hasteley went in to tell the operator to hold all east-bound trains until we had our train in. We waited for him. Hasteley said when he returned 'I told the operator to hold the Cannon Ball.' The three of us went back on the engine for the rest of our train. A flagman should have stopped at Stittsville, but none did stop. When we entered the yards at Stittsville the eastern semaphore was up. When we backed out it was down. We had coupled to the remainder of our train and started up the grade when 'Here is the Cannon Ball. jump.' I heard Engineer McCuaig shout. I jumped, and further I cannot tell."

On being interrogated, Mr. Kavanagh said that they had instructions to meet a special east-bound freight at Stittsville.

## Section Foreman Speaks

Thomas Mattingly, the section foreman of section 28, asked about the location and scene of the accident, said there is a grade coming into Stittsville from Ottawa. Where the accident occurred the ground is low, but there is another grade between the scene of the wreck and Bell's Corners, which place is nearer Ottawa. This grade was pretty steep and was about a half mile long.

Mr. Ritchie, Crown prosecutor "Has it been customary to divide heavy trains on this grade?"

Mr. Mattingly "I have seen it done on several occasions. The method generally adopted in the case of a train that is stuck is to come up as far as they can and then brake part of the train there and run to the next station with the balance. This was what was done on the morning of the wreck."

Mr. Mattingly saw nothing of the accident.

## Breaking Trains Not a Practice.

To W.H. Curie, solicitor for the C.P.R., Mr. Mattingly replied that not more than an average of one train a month was divided on this grade in question.

## The Passengers.

James G. Warnock, baker, Sussex street; W. H. Harrington, Ottawa; James A. Smart, deputy minister of the interior, and Professor Fletcher were all passengers on the "cannon ball" express from Toronto. They were in the sleeper heard no orders and knew nothing of the accident until it was over.

## What the C.P.R. Rules Are

Mr. J.E.A. Robillard, divisional superintendent, explained how trains were run on the C.P.R. He stated that trains are all run on the double order system. Regular trains run on the time bill, and special trains run on orders given by the despatcher at the terminal point. Train No. 28 - the cannon-ball express - was a regular train. That train would leave Smith's Falls on a clearance order which gave it the right of way to Ottawa over all other trains. That order would be given, about 4.50 a.m. of Thursday, Oct 14th, and with that order the express had a perfect right to run to Ottawa unless signals were displayed to stop her.

The conductor of the express would have no knowledge of any train coming from Ottawa. The specials leaving Ottawa would have to keep out of the way of this regular train. The clearance order would not be given in duplicate, and in all probability the conductor would give the clearance order to the driver as his authority to proceed.

Mr. Ritchie - If it were necessary to stop the express to give orders, how would it be done?

Mr. Robillard The "Munn" signal, which is on the station house, would be displayed, and the conductor would be obliged to stop and get a duplicate clearance order or an order of some kind from the operator at that point.

## The Freight Was a Special.

With great care did Mr. Robillard explain the system. He said that the semaphores would stop a train from entering a station yard. No trainman must pass a red light. The train running from Ottawa on the morning of the 14th was a special. It would get an order to run from Ottawa to Carleton Junction, avoiding regulars. The train dispatcher at Ottawa, Mr. R.W. McCorraick, sent out the freight train. If the train could not be pulled up the grade on account of wind, wet weather or any cause whatever, the conductor could do nothing else but break his train, and if he had time, run part of it to the next station. If he found that he would be running upon the time of another approaching train; he would send out flagmen with fog signals, torpedoes, etc., and protect his train at both ends.

## A Flagman Must be Left

If he had time to reach the station ahead, he should do so. At the station to which a portion of the train had been taken a flagman must be left to guard that portion of the train and to signal the approaching train to stop. The engineer and fireman; had a perfect right under all circumstances to return at once for the detachment of the train that had been left behind. Mr. Robillard presumed this was what was done at Stittsville on the morning in question. If the operator at Stittsville knew that the train had been divided, he should have set the signals, but that would not excuse the front brakeman from remaining with his part of the train to signal the oncoming train.

On being questioned closely by Mr. Ritchie, Mr. Robillard stated that trains were never divided there more than two or three times a year. The train never left Ottawa with the intention of dividing at that grade.

## Conductor Pearson's Story.

William E. H. Pearson, the conductor on the express was an excellent witness. He told a clear story and told it as briefly as possible. He received his clearance order at Carleton Junction and gave it to his engineer. He arrived at Stittsville at 5.18 a.m., exactly on time. He did not leave the train but saw the red light on a small platform between the main line track and the siding which runs between the main line and the station platform.

That red light imposed no other duty on him than to stop and take on a passenger. The "Munn signal" was not displayed nor the semaphores down.

Conductor Pearson saw operator McNish pick up the red lamp, as the train pulled out and walk towards the station. He did not speak to him and received no instructions, orders or warnings of any kind. Conductor Pearson did not notice any cars on the siding at Stittsville.

## The Express' Speed.

When the accident occurred the conductor was in the smoking apartment; of the sleeping car and his train was going about 25 or 28 miles an hour. He felt the application of the brakes and the speed of the train diminish just as the shock came. Conductor Pearson saw the unfortunate man Hasteley in the tender of the engine of the freight train about 2 minutes after the accident. Hasteley was quite conscious and was being attended to by his mates and by passengers.

The conductor's voice faltered and his hand trembled as he said: "I gave orders to the men to go out and protect ourselves by flagging any approaching trains. Poor Jim said 'For God's sake get me out of here and I will do the flagging'" This was all the conductor of the express could tell. Saw the Headlight and. Jumped.

Lyman Annable, the fireman on the express had nothing new to tell. He saw the red light as their train stopped at Stittsville. He did not see his engineer, Laurendeau, speak to any one. As Laurendeau pulled the lever and started from Stittsville he remarked "All right" :  
When the express was about 2 1-2 miles east of Stittsville Mr. Annable states he caught a glimpse of the headlight of the other train and shouted "Isn't that a headlight Frank." Laurendeau never answered, but shut off steam and applied the brakes. Mr. Annable then jumped and does not remember anything that happened after that.

Repeated his Story.

Walter Kavanagh last night at first refused to give evidence unless his expenses were paid, but was finally persuaded to. The C.P.R. will pay his expenses. Mr. Kavanagh repeated the story he told at the former inquest how that he was in the station at Stittsville and saw a trainman come in and say to the operator "Let no trains through until we get our train made up." The operator made no answer. The operator left the office after Kavanagh had bought his ticket and went outside.

It was midnight when the inquest was adjourned until this evening. Operator McNish will be an important witness to-night.

*21/10/1897      Ottawa Free Press                      Pontiac Pacific Junction*

The engineering staff of the Pontiac and Pacific Junction Railway completed their plans for the route of the proposed new line between Aylmer and Hull last evening and forwarded them to the Quebec government. Work will likely be started on Monday.

*21/10/1897      Ottawa Journal                      Carleton Place                      Stittsville*

Operator McNish of Stittsville, in conversation with The Journal after the inquest last night, said: "I tell you I am glad to have that story of mine told." The young man was quite nervous.

*21/10/1897      Ottawa Journal                      Canada Atlantic                      Central Depot*

#### 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.

## OPERATOR M'NISH BEFORE THE JURY

Tells of the Part he Played in the C.P.R. Wreck

## EVIDENCE CALCULATED TO RELIEVE HIM OF THE RESPONSIBILITY

A Clear Statement as to His Duties - What He did the Night of the Wreck - Did not Hear any order to Hold the Toronto Express

Before the jury last night in S.M. Rogers' morgue, 36 Rideau street, Operator McNish told his story of the C.P.R. wreck on Thursday, 14th. The young man made a most interesting statement. So clear and straight forward was it that he was complimented by the jury when he had finished. His story in his own words was : "I am 19 years of age I began to study telegraphy at Iroquois on Nov. 23rd, 1896. The station agent of the G. T. railway there instructed me. I remained there for six months. I left Iroquois about the 1st of June and went home for about three weeks. I then went to Bellamy station on the C.P.R. for two weeks. I left Bellamy station on the 14th of September and came to Stittsville. I could not take every message. It depended upon how fast the message was being sent. I always got every message that was sent me. I could send any message. I was not thoroughly acquainted with station work, but knew the duties of a night operator.

What His Duties Were.

"My duties were to arrange signals, check baggage, sell tickets and at Stittsville I had to help at the unloading of the way freight. My duties at the telegraph instrument were to receive and take messages and to be in the office when the despatcher called. I was next sent to Calumet and had the same duties as I had at Stittsville. I stayed there three nights, then came back to Stittsville. I came back to Stittsville on the 13th of October.

"I saw the C.P.R. book of rules at Bellamy's station and studied it. I was familiar with the rules on the G.T.R. I knew rule 116. I understood that any train brought into the yard should be guarded by the brakeman. I also knew that if the operator was told it would be his duty to assist. If the operator understood the circumstances it would be his duty to assist in protecting all trains.

He Received Orders.

"The first order I received the night of the accident was that two trains would cross at my station, This required that I should display the "Nunn" signal, a red light. I don't know just when I got this order. It was after midnight and I think before 4 a.m. I displayed my signal. That was all it was necessary for me to do. I did not look to see whether the apparatus worked or not. I did not light any lamps that night. It was the duty of the day agent to light the lamps. I put up the semaphore behind the west bound train going to Toronto about midnight. When I got the report of this train as passing Carleton Place I put down the semaphore. I pulled in the "Nnuu [sic]" signal to let No. 8 (the "Soo" express) go through to Ottawa. When the special freight from Ottawa, came in the "Nunn" signal was not displayed because I did not know when No. 28 (the express! from Toronto) would pass. I had no orders to hold her and therefore had no right to have a signal displayed.

Saw the Freight Arrive

"I was in the office and saw the freight come in. I went out and put up the west semaphore. The light was burning. One of the trainmen said to me 'We had to cut to get in' I supposed when he said this he had put part of his train on each siding because it was too large to go on one siding. I understood that he had his whole train at Stittsville. I had never heard, before the expression 'I had to cut to get in.' I never knew of a cut being made to get into a siding before. I went into the station to answer a call of the despatcher on the telegraph instrument. He asked me about the up special and I reported it as being in.

Changed the Order

The despatcher then cancelled the order and gave an order to have the two freights cross at Ashton instead of Stittsville. It was my duty to give Conductor Hawes of the special freight from Ottawa a duplicate copy of this order and get him to sign for it. I supposed Hawes was putting his train in the yard and I expected Hawes to come in to book. When he came in I would give him his new order.

No Orders For 28.

"I understand that I had a right to pull in the "Nunn" signal and not stop a train that had the right of way. I pulled in the signal for No. 8, the "Soo" express, because I had no orders for No. 8. No. 8 passed the freight at Britannia. I did not display it when the freight came in, because I did not want to stop No. 28, the Toronto express, which was reported on time and was nearly due.

Never Heard the Orders.

"Two passengers got on the Toronto express. One of them bought a ticket. I heard no one say: 'Let no trains through until I get my train made up.' I put up the west semaphore, and not the east semaphore, because I knew of no trains coming west. I went out of the station and pulled the west semaphore to let the Toronto express through. I could see cars on the siding and supposed the trainmen were waiting for the express to pass and would then come in and get their orders.

"When the express passed, I reported her to Carleton Junction. I then ran down to get Hawes to sign the order, and there found there was no train. I expected an accident would happen. I saw or heard no one come into the station, but the passengers. I am always on duty from 7 p.m. until 7 a.m."

This finished the most important evidence yet given.

Conductor Hawes Story.

Harry Hawes, the conductor of the special freight, which left Ottawa at 3.25 a. m., said he had orders to cross a special down train at Stittsville. He sent a brakeman ahead to Stittsville with part of the train.

"I told Hasteley he had better stay at Stittsville and flag No. 28," said Mr. Hawes.

Mr. Ritchie - Are you sure of that?

Mr. Hawes - Yes, I have no doubt of it

When Brakeman Hasteley came back on the engine, Hawes, according to his story, saw him and asked him what he had done to stop No. 28. Hasteley replied: "I told the operator to hold her."

After the accident Hawes said he ran to Stittsville to get a wrecking crew. He tried to send a message to Ottawa. The operator was there. He saw him for the first time the night before. The operator did not appear to know of the accident, and was alone in the station. When he, Hawes, told him of the accident he said nothing.

Some more unimportant evidence was given. including the statement of Mr. R. McCormick, the despatcher at Ottawa, and the inquest was then adjourned till next Monday.

Cause of the collision

Mervin McNish didn't hear Haste's order.

The statements he made before the coroner's jury last night - the conductor of the freight train said Haste disobeyed orders.

The inquest into the death of brakeman Haste in the recent railway accident was continued last night before Coroner Freeland. The attendance was large as usual and the proceedings were watched closely. Of course the important witness examined last night was Mervin McNish, the operator at Stittsville on the night of the disaster. He gave his evidence in an intelligent and straightforward manner, with which the jury was favorably impressed. From this evidence it was elicited - as intimated in yesterday's Citizen - that the accident was caused by an unfortunate misunderstanding and failure to hear brakeman Haste's order to "hold the Cannonball." The inquiry was further adjourned shortly after eleven, until Monday next, when it is expected that the evidence of McCuaig, engineer of the freight who is suffering from a broken leg, will be taken. This will be the last witness and the case will then go to the coroner's jury.

Conductor of the freight.

The first witness last night was Harry Hawes, conductor of the special freight, which left Ottawa on the morning of the accident. He stated that he received orders from the train despatcher at Ottawa to proceed to Carleton Junction, crossing an eastbound freight at Stittsville. He left Ottawa at 3.25 and crossed the "Soo" train at Britannia leaving that place at 4.0 with 26 cars and a van. He got stuck on the upgrade at Bells Corners and cut the train, sending the front brakeman James Haste, to Stittsville with the forward portion of the train, and Hamilton, the rear brakeman, to flag any train approaching from the rear. Witness told Haste to take the forward portion to Stittsville and to stay and flag the Toronto Express, No. 28. Was positive of giving that order. He saw Haste on his return and asked him if he had stopped the express. Haste said, "I told the operator to stop her." He knew that Haste had not complied with his orders, but supposing the operator would hold the express, signaled "go ahead." He first knew of the accident when the application of the air brakes was felt. He was in the van at the time the trains collided. He went out immediately and found McCuaig lying on the grass. McCuaig said his leg was hurt. Head Haste call and went to his assistance. Couldn't extricate him from his position. Witness was the first to reach Haste. He remained at the wreck about 5 minutes and went to Stittsville for assistance. He met McNish when he arrived. McNish did not know of the accident. He tried to get Ottawa by telegraph but failed, and then tried to telephone but could make no connection. He raised the day operator and after difficulty transmitted the message. He saw no signal displayed on reaching Stittsville and asked McNish if he knew what he had done. McNish said "no" and offered no explanation. He told McNish to set the Nunn signal and then returned to the wreck.

John R. Hamilton, rear brake man of the special freight, said at the time of the accident he went to Haste's assistance. Haste said, "My God, Jack, get me out." Witness told him he had to flag. When he returned Haste was dead.

Nunn signal displayed.

Michael Quinn, express brakeman, looked out at Stittsville and saw a red light on the platform. He didn't notice the semaphores and saw someone take the lantern into the station and two passengers get on. He didn't see Haste until he was taken out dead. He went to Stittsville to flag and returned with wrecking crew.

Baggagemaster Booth said that on leaving Stittsville the Nunn the signal was not displayed, authorizing the express to go ahead.

Train dispatcher McCormick, of Ottawa, explained the mode of dispatching trains. He ordered the special to proceed from Ottawa to Carleton on the 14th. On hearing of the accident he ordered to tool cars and medical assistance and notified Mr. Robillard, the superintendent. To Mr. Curle witness said McNish had been employed five or six weeks and performed his work satisfactorily.

McNish examined.

The last witness was Mervin McNish, operator in charge of the station at Stittsville on the morning of the 14th. Mr. Ritchie conducted the direct examination. Witness said: I was 19 years old in November last. I began to study telegraphy for the G. T. R. agent at Iroquois, Ont., in November, 96. I was there six months leaving on June 1, and shortly afterwards came to Bellamy station on the C. P. R. as a student. I was there two weeks and then came to Stittsville. I could not take every message that came over the lines, only those transmitted at a moderate rate. I always took any message sent me and could send any delivered to me. I was not thoroughly acquainted with station work but knew the duties of a night operator. An operator's duty is to arrange signals, set semaphores, look after freight and baggage and sell tickets. I was sent to Stittsville on September 11th, remained there two weeks and was then sent to Calumet. I remained there two nights and shortly afterwards was transferred to Stittsville. I don't remember the date. I visited Grenville and return to Stittsville for the third time. I read the C. P. R. Rules at Bellamy's and refer to them when necessary. On returning for the second portion of the freight a flagman should have been left at Stittsville by C. P. R. rule 116. I went on duty on the evening of the 13th. My first orders were that two freights would cross at Stittsville. This required me to display the Nunn signal. I received the order from Ottawa between midnight and 4 a. m. When I operated the signal I didn't notice if the lights on it moved. It was the day man's duty to light the semaphore lights. I noticed them lit during the night. As the westbound express from Ottawa entered the yard I put up the east semaphore. The "Soo" train passed at 3:57. When she passed

Expected an accident.

I put up the west board and let it down when she reached Ottawa. The next train was the special freight from Ottawa. The Nunn signal was not displayed in order that I might stop No. 28, the Toronto express. When the special freight from Ottawa entered the yard the line was clear. When I saw it come in I went out and put up the west board and could see the lights burning. A man at the switch - I supposed it was Hawes - said, "we had to cut to get in." I then knew that the train had been divided, but I didn't understand that was a portion of his train between Stittsville and Ottawa. I thought he meant the rear end of his train was on the other end of the siding; I supposed he had put that part of the train on the siding, and the remainder was at the switch. I thought the whole train was in Stittsville, and he was putting one half on each siding. Never before heard the expression, "I had to cut to get in." I heard the instrument calling me and went into the station. Despatcher asked me up for train I wired "in", giving the time. Two passengers were in the waiting room when I went to my instrument. Despatcher then ordered up freight to cross down freight at Ashton and cancelled the first order. It was my duty to give Hawes a duplicate of the order and get him to sign for it. When the order was copied the train had gone, I supposed to some other portion of the yard. I expected to give him the order as soon as he entered; it was his duty to come in and book. It was my duty to pull in the Nunn signal and not stop a train having the right of way. When I received the order I displayed the signal, and when number 8 arrived I took it in. I considered it my duty having no orders for number 8 I didn't display it a second time not wanting to stop the Toronto express. When I got the order no trainman came in. A passenger bought a ticket. From the time of my speaking to the man at the switch and the passenger buying the ticket I spoke to no person; I heard no one say: "don't let any train through until mine is made up." I went outside again before 28 arrived. I supposed the special freight was on the siding waiting for the Toronto express, and expected the man at the switch would come in after it had passed. I flagged No. 28, and thought the road to Ottawa was clear. I spoke to no person on that train. After it had passed I reported to Carleton Junction and put up the west signal. When I reported I went down to get the man to sign the order, and it then dawned upon me what had happened. I expected to hear of an accident, but could do nothing. Saw no one in the station but the passengers previous to the arrival of the express. If anyone told me to hold the train I cannot account for not hearing them. I only know I did not hear any person whatever.

