

Local Railway Items from Area Papers - 1898

03/01/1898 *Ottawa Free Press*

Hull Electric

Aylmer

The toboggan slide built by the Hull Electric Co. near Hotel Victoria, Aylmer, was finished Friday evening and was opened to the public on Saturday morning, New Year's Day. The company has provided a number of very fine toboggans.

04/01/1898 *Ottawa Citizen*

New York Central

Russell

Russell

The Ottawa and New York railway have their station almost completed. It is a very neat structure and reflects credit on the contractor, Mr. Warwick, of Brockville. The railway is almost completed and passenger trains are expected to be running in a few days. The company have pushed the work very energetically, and deserve great credit for the manner in which they have pushed the work. This road will certainly do a large local trade between Ottawa and Cornwall, and will draw a large number of people to Ottawa who have always gone to Montreal, both for pleasure and business, because they could go there and return in one day, while they could not reach the Capital and return in less than two days. However, a large number in Ottawa appear anxious to drive people away from their city, except they travel by one particular railway.

05/01/1898 *Ottawa Free Press*

New York Central

The Ottawa and New York railway company will not likely run their trains for some time yet as it will be necessary for them to have their telegraph line completed so as to give a clearance order. Six miles of their wires were laid on the C.A. R'y posts but yesterday men of the latter line left to remove them as no permission had been obtained. Unless arrangements are made with the C.A.R. it is likely that the arrival of the first train will be delayed as the ground is now frozen down over two feet and the holes for the posts cannot be dug.

Messrs. George L. Blatch and Fred Cook, appointed by the mayor to give a final summing up of the vote on the O. & N.Y. bonus bylaw, have done so with the following result: For the bylaw there was polled 2,385 votes; against it 1,457; majority in favor 928.

06/01/1898 *Ottawa Citizen*

New York Central

Hawthorne

Messrs. G.F. Peabody, J.B. Moffett and J. Snow, of New York, directors of the New York and Ottawa railway arrived in the city yesterday by special train on the new line, and by a short sleigh drive from its junction with the C.A.R., the switch connecting the rails not being complete. Seen by a Citizen representative, Mr. Peabody stated that he and the other gentlemen were exceedingly well pleased with the new line, and with the manner with which it had been constructed, with the country it traversed and with the possibilities of developing an extensive business. They were especially pleased with Ottawa.

One of the promoters of the railway stated that rumors that Mr. Booth had refused the use of his track beyond the deep cut was untrue but Mr. Booth was unwilling that they should use one foot of the track until an agreement should be signed between the two companies. The agreement was drafted and was now being revised. It would perhaps be signed in a few days. Should anything arise to interfere with it being signed the new company will give up all idea of using the C.A.R. tracks and construct an independent approach to the city, as early as possible in the spring.

06/01/1898 *Ottawa Free Press*

New York Central

There is now every possibility that the C.P.R. and the Ottawa and New York railway companies may enter the city over the lines of the former company. It was learned today that the C.P.R. bridge across the Rideau was being hurried to completion as fast as possible to do so. The C.P.R. have served the property holders between the Rideau river and the Deep Cut with notice of arbitration for expropriation of the right of way over that portion of the route. It is the intention of the C.P.R. as far as can be learned, to have the road ready for traffic within six weeks or two months. The Ottawa and New York line will, in all probability in the meantime gain entrance over the St. L. & O. line which they will use until the completion of the bridge across the Rideau.

06/01/1898 *Kemptville Advance*

Smiths Falls, Rideau and Southern

A bill to incorporate the Smith's Falls, Rideau & Southern Railway has passed the railway committee in the Local house.

08/01/1898 *Ottawa Citizen*

Kingston, Smiths Falls and Ottawa

KINGSTON LINE COMING

Ottawa likely to Have Another Railway Before Long

In the circular map published in the Citizen recently, showing Ottawa as a railway centre, one spoke was missing in the wheel. It was that of the Kingston, Smith's Falls and Ottawa Railway, which has been bonuied by the municipalities affected, and by the Federal and Local governments. A prominent gentleman, interested in the construction of the railway, stated yesterday that Mr. Drummond and the other promoters of the railway would soon be heard from in regard to the construction of the line. It would be a deplorable thing, he said, should they let the scheme drop, for the section of country it would serve was rich in mineral and agricultural resources. Besides, there were many water powers between Ottawa and Smith's Falls that would soon be utilized if the railway were built.