The inquest was then adjourned until Monday evening at 8 o'clock

Tenders are being invited for the construction of the Pembroke Southern Railway.

22/10/1897 *Brockville Recorder* *New York Central*

A Brockville traveller who has just returned from a trip east, says that the New York, Cornwall and Ottawa Railway is being pushed with commendable vigor and enterprise. It would appear that the C.P.R. is backing up and assisting in every way in its power the hasty construction of the line. A start was made the other day at Finch and already six miles of steel have been laid north of the village and five south. The greater part of the grading has been done, even down to the river bank at Cornwall. A large force of men is employed and it is expected that the rails will all be laid in a few days. The rails are brought by the C.P.R. to Finch and distributed from there.

22/10/1897 *Almonte Gazette* *Belleville* *Perth*

The Perth car works have lately received an additional order for 200 box-cars. They now have orders sufficient to keep all the men busy up until Christmas.

22/10/1897 *Renfrew Mercury* *Belleville* *Perth*

The Courier says the C.P.R. shops at Perth have lately received an order for 250 box cars, which will keep the shops going until Christmas.

22/10/1897 *Almonte Gazette* *Carleton Place* *Stittsville*

S. Robertson of Brockville is the regular express messenger on the "Cannon Ball" express from Smith's Falls. He changed off with F.C. Hewton, of the Brockville Ottawa train, and thereby escaped being in the terrible wreck of Thursday near Stittsville. While running between Toronto and Winnipeg once Robertson made a change with a man named Brown, who was killed in a collision on that trip.

22/10/1897 *Renfrew Mercury* *Chalk River* *Pembroke*

Pembroke

The evening train on Wednesday stopped for the first time at the new station, the platforms in front being completed.

22/10/1897 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

The Ottawa Car works have the foundations laid for their large new storehouse on Slater street.

22/10/1897 *Ottawa Journal* *Ottawa Terminal*

New C.P.R. Central Depot may be built near Maria Street bridge. -- along west side of the canal where the present wood piles are. -- The C.P.R., it is rumored, would build a track from their present Prescott and Ottawa track in by Billings Bridge, through Ottawa East and across the canal near the present bridge to Ottawa East.--

## FOUR MEN KILLED

By the Railway Accident at Stittsville Last Week - Particulars of the Unfortunate Affair - Heart-rending scenes - The Inquest.

In last week's Gazette we were able to give but an outline of the terrible accident that took place on the C.P.R. at Hazeldean, close to the crossing three miles from Stittsville, last Thursday about 5 o'clock a.m. The following particulars will be read with interest: the express from Toronto, known as the "Cannonball," collided with a freight train coming from Ottawa. Both were on a downgrade, both were running at a high rate of speed, and the crash was terrific, though the results as to the number killed and injured is surprisingly small. There are four deaths to record, viz: Frank Larondeau, Ottawa engineer of the express, found dead under the debris.

Robert Peden, mail clerk, Ottawa.

James Hastey, Carleton Place front brakeman on freight train.

R. Kearney, Cantley, Quebec.

The injured are: Alex. McCuaig, of Carleton Place, engineer of the freight train, leg broken; H. Kavanagh, fireman, also of Carleton place, scratched and bruised; and P. J. Fleming, of Cantley, Que., who was with Kearney, badly crushed; mail clerk Birchall, internal injuries.

The accident occurred about 5:25. It was very foggy, and engineer McCuaig, of the freight train, says he could not see a yard ahead. The two trains were running at full speed. The place where the accident happened is just west of the Hazeldean crossing, in a swamp, at a point where both trains would be running downgrade. The freight train was a long one and had been divided into two parts at Bell's Corners in order to run up the heavy grade between that place and Stittsville. The first half had been taken as far as Stittsville, and orders were left there for the express to wait at Stittsville till the freight came up with the second section. It is said that brakeman Hastey put up the signals in order to stop any train from the west. The Toronto train was sharp on time, stopped at Stittsville for a passenger and then went on again to its destruction. The two trains met with a crash that was heard a mile away. The two engines met at the united speed of about ninety miles an hour. As they struck they reared up on end, the hind drivers meeting. Both locomotives then toppled over on the south side of the track and became a tangled mass of iron. Four freight cars, three of them empty cattle cars, were driven on past the engines and piled in a heap on the north side of the track. Two of these cars are broken into kindling wood. The other two can be repaired. Three others were derailed.

On the rear of the passenger train the shock was scarcely felt. The mail car, in which were Peden and Birchall, was badly broken up, as was also the baggage car, but the other cars were scarcely injured and none of them left the track.

Engineer Alex. McCuaig, with the locomotive No. 283, and his fireman, Henry Cavanagh, heard the express coming thundering down upon them just as they rounded the curve. The driver reversed his engine and put on the steam brake. Then both men jumped for their lives. McCuaig came off with his right leg broken near the ankle. Cavanagh was more fortunate, sustaining only a few bruises and a cut over one of his eyes.

The engineer of the express evidently did not see the approaching freight in time to jump clear. His fireman, Lyman Anable, jumped, and escaped with a few slight cuts and bruises. Anable says he jumped from the engineer's side of the cab and the engineer from his side. The place where Larondeau's body was found, among the wreckage on the north side of the track, verifies his statement. F. Birchall was also in the mail coach with Robert Peden, in the express compartment, and had miraculous escapes.

When the search for the bodies began Peden was found under the debris of the engine and the baggage car. Brakeman Hastey was not dead when found pinned in the tank of tender 283. He was standing in the water and almost stiff with cold. He suffered for some hours, but was able to talk and told how that he was crossing the tender to the freight to put on the brakes when the crash came and he was caught in the wreck. Great difficulty was found in releasing him, and the poor fellow died just a few minutes before he was got out. He was badly crushed and one leg was broken.

It is thought that Kearney had been stealing a ride, and when found was dead. His body was lying among the debris of the freight cars.

The body of Larondeau was not discovered until late in the afternoon. He probably jumped almost as the engines met, for his body was found among the broken freight cars on the north side of the track, almost opposite the wreck of the locomotives. When found the body was doubled up, with the hands up to the head, and the clothes were partly torn off. P. J. Fleming, who was stealing a ride with Kearney on the freight train, escaped with a few scalp wounds. His injuries are not serious and he will probably soon recover. He is at the Ottawa General hospital, where he was conveyed with McCuaig and the other injured ones as soon as the Ottawa wrecking party reached the scene.

## RELIEF SENT

The wrecking crews from Carleton Place and Ottawa were early on the spot, Messrs. C.W. Spencer, General superintendent, and Robillard, District superintendent, being with the latter, and Messrs. J.B. Elliot, master mechanic, and G.T. Fulton with the former, and the work of rescuing the wounded and clearing the tracks began. Doctors were also sent for. Dr. Richardson came from Hazeldean, Dr. Shannonhouse and Dr. Derby, from Richmond, and Dr. Preston, from Carleton place. The Ottawa relief party also brought a couple of surgeons. They gave valuable assistance in taking care of the wounded. The farmers in the neighborhood gave all the assistance they could to the injured.

The telegraph lines of both the G.N.W. and C.P.R. Companies run along this line, and were broken down by the wreck being thrown against the poles.

As a consequence of the accident the Brockville train was held at Carleton Place, and the Pembroke local took on her passengers and mails and passed through to Stittsville. Quite a large party went down by this train to see the wreck, and arrived at Stittsville just after the wrecking engine had brought in the passenger coaches and the wrecked baggage-car. Most of the visitors walked down the ties from Stittsville, about three miles, and on reaching the wreck found a huge mess of broken timber, car-wheels, old iron, baggage, mail bags and express sundries scattered about, whilst the wreckers were at work clearing away the debris in perfect order and with great alertness. Mr. Benoit, photographer had his instrument along, and took three very good views. Mr. Pittaway, of Ottawa, was also on the scene and took some snapshots, whilst a number of amateurs had their Kodaks in their hands.

The freight train was a special in charge of conductor Haws, with Brakesman Jno. Hamilton and James Hastey. It was hauled by engine No. 283, Alexander McCuaig, driver, and Harry Cavanagh, fireman. The passenger train was in charge of conductor Wm. Pearson, Brakeman Quinn, hauled by engine No. 242, driver F. Larondeau, fireman Lyman Anable. Messrs. Robt. Peden and T.S. Birchall were in the mail car, J.C. Hewton in the express and Walter Booth in the baggage. The last three had a miraculous escape.

So great was the force of the collision that the locomotives were completely demolished, the mail car was driven on to the tender of the locomotive and the baggage-car was telescoped by the express. Strange as it may seem the track was but little injured and the trackmen had the rails replaced and the track ready by the time the wreckage was removed, about 1 o'clock.

The telegraph lines were also broken and these were repaired temporarily and dispatches were wired direct from the spot by operators sent out.

Some press reports were sent in this way.

The Pembroke local passed the wreck about 1:45 and the Winnipeg express came through about an hour behind time. The noon train for Toronto and Brockville went out from Ottawa by Kemptville to Smith's Falls, and a special was sent out from here to make connections. All the later trains passed through on time.

## SOME PARTICULARS.

Mr. J.A. Smart, the deputy minister of the interior, who was in a sleeper, gave the following account.

"The shock woke me up, and I did not know at first what had happened. There was a sort of rumbling noise, as if the Pullman were rolling over the ties. I jumped out of my berth, rushed in my night dress to what I thought was the front of the car, but came out upon the back platform. I could see no cars behind, and therefore concluded that our Pullman had been cut adrift from the other cars. In a moment, however, I realized the truth of the situation - there had been a collision. I then looked about and saw one of the worst wrecks I have ever looked upon. Both engines, piled up on one side of the track, were a shapeless mass. All the freight cars were likewise. Everything mixed up; all confusion.

Fleming, one of those hurt, was pinned under a pile of debris, and was crying out most pitifully. People told me they could hear his yells a mile away. We then found Hasteley, the brakeman of the freight train, pinned down under the tender of one of the engines. I approached and asked him if he was badly hurt. He told me "Yes," that he felt very sore. Rondeau, our engineer could not be found he was likely pinned down by his engine. Up to the time I left the scene his body had not been taken from under the wreck. We administered stimulants to those whom we saw injured, and helped to ease their pain as best we could.

Fleming, the tramp, ceased his cries for a time, but shortly afterwards resumed them. He was next pulled out of the wreck, and was all covered with water, dirt and blood."

"What with the crying of the tramp, the groans of the injured, the appearance of the wrecked cars, the inextricable confusion of the whole affair, the site presented was terrible."

Mr. James G. Warnock, of Ottawa, another passenger, speaking of the scene when he left the cars, said:

"Looking upon the wreck before me I could not, for a moment, imagine where I was. I could see nothing of either engine. There was not enough left of them to make a pot. Cars were piled up on all sides and the cries of sufferers could be heard for miles. I never listened to such cries as those made by a poor tramp who was covered up in the wreck. We could hear his shrieks above everything else. Every effort was made to release him. We thought at first that he was one of the train hands. We feared that in a moment fire would break out and that great loss of life would result. I think the water from the tenders and the steam from the boilers, which had exploded, must have stopped any fire that might have started. I never saw a sadder sight in my life than the brakeman on the freight train as he lay under the tender. He was nearly buried in the water and weeds. He was very cold but we could not help him out. He lay there moaning and trying to keep his head above water. "

Mr. J. C. Hewton and Mr. Walter Booth, baggagemen, had wonderful escapes. Mr. Hewton was in the car with Mr. Peden, but in the baggage compartment, where there was a large quantity of fruit. His story is brief and pithy.

There is not much to tell, " he said," it was all over in an instant. I was thrown toward the top of the car, and immediately the top of the car broke open and I climbed through. After waiting about five minutes until I could collect myself, I climbed down. It was pitch dark, and the fog was covering everything. Peden was lying in the ditch beside the broken baggage car. He did not seem to be much injured, but was covered with coal dust all over, and the mud was also spotted over him."

Mr. Booths escape was equally singular. He also was thrown completely through the side of the baggage car. How it happened is beyond him, but it seemed as if something ripped open the car and that he was projected through the rift.

#### THE INQUEST

Was held at Ottawa the same evening by Coroner Freeland. It was decided to confine the inquiry to the death of James Hasteley, who was killed on the front part of the freight train.

Mr. W. J. White, press agent of the Department of the Interior, was first examined. He was on the train having boarded it in Toronto. He was in his berth at the time the accident occurred. As soon as it happened he arose and went to the rear end of the coach. It was so foggy that it was difficult for him to see any distance. He heard the screaming of those ahead and he put on his clothes and went forward. There was nothing that he noticed then except that they had been a smash up.

He saw two men carried into the first class car. These were all he saw, except a portion of a man underneath a freight car. Further he stated that the lamp in the baggage-car was still burning. He asked one of the injured men if he was hurt, but he seemed so badly shook up that he gave a very incoherent answer.

Mr. Joseph P. Rogers was on the train. He testified that as soon as the accident happened he jumped from his berth, went forward, but could only see a cloud of vapor. On going forward further he saw a man injured. He went over the debris and heard a man crying out for help. One of the engines was on the right hand side of the track coming east. Both might have been there; he didn't take particular notice.

Dr. Scott said he had examined the body of deceased. Death was due to shock and injuries received. There were several burns on his right leg, which was broken a little above the knee. The left foot was burned, and there was a deep cut over the right temple. He went to the wreck from the city with Mr. Spencer, and when he first saw Hasteley he was alive. The tender was turned on its side. He was in it, and part of the boiler was holding him down. Hasteley said he was suffering very much. It was very difficult to get at him. One of the train hands had gotten where he was and was carrying out directions. Everything was done that could be done to get him out. It took quite a while because they had to go gently about it for fear of some of the wreck falling on him. He was dead when taken out, having died in there about five minutes before being extricated. They placed his body on a train and brought it to Ottawa, arriving here about half past eleven.

John Mindler, Detroit, Mich., was on the train. He felt a shock and heard a man shout: "Great Scott, Vot am going to happen?" He went forward immediately with another man, and heard a man shout for help. He seemed to be in the midst of the gushing steam. Witness started to climb up the side of the wreck to give some assistance but slipped down twice. When the steam cleared away some he saw the man in the tender by looking through the manhole he was all covered over with dirt. One of the trainmen managed to get through the manhole to his assistance.

Henry Forbes, of Goulburn, boarded the express train at Stittsville at about twenty-five minutes past five o'clock. He saw a man in the office, and afterwards walking up and down the platform. The train, he thought, arrived at Stittsville on time. He could not say at what rate of speed it was going when the accident happened. The shock caused him to bump back against his seat. He saw Hasteley pinioned in the tender sometime after the collision. The man was alive for he heard him shout "Jim." While he was in Stittsville a train came from Ottawa, and he thought it drew into the siding and was blowing and shunting. He went away to unharness a horse and returned about ten minutes afterwards. He could not say positively whether this train went on or returned, nor whether it left any cars on the siding.

Walter Kavanaugh was at the Stittsville station about twenty-five minutes to five. A train came from Ottawa and went back again. A man got off the train and went into the station. He heard him say, "Let no trains pass through until I get my train made up." the man seem to be in a hurry. The operator was in the office. Witness could not say whether the operator made any reply. When the Toronto train arrived he saw the agent walking up and down the station platform. After the collision happened he saw deceased pinioned in the tender. He heard him say: "Send for two engines and draw the cars away." Witness could not say that he would know the man again who spoke to the operator if he saw him again.

After hearing Mr. Kavanaugh the jury, by agreement adjourned until Tuesday evening.

The operator at Stittsville, who seems to be in some way responsible, is a young man named Myron McNish, about 19 years of age. He is held in custody pending the result of the inquest and feels his position keenly. The public are asked to withhold censure until the facts are known.

#### THE DEAD

Engineer Larondeau resided at Ottawa. He was a married man and leaves a widow and three children. He was greatly esteemed by his fellow railway-men and his death is deeply regretted.

James Kearney, a single man, was on his way to Duluth, Minn. He hailed from Cantley, Que., where his parents reside. Until Wednesday night he boarded at the Dominion House, Ottawa, and when he was leaving he informed Mr. Whalen that he intended to go to Duluth. He probably induced P.J. Fleming, who also hails from Cantley, to accompany him. Both had been out of work for some time.

Mail clerk Peden had been a resident of Ottawa for years and was widely known and respected. His shocking death was learned with pain by hundreds. Deceased was 49 years of age and had been a mail clerk since 1871. An enthusiastic sportsman, he gave his support to all athletic games. Fifteen years ago he joined the Triple Link Order, and was a Past Grand of Ottawa Lodge, No. 224. He leaves a widow and two children, a brother, Mr. A.G. Peden of the C.A.R., and a sister, Mrs. W. R. Bain, of Brockville.

James Hasteley, the brakeman, belonged to Carleton Place. His remains were embalmed and brought home on Friday, and the funeral took place on Saturday afternoon. It was very largely attended, the sympathy of the whole community going out to the young widow in her sore bereavement. The floral tributes were exceedingly handsome, including a floral pillow and a semi-circle representing a broken brake from the Brotherhood of Railway

Trainmen. The services were conducted by Rev. Mr. Woodside, of St. Andrews. The pallbearers were Messrs. Alex. Smith, Harry Dunham, John Pullen, Thos. Willoughby, Ed. Parks and Harry Haws. The internment took place at Cram's cemetery. He carried an insurance of \$1,200 in the B.R.T.

We doubt if ever an accident on the road caused as much excitement in Carleton Place as did this one.

Mr. Alex. McCuaig was brought home on the Winnipeg express the same afternoon, and is doing as well as can be expected under the circumstances.

*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.

*23/10/1897 Ottawa Journal Montreal and Ottawa*

The grading on the new short line the C.P.R. is building is now almost completed to the Rideau. Several bridges over the small streams between the Nation river and the Rideau are now under construction. To cross Greens Creek, the windings of which are serpentine where the track crosses, three bridges have to be built, but the masonry will not be heavy and all are expected to be built before November closes. There are several fires in the swamps and brush wood of that vicinity, and the smoke is a great annoyance to those working on the road, and water for both man and beast is becoming very scarce. No such drought has ever been known, the farmers say, at this season of the year

*24/10/1897 Ottawa Free Press Pontiac Pacific Junction*

Mr. Beemer has sent word that he will be here this week in order to rush the construction of the Pontiac line from Hull to Aylmer.

*25/10/1897 Ottawa Free Press New York Central*

Mr. C.M. Moodey, an old Ottawa boy, now connected with the engineering staff of the Ottawa and New York railway, is in town. He states very rapid progress is being made in construction in his section, Navan. Mr. Mooney is an old telegraph operator, who has done active service on railroads from ocean to ocean.

*25/10/1897 Ottawa Citizen Ottawa Terminal*

The plans for a right of way on the west side of the canal from the head of the Deep Cut to Sparks street have been filed by the C.P.R. in the Department of Railways and Canals, shows that there was truth in the rumor that the company intended building an independent central station of their own.

The intention of this company, as now learned, is to erect a modern depot on the vacant property on Canal street, next to Sappers bridge.

In order to reach this point the properties of H.N. Bate & Son, the Ottawa Forwarding Company, and Mr. A.P. Sherwood, will be acquired. It is understood that they are now being negotiated for. The lessees have the properties leased for thirty years, and some difficulty may arise in procuring the lands, as large sums will doubtless be asked for.

The application for the right of way will go before the Cabinet as soon as the Minister of Railways and Canals returns and will very probably be granted.

*25/10/1897 Ottawa Free Press Ottawa Electric McKay's milling*

The Ottawa Electric railway commenced the work of placing the tracks for the siding to McKay's Milling company's store houses this morning. It will run alongside the wheat elevator and also the main flour storehouse. The freight cars will be brought directly from the C.P.R. yards and run alongside.

*26/10/1897 Ottawa Journal Carleton Place Stittsville*

THE C.P.R. INQUEST.

An inquest was not held last night on the body of James Hastey, one of the victims of the C.P.R. disaster at Stittsville. The Jury met at S.M. Rogers morgue, 36 Rideau street and were dismissed until Wednesday evening. Engineer McCuaig, of Carleton Place, will be on hand to give evidence on Wednesday of this week.

The witnesses who will be examined then will be Superintendent Robillard, of the C.P.R.; Station Agent Russell, of Stittsville; J. Fleming, one of the sufferers now in the hospital; the chief train dispatcher at Ottawa and Engineer McCuaig.

*26/10/1897 Ottawa Journal Chaudiere Chaudiere*

A gang of men were at work Sunday, both day and night, putting in a new "Y" track at the Canada Atlantic Railway crossing at the junction of Queen Street West, Britannia and Duke streets, Chaudiere. The work was rushed through on Sunday, so as not to interfere with traffic yesterday.

*26/10/1897 Ottawa Journal New York Central*

Steel of the O. & N.Y. line laid to Newington.

Cornwall - It is now pretty well understood that the O. & N.Y. R.R. Co.'s bridges across the St. Lawrence river at this point cannot be completed this season. Work on the north bridge has been entirely suspended and the company are concentrating their forces on the bridge across the south channel.

Over 50 car loads of structural steel have arrived here and about 100 car loads are still at Ogdensburg NY. The Phoenix Bridge company, who have the contract for the steelwork are building a tramway from the point where the steel is being landed to the north buttment as it is intended to begin the north superstructure as soon as the North River pier is ready which will be in a few days.

The grading is finished with the exception of a few heavy cuts and fills, considerable work remaining on Cornwall Island owing to the high grade approaches to the bridges. The rails which are being taken by C.P.R. from Prescott to South Finch have been laid north and south along the line from that point and are already some distance this side of Newington. Temporary bridges will be erected over the Nation and Castor Rivers to allow construction trains to cross and continue the track laying towards Ottawa.

*26/10/1897 Ottawa Citizen New York Central*

According to plans just completed the New York and Ottawa Railway will join the C.A.R. line at Borthwick's Springs, about five miles from the city.

The grading of the new line is now finished from Cornwall to about a mile and a half from the springs and this remaining section will likely be done by Messrs. Broder & McNaughton, the contractors for the adjoining ten miles eastwards. This work is expected to be finished in the course of three weeks, so that the track will be connected with the C.A.R. line in about a month.

Work on the bridge across the Castor River at Finch is being proceeded with rapidly, and it is expected it will be completed about the same time as the rail connection is made with the C.A.R. at Borthwick's Springs.

According to a statement of a gentleman interested in the railway, the complete connection with New York will be accomplished in the early part of next year.

*26/10/1897 Ottawa Citizen Carleton Place Stittsville*

Inquest adjourned.

The inquest into the death of the late Robert Hastey will probably be finished Wednesday evening. The jury in the case met last night, and adjourned after Coroner Freeland had read a communication from the physician attending McCuaig, the injured engineer, stating that the injured man would be able to come down and give his evidence Wednesday evening. It was also decided to summon the day operator at Stittsville.

## THE. C.P.R. INQUEST.

The Inquest into the death of the men killed in the C.P.R. collision at Stittsville, set for this evening, will meet to-night and adjourn for ten days. The doctor attending Alex McCuig who is at his home in Carleton Place, suffering from a broken leg, and is wanted as a witness, has sent word that his patient will not be able to come to Ottawa till the end of next week.

27/10/1897 *Ottawa Journal**Ottawa Electric**Chaudiere*

The construction of the O.E. Railway siding at the Chaudiere is progressing so favorably that two weeks will probably see the cars loading and unloading at the McKay Milling Co.'s premises. The principal part of the line of rail will be on Head street from the company's elevator building across Duke street and up to Broad street; but several curves and intersections to enable connection with the main line of rail running both east and west makes the job of laying the siding one of considerable magnitude. The removal of several old sheds and buildings, which have occupied Head street behind the Milling Co.'s office for thirty or forty years will greatly improve the appearance of the property in the vicinity. No wonder that the general remark is "Why was this not done long ago?"

27/10/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car company are rushing the work on their new store house on Slater street. The exterior of the building is almost completed.

27/10/1897 *Ottawa Journal**Ottawa Terminal*

C.P.R. will come in on the west bank of the canal -- The C.P.R. plans as far as the Deep Cut are filed -- will probably build a swing bridge across the canal at Deep Cut and come in on the west side of the canal.--

The Ottawa and New York Railway is not pushing to have the arbitration in regard to the property on Besserer street settled. They want the property and in all probability will eventually get it, but at present the Ottawa and New York company is concerning itself to complete arrangements with the Canada Atlantic Railway Company to use the tracks and station owned by the C.A.R. Should these arrangements be consummated then the new central station on the east side of the canal bank will be built before many months.

A change between the bridges

Other changes likely to be necessary when the stations are built there will be to cover over the space between Sappers and Dufferin bridges and use that as an addition to the street or as a cabstand.

The cabstand at present in use near the bridge will have to go and the space used by the railway company.

27/10/1897 *Ottawa Journal**New York Central*

The Ottawa and New York railway company have let the contract for the building of the stations along their line to Mr. Warwick of Brockville and the Rathbun Co'y of Deseronto. Fairbanks Morse & Co. of Chicago, IL. Will build the tanks, which, together with the station buildings will be ready as soon as the road is, which will be about December 1st.

27/10/1897 *KingstonWhig Standard**Kingston (CN)**Iroquois*

## FREIGHT CARS COLLIDED.

A Broken Half of a Train Smashed Into the Standing Part

Iroquois, Ont., Oct. 27. A big smash-up occurred at this station, which is on the Grand Trunk main line, this morning. A heavy east-bound freight train broke in two a short distance west of here. The engine and part of the train attached sped into the station and began taking on water, intending to run back afterwards and bring in the remainder of the train. To the surprise of all, the rear half suddenly appeared coming towards the station at high speed. Before the forward part could get out of the way it crashed into it. The collision was terrific, and twenty grain-laden cars were badly wrecked. Their contents were scattered in all directions. It seems as if every third car was telescoped into the one in front, but there were few derailed. The rear brakeman says he did not know that the train had broken in two, a thick fog making it impossible to see two car lengths ahead. He had a narrow escape from death. A large wrecking crew have arrived and will have the line clear this afternoon.

28/10/1897 *Kemptville Advance**Kingston (CN)**Kingston*

## Bid for Business

The G.T.R. Company will spend \$25,000 in fitting up wharves, flour sheds and railway switches to secure a share of the trade that now goes through Prescott. Propellers coming from the upper lake ports having grain in their holds and decks loaded with flour, etc., have been accustomed to discharge both grain and merchandise at Prescott. Hereafter they will discharge at Kingston.

28/10/1897 *Ottawa Citizen**New York Central*

Cornwall - The Ottawa and New York Railway Company has let the contract for the building of the stations along their line to Mr. Warwick of Brockville, and the Rathbun Company of Brockville. Fairbanks Morse & Co. of Chicago, Ill., will build the tanks, which together with the station buildings, will be ready as soon as the road is, which will be about December 1.

28/10/1897 *Ottawa Journal**Kingston (CN)**Iroquois*

Twenty grain laden cars of a G.T.R. freight train were wrecked in an accident at Iroquois, Ont., yesterday

28/10/1897 *Ottawa Citizen**Carleton Place**Stittsville*

## INQUEST CONTINUED.

John Russell Gives Evidence on the Duties of s Brakeman

The inquest touching the death of the late James hastey, brakeman in the recent C. P. R. accident, was again resumed at Rogers' morgue, Rideau street last night. To new witnesses were examined, but nothing of importance was elicited from their evidence. Operator McNish was recalled and repeated some of his evidence given at the previous meeting. Owing to the injuries received, by Engineer McCuaig being more serious than was at first anticipated he was unable to be present last night as expected and the inquest was further adjourned until Tuesday evening next, when it is expected the injured man will be present.

John Russell, station agent at Stittsville and day operator, stated that on the night of the 13th McNish relieved him about seven, o'clock. Witness gave him no instructions, as he considered him competent to discharge his duties. Witness was called about six o'clock to send a message from Conductor Hawes to Ottawa. After some difficulty a circuit was established and the message transmitted. It was the brakeman's duty to stay at Stittsville and flag the express..

Frederick M. Spaidal, chief train despatcher at Ottawa, was called and explained the mode of train despatching. He had examined Operator McNish as to his knowledge of telegraphy and the rules of the road and found him competent to perform all the duties of a night operator. Then Mervin McNish was recalled and repeated some of his previous testimony, and the inquest adjourned until Tuesday next at 8 p.m.

## THOUGHT McNISH COMPETENT

Station Agent Russell Gives Evidence at the C.P.R. Inquest .

At the resumed inquest Into the cause of the death of Brakeman James Hastey In the Stittsville C.P.R. wreck. Station Agent John Russell last night stated that he considered Night Operator M. McNlsh a competent man.

Mr. Russell further stated that it was the duty of the flagman to remain with the first half of the train when it was taken into Stittsville. F.M. Spaidal, chief despatcher of the C.P.R., stated that he had examined young McNlsh and was certain that he was a competent man. The Inquest will be resumed next Tuesday evening, when Engineer Mc.Cuaig, of the freight will be called upon to give. evidence.

28/10/1897 *Ottawa Citizen**Kingston (CN)**Iroquois*

The Train Parted

Tail End of a Freight Dashed Into the Front Portion

Iroquois Ont. Oct. 27 At seven-thirty this morning, a freight train, composed of about thirty cars, broke in two near the middle, some two miles west of this station. The front part of the train ran into the station and stopped for water. The rear part came more slowly, but there was a considerable downgrade. With a gathering momentum it crashed against the stationary cars, smashing about twenty of them. Most of the cars kept their places on the track, but at two or three points they were telescoped. They were principally loaded with grain, which is scattered along the track for about forty rods to the depth of several inches.

The brakeman on the rear of the train, not knowing the cars had parted, and the fog being very dense at the time, stepped off, falling in front of the train, and had a miraculous escape from being run over. He is severely, but, it is thought, not fatally injured. Assistance was soon procured from Brockville, and a large gang of men with a wrecking train are clearing the debris.

29/10/1897 *Cornwall Freeholder**New York Central*

The question of an entrance into Ottawa is not yet finally settled, though it is thought that a connection with the Canada Atlantic Railway will be made about 4 miles outside the city.

29/10/1897 *Ottawa Citizen**Ottawa Electric*

Work is being carried out on night and day in building the branch of the electric railway line along Head street for the McKay Milling Company,

29/10/1897 *Cornwall Freeholder**New York Central*

...days from the time of breaking ground at Crysler, two carloads of hay were shipped from that point to Montreal over the Ottawa & New York Railway and Canadian Pacific Railway. There is considerable more freight awaiting shipment, that it will not likely be handled by rail until the rails are completed, as it interferes with the progress of construction.

30/10/1897 *Ottawa Free Press**Pontiac Pacific Junction*

Mr. F.A. Tetu, C.E., who has prepared a survey of the P. & P. J. railway extension from Aylmer to Hull has forwarded his report to the chief engineer. A large quantity of material is now on the ground and it is expected that the contract will be awarded next week.

30/10/1897 *Ottawa Journal**Ottawa Terminal*

O&NY apply to Railway Committee for terminal arrangements with the CAR. CPR to go on the west side of the canal. CAR freight shed. Long article with plan --Page 1.

CPR may have detailed plans for a station on the west side but this may only be a bluff.

01/11/1897 *Ottawa Free Press**Montreal and Ottawa*

There will be a hot time in railway circles in Ottawa within the next six months. Within that period the C.P.R. will have a permanent station near the post office, and it will be on the west side of the canal as the Free Press has already announced. The mere erection of a central station, however, is not the only matter of public interest. The competition with the C.A.R. will be keener than ever, and the rival roads will do some record running between Montreal and Ottawa in order to capture trade.

Mayor Bingham, Ald. Wallace and Assessment Commissioner Pratt were down to Montreal Saturday on civic business and had an interview with Mr. Shaughnessy, of the C.P.R. He told them the C.P.R. intended building a separate depot in Ottawa and make other improvements which would cost in the neighbourhood of a million dollars. He also informed them that the C.P.R. would run trains from Montreal to Ottawa in 2½ hours or one hour less than now. Mr. Shaughnessy says the company will have to build their own tracks and yards in the centre of the city as in the long run it will pay them owing to the heavy rental demanded by the C.A.R.

02/11/1897 *Ottawa Citizen**New York Central*

Cornwall - Judging from present indications the grading of the Ottawa and New York railway will be completed between Cornwall and Ottawa by the 10th instant, and it is expected that trains will be run through by the first of December. In every detail the road will be equal to the highest standard. The rails are laid from Crysler to within ten miles of Cornwall, and the construction train is expected to reach here by the 10th.

The first freight has already been handled. Exactly forty days after the first sod was turned at crysler, two carloads of pressed hay were shipped from that place to Montreal via the O. & N.Y. and the C.P.R. There is considerable more freight awaiting shipment, but as handling it might delay the work of construction, it will not be shipped by rail until after the line is completed.

The masonry on pier No. 1 in the south channel is now several feet above the water, and it will be completed in about ten days if the weather continues favorable.

## INDICTED

Engineer McCuaig and Conductor Hawes Indicted

CORONERS JURY CHARGES THEM WITH MANSLAUGHTER

Sensational Close of the C.P.R. Inquest Last Night McCuaig Arrested but Gives Bonds -Talks of His Arrest Not Afraid He Says

Engineer Alex. McCuaig and Conductor Harry Hawes, of the freight train, which collided with the Toronto express on the morning of Thursday Oct. 14th. must stand their trial for manslaughter.

The coroner's jury last night brought in a verdict accusing both men of criminal negligence. Engineer McCuaig was immediately placed under arrest. The arrest of Conductor Hawes was expected to be made to-day.

Engineer McCuaig was able to be brought to the city yesterday, and last night he told his story of the wreck before the jury in S.M. Rogers' morgue, Rideau street. He said:

Engineer McCuaig's Story.

"I left Ottawa to run a special train to Carleton Junction. I crossed the "Soo" special coming east at Britannia. I left Britannia about 4.09 a.m. I intended to cross the Toronto express coming east at Stittsville. Our train stuck at Bell's Corners' grade, and we had to cut our train. James Haste went back to uncouple the rear cars, I did not give him orders to do so. I got a signal to go ahead and knew I had time to reach Stittsville before the Toronto express was due. I placed the cars in the switch at Stittsville. Haste uncoupled my engine from the cars. I pulled out and backed up a couple of car lengths on the main line.

Says Haste Gave Orders.

"Haste went into the station. When he came out I asked him if he was going to stop here. He said no, as he had told the operator not to let any trains through till we got back, and that the operator said he would not let any through. I was in my seat in the engine. Haste got on the engine. He told me he had put up the semaphores, and that everything was all right. He was on the top of the cars when we came into the yard at Stittsville.

Saw Haste In the Station.

"The next time I saw him he was going into the station. I did not see him set the semaphore. When he said everything was all right, I thought it was, and backed down to the other part of our train.

"I have a good idea of the rules. I think I complied with rule 116 when I left a flagman at the station in Stittsville. The operator was the flagman. I did not see the operator myself. I did not send the brakeman to tell him. I relied on what Brakeman Haste told me. I do not understand this rule to mean that some one connected with my own train must be left. As long as an employee of the company is left with proper signals the rule is complied with.

Jumped For his Life.

"I knew I could not get back to Stittsville again before the Toronto express was due. I did not see the conductor or rear brakeman before starting back to Stittsville with the rest of my train. I got a signal to go and I started. When I saw the headlight of the Toronto express I said 'Jump.', I put on the brake, reversed my lever and jumped. I got my leg broken in the jump.