08/01/1898 *Ottawa Free Press*

Montreal and Ottawa

Mr. T.G. Shaughnessy, vice president of the C.P.R., was asked today what arrangements have been made by the company with regard to the entrance into Ottawa of their line, in view of the statements which have been printed to the effect that an arrangement was likely to be made between the Canada Atlantic Railway and the C.P.R. by which the Canada Atlantic station at Ottawa would be used by the C.P.R. and the Windsor street station, Montreal, by the Canada Atlantic. Mr. Shaughnessy states that the C.P.R. expects to be running into Ottawa in the spring and that the station would be located near the Russell House.

10/01/1898 *KingstonWhig Standard*

Kingston (CN)

Mallorytown

COLLISION AT MALLORYTOWN.

Two G.T.R. Freight Trains Come Together at That Station.

Between five and six o'clock Sunday morning two freight trains of the G.T.G. system collided at Mallorytown, but with light damage to property. Three freighters, east bound, reached that station with in a short time of each other. Engine No. 86, the leader, backed over the cross switch onto the west track to allow No. 88, a hog train, to pass. No. 88 passed on, and No. 86 steamed ahead to cross again to the eastbound track. When the train was partially across a third train drawn by No. 98 came along and ran into the train of No. 86. The blow was not a very heavy and only derailed a couple of cars. A flat car was thrown across the track and traffic for the time being was blocked. An auxiliary train was run out from Brockville and also one from Belleville. The wreckers had the track cleared by noon. The west bound passenger train, due at the Kingston Junction at 1:20 p-m. was fifty minutes late, being detained at Lyn. No persons were injured in the collision..

10/01/1898 *Ottawa Free Press*

Ottawa Electric

Ottawa Car

The Ottawa Car Company have under construction five open cars for the Sherbrooke electric road. The cars will be shipped about the first of April next.

11/01/1898 Ottawa Journal Locksley

Pembroke Jan 11. The shareholders of the Pembroke Southern accepted the offer of W. Russell & Co. yesterday in reference to the building of the road. To the effect that the shareholders accept their investment plus ten per cent and assign their shares to Russell to build and operate the road for 25 years.

12/01/1898 Ottawa Free Press Canada Atlantic Coteau

The CAR has decided to build at Coteau Landing an elevator with a capacity of 500,000 bushels. More.

13/01/1898 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

WILL BUILD THE BRIDGE

But Rumor Says that the Interprovincial Bridge Will not be Built by Mr. Beemer

"The Interprovincial bridge will probably be begun in the course of a few days," said Mr. G.C. Dunn, chief engineer of the O. & G. V; and P. & P.J. railways, to a Journal reporter. "Mr. Beemer has everything in a satisfactory condition, and \$50,000 will be spent on the work by the middle of March."

In spite of this emphatic statement a persistent rumor is going the rounds that the bridge will never be built by Mr. Beemer. The rumor has it that the C.P.R. bridge across the Ottawa above the Chaudiere will be used by Mr. Beemer's roads, and that the C.P.R. will use its new road to Montreal more than the present north shore road.

The proposed bridge across the Ottawa between Bank street and Hull will be built .as soon as the Ottawa company gets its charter, and would probably interfere with the amount of business likely to be done over the proposed Interprovincial bridge at Nepean Point.

13/01/1898 Kemptville Advance Kingston (CN) Mallorytown

By not heeding a semaphore a railway accident occurred between two freight trains at Mallorytown on Sunday. Ten cars were derailed but no one was hurt as the enginer and conductor jumped in time.

13/01/1898 Ottawa Free Press Montreal and Ottawa

The engineering staff of the Montreal and Ottawa railway have completed their outside work for the season. The staff consisted of Messrs. R.W. Leonard, manager of construction; J.E. Sheman, accountant; Hamilton Lindsay and H.T. Hansen, engineers; R.P. Rogers, draughtsman; R.H. Weldon, timekeeper, and J.J. Mackan, clerk. The stations on the new line and the sidings in connection therewith are all finished. The distance from Montreal to Plantagenet is 74.61 miles and the stations westward from the latter point to this city are as follows: Pendleton, 79.80 miles; The Brook, near Bearbrook river, 85.45 miles; Hammon [sic] where the line crosses the Rockland branch of the Canada Atlantic railway, 88.96; Sarsfield, 94.39; Navan, 98.66; Blackburn, 104.94; Ottawa, at Rideau river bridge, 109.74. Blackburn will be a flag station for the next year at least.

14/01/1898 Ottawa Free Press New York Central

Ontario legislature. The following resolution passed the house: "That there shall be granted out of the consolidated revenue fund, the sum of \$35,000 towards the construction of an international railway bridge across the St. Lawrence river at or near Cornwall, on the line of the Ottawa and New York railway, provided that aid be granted also by the government of Canada."

14/01/1898 Renfrew Mercury Kingston (CP) Barryvale

The K. & P.R. are putting in a siding a mile or so south of Barryvale, to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined and shipments are to be made at the rate of ten cars a day.