"Brakeman Haste when he came out of the station told me he had put up both semaphores. I saw the east semaphore up as I backed out. I saw the operator at Stittsville at 12 o'clock that night when I was passing down."

What Was Haste's Duty?

To a jurymen - "It was not Haste's duty to remain when the operator was left as flagman. The rule does not say brakemen, but flagman. Anybody left to flag a train is a flagman. The eastern semaphore was showing a red light before I left the station. I saw it. I am in charge of the crew to a certain extent. If I had told Haste to stay he would have had to stay."

The jury retired and did not arrive at a verdict until 3.30 this morning. Some of the jurymen wanted to include Operator McNish as one of those responsible for the accident

The Verdict

The verdict as brought in by the jury read :

"That on October 14, 1897, a freight train consisting of engine, tender and 26 empty cars, with engineer, fireman and two brakemen in charge of Conductor Harry Hawes, did leave Ottawa for Carleton Junction. They got stuck on a grade known as Bell's Corner's grade and had to cut their train to proceed to Stittsville and having placed front portion of train in the siding at Stittsville, Engineer Alex. McCuaig did not leave or order a flagman to protect himself while returning for the detached portion of the train. On his return to the grade when Conductor Harry Hawes found he had not complied with rule 116 he (Hawes) should have complied with rule 43, as he knew that express was due and had right of way. By these omissions the latter part of special freight, when going, towards Stittsville, collided with Toronto express No. 28. and in which collision the said James Haste received wounds from which he then and there died, and we, the jurors, declare that Alex. McCuaig and Harry Hawes by these omissions did feloniously kill and slay the said James Haste."

McCuaig Not Surprised.

Engineer McCuaig was interviewed by a Journal reporter after the verdict was announced. He was not surprised he said at the verdict. He believed by the way the jury were questioning him they would bring in a verdict somewhat similar to the one they did render.

Mr. McCuaig was not troubled in the least at the verdict. He said: "I have told my story and it is true. I did not take any other meaning out of rule 116. regarding the leaving of a flagman. I cannot say or do anything more than I have already said and done." Further than this Mr. McCuaig did not care to speak. He is perfectly satisfied to let the law take its course.

Has Served for 14 Years.

Mr. McCuaig is a married man. His wife and one child are living in Carleton Place where they are all highly respected. He is 33 years of age and has been in the service of the C.P.R. for about 14 years. He has been an engineer for about 10 years. During the last seven or eight years he has resided in Carleton Place.

During his service with the C.P.R. his run has been between Ottawa and Chalk River. Mr. McCuaig had never had an accident of any kind and was always considered a careful and competent man. He is a general favorite among his friends and is a fine physical specimen of a man.

Never Had An Accident.

Conductor Harry Hawes the other indicted employee, of the C.P.R. is about the same age as Engineer McCuaig. He has been in the service of the C.P.R. for about 10 years and has never been in an accident previous to the present one. He is a married man and his wife and family live in Carleton Place.

Gave Bonds.

This morning Engineer McCuaig appeared before coroner Freeland and gave bail of \$500 himself. Mr. J.M. Dudley, of Hintonburgh. and A.J. Barr, 161 Cambridge street, brother engineers, also gave bail of \$250 each for Mr. McCuaig's appearance before a magistrate when called.

Constable McLoughlin went to Carleton Place this morning to arrest conductor Hawes and bring him to Ottawa. He will arrive this evening.

Both men will be summoned before county Magistrate Smith as soon as possible, and a few of the most important witnesses will be called to again give evidence.

Tha. Carleton Place Council have thrown out the by-law to grant a bonus to the Lanark County Electric Railway company. The railway has therefore been knocked out for the present. Mr. Colin McIntosh, solicitor gave his written opinion on the legality of the by-law, whereupon it was moved by Mr. Baird, seconded by Mr. Cram, that, in view of the report of the Special Committee, this council take no further action in connection with the by-law to grant a. bonus to the Lanark County Electric Railway company, and read a first time at our last meeting. The motion was carried. Mr. Fowler says he will go to work and get up a now petition, and have a new by-law prepared.

Two of them indicted.

Manslaughter found in the C. P. R. Inquest.

Conductor Hawes and Engineer McCuaig of the Special Freight found guilty of willful carelessness - jury out several hours.

The adjourned inquest into the C. P. R. Railway disaster, in which James Hastey, Frank Larondeau, James Kennedy and Robert Peden lost their lives, was continued last night, and after hearing the evidence of engineer McCuaig, the case was given to the jury at 9.30.

At 3:30 this morning the jury returned a verdict of manslaughter against conductor Harry Hawes and engineer Alex. McCuaig of the special freight, for not having complied with the rules of the railway as regards the flagging of approaching trains.

The lengthy sitting of the jury was owing to some of the jurymen thinking that operator McNish was equally culpable with conductor Hawes and engineer McCuaig. The jurymen found conductor Hawes blamable for not having sent a flagman ahead when he found the engineer McCuaig had failed to station one at Stittsville, and that engineer McCuaig should have compelled Hastey to remain at Stittsville.

Coroner Freeland issued warrants for the arrest of Hawes and McCuaig at the close of the inquest.

McCuaig's Evidence.

Alexander McCuaig, who was the engineer on the special freight leaving Ottawa on the morning of the accident and which collided with the Toronto Express, was the only witness last night. He stated that he left Ottawa at 3.25 a. m., with orders to proceed to Carleton Junction, crossing a special down freight at Stittsville. The freight crossed the "Soo" train at Britannia, and went on to the Bells Corners grade, where it stuck. It was necessary to cut the train there, and witness took the forward portion to Stittsville. Hastey, the deceased brakeman, went to Stittsville with witness. They backed on a siding, and uncoupled the engine from the cars. Hastey went into the station, and came out and got on the engine. Witness asked him if they were to stop at Stittsville. Hastey said: "No; I have told the operator not to let any train through until we get back." Witness was on his seat in the engine when Hastey told him. Hastey got on the engine, saying he had put up the semaphores, and everything was all right. They then back to down to the other portion of the train.

Witness thought he had complied with rule 16 when he had left a flag man. Operator McNish was the flagman. Witness relied on what the brakeman had told him. He understood that as long as he left an employee of the road to flag he had complied with the regulations.

On reaching the rear section they connected with it, and started toward Stittsville. When witness noticed the headlight of the express they were about eight or ten lengths apart. He applied the brakes, reversed, and jumped. He broke his leg when he struck the ground, and laid there for some time, and then crawled back to the van.

To a juror, witness said that the red light of the east semaphore was showing when he returned from Stittsville to the rear section of his train at Bells Corners.

BOUGHT

C. P. R. Aylmer Line Now Owned by the Hull Electric Ry.

The Road Purchased for About \$100,000

Only the Sanction of Parliament Required to Complete the Deal - Aylmer to be Boomed

The HuU Electric Company has purchased the Aylmer branch of the C.P.R. which is at present under lease, the price being In the neighborhood of \$100,000.

The purchase only requires ratification by Parliament.

Since leasing the road the Hull company has double-tracked it from Hull to Aylmer, improved the road bed and in other ways greatly enhanced the value of the line. The line la certain to increase in favor.

It is understood that the Hull company intend to advertise extensively, and it is quite likely that Aylmer next year will be frequented by hundreds of Americans and others from points In Canada, and the company's hotel there will be boomed as a summer resort

The extension of the P. & P. J. into Hull will soon be started, as Mr. Beemer has concluded the purchase of the rails for the road. Mr. Beemer says the new Central station in Hull will be near the point from which the interprovincial bridge will start. That point has not yet been settled but will be so before long.

The plans for the road from Aylmer to Hull are being prepared and will be submitted to the approval of the government within a short time.

M'CUAIG WAS ARRESTED

BUT CORONER FREELAND ACCEPTED BAIL

The Men Found Guilty of Carelessness to be Arraigned Before County Police Magistrate Smith - Complete Verdict of the Jury.

Alexander McCuaig, who was found guilty of carelessness by the Coroner's Jury in the C.P.R. inquest, was arraigned before Coroner Freeland yesterday morning and admitted to bail in the sum of \$1,000. The accused furnished \$500 himself, and J. Dudley, of Hintonburgh, and A.J. Barr, Cambridge street, \$250 each. Constable McLaughlin left for Carleton Place last evening for conductor Harry Hawes who was also found guilty of carelessness.

It is expected that the preliminary examination before County Police Magistrate Smith will take place in a few days.

The verdict rendered by the coroner's jury in the C.P.R. inquest yesterday morning was as follows:

"We find that on October 14th, 1897, a freight train consisting of an engine, tender and 26 empty stock cars, with engineer, fireman and two brakeman, in charge of conductor Hawes, left Ottawa. They got stuck on a grade known as Bell's Corners grade and had to cut the train to proceed to Stittsville, and having placed the front portion of their train on the siding, engineer McCuaig did not leave proper orders or a flagman to protect himself while returning for the detached portion of the train. On his return to the grade conductor Hawes, when he found that McCuaig had not complied with rule 116 of the C.P.R., should have complied with rule 43, as he knew that the express was due and had the right of way. By these omissions the latter part of the train, when going towards Stittsville, collided with the Toronto express, No. 28, and in the collision the said James Hastey received wounds from which he then and there died.

"And we, the jurors aforesaid, declare that Alexander McCuaig and Harry Hawes, by these omissions, did felonously kill and slay the said James Hastey.

Signed: C.A. Larose (foreman), W. J. Keenahan, Frank Kehoe, Frank Montgomery, Lewis T. Rochon, Joseph Boyden, W. Brown, S. Mahoney, A. Whelan, Geo. Low, H. Merritt, John H. Parnell, W.A. Davis, J. Buchanan, P.H. Chabot..

## HAWES IS ARRESTED

THE CONDUCTOR BROUGHT FROM CARLETON PLACE TO-DAY

Brought Before Coroner Feeland and Given Bail - Will be Before the Magistrate Next Monday

Constable Waller went to Carleton Place yesterday to arrest Harry Hawes, conductor on the freight train in the collision on the C. P. R. at Stittsville last month, on the charge of manslaughter, according to the indictment of the jury in the coroner's inquest. He was brought to the city this morning and arraigned before Coroner Dr. Freeland, who released him on bail. Bail was accepted for himself for \$500: and for \$250 each from Wm. Flegg, 603 Maclaren street, and Albert T. Chapman, 70 Maple street conductors.

Harry Hawes and Engineer Alex. McCuaig, who was indicted with him, will appear on Monday afternoon at two o'clock before Magistrate Smith. The bail granted by Coroner Freeland will be renewed, and the men remanded until the following Friday, when the trial will be proceeded with. Conductor Hawes will be represented by G. F. Henderson and Engineer McCuaig by F. R. Latchford.

05/11/1897

Renfrew Mercury

Hull Electric

The Hull Electric Company has purchased the Aylmer branch of the C.P.R. which is at present under lease, the price being in the neighbourhood of \$100,000. The purchase only requires ratification by Parliament. Since leasing the road, the Hull company has double-tracked it from Hull to Aylmer, improved the road bed and in other ways greatly enhanced the value of the line. The line is certain to increase in favor. It is understood that the Hull company intend to advertise extensively, and it is quite likely that Aylmer next year will be frequented by hundreds of Americans and others from points in Canada, and the company's hotel there will be boomed as a summer resort. - Ottawa Journal.

05/11/1897

Ottawa Journal

Ottawa Electric

Ottawa Car

The Ottawa Car Company have their new storage house erected. They will sheet it with iron.

05/11/1897

Ottawa Citizen

Carleton Place

St. Albert

## HAWES ARRESTED.

Harry Hawes, conductor of the special freight train in the C.P.R. collision at Stittsville, was arrested at Carleton Place by Constable Waller and brought to the city yesterday morning. He was arraigned before Coroner Freeland and released on bail, himself at \$500 and \$250 each from William Flegg and Albert G. Chapman, C.P.R. conductors. Hawes and McCuaig will be arraigned before Magistrate Smith on Monday and it is expected an adjournment will be made until Friday, when the case will be proceeded with.

05/11/1897

Almonte Gazette

Carleton Place

Ottawa station

The C.P.R. will build a station of its own in Ottawa, instead of a union station by the various roads converging to the capital. The C.P.R. Co. also expect to have by next spring much faster trains running into Ottawa than at present. It is said that the company will spend a round million dollars building &c., in Ottawa during the coming years.

05/11/1897

Eastern Ontario Review

Montreal and Ottawa

Alfred

Mrs. Chonnard of Alfred who met with a serious accident at the Alfred station recently had her claims against the C.P.R. adjusted last week. She was allowed \$300.

05/11/1897

Almonte Gazette

Chalk River

The Herald says: "Whilst coupling cars in the C.P.R. yard last Wednesday night Mr. Andrew Armour got his right hand squeezed so badly that he had to have the hand amputated at the first joint and the first finger at the second joint. Much sympathy is felt for Mr. Armour as it is only a few weeks since he had his house destroyed by fire. Dr. Sinclair dressed the injured hand; and reports it doing nicely.

05/11/1897

Ottawa Free Press

Hull Electric

The intended purchase of the Aylmer branch of the C.P.R. by the Hull Electric company was effected yesterday. The price paid is in the neighbourhood of \$100,000.

05/11/1897

Almonte Gazette

Chalk River

Arnprior

The Arnprior newspapers report that the C.P.R. Co. will have a new station built in that town next spring. We trust Almonte will be "in it" to the same extent. Goodness knows both towns require one badly enough.

06/11/1897

Ottawa Journal

Ottawa Terminal

The C.P.R., despite all that has been said, will build on the west side of the canal, as intimated in the Journal some days ago.

The Journal learned today on excellent authority that the terms submitted by the C.A.R. company for the use of their tracks on the east side of the canal are considered exorbitant by the C.P.R. and in consequence, they will build a bridge across the canal at Deep Cut, bring their line in along the west side up to Sapper's bridge. There they will put up one of the finest stations in Canada.

No plans have been filed as yet at the Railway Department but they will be before long.

08/11/1897

Ottawa Free Press

New York Central

A change has been made in the route of the New York and Ottawa railroad. The road is now to be built several miles nearer to the city than was previously intended, connecting with the C.A.R. at Hurdman's Bridge. The change has been made to reduce the mileage that it will cost the company for using the C.A.R. tracks. Three miles additional will be run beside the C.A.R. tracks to the point of connection.

08/11/1897

Ottawa Journal

Carleton Place

Stittsville

## APPEARED AND REMANDED

Conductor Hawes and Engineer McCuaig to be Tried on Friday

Alex. McCuaig and Henry Hawes, of Carleton Place, the engineer and conductor accused of having caused the death of James Haste, at the C.P.R. wreck at Stittsville, on the morning of October 14th, 1897, appeared before County Magistrate Smith, this morning.

The defence were not ready to proceed, and the case was remanded until Friday, at 10 a.m.

Bail was accepted from each of the prisoners in \$1,000 each. Besides this, Mr. A.J. Barr and John M. Dudley, engineers on the C.P.R., went bail for McCuaig to the extent of \$500 each. Wm. Anderson and Wm. Flagg, conductors on the C.P.R., each gave \$500 bail, for the appearance of Conductor Hawes.

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.

09/11/1897

Ottawa Citizen

Ottawa Terminal

-- new C.P.R. Central station, company's new short line will cross the canal near Ottawa East and run along the west side of the canal into the station. The company will build a line from the old St. Lawrence and Ottawa station on Sussex street, over Nepean Point and across the canal at the foot of the locks to the proposed station.

And they will do more. They will carry out their old plan of building a line around the base of Parliament Hill to their road at the Chaudiere.--

09/11/1897 *Ottawa Citizen* *Ottawa Electric*

The work of laying a branch of the electric railway from Duke street to the McKay Milling Company's yard at the Chaudiere is now very nearly completed and it is expected that the branch will be of such service to the milling company to allow them to do away with the use of several of their drought teams.

09/11/1897 *Ottawa Journal* *Carleton Place* *Ottawa, Broad Street*

Broad street will be widened to its full width of 66 feet. The C.P.R. will lease to the city the land that is required for the purpose. More.

09/11/1897 *Ottawa Citizen* *Carleton Place* *Stittsville*

#### RAILWAY MEN ARRAIGNED

Before County Court Police Magistrate Smith yesterday Conductor Hawes and Engineer McCuaig were arraigned, charged with manslaughter, in connection with the recent C.P.R. collision near Stittsville. County Crown Attorney Ritchie appeared for the prosecution, Mr. F.R. Latchford for Conductor Hawes, and Mr. H. McGiverin for Engineer McCuaig. On motion of Mr. Ritchie, the case was enlarged until Friday, bail being renewed.

09/11/1897 *Ottawa Citizen* *New York Central* *Crysler*

Cornwall - The bridge across the Nation river at Chrysler has been crossed by the construction trains of the Ottawa and New York railway, and the rails are going down towards the Castor River which will be crossed in a few days, after which there will be no obstacles to the completion of the line to Ottawa.

It is now understood that the O. & N.Y. R.R. will have a station within the corporation limits. They intend running to the east side of Cumberland street, between second and fourth streets. A petition has been filed with the mayor for the right of way.

The north pier of the bridge across the south channel is about completed. Both piers will have their resisting power well tested by the ice shoves in the spring. Most of the structural iron has been delivered. It is not yet announced whether the spans will be put up this fall or not.

10/11/1897 *Lanark Era* *Lanark County Electric*

A notice appears in the Ontario Gazette of an application to the legislature for the incorporation of a company to build an electric railway within the counties of Lanark, Leeds and Grenville, from Smith's Falls to Lombardy, Oliver's Ferry, Portland and Rideau Lake, Merrickville, Burritt's Rapids, Irish Creek.

10/11/1897 *Lanark Era* *Lanark County Electric* *Lanark*

A petition is now being circulated among the ratepayers to have the Electric Railway bonus by-law submitted to a vote. The petition and buy-law will be without defect - bullet-proof, in fact - Mr. Fowler says, and will without doubt, go to a vote of the people. Mr. Fowler has much faith in the success of the road, if built, and is determined to push it if at all possible.

11/11/1897 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

The P. & P. J. station was in the hands of the painter last week. As a consequence its appearance is greatly enhanced. - Also in Renfrew Mercury of Nov. 19.

11/11/1897 *Ottawa Citizen* *New York Central*

For a \$100,000 bonus the O. & N.Y. will build workshops here.--

11/11/1897 *Ottawa Journal* *New York Central*

The workshops of the Ottawa and New York Railway may be built in Ottawa. They will be built here if the city grants a bonus of \$100,000 to the road. More.

At present time O. & N.Y. have an offer of a bonus of \$35,000 from Cornwall.

12/11/1897 *Eastern Ontario Review* *New York Central*

The Ottawa and New York railway will, it is expected, be open for traffic December 1st.

12/11/1897 *Almonte Gazette* *Chalk River* *Carleton Place*

The C.P.R. workmen at Carleton Place have moved in to the new shop.

12/11/1897 *Almonte Gazette* *Carleton Place* *Stittsville*

The C.P.R.Cp. Are making considerable improvements around the Stittsville station.

12/11/1897 *Almonte Gazette* *Hull Electric*

The Hull Electric Company which for the last couple of years has leased the Aylmer branch of the C.P.R., has bought it, the price being about \$100,000.

12/11/1897 *Ottawa Citizen* *Carleton Place* *Stittsville*

#### THE C.P.R. FATALITY

The preliminary examination of Engineer McCuaig and Conductor Hawes re the C.P.R. accident, will be commenced before County Court Police magistrate Smith this morning at 10 o'clock. Mr. Ritchie will appear for the prosecution and Messrs Latchford and McGiverin for the defence.

## C.P.R. EMPLOYEES ON TRIAL TO-DAY

HAWES AND McCUAIG BEFORE MAGISTRATE SMITH

Trial Will Likely be Lengthy and Thorough - Others May be Arrested - The Evidence

The trial of Alex. McCuaig and Harry Hawes, charged with being responsible for the death of James Hasteley at the C.P.R. collision at Stittsville on Oct. 14th, is in progress to-day before County Magistrate Smith.

The trial from all appearances promises to be long and very thorough. The evidence taken this morning was largely the same as that given before the coroner's jury. What new evidence was taken tended to implicate Operator McNish.

The county crown attorney says that during this investigation an honest effort will be made to find out who is responsible and if the evidence shows that some employee of the C.P.R., other than the men accused, are responsible a new charge will be laid and arrests follow.

The Prisoners' Counsel.

Mr. Geo F. Henderson appears for Alex. McCuaig, the engineer of the freight, and F.R. Latchford appears for Conductor Harry Hawes of the freight. County Crown Attorney J. A. Ritchie has the case of the Crown.

A dispute arose at the opening of the trial between the counsel for the defence and for the prosecution. The counsel for the defence argued that all evidence taken before the coroner should be submitted as evidence before the magistrate. This the Crown prosecutor refused to do, stating that he would call only such witnesses as would tend to prove the charge laid by the Crown. The defence will be at liberty to call any witnesses they desire. A discussion also took place as to the jurisdiction of the magistrate in the case.

Magistrate Smith decided that it was within his jurisdiction to dispose of the case as the evidence adduced would dictate.

The Taking of Evidence Begins.

Lyman Annable, the fireman of the Toronto express on the morning of the 14th of October, was the first witness. To Mr. Ritchie he gave the same evidence he gave before the coroner's jury.

Being cross-examined by Mr. Geo. F. Henderson, Mr. Annable said the semaphores were not raised against the express train. It was the duty of the operator to examine all switches in the station yard, 5 minutes before the train was due. If the operator had done that he would have been able to see whether there was any train on the siding or not. In cases of emergency it was the duty of the operator or agent to act as flagman.

Express Conductor Testifies.

Conductor Wm. Pearson, of the Toronto express, was next called. The major portion of his evidence was not new. He admitted to Mr. Latchford that a rule of the C.P.R. said that "An agent is not to report a train in until the conductor has booked on the train register." If the agent does report a train in without having the conductor register, he is breaking the rules.

To Mr. Henderson Mr. Pearson stated that the moment an operator received an order for two trains to cross at his station, it was his duty to set the Nunn signal and leave it set until the trains had crossed or the order had been cancelled.

It was also necessary for some brakeman to go to the rear of the train when it stuck on the grade. The conductor, according to the rules, must remain in his van, and the 2nd brake man would have to go to Stittsville to assist in putting in the detached portion of the train. It was necessary for some one to couple the cars when the remainder of the freight was to be brought up.

An Important Question.

Mr. Henderson - Now, Mr. Pearson, whose duty was it to couple those cars when Engineer McCuaig went back after the remainder of his train.

Mr. Pearson could not answer, from the fact that Conductor Hawes had to remain in the van of his freight train, and the other brakeman was back

flagging any train which might be approaching from the rear. The only way, in the opinion of Mr. Pearson, to get the cars coupled was for Brakeman Hasteley to come back on the light engine from Stittsville and couple the cars. A flagman, Mr. Pearson stated, had been left at Stittsville in the person of the operator. Any official of the road left in charge would he said, be a flagman.

Dr. J.O. Scott, Ottawa, and Dr. G. C. Richardson, of Hazeldean, were called and confirmed the evidence they gave before the coroner's jury.

At this point an adjournment for dinner was made.

At 3 o'clock the trial was adjourned till to-morrow...

12/11/1897 *Almonte Gazette**Lanark County Electric*

Mr. Fowler (of Arnprior) is finding an uphill road to travel with his electric road to Lanark, to which the Khyber and Afridi and Chilcoat passes are easy gradients, so to speak, asphalted and macadamized, and with soda water booths all along. In putting the big stone on an up grade Sisyphus had a leisurely and halcyon time in comparison. Yet if the voice of the people, as delivered in the forum, mean anything the scheme has public sympathy and the promoter will yet soar on an easy pinions.- Central Canadian. Just so.

12/11/1897 *Almonte Gazette**Winchester**Apple Hill*

Richard C. Peck, a brakeman, was crushed to death last week at Apple Hill while he was coupling a freight car to the engine.

13/11/1897 *Ottawa Citizen**Pontiac Pacific Junction*

Meeting of Hull City Council.

Mr. J.H. [sic] Beemer waited upon the meeting and asked for the right of way on Gay street from Brewery Creek to Ravine street for the P. & P.J. and Gatineau railways. The request was referred to the Street Committee.

## POINTING NOW TO M'NISH

## IS THE EVIDENCE IN THE STITTSVILLE WRECK CASE

Today's Testimony Before Magistrate Smith McNish Was Told to Hold "the Cannon Ball" - Kavanagh's Story

The trial of Conductor Harry Hawes and Engineer McCuaig was resumed before County Magistrate Smith this morning. The evidence continues to point to Operator McNish as being in some sense responsible..

Wm. H. Kavanagh, the fireman on the freight train, told the crown prosecutor that he heard Brakeman Jas. Haste tell Engineer McCuaig that he (Haste) told the operator at Stittsville to let no trains through until they brought up the remainder of the freight train. The red light was showing in the western semaphore of the Stittsville yard when the engine was uncoupled from the front portion of the freight train. Brakeman Haste, the witness believed, coupled the engine to the detached portion of the train after they went back for it.

Haste Went Into the Station.

To Mr. Henderson, in cross-examination, Mr. Kavanagh said he saw Haste go into the station at Stittsville. He also heard Haste say to McCuaig "I told the operator to hold the "Cannon Ball." " The semaphore, witness said, was set at "danger" when they started back after the rear portion of their train. Witness knew that they were to pass a train at Stittsville and believed the semaphores were set to hold the trains and the semaphores would remain set. They would not have passed the east semaphore had they not believed it was set for their protection. If the semaphores were changed before the "Cannon Ball" left Stittsville they could not possibly have been changed by either Hawes or McCuaig.

Should Have Held the Trains.

To Mr. Latchford the witness stated that the operator at Stittsville should have held all trains because he knew Hawes' train was on the road and that Conductor Hawes had not registered himself as having arrived at Stittsville.

The deposition of Conductor Hawes at the coroner's inquest was put in as evidence against him. The evidence of engineer McCuaig was also put in against himself.

Frederick M Spidal was next called. He testified to the manner in which orders were sent from the dispatcher's office to the men on the road. His evidence was not new.

The court adjourned at one o'clock for lunch.

13/11/1897 *Ottawa Citizen**Tramway**Deschene Lumber*

Another matter was also referred to the same (Hull Street) committee. It was a request from the Deschene Lumber Mill Company for permission to have a railway siding near the corner of Brewery and Wright streets.

13/11/1897 *Ottawa Free Press**Montreal and Ottawa*

The grading of the Montreal and Ottawa railway will be completed next Thursday as far as Hurdman's Bridge where it will connect with the Prescott and Ottawa branch of the C.P.R. There remains a section of twenty-three miles upon which the steel is yet to be laid.

13/11/1897 *Ottawa Citizen**Carleton Place**Stittsville*

## LOOKS BAD FOR M'NISH

## EVIDENCE THAT HE NEGLECTED HIS DUTIES

Fireman Annable Says He Should Have Examined the Switches Before the "Canon Ball" Arrived at Stittsville.

The preliminary examination of Engineer Alexander McCuaig and Conductor Hawes indicted by the coroner's jury as being responsible for the recent railway disaster at Stittsville in which James Haste and others lost their lives was commenced in County Police Court yesterday morning before Magistrate Smith. Some new evidence was given tending to implicate another employee of the company, and it is not unlikely that a new charge will be laid.

Mr. J.A. Ritchie, County Crown Attorney, assisted by Mr. Owen Ritchie, is conducting the prosecution. Mr. G.F. Henderson is representing Alex. McCuaig and Mr. T.R. Latchford appears for Conductor Hawes.

## COUNSEL DISAGREE

At the commencement of the trial yesterday there was a dispute between counsel as to the amount of evidence to be adduced. The defence wanted all the evidence given before the coroner's jury, while Mr. Ritchie proposed to call only such witnesses as would be necessary to substantiate the Crown's case. It was finally decided that the defence could call any witnesses it considered necessary.

## OPERATOR NEGLECTED WORK

Lyman Annable, fireman on the Toronto express, on being called by the prosecution repeated his evidence before the coroner's jury. On cross examination, the witness said that the semaphores were not raised against the express. It was the duty of the operator to examine all switches in the yards five minutes before the train was due, and had he done that he could have seen whether a train was on the siding or not.

In his direct examination Conductor Pearson gave the same evidence as before the jury. Cross-examined by Mr. Henderson, Mr. Pearson stated that when an operator received an order for the crossing of trains at his station, it was his duty to set the Nunn signal and leave it set until the trains had crossed or the order had been cancelled. On returning for the remainder of the train the only way to get the cars coupled was to bring Haste back from Stittsville, as the conductor had to remain in the van and the other brakeman was back flagging any train approaching from the rear. He considered that a flagman had been left at Stittsville in the person of Operator McNish, and any employee of the road could act as such.

At 3 o'clock the case was adjourned until this morning at 11, when the hearing will be resumed. The accused were again released on bail, McCuaig's bondsmen being Messrs. J.W. McRae and H.K. Egan, while William Anderson gave bonds for Harry Hawes.

## RAILWAY MEN'S TRIAL

IT WAS CONCLUDED LATE ON SATURDAY NIGHT.

Operator McNish Examined at Length Legal Counsel for the Defendants Claim He was Solely to Blame for the Accident.

The trial of Conductor Hawes and Engineer McCuaig was continued on Saturday Before County Magistrate Smith, and was finished at 9.30 Saturday evening. From the evidence adduced very little was elicited other than that given at the inquest. The line of action pursued by the defence has consisted of an effort to clear the accused by attaching the blame on station Agent McNish, but a searching cross-examination of that witness failed to break down his testimony. The court sat in continuous session from 2 to 9.30 on Saturday, it being the wish of counsel on both sides to finish the case. Judgment in the case will be given on Thursday morning, and it is the general impression that both of the accused will be dismissed.

## FIREMAN KAVANAGH'S STORY.

The first witness on Saturday was Walter Kavanagh, fireman on the special freight. He stated that he heard Haste say to McCuaig, "I have told the operator to hold the express until we get made up." The red light in the western semaphore was showing when the engine was uncoupled from the forward portion of the train.

Cross-examined by Mr. Henderson, the witness said he knew they were to pass a train at Stittsville, and believed the semaphores were set to hold the train and would remain set. If the semaphores were set before the "cannon ball" left Stittsville some person other than Hawes or McCuaig did it. To Mr. Latchford the witness said that McNish should have held all trains, knowing that Hawes' train was on the road and that Hawes had not registered on arriving at Stittsville.

The depositions of Hawes and McCuaig, as given before the coroner's jury, were submitted as evidence against the accused.

## MR. SAIDAL'S EVIDENCE.

F. M Spaldal, chief train despatcher, was called, and testified to the manner in which orders were sent from the despatcher's office to employees of the road. The court at one o'clock took recess.

On resuming after lunch, there was a dispute between counsel as to whether Engineer McCuaig should have taken Haste back with him on the engine to the remaining portion of the train.

Mr. Spidal was finally recalled, and again interpreted the rules. The witness was sharply cross-examined by counsel for the defence.

Mr. Henderson - Knowing that a freight train was divided and that the conductor hadn't reported but had gone back for the remaining portion of his train, is there a rule of the company permitting the agent to let a train pass the station?

Witness - Yes; an agent might properly let a train through, if he had no instructions to hold it, as express trains have the right of way.

Mr. Ritchie - If a freight train is cut on a grade and the engineer, accompanied by a fireman and brakeman should proceed to the next station, intending to return for the detached portion, what precaution should he take to protect his train?

Witness - I never took part in the management of a train in such a case except as an operator.

The magistrate overruled the question.

## MCNISH EXAMINED

The next witness was Mervin McNish. His direct examination occupied only a short time, and was the same as given at the inquest. On cross-examination, which lasted over an hour, the witness stated that he heard no one say "let no trains through until mine is made up." Five minutes before the express was due he went out to lower the semaphore to let the train through.

Mr. Henderson - Do you know that five minutes before the train is due, the agent should examine the switch and see that it is set right and locked?

Answer - I didn't examine the switch but the position of the lights showed that it was set right.

The witness said he made no investigation to see if the freight was in the yard, until the express had passed. He supposed the freight was on the siding.

Mr. Henderson - If you had gone into the yard and found only a portion of Hawes' train there would you have let the express pass?

Witness - Probably I would as I had no orders to hold it.

Superintendent Robillard was called and explained some of the regulations of the road

## ADDRESS OF COUNSEL

Mr. Henderson, for the defence, then addressed the court at considerable length, asking for the dismissal of the prisoners, on the ground that no evidence had been adduced showing that they were to blame for the accident. He contended that it was due to the negligence of McNish who had failed to carry out the instructions of brakeman Haste.

Mr Ritchie stated that any negligence on the part of McNish would not exonerate the accused, and, after reviewing the evidence, he asked for the commitment of the accused for trial at the Assizes.

Mr. Latchford followed in a brief vehement address, asking for the dismissal of his client in the absence of any evidence of culpable negligence. He questioned the veracity of McNish and repeatedly stated that the witness had been guilty of deliberate falsehood.

Magistrate Smith said he would carefully consider the case and give judgment on Thursday morning. The accused were again released on bail

*16/11/1897 Ottawa Free Press New York Central*

Mr. C.B. Hibbard, of the Ottawa and New York railway, arrived in the city today from St. Albans, Vt. He will go before the railway committee of the Privy Council tomorrow. Speaking of making Ottawa their headquarters, Mr. Hibbard said that if the people of Ottawa saw fit to grant them the bonus asked for that they would build first class shops, which would be a credit to the company and the city as well. They will make Ottawa the headquarters of the railway.--

*17/11/1897 Ottawa Citizen New York Central*

Mr. C.R. Hibbard of the Ottawa and New York Railway, arrived in the city yesterday, to appear before the Railway Committee of the Privy Council this morning in support of his company's applications. Mr. Hibbard says that trains from Cornwall will be running into Ottawa by December 15th.

*17/11/1897 Ottawa Citizen Pontiac Pacific Junction Hull*

Mr. Dunn, engineer of the P. & P.J. railway, submitted the plans of the company in regard to the right of way to the Hull approach to the Interprovincial bridge, before a committee of the Hull council yesterday afternoon. The plans show that the intended line will run for a short distance on Gay street to Brewery street and thence to Ravine street. Mr. Dunn informed the committee that the railway company would be responsible for any accidents caused through their negligence on the streets in question and also to any of the residents who would claim damages on account of the line passing in front of their homes.

After the explanation of Mr. Dunn the committee decided to consult the city solicitor on the matter. If it is legal to construct the line on the streets in question the committee will not raise any objections.

*17/11/1897 The Record, Chesterville New York Central*

Cornwall Nov. 9. The bridge across the Nation River at Crysler has been crossed by construction trains of the Ottawa and New York Railway and the rails are going down towards the Castor river, which will be crossed in a few days, after which there will be no obstacles to the completion of the line to Ottawa. It is now understood that the Ottawa and New York Railway will have a station within the corporation limits. They intend running to the east side of Cumberland Street, between Second and Fourth Street. A petition has been filed with the Mayor for the right of way.

The north pier of the bridge across the south channel is about completed. Both piers will have their resisting powers well contested by the ice shoves in the spring. Most of the structural iron has been delivered. It has not yet been announced whether the spans will be put up this fall or not.

*17/11/1897 Ottawa Free Press New York Central Hawthorne*

Construction work on the New York and Ottawa railway has been completed as far as Hawthorne.

## ONE HELD

Decision in C.P.R. Wreck Case

Engineer McCuaig Sent for Trial

Conductor Hawes Dismissed - What the Magistrate Said re the Cases

Engineer Alex. McCuaig must answer before a jury to the charge of being responsible for the death of Brakeman James Hasteley in the recent C.P.R. wreck at Stittsville. Conductor Harry Hawes is dismissed.

County Magistrate Smith gave his decision this morning as stated above.

It was somewhat of a surprise to many who believed that both men would be discharged. The magistrate held that there was no evidence to show that Conductor Hawes had in any way neglected his duty. The fact that Conductor Hawes enquired of Hasteley what person had been left at Stittsville to flag the express went, to show that the conductor was doing his duty.

McCuaig's Case Not the Same.

In the case of Engineer McCuaig it was different. In order to comply strictly with the rules the magistrate thought McCuaig should himself have gone to report to the operator at Stittsville. The magistrate, however, admitted that McCuaig had not neglected his duty in so far as he had asked Hasteley if he had notified the operator. The answer of Hasteley that he had notified the operator, the magistrate thought, was some excuse for McCuaig's neglect to do so. But as McCuaig had not complied strictly with the rules, the magistrate felt bound to send him up for trial.

The case will be called before C. J. Robertson on Nov. 29th. In the meantime McCuaig is out on bail.

18/11/1897 *Kemptville Advance* *Smiths Falls, Rideau and Southern*

A notice appears in the Ontario Gazette of application to the legislature for the incorporation of a company to built an electric railway within the counties of Lanark, Leeds and Grenville, from Smiths Falls to Lombardy, Olivers Ferry, Portland and Rideau Lake, Merrickville, Burritt's Rapids, Irish Creek, etc.

18/11/1897 *The Equity, Shawville* *Locksley*

The directors of the Pembroke Southern Railway Company met last week to open the tenders for the construction of the road from Pembroke to Golden Lake, of which there were five. All the tenders were higher than anticipated. No action was taken.

18/11/1897 *Ottawa Citizen* *New York Central*

Railway Committee of the Privy Council --

Mr. D.B. MacTavish, Q.C., and Mr. D'Arcy Scott appeared for the O. & N.Y. and Mr. Christie for the O.A. & P.S. and C.A.R. corporations.

Contrary to expectations the proceedings were cut short by the suggestion of the Minister of Railways of a conference between the disputants with a view to amicable settlement of the matter.

In the first case the New York and Ottawa Company applied for permission to enter their terminal property, in the city of Ottawa over the tracks of the C.A.R. and O.A. & P.S. railways or over their own tracks. In the second application was made for permission to enter the city over the tracks of the C.A.R. and O.A. & P.S. and to use the Central station.

Mr. MacTavish was setting forth the obligations of the respondents as subsidized railways to grant running powers over their lines to other roads when Mr. Christie observed that his clients didn't deny that they were obliged to grant running powers over subsidized portions of their lines and to give access to the central station as well, it was merely, he said, a matter of terms.

Mr. MacTavish went on to say that the O. & N.Y. Company had bought out land near the Central station for terminal facilities when the Canada Atlantic people blocked the way thereto by erecting a building in front of it. His clients had endeavored to come to an arrangement with the C.A.R. and O.A. & P.S. people for an entrance, but the latter refused to treat with them unless the O. & N.Y. Company should withdraw their application to the Railway Committee.

Mr. Christie emphatically denied that there had been any formal offer whatever to negotiate precedent to the application to the committee.

The outcome of the argument on this point was an intimation from the Minister of Railways that he was satisfied there had been no formal and timely offer by the O. & N.Y. to negotiate upon which point he would be inclined to find the applicants at fault. "The whole matter," said Mr. Blair, "admits of settlement by negotiation. I therefore suggest that you get together and come to some propositions at least, as a basis of settlement."

Both sides signified assent to this suggestion, only Mr. MacTavish wanted it understood that the negotiations should proceed upon the lines laid down in his clients applications.

Mr. Christie demurred. The two propositions, he argued, were incomparable. Moreover, in addition to what appeared in the applications, counsel for the O. & N.Y. were asking to join the C.A.R. beyond the crossing of the C.P.R. (Prescott and Ottawa) and beyond the Rideau river. Did that mean somewhere west of Coteau? he asked, adding that on the section from Coteau to Ottawa the C.A.R. never got a cent of government subsidy, nor had the O.A. & P.S. received a government subsidy for the portion of its line in question.

Mr. Scott thereupon produced plans to show the desired point of junction and a further discussion took place upon their validity.

Mr. Christie was urging compliance with certain formalities to ensure the legality of any subsequent arrangement, when Hon. Mr. Blair cut him short by making the observation that he was only involving his case by invoking technicalities at the present stage.

Mr. Scott indicated on the plan a point east of the Rideau River where the O. & N.Y. wanted to join the tracks of the Canada Atlantic. He asked for an order that the junction be made at that point.

This was refused and the case adjourned to give the principles opportunity to negotiate as to the terms upon which the required facilities should be granted to the Ottawa and New York road.

At the conclusion of these negotiations notice will be sent to the Railway Committee, and within two days the committee will meet again to confirm the agreement if any be reached, or, in the event of disagreement, to fix the terms upon which the O.A. & P.S. Company shall give to the New York Company access to the Central passenger station.

18/11/1897 *Ottawa Citizen* *Renfrew* *Ottawa East*

Work is being pushed on the new Canada Atlantic railway sheds which are nearing completion. The windows were being put in yesterday and the building will be ready for occupancy in a short time.

18/11/1897 *Ottawa Citizen* *Carleton Place* *Stittsville*

In the County Police Court this morning, Magistrate Smith will give his decision in the case against Engineer McCuaig and Conductor Hawes arising out of the Stittsville railway accident.

18/11/1897 *Cornwall Freeholder* *New York Central*

The question of an entrance into Ottawa for the Ottawa & New York Railway was taken up by the Railway Committee on Wednesday, and after listening to the views of the various parties, Hon. Mr. Blair advised them to endeavor to come to an agreement among themselves, and what they could not settle the Government would arrange, in pursuance of this, a conference was held at Ottawa yesterday between representatives of the Ottawa Arnprior & Parry Sound Railway (they had Ottawa & Parry Sound Ry), the Canadian Pacific Railway and the Cornwall route, and it is understood that an agreement will likely be come to for the three roads to use the tracks of the Parry Sound road, and come into the present terminus on the east side of the canal.

Rails for the P. & P.J. railway from Aylmer to Hull have been ordered from a Pittsburgh, Pa., manufactory, and it is expected they will be here in the course of a couple of weeks. They were purchased through the firm's agent in Montreal, Mr. J.H. [sic] Beemer, president of the railway company.

The order consisted of about twelve miles of rail. A portion of them will be used in extending the Gatineau Valley railway to the P. & P.J. railway, which will be at what is known as Little Farm, north of Hull. From the junction the line will be run in a straight southerly direction to the approach of the proposed interprovincial bridge. On Division street. The rails will weight 72 lbs to the yard, which is some 12 lbs. Heavier than those now in use by the company.

**AYLMER TO HULL**

It as learned yesterday that nearly the whole of the right of way between Hull and Aylmer had been secured under favorable terms. In a couple of cases, however, the owners of property required for the railway were not willing to accept the offer made by the company, and arbitration will very likely be held to determine the value of the properties.

Mr. Guy C. Dunn, engineer of the railway informed a Citizen representative that work would commence very shortly on the proposed line. The rock work would be proceeded with during the winter months and the rest of the work would (be) started as soon as possible in the spring. The date on which the company intended having trains running from Aylmer into Hull was June 15, 1898.

**THE WESTERN END**

Information received from another authoritative source is that Mr. Beemer is now negotiating for the completion of the western portion of the P. & P.J. railway from Waltham, the present terminus, to Pembroke. This portion is about 32 miles and the construction of bridges across the Ottawa river at Allumette island will be necessary.

19/11/1897 *Renfrew Mercury**Belleville**Perth*

About twenty-five hands were laid off the carshops last Tuesday at noon. They are the night shift from the blacksmith shop; but those in the machine shop are still on, although they too will soon be dismissed. The work is now being caught up with.

19/11/1897 *Ottawa Citizen**Carleton Place**Stittsville***McCUAIG COMMITTED.**

County Police Magistrate Smith gave judgment yesterday morning in the case arising out of the Stittsville railway disaster, he dismissed the charge against Harry Hawes, conductor of the special freight which was in the collision, and committed Engineer McCuaig for trial at the assizes commencing on the 29th inst. In delivering judgment the magistrate said that he had carefully considered all the facts of the case as embodied in the evidence adduced. In reference to Conductor Hawes, he was of the opinion that he had done what any reasonable man would have done under the circumstances. Hawes was not able to know what took place at Stittsville, but when the engine returned for the detached portion of the freight he had taken the precaution to enquire as to what arrangements had been made for protecting the train. When Hastey told him that a flagman had been left he had a right to assume that it was so, and was justified in proceeding to Stittsville with his train. He therefore dismissed the case against the accused. In the case of McCuaig, the magistrate regretted that he could not take a similar view. The position of engineer was one of importance. He had charge of the portion of the train at Stittsville. It was his duty to see personally that a flagman was left with proper instructions. However, the engineer had believed Hastey when he said he had told the operator to hold the express, and the position of the west semaphore when the train backed out justified him in doing so. Mr. Smith said it was a matter for a jury to decide as to whether these were sufficient reasons under the circumstances and committed the accused for trial. Mr. McCuaig was subsequently arraigned before Judge Ross and elected to be tried with a jury. He was again admitted to bail, with Messrs. J. W. McRae and H. K. Egan as bondsmen.

19/11/1897 *Cornwall Freeholder**New York Central*

The work on the unfinished portions of the O.&N.Y. between here and Harrison's Corners has been somewhat interrupted by the recent rains, but a week or ten days more should see the entire track ready for the rails.

19/11/1897 *Ottawa Free Press**Pontiac Pacific Junction*

Rails for the P. & P. J. railway from Aylmer to Hull have been ordered from Pittsburgh, Pa., and it is expected that they will be here in the course of a couple of weeks. The order consists of about twelve miles. A portion of them will be used in extending the Gatineau Valley railway to the P. & P. J. which will be at what is known as the Little farm, north of Hull. Nearly the whole of the right of way between Hull and Aylmer has been secured and under favorable terms. Work will commence very shortly on the proposed line. The date on which the company intended having trains running from Aylmer to Hull is June 15m 1898.

Following is an outline of the plans submitted by Chief Engineer Dunn of the P. & P. J. Ry. to the Hull streets committee at its last meeting in regard to the extension of the P. & P. J. and O. & G. railways to the approached of the bridge on Division street. The P. & P. J. railway from Aylmer to Hull will enter the city by building a bridge over Brewery Creek then the tracks will be laid along Guy and Brewery streets, across the ravine to Lake Minot; thence across Ann, Catherine, Queen and St. Etienne streets to the Little Farm where 40 acres of land to be bought from Messrs. Marsdon & McLaren, will be used for yards, round houses and shops for both railways.

19/11/1897 *Almonte Gazette**Chalk River*

A miniature wreck occurred at Annable's crossing, Carleton Place, on Thursday morning in which T.A. Van Allen. Switchman, was nearly killed. Cars were being shunted on the siding. When crossing a culvert one of them became derailed and was thrown into the ditch. Van Allen, who was standing on top of the car, was thrown into the culvert, and when picked up was thought to be dead. Doctors hastily removed the man to his home, and now reports are that he will recover.

19/11/1897 *Renfrew Mercury**Locksley**Pembroke*

The directors of the Pembroke Southern met last Wednesday to open tenders for the construction of the road. All the tenders were higher than anticipated. A committee was appointed to report at a meeting this week.

19/11/1897 *Almonte Gazette**New York Central**Ottawa*

The Ottawa and New York R.R. have offered to build their workshops in Ottawa if they are given a bonus of \$100,000.

19/11/1897 *Ottawa Free Press**Montreal and Ottawa*

It is now certain the C.P.R. short line will enter the city by the C.A.R. tracks from the head of Deep Cut. More.  
Letter from Booth.

Mr. H.J. Beemer, president of the P.& P.J. railway has ordered twelve miles of rails from a Pittsburgh, PA., manufacturer and it is expected the rails will be here in the course of several weeks.

Part of the rails will be used to connect the Gatineau Valley line with the P. & P.J. line near the Little Farm, north of Hull. From the junction the line will run in a southerly direction to the approach of the proposed Interprovincial bridge on Division street.

Arbitrations likely

The new rails will be 72 pounds to the yard. The right of way between Hull and Aylmer has nearly all been secured on favorable terms. Several of the property owners have refused the company's offer and arbitrations will have to be held. During the winter the rock work will be carried on and in the spring the ordinary work, and it is expected the line will be opened by June 15th 1898.

A connecting line between the P.& P.J. railway at Waltham, the present terminus, and Pembroke will probably be built. This will necessitate the construction of bridges across the Ottawa river at Alouette Island.

The Hull Electric Company which for the past few years has leased the Aylmer Branch from the C.P.R., has bought it, the price being about \$100,000

The Ottawa & New York Railway workshops will be built in Ottawa if the city will give \$100,000 bonus. Cornwall has voted \$35,000 bonus, but the Company will sacrifice this to get to Ottawa.

Last week twenty-five hands were discharged from the C.P.R. car shops in Perth. There are still 200 men employed, but this number is expected to be gradually diminished in the near future.

Booth denies he is obstructing the new railways. More.

The work on the unfinished portions of the O. & N.Y. between here and Harrison's Corners has been somewhat interrupted by the recent rains, but a week or ten days more should see the entire track ready for the rails. The track laying gang has been working south of Finch this week, their progress northward being stopped at the Castor bridge, which however, will be ready for crossing early next week. If the ironwork on the south bridge should be left until next spring, as seems the present intention, the rafts will have to be reckoned with, and they may prove a serious interference. The false work will have to be erected in the channel to build the bridge upon and a good big raft, with a heavy wind blowing, would pull things to pieces in short order.

A test of the Stempel fire extinguisher, was to be held this afternoon at the old C.A.R. station before the officials of the C.A.R.

The Ottawa Car Co'y have finished their new addition to their works on Slater street. They have a portion of it already occupied as a show room.

The work of extending a branch of the Ottawa Electric Railway on Head street to the storehouses of the McKay Milling Company, is being proceeded with rapidly. The tracks will be ready for use shortly.

The B. & W. Railway Company with the financial companies who have loaned money on the road, have entered in the High Court at Ottawa a statement of defence to the claims recently made by certain creditors and upon which executions were issued and the road seized by Sheriff Smart. If not arranged, the case will be heard at the winter assizes in Ottawa.

Mr. Frank Hibbard, engineer, has completed his survey for the proposed bridge across the Ottawa river at the foot of Bank street to Hull. The Hull Electric Railway and several Ottawa capitalists are interested in the scheme. It is intended to build the bridge as a commercial enterprise. Tolls will be collected from cars and vehicles. It will be a high level cantilever bridge, fifty feet in width, with double tracks for railway purposes, two driveways and two walks for pedestrians. According to present intentions, the bridge will be built next summer.

Accident to car No. 58.

THE ASSIZES NEXT WEEK  
LIST OF CIVIL CASES ENTERED FOR TRIAL

The Queen v McCuaig charged with manslaughter as a result of the recent accident on the C.P.R. at Stittsville is also in the criminal docket.

As a result of a runaway accident Mr. D. York, mail clerk on the O.A. & P.S. railway, had his arm badly sprained and his hip dislocated at Eganville last Friday.

Mr. F.W. Thistlethwaite, solicitor for the Montreal and Ottawa Ry., was through the Western part of Russell county and in Ottawa the first part of the week making settlements for the railway right of way.

There are no less than five construction trains, with gangs of workmen, engaged on the Ottawa & New York Railway at present, laying tracks and ballasting. Trains have crossed the Castor River and are well on towards Hawthorne, where the track will join that of the Canada Atlantic Railway, an arrangement with that company having been made to run trains into Ottawa temporarily over its tracks.

There are no less than five construction trains with gangs of workmen engaged on the O. & N.Y. and there is every prospect of the railway being opened for traffic between Cornwall and Ottawa a couple of weeks before Christmas. Arrangements have been made to run into the Grand Trunk station here and use the G.T.R. depot facilities until the spring.

The Ottawa Car company are building a number of open cars for Sherbrooke, Que. The company have about completed an extra long double truck vestibule car for the electric line running between Grimsby and Hamilton. The company have recently moved into their new office at the corner of Somerset and Kent street.

Alexander McCuaig, the engineer of the freight train which collided with the Toronto express at Stittsville on Oct. 14th, is now a free man. At 4 o'clock yesterday afternoon the grand jury returned "no bill" against McCuaig. The jury could not find that Mr. McCuaig was in any way to blame for the unfortunate accident.

The decision of the grand jury was not unexpected by the majority of the people. Mr. McCuaig had many friends in the court room, who warmly congratulated him upon the happy termination, for him, of a most unpleasant situation.

Mr. McCuaig will at once return to his home in Carleton Place.

No Arrests to be Made.

It was believed by many persons that in the event of no bill being returned against Engineer McCuaig that operator McNish would at once be charged with the crime and placed under arrest.

A Journal reporter hunted up County Crown Attorney Ritchie this morning, and asked him whether any further action would be taken against any one. He replied that he did not think so, as the matter had now been sifted and as carefully gone into as it could possibly be.

A sad accident happened on the Ottawa and New York Railway after six o'clock Thursday night to a young man named John Neil McMillan, who was working for he railway, and the night being dark. It is supposed he fell between the cars. He was a single man, about twenty years of age. His father is Angus McMillan, a farmer, who lives about two miles from South Finch. The deceased was highly respected and well liked by all who knew him.

The delivery of grain at the Bristol grain shed on the P. & P. J. R. for the week ening Saturday 27th inst., is the largest since the shed was oened, the amount being ten thousand bushels.

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.

Alex McQuaig, the engineer charged with manslaughter as a result of the accident at Stittsville, has been committed for trial.

Joseph Birch, 28, married, of Ottawa, a C.P.R. yardman was killed last Saturday by being crushed between two cars he was coupling.

Balch & Peppard laid six miles of track this week, which left them within eight miles of the Canada Atlantic this morning. They expect to make a connection with that road at Hawthorne on Monday or Friday, if there is not a snow storm meanwhile. They will then lay toward Cornwall, there still remaining about 11 miles to finish in this direction. With good luck we may see the trains running through this year yet.

Within little more than a week, if the weather continues favorable, another railway will have entered the city. This fact was made known to the finance committee at its meeting last night by Mr. C.B. Hibbard, president of the Ottawa and New York railway. He gave it as his opinion that the line now in process of construction would, by Saturday week, be connected with the Canada Atlantic tracks. Mr. Hibbard mentioned this to show how much in earnest his company is in its desire to increase the distributing advantages of Ottawa, no less than to establish by present experience what the city may expect in the way of generous and expeditious treatment. Mr. G.W. Parker, president of the construction company which has this work in hand, said that the way it had been pushed forward was simply unprecedented.

What the Ottawa and New York railway company are after is a bonus. They think they should receive at least \$100,000, but would not despise a less sum. In their petition, read by chairman Stewart, they pointed out that the line between Ottawa and Cornwall was all but completed and that trains for the carriage of both passengers and freight would doubtless be running before the first of January next. Should they receive financial assistance from the city they will remove their head offices from Cornwall to Ottawa within six months after the opening of the bridge across the St. Lawrence at the former place and will erect handsome and substantial terminals, freight sheds and general construction work shops within the city limits.

Much discussion on amount of bonus and location of shops. --

Negotiations under way today respecting running powers of O. & N.Y. over CAR

The K. & P.Railway is having a new iron bridge erected across the Madawaska at Calabogie. The material is at present being put on cars by the Hamilton Bridge Company, and when it is all together, it will be slipped in place - on some Sunday probably.

Three small boys were summoned by Police Magistrate Mitchell, of Pembroke, last week on the serious charge of throwing stones at a train, and breaking two panes of glass in a baggage car. It cost the parents of the youngsters \$7.00 each to get them out of the clutches of the law.

## THE PEOPLE MAY DECIDE

Whether or Not the O. & N.Y. Shops Will be Here

THE RAILWAY COMPANY WANTS A BONUS FOR THE LOCATION.

And a \$75,000 By-law is Likely to be Submitted to the Ratepayers - Railway Representatives Before the Finance Committee.

The civic finance committee will recommend to the city council that a by-law to raise \$75,000 as a bonus to the Ottawa and New York Railway be submitted to the ratepayers in January next. This was decided last night, when Ald. Stewart, Enright, Fraser, Durocher, Haste, McGuire, and the mayor, members of the finance committee, were in their places.

Messrs C.B. Hibbard, G.W. Parker and D'Arcy Scott, officials of the O. and N.Y., waited upon the committee and urged that a by-law for \$100,000 be submitted.

The Company's Position.

Mr. Parker was the speaker for the deputation. He said that at present the headquarters of the company were in Cornwall because that was the Canadian town nearest to the big bridge that was being built over the St. Lawrence. Cornwall was also the central point practically of the road, but when the road was built it would be "highly practicable" to have the headquarters in Ottawa, the Capital.

It had, he knew, been customary in the past to give donations and on this case a business proposition had been made and a business answer was looked for. The terminal question was at present being considered and he hoped one grand union station would finally be built.

If this bonus was voted, the workshops; machinery shops and all the construction work would be done here. It made no difference to Ottawa whether the road paid or not. If it did not pay the road would certainly not be abandoned. No railroad ever was. If the company did not run it a receiver did. From that fact the workshops would be a permanent thing.

Saratoga to be the Terminus.

As far as the O. and N.Y. company knew at present, Saratoga would be the southern terminus. If the company moved from Cornwall it certainly meant a sacrifice of [sic] them. Cornwall was the center of the line and had the advantage of having every engine there every day. If the headquarters were there the trainmen would have better runs and the distance to take the rolling stock for repairs in any case would be shorter.

Ottawa was the spot the company would like to select, but they thought they were entitled to some assistance similar to that given to other roads.

Mr. Parker said he would not urge the committee to submit any by-law they believed would be defeated.

Some Pertinent Questions.

Ald. Durocher - "What shops will you bring here?"

Mr. Parker - "The construction shops, the work shops, the mechanical and head offices of the company. "

Mr. Hibbard - "All our works for locomotives and cars will be located here."

Ald. Haste - "Will these shops be built inside of the city limits?"

Mr. Parker - "We decide to get just as close as we can to the Central depot."

Ald. Haste - "If the shops are to be built within the city limits the by-law will get a stronger support. "

Number of Men Employed.

Ald. Haste - "How many men will you employ?"

Mr. Hibbard - "That depends upon the traffic. I would say to begin with about fifteen or twenty men. On the 56 miles of road now in operation we have fifty men. For instance, suppose we run five trains a day. That means ten crews and at least fifty men in the train men alone. They will be here as well as the workman in the construction department."

Ald. Haste - "What kind of a building do you propose to build ?"

Mr. Hibbard - "As good as possible- brick certainly. "

Ald. Fraser - "Will your head officers, that is the company's clerks, be stationed here also?"

Mr. Hibbard - "Certainly. That will be some fifteen men more.

A Word About Wages.

Mr. Hibbard - "Remember, gentleman, the men employed in the shops are skilled workman. They get large wages. The men on the road run on a mileage rate, and earn from \$75 to \$125 a month. They are men who can spend money. "

Ald. Haste - "I suppose you do not want this money until the work is done ? How long will it be?"

Mr. Hibbard - "We expect to reach the C.A.R. tracks a week from tomorrow. Of course we will run nothing but an accommodation train this winter. We cannot do any better than this until spring."

City Solicitor MacTavish - "A contract would have to be entered into before a by-law could be submitted."

Ald. McGuire -- "I am in favor of giving assistance to this road, although we have given a bonus in the city and the agreement has not so far been lived up to. "

Here is Good News.

Mr. Hibbard - "I can assure you gentleman that a grand central Depot will be built in this city before long. As far as a matter of wages is concerned this company pay out from \$7,000 to \$10,000 every month now to the men employed on that portion of the road which is running."

After the deputation withdrew the members of the finance committee unanimously decided to recommend to council that a by-law to raise \$75,000 be submitted to the rate payers in January.

The Mayor's Opinion.

The mayor was in favor of submitting a bi-law for \$100,000. He spoke strongly in favor of getting in a company that was as progressive as this one had certainly shown itself to be.

03/12/1897 *Eastern Ontario Review**Prescott**Ottawa*

Joseph Birch, 27 years of age, a yard man at the C.P.R. station, was killed [sic] Saturday morning in the yard while coupling cars. When the "Soo" train was being made up Birch got between two cars to do the coupling, and the cars coming suddenly together he was caught and so badly that he died in a few minutes. He leaves a wife but no children.

04/12/1897 *Montreal Gazette**Pontiac and Renfrew*

## THE RAILWAY PAYMENTS

There is also pain [sic] in connection with the conversion of land subsidies, in the following sums:-

Pontoac and Renfrew -- \$8759

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.

06/12/1897 *Ottawa Journal**New York Central*

It was rumored that the O&NY were after the Howe property but Mr. Hibbard, manager of the line denies the rumor. Mr. Hibbard says his company intends coming in on the CAR tracks and using the Central Depot.

O&NY Trains are soon to come.

The tracks are within eight miles of the C.A.R.

Connection for Cornwall will be made in a couple of days if weather holds good.

Cornwall Dec 7. Despite the very wintry weather, the Ottawa and New York railway are still hopeful of running trains to Ottawa before the end of the year. The contractors, Messrs. Balch and Peppard, laid six miles of track last week which left them within eight miles of the Canada Atlantic.

They expect to make connection with that road at Hawthorne in a couple of days if the weather is favorable. They will then lay the remaining eleven miles between Harrison's Corners and Cornwall.

Soosmith and Co. contractors for the bridge, have suspended work until the ice goes out next spring. All their plant has been housed and their barges and scows sent to Summerstown for the winter. The piers in the south channel are a considerable height above the high water level and will be well tested by the ice floes in the spring.

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.

07/12/1897 *Ottawa Free Press**New York Central*

City council meeting.

The by-law recommending the \$75,000 bonus to the N.Y. & O. railway will be voted on at the January elections. The by-law has been read a first time.

08/12/1897 *Ottawa Journal**Pontiac Pacific Junction*

The PPJ will not be allowed to draw its rails over the Hull and Aylmer electric railway and as a consequence the PPJ company will have to draw all the rails on sleighs and deposit them where required.

Mr. P.W. Resseman, general manager of the PPJ said that his company had thirty-five car loads of rails at Hull waiting to be distributed along the line of the proposed road between Hull and Aylmer. Mr. Resseman says he asked the Hull and Aylmer Electric railway to allow his company to use the HE company tracks to distribute the rails for the PPJ road. Railroads, said Mr. Resseman, usually extend this courtesy to other roads and do not charge. Mr. Resseman says the Hull company absolutely refused to allow him to use their tracks, although he offered to use his own engines and pay for he privilege.

He also agreed to do the work between 1 a.m. and 6 a.m. so as not to interfere with the traffic on the Hull road, but this the company would not agree to. Mr. Resseman says that in consequence the PPJ company will have to carry all its rails on sleighs and will be put to a great deal more expense.

Mr. Resseman spoke very indignantly when talking to the Journal and characterized (criticized?) the Hull company's action strongly.

08/12/1897 *The Record, Chesterville**Winchester**Chesterville*

Owing to the large amount of travel the CPR authorities have found it advisable to erect another tank at this station and a large number of men are busily engaged in laying the pipe to the tank. When it is completed they will have a tank at each end of the station and will often avoid delay with the freight trains at this station.

10/12/1897 *Almonte Gazette**New York Central**Ottawa*

Ottawa city will shortly submit a by-law to the people to raise \$75,000 to be given as a bonus to the New York and Ottawa Railway, on condition that they establish their works and chief offices there.

10/12/1897 *Eastern Ontario Review**New York Central*

Work on the Ottawa & New York railway track is rapidly nearing completion. Messrs. Balch and Peppard have laid the tracks to within six miles of Hawthorne, where the line joins the Canada Atlantic. This stretch will be completed in a few days, and the track laying gangs will then go to Cornwall, where eleven miles of track have to be laid to finish the line. A few days of fine weather will see the line complete and trains running to the Capital.

10/12/1897 *Almonte Gazette**Carleton Place**Stittsville*

Mrs. Peden has entered suit against the C.P.R. Co. for damages for the loss of her husband, Robert Peden, mail clerk, who was one of the victims of the Stittsville collision in October last. It is said she has refused the company's offer of settlement.

10/12/1897 *Almonte Gazette**Belleville**Perth*

An order has been received at the Perth car shops to build 20 first-class passenger cars and 10 sleepers. Hitherto only freight and box cars have been manufactured at the Perth shops.

10/12/1897 *Renfrew Mercury**Belleville**Perth*

An order has been received from the C.P.R. head office in Montreal by the carshops here to build 20 first-class passenger cars and 10 sleepers. This is a new business for the shops here, as nothing finer than box cars and refrigerators has been attempted in Perth before. Mr. Dubal, the manager, will be able to turn out this fine work successfully, and perhaps this may lead to a department for this sort of work being added to the shops here. Everything but the upholstery will be done in the shops here.

10/12/1897 *Ottawa Journal**New York Central*

Long letter from Chamberlain, General manager of CAR

Have application from O&NY for permission:

1. To enter upon lands and tracks of C.A.R. about five miles eastward of proposed site of Central station and to run cars and locomotives (passenger and freight) over the CAR over the Rideau River bridge to the junction with the OA&PS.
2. To run over the OA&PS from Deep Cut to Central station.
3. To use the OA&PS to reach the property of the O&NY for shunting purposes.

In conclusion:

1. The OA&PS will give permission to run from Deep Cut to Central Station. with their passenger trains and provide passenger accommodation.
2. OA&PS cannot give facilities for handling freight or freight cars.
3. OA&PS cannot give running powers to the junction with CAR.
4. CAR cannot give running powers from Rideau River bridge to proposed junction with O&NY.

(N.B. for "cannot" read "will not". OA&PS was only willing to grant powers over those sections of line it was required to do as a result of its lease with the crown.

In a separate article there is a report of the matter that was discussed in the Railway Committee.

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 brakeman, 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 Radmore, 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..

10/12/1897 *Cornwall Freeholder* *New York Central*

The matters in dispute between the Canada Atlantic Railway, Ottawa & New York Railway and Canadian Pacific Railway with reference to an entrance into Ottawa are believed to be practically settled, and include a large terminal station on the east side of the canal near the bridge. Representatives of the companies are to appear before the railway committee today, but no interference by that body will likely be necessary.

The connection of the O&NY with the Canada Atlantic at Hawthorne will be completed this week.....(this sentence goes on talking about work on the rest of the line).

The dispute between the Canada Atlantic and New York and Ottawa Companies over the terms on which the latter shall enjoy the use of the C.A.R. track from Hawthorne to the Deep Cut, and the use of the Central Station and its approaches, is apparently brought no nearer a settlement by the second hearing which the matter had yesterday morning before the Railway Committee of the Privy Council.

The one thing that was practically accomplished was the enlightenment of the public as to the position of the companies in the dispute. They are certainly pretty wide apart. The C.A.R., while not putting a price on the use of its private track for a point five miles out from the Deep Cut; scouts the offer of the N.Y. & O. to pay \$15 a day for its temporary use. For the use of the line along the deep cut and of the Central passenger station, Mr. Booth asked \$18,000 per year. The N.Y. & O. people offered \$937 a year.

Summarized in the Renfrew Mercury, 17 December.

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The Ministers composing the committee were Hon. Mr. Blair chairman; Hon. Messrs. Mills, Mulock, Tarte and Sir Henri Joli de Lotbiniere. On behalf of the C.A.R. and the Parry Sound roads there were present Mr. J.R. Booth, Mr. G.A. Mountain, chief engineer, and Mr. Christie and R.B. Osler, Q.C., as counsel. The New York and Ottawa interests were represented by the President, Mr. C.B. Hibbard, President Parker of the Ottawa and New York, Mr. D'Arcy Scott and D.B. MacTavish, Q.C. Of the city council there were present Ald. Stewart, Grant and Cook.

NO Agreement

Mr. Scott explained at the outset that the conference between the two companies had not resulted in an agreement. From Hawthorne to the head of Deep Cut, he admitted, the line of the C.A.R., which his clients desired to run over, was the private property of the C.A.R. He argued as to this that under section 10 of the railway act the committee possessed jurisdiction to order the Canada Atlantic Company to grant running powers to the applicants.

The Chairman - But if they object?

Mr. Osler - And they do object. The applicants have no status in regard to this five miles, under the section quoted, inasmuch as they have not attempted any expropriation nor have they filed any plans. This simply does not provide for the easement of a company in its expenditure of capital and there is no engineering difficulty over the route to prevent independent construction.

Mr. Scott - Yes the plan has been duly filed and our track is today very near the point of junction.

In the course of further discussion, Mr. Osler contended that the C.A.R. had not been served with the notice in regard to this part of the application nor of the O. & N.Y. Company's intention to treat.

Mr. Christie added that the portion of the plan from the Rideau river to the head of the deep cut should have been registered at the county and it was not.

For the applicants it was contended that the committee would have to make an order to enable the N.Y. & O. to proceed.

The chairman then brought back the discussion to the point of understanding at last adjournment, that both parties should get together to come to an amicable arrangement and submit to the committee the points of difference, if any, to be decided on their merits.

Mr. Osler then said that the question of jurisdiction being settled satisfactorily to the committee, he would only say that in so far as this was an application within the terms of Mr. Booth's grant from the crown, he was not opposing it, being willing to give them an approach to the passenger station and the use of the station for passenger purposes.

Mr. Scott went on to say in reply that all his company wanted was the temporary use of the five miles in question, as during the winter months it would be impossible for the company to build a track into the Deep Cut.

The C.A.R. counsel claimed that they had received no proposal for a temporary arrangement; but Mr. MacTavish read a letter from Mr. Hibbard to Mr. Booth, dated September 28th, in which the proposal was alternately made for temporary use of the C.A.R. track.

Fifteen dollars a day.

The parties got down to business. Mr. Scott said that the N.Y. & O. had offered 50 cents a day per train mile, equivalent for three trains a day, to \$15 per day for the use of the five miles. That, he believed, would be equal to 410 per cent on the capital invested in the line in question. Some \$100,000.

The chairman - Fifteen dollars would be a rather mild allowance would it not?

Mr. Scott - That is the usual rate.

He added, however, that the C.A.R. were paying 60 cents from Lacolle to Rouse's Point and the N.Y. & O. would pay that sum.

Mr. Osler was then heard in opposition to the proposal. His argument was that the committee had no jurisdiction to make such an order as asked, as the line was not a subsidized one; it was therefore a case of ordinary expropriation.

The chairman again brought the matter to an issue by observing that Mr. Osler seemed to be prejudicing his case by insisting on technicalities.

Then Mr. Osler remarked that if the committee assumed jurisdiction, and made an order for the temporary use of the C.A.R. tracks, the company would rather have Mr. Schrieber, as an experienced officer to fix the compensation.

Furthermore, he urged that the line was used for the freight and passenger traffic of the C.A.R. and the O.A. & P.S., for the next year they would have 289 cars per day going over the line per day.

The chairman urged the C.A.R. people to make a counter proposition.

Mr. Osler declined to enter into details in argument, and rested his case on the question of the jurisdiction of the committee.

This, of course, the committee will take into consideration and decide later.

Station and Approaches.

The matter was then taken up of the approach to the station and the use of the station, which was only a matter of terms.

Mr. Scott read the correspondence which showed that Mr. Booth had offered passenger facilities, including the baggage and express accommodation, required, for \$18,000 per year.

The N.Y. & O. declined this as exorbitant. They considered that at this rate the four companies likely to use the station would have to pay \$72,000 a year, equal to 4 1/2 percent on \$1,800,000, whereas the approach along the deep cut had only cost Mr. Booth \$72,000 and the Central station would have cost \$125,000.

What the N.Y. & O. offered was this: Estimating the approach to have cost \$75,000 to build and the station \$125,000, Mr. Booth's total outlay would be \$200,000 in all, and the N.Y. & O., as one of the four lines would pay one fourth of the five percent interest on this sum, of \$937 per year for the use of the approaches and Central station.

Mr. Osler, with a cynical shrug, intimated that his clients would allow the entire question of the compensation to be settled by any tribunal of experts the committee might appoint.

And the matter was left at that.

Mr. Scott, however, brought up the matter of freight facilities. The C.A.R. and O.A. & P.S. only offered passenger facilities, but the N.Y. & O. wanted, he said, to run a freight business too. They wanted only an approach to the property they had bought for the purpose near the Central depot.

Mr. Osler objected to this matter being considered by the committee at all. No freight facilities were mentioned in the Crown grant to Mr. Booth and the demand of the O. & N.Y. struck at the root of the whole question of railway law. All the applicants had bought was a bit of land about two cars deep and to use it for freight would be to block the C.A.R. and O.A. & P.S. tracks continuously in shunting.

He urged that this question be submitted to the Supreme Court for decision as to the committee's jurisdiction.

The committee also took this under advisement, so that the whole dispute between the two companies is still sub judice.

Before the next case was called, Mr. MacTavish, on behalf of the city pointed out that Mr. Booth had been granted a bonus of \$150,000 mainly to ensure that the use of the station and approaches to all railways desiring to enter the city.

Letter from Resseman to Hull Electric. Dec. 8.

Referring to our request to you to allow cars loaded with our rails from time to time to stand on your company's main line at Aylmer (for the purpose of unloading) between the hours when your cars stop running each night and the time when they begin to run each morning. I understand that you grant the request but only on the condition that it shall not be taken to be any waiver on your part or that of your company as to the right to make any objection you desire to make in answer to our company's pending application before the Railway Committee as to the proposed crossing of your line and that our request as to these cars and your granting the same shall be without prejudice to either company's rights in respect of said application for crossings and shall not be made use of by either party on said application. We agree not to block up your main line or cause you any loss or damage by reason of your consent to our unloading cars on main line.

We accept the permission on the above terms.

11/12/1897 *Ottawa Free Press**Montreal and Ottawa*

Mr. T.G. Shaughnessy, vice president of the C.P.R., arrived in the city this morning. He is on business with the government regarding the new short line. The full right of way up to the head of the deep cut has been purchased and all is in readiness for completion of the line to the city. The Ottawa and New York company's negotiations with the C.A.R. are being closely watched by the C.P.R.

13/12/1897 *Ottawa Journal**New York Central*

Agreement with the Finance Committee over bonus re. workshops. Would be given until July 1898 to erect the workshops.

13/12/1897 *Ottawa Journal**Montreal and Ottawa**Greens Creek*

The CPR bridge at Green's Creek on the CPR line between Ottawa and Montreal was almost broken down a few days ago. The recent freshet caused the creek to rise and it carried down a large elm tree. The tree struck the centre pier and knocked away all the framework except for one support. This framework was supporting the bridge. Fortunately the single support held and the engineers were enabled to replace the framework before any trains passed by.

The workmen who were on the bridge at the time had to take to the rafts and had all the supports broken the structure would have fallen causing considerable damage besides delaying the work at this point for some time. The bridge is now almost completed.

14/12/1897 *Ottawa Citizen**Montreal and Ottawa**Ottawa*

Yesterday, the last stone was laid on the most important piece of work on the construction of the new C.P.R. line to Ottawa. It was on the large stone bridge across Green's Creek which was built by Messrs. Brewder and MacNaughton. The bridge is built wholly of stone and in a most substantial manner. There are three arches, a centre one, thirty feet in length and a fourteen foot one at each end. The same firm constructed two other stone bridges on the line and have been highly congratulated by every person who has seen them on the splendid character of the work.

14/12/1897 *Ottawa Citizen**Pontiac Pacific Junction**Aylmer*

The rails for the P. & P.J. railway between Hull and Aylmer have now all arrived and are on the company's property at Aylmer. There were thirty-five car loads.

14/12/1897 *Ottawa Citizen**New York Central*

Mr. W. Lennox, reeve of the township of Gloucester, says the Ottawa and New York Railway Co. should be given every encouragement by the people of Ottawa, as they have done everything possible in Gloucester to promote good feeling. They have made excellent ditches and crossings along the route, said the reeve, and every claim made by the farmers has been paid. Farmers got more money for the land required than would pay for the whole farm.

14/12/1897 *Ottawa Free Press**Ottawa Electric**McKay's mills*

The McKay Milling Company have completed the laying of the tracks for the transportation of their produce from the C.P.R. depot to their mill at the Chaudiere. The whole will be in operation in a short time as soon as the connections are made with the C.P.R. at the depot.

15/12/1897 *Ottawa Citizen**Montreal and Ottawa**Central Depot*

That no apparent move has been made by C.P.R. authorities to effect an entrance to the Central station, and because of no other reasons, a rumor is now afloat in railway circles about a mutual deal that is now supposed to be on between the C.P.R. and the C.A.R. companies, which is of importance to this city as well as to Montreal.

It is said the C.P.R. company will allow the C.A.R. company to enter their station in Montreal in return for the privilege of using the C.A.R. tracks from a certain point outside the city to the Central station.

In this event the C.A.R. would subsequently abandon the use of the Grand Trunk tracks from Coteau to Montreal.

15/12/1897 *Ottawa Citizen**New York Central*

Rumor also has it that the Grand Trunk railway will come into Ottawa on the line of the New York and Ottawa railway.

17/12/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa car Company has just completed a car which is a perfect picture of workmanship in every way. The exterior is of the Pullman type, and painted a dark brown with gold finish. The word "Wyoma" is in gold letters on the sides.

17/12/1897 *Ottawa Free Press**New York Central*

Mr. C.B. Hibbard, president of the O. and N.Y. Ry., returned to the city today. Between here and Cornwall, Mr. Hibbard says, there are four of the stations complete and will be filled up as soon as possible. Last evening the residents of Russell gave a banquet to the chief engineers and contractors of the road. The festival was held at the Connor House and a good evening's amusement was provided by the young men and ladies of the village.

Mr. J.A. Hibbard, chief engineer of the railway, says that the people of Russell and South Finch are highly elated over the new road. They have already moved some freight for these people.

The O. and N.Y. railway is all in readiness to enter Ottawa as soon as the required permission is given to the right of way.

17/12/1897 *Renfrew Mercury**Belleville**Perth car shop*

The material for the coaches and sleepers to be built in the car shops has commenced to arrive, and already several additional men have been taken on at the work. - Expositor.

18/12/1897 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Company shipped a fine new car to the Quebec district railway today by C.P.R.

18/12/1897 *Ottawa Free Press**Montreal and Ottawa*

The C.P.R. will build their bridge across the Rideau river this winter. The new short line is now complete as far as Blackburn, which is about five miles out of the city. The bridge will be completed early in the spring so that trains will be running into Ottawa as early as next March. The stations all along the line are completed. Mr. C.W. Spencer arrived in the city last evening and met the officials of the C.A.R. today. He says both companies are on friendly terms and that there will be very little difficulty in coming to an agreement.

*20/12/1897 Ottawa Citizen New York Central*

Mr. Hibbard, of the New York and Ottawa Railway, stated Saturday to the Citizen that he expected the first train on the new line would run into Ottawa on nomination day, the 27th inst. The line had been constructed to the C.A.R. tracks and the men were now putting in the junction. He expected that the Privy Council would give a decision on the application to use the C.A.R. tracks in the course of a couple of days. The trains during the winter would be combination trains, and the regular passenger service would begin in the spring.

*22/12/1897 Lanark Era Locksley*

The Pembroke Southern Railway Co. have run across a snag, and it is doubtful now when the road will be built. Some ago the contract for the construction was awarded to Mr. Fowler, of Arnprior, at \$10,000 per mile, and it was supposed that the work would be pushed to completion as soon as possible. It now transpires that Mr. Fowler is unable or unwilling to furnish security for the due performance of the contract; and negotiations between him and the company are off. It is now generally believed that the contract will be awarded to W. Russell & Co., Pembroke.

*22/12/1897 Ottawa Free Press New York Central*

There is every probability that the C.A.R. and the Ottawa and New York railway companies will come to terms within a few days. The Free Press was so informed by an official of the latter company today.

By the agreement the C.A.Ry. will for a few months handle the freight and give other accommodations to the O. and N.Y. company over its line.--

*22/12/1897 Ottawa Journal New York Central*

The O&NY's first train.

The CAR and O&NY reached an agreement today. What Mr. Hibbard says.

The first O&NY train will arrive at the Central Depot next Monday and from that on the service will be regular between Ottawa and Cornwall.

The negotiations between the O&NYR and the CAR have been getting along favorably and the final details have been referred to Mr. J.R. Booth for settlement. Mr. Booth will probably give an answer today.

The whole of the O&NY line will be completed by Friday night. While speaking to Mr. Hibbard this afternoon, the Journal was informed that all would be in readiness for traffic on Christmas Day. The chief engineer of the O&NY wrote Mr. Hibbard saying he was rushing the work and would have it completed Christmas Eve.

*23/12/1897 The Record, Chesterville New York Central*

Mr. Hibbard of the New York and Ottawa Railway states that he expects the first train on the new line will run into Ottawa on Dec. 27. The line has been constructed to the CAR tracks and the men are now putting in the junction.

*23/12/1897 Ottawa Journal Carleton Place Britannia*

Judge Mosgrove informed a representative of the Journal to-day that on his arrival at the railway station at Britannia this morning, he and a number of other passengers were compelled to wait outside for the arrival of the train, for the station had been occupied during the night by a cow.

The useful and generally inoffensive animal had not strayed in here of her own accord, but coming down as freight last night, it was alleged, been placed there by the officials of the railway.

His Honor says the station at Britannia is not a particularly commodious one, but its accommodations are manifold. It answers the purpose of a waiting room for passengers, a freight shed and a cattle yard.

The peculiar odor of the place after a bovine has occupied it during the night makes it particularly pleasant as a waiting room.

*24/12/1897 Renfrew Mercury Belleville Perth*

An order has been received at the C.P.R. shops here for 500 box cars, and Mr. Duval expects to build 1,200 of those next season. He will start on the passenger cars as soon as the material reaches here, and some of it has already arrived. About 100 men are now employed at the shops. - Courier.

*24/12/1897 Ottawa Citizen Ottawa Electric*

Editor Citizen - I have received a number of enquiries from Ottawa children as to whether I am coming on my electric car this Christmas. Will you kindly inform the little ones that the trolley came off just as I was starting. I climbed on the reindeer's back so that I could reach high enough to put the wheel back on the wire, when, to my surprise, Mr. Reindeer bolted with me. Fortunately my basket of toys and things was strapped on my back and everything is alright. I shall be in Ottawa tonight ready to fill the stockings and the Christmas trees of all the boys and girls who have been good. I also have presents for those who have been bad, but are sorry, and who have resolved to be good in the future. Next year I shall try and come on my electric car again.

Santa Claus.

*24/12/1897 Cornwall Freeholder New York Central*

The Railway - The track laying gang on the O. & N.Y. reached the big cut at the Post Road, but have gone no further since. It was expected the excavation there would be completed today. As to-morrow is Christmas Day, no work will be done, but on Monday construction trains will come through the cut and three or four days should bring them into Cornwall and Ottawa.

*24/12/1897 Almonte Gazette Carleton Place Stittsville*

The C.P.R. Co. has settled with Mrs. Larondeau, widow of Engineer Larondeau, who was killed in the Stittsville railway accident. They have given her \$3,600 in cash and free transportation for a year between Ottawa and Montreal.

MR. BEEMER'S COMMUNICATION  
FINANCE COMMITTEE DID NOT ACT ON IT LAST NIGHT  
Left Over for the New Committee to Deal With

Mr. H.J. Beemer of the P.P.J. Railway had sent in the following communication, which was read and upon motion of Ald. Hasteley and Ald. McGuire, the communication was referred to the finance committee of 1898 with the recommendation that it be dealt with at once:  
What Mr. Beemer Wants.

"On behalf of the P. P. J. Railway company, to which company a bonus from the city of Ottawa of \$150,000 was authorized by by-law No. 1,458, as renewed by by-laws 1,623 and 1,707 to be granted to aid in the construction of an interprovincial railway and traffic bridge from Hull to Nepean Point in the city of Ottawa, I beg to most respectfully to address you with reference to the making and executing of the debentures for the said bonus.

"By the terms of the by-laws above referred to, the bonus does not become payable until the bridge is completed, and like terms are imposed by the Ontario Act with regard to the Ontario government subsidy. The company, however, in making the financial arrangements has found that it would be of great assistance to it if the debentures of the city of Ottawa, referred to in the by-laws as representing the bonuses were now to be made, executed and deposited by the corporation in the Quebec bank, or some other bank in Ottawa, to be held for delivery on completion of the bridge, as required by the by-laws.

"It will be remembered by your honorable body that the bridge is to be one for general traffic, a free bridge, and this fact takes away an element of importance in making the financial arrangements for construction.

"The undersigned, feeling satisfied that your honorable body would be willing to assist in every way consistent with the by-laws in enabling the company to make as easy as possible the raising of the necessary capital, therefore beg to request that the necessary steps be taken on the part of the corporation with as little delay as possible, to have the debentures referred to made and executed, and that when executed they be deposited with the Quebec or some other bank there to be held for the purpose of delivery to the company as soon as the bridge has been completed, in accordance with the by-laws.

"The undersigned is able to state that arrangements have so far been completed as to justify him in stating that the work will be begun and vigorously prosecuted within a very short delay."

Ex-Mayor McDougal appeared to urge that the request of Mr. Beemer be granted.

*24/12/1897 Renfrew Mercury Locksley*

Over a week ago it was announced with a big flourish of trumpets in the Arnprior and Ottawa papers, that Mr. James Fowler, ex-United States Consul at Arnprior, had secured the contract for building the Pembroke Southern Railway. The fact was that Mr. Fowler was awarded the contract, provided that he could find sufficient security, and was given a certain time to provide it. When that time came he had not got the security, and a further extension was given him. The directors met on Monday evening but Mr. Fowler had not the security, so negotiations with him fell through. We understand that a special meeting of the shareholders will be held some time in January to consider the tender of a local firm, W.H. Russell & Co.

Also in the Ottawa Free Press, same date and the Ottawa Journal 31 December 1897

Ottawa & New York Ry. Co  
ADDRESS TO THE  
Freehold Electors of the City of Ottawa.

LADIES AND GENTLEMEN : -

On Monday, January 3rd, 1898, you will be asked to cast your vote for or against the by-law passed by the City Council grating a bonus of \$75,000 to the Ottawa and New York Rail way Company. The conditions upon which the money is to be paid over, provided the by-law receives your sanction, are embodied in an agreement entered into by the Railwav Company and the City, which conditions, shortly, are:

1. That the Company shall, before the 1st dav of July, 1899, erect the general workshops for the whole road within the limits of the City of Ottawa.
2. That the Head Office of the Company, which is now in Cornwall, shall be located in Ottawa before the above mentioned date.
3. That the Company shall build a bridge across the River St. Lawrence at or near Cornwall, and shall run trains to connect with some railway running into New York City.

These three conditions must be complied with by us before we receive a cent from the City Treasury. The shops, too, must be placed within the city limits, thus insuring the erection of handsome and substantial buildings and the establishment in the city itself of an important industry in connection with which a large number of laborers and skilled workmen will be constantly employed

The establishment, of the shops and head offices of our company at Ottawa will have many advantages to the City. A railway differs materially from most of the industries which ask municipal aid. It has a permanency which other enterprises do not possess. Once established it goes on forever. Where the shops are, there also are, the men. That is where the "lay over" of trains is made. That is where the men have their homes and their families. That is where they receive their pay, and; that is where they buy their supplies from the merchants and spend their money. It is carefully estimated that when the roads and shops are completed the pay roll will be between \$8,000 and \$10,000 per month, so that the amount paid out each year in salaries alone will be considerably over the amount we ask you to vote us. Besides this, if the head office is established here, there will be large amounts spent, in the City not only for supplies for workshops, such as iron, steel, lumber, hardware, etc., but also for the whole road. When our bridge and our road south of the St. Lawrence to our New York connection is built, we will have a line of railway nearly 150 miles in length, to be furnished and maintained with rolling stock and all necessary supplies required on the road and at the different stations along the line. It is now for you to say yy your votes whether you wish us to come here or not. We have confidence, in Ottawa. We recognize: its wealth, its beauties and its progress. We have built an essentially Ottawa road. We have made Ottawa our terminus. We have giver its name prominence by incorporating it in our own, and we are willing now to make it the home of our road and of our men if you will recognize our energy in building the road, and the faith we have displayed in the progress of the City in what we have done and propose to do. Our road from Ottawa to Cornwall is how practically completed. We have built it in the face of many trials, and adverse circumstances, and without, so far, receiving one cent from your treasury. By the construction of this railway we make tributary to Ottawa all that rich and prosperous section of Eastern Ontario lying between Ottawa and Cornwall. The exports and dairy productions of this district amount to over \$1,000,00o per annum. A large portion of this trade which now goes to Montreal will come to Ottawa.

Cornwall, a thriving town of nearly 10.000 inhabitants, will be brought closer by far to Ottawa than it is to any other city. Apart from the many advantages to Ottawa of the local trade brought here by the railway, our connections with New York and the Western States will be of vast advantage to the City, not only in the reduction of freight and passenger rates, but by making it a distributing point for .tourist and general traffic. We have shortly and fairly placed before you some of the reasons why we think it to your advantage to vote for the bonus, we leave the matter to your good judgment, and confidently expect that when expressed by your ballots on voting day it will be in our favor. Remember that a vote not cast means a vote against us.

Wishing you all the compliments of tne season,

I have the honor to be.

Your humble servan,

C. B. HIBHARD,

President, Ottawa & New York Ry. Co.

Ottawa, Dec. 21th, 1897.

29/12/1897 *Ottawa Citizen*

*New York Central*

*Hawthorne*

CAN USE THE TRACKS NOW.

The C. A. R. and O- N. Y. Companies Come to an Understanding-.

Yesterday the section of track Connecting the New York and Ottawa railway with the C.A.R. was laid. The point of junction is about five miles outside the city. A little work has yet to he done at the Cornwall of the new railway, and as soon this is completed trains will commence running. This will likely be by the early part of next week.

The amount which the New York & Ottawa Railway Company will pay for the use of the C.A.R. tracks into the city will be decided by the Railway Committee of the Privy Council, no agreement having been reached by the companies. However, the new rail way company has been given permission to utilize the tracks of the C.A.R. Co. as soon as it wishes on the terms that wilt be fixed by the Railway Committee.

30/12/1897 *Cornwall Freeholder*

*New York Central*

O&NYR connected to CAR and the team was sent to Cornwall to create another junction with Grand Trunk Ry.

30/12/1897 *Ottawa Citizen*

*New York Central*

Mr. C.B. Hibbard and the other gentlemen interested in the New York and Ottawa railway are well pleased with the present prospects for the by law for the bonus to the road carrying by a good big vote. Mr. Anthony, engineer, has a staff of men engaged in making the connection with the C.A.R. and it is expected that the first train will reach to city over the new line in the course of a couple of days.

31/12/1897 *Brockville Recorder*

*Westport*

As usual this year all the employees along the line of the B. & W. Railway got either a turkey or a goose at Christmas as a gift from Superintendent Mooney.

Mr. W.C. Fredensburg of Westport made a Christmas gift to the B. & W. Railway in the shape of two very handsome seats which have been placed in the waiting room at that village. The gift has been suitable acknowledged by Supt. Mooney.