14/01/1898 Brockville Recorder New York Central

The officials of the Ottawa and New York Railway, in company with E.V. Johnston [sic], government railway inspector, had a run to Cornwall over the new railway on Friday last. The road was termed first class by Mr. Johnston. All is now completed with the exception of a mile at the Cornwall end of the line.

(Johnson's report suggested that the road was not safe to be opened)

14/01/1898 Ottawa Free Press Smiths Falls, Rideau and Southern

Bill to incorporate the Smiths Falls, Rideau and Southern Ry. read a third time in the Ontario legislature. Also in the Ottawa Citizen, same date

15/01/1898 Ottawa Citizen Canada Atlantic Casselman

Casselman Picking Up

Two brickyards have been built up and the railway station which was at a distance from the village is being built in the centre of the village.

18/01/1898 Ottawa Free Press New York Central

Cornwall. Messrs. Balch and Peppard, the contractors for the construction of the Ottawa and New York railway, discharged all their men last week and laid up the construction trains. The only portion of the road on this side of the St. Lawrence still uncompleted is the junction with the G.T.R. here. Several miles of road from here north could not be ballasted on account of the heavy frost. The government inspector has gone over the completed part of the railway and pronounced it satisfactory. On account of the danger of running on unballasted track it is not likely that a regular service will be put on between Cornwall and Ottawa this winter.

18/01/1898 Lanark Era Lanark County Electric

A Mr. Edgar, representing the Hamilton Roller Mills Co., and who is engaged in keeping up the supply of iron ore for the concern, was in Perth last week getting information about the Payfair iron mines, with a possible object of opening them up again. He has also an idea of acquiring the charter for building the Lanark County Electric Railway so as to make connection with the mines at Playfair. We have no around yet for saying how far this scheme may lie carried toward maturity, but give the information told us by Mr. Edgar. Courier.

19/01/1898 Lanark Era Locksley

The Pembroke Observer of last week contained a column of correspondence re the awarding of the contract for the construction of the Pembroke Southern Railway to Russell & Co. Mr. Thos. Murray, President of the Pembroke Southern Railway Co., states that the directors were not unanimous in awarding the contract to Russell & Co., and that, in his opinion the tender of Mr. Fowler was much superior. He also states that, in order to secure the contract Russell & Co. purchased the shares of most of the directors and shareholders so that their names appeared for 1345 shares out of a total of 1720

20/01/1898 Ottawa Journal Montreal and Ottawa

SUES THE M. AND O. RAILWAY

A writ was issued in the High Court of Justice this morning by Mr. A.E. Fripp on behalf of Letitia Granger against the Montreal and Ottawa Ry. Co. for \$1,000 damages for less[sic] of timber on land owned by the plaintiff in Russell county and destroyed by fires alleged to have been set by the railway company and their employees.

TO RUN INTO OTTAWA

Trains of the N.Y. and O. Road to Run Over the C.A.R. Tracks.

The draft agreement as between the Canada Atlantic Railway and the New York and Ottawa railway companies in regard to the terms on which the latter shall use the former's track for a distance of five miles, leading into the city, is still the subject of much consideration on the part of the companies.

A gentleman interested in the New York and Ottawa Railway Company, stated yesterday that there were good prospects of a settlement soon being arrived at between the companies, and that the new line would very likely be running into the city in a couple of weeks

21/01/1898 *Brockville Recorder**Brockville and New York Bridge*

In Saturday's Canada Gazette, notice of application to parliament is given by the Brockville and New York Bridge Company for an act, extending the time for completion of its works, changing the name of the company to that of Brockville and St. Lawrence Bridge Company, confirming the amalgamation between it and the Brockville and New York Bridge Company, and for other purposes.

21/01/1898 *Renfrew Mercury**Locksley**Pembroke*

At a special general meeting of the shareholders of the Pembroke Southern Railway, held on Monday afternoon, the action of the directors in accepting the tender of W. Russell & Co. for the construction of the road was ratified and the president and the secretary were authorized to execute the contract, by a vote of 1,435 to 285 shares, which will be seen was a very decisive vote. The contract calls for completion of the road within one year from the signing of the contract and that it is to be operated by the contractors or they are to procure the same to be operated as a line independent of the C.P.R. for a period of at least twenty years. Our young townsman, Mr. W. Russell, C.E., is to be heartily congratulated on his securing the contract for the building Pembroke's first local railway. He has associated with him alderman S.R. Poulin, C.E., of Ottawa, who besides being a civil engineer of some repute, is a railroad builder of some experience.

21/01/1898 *Almonte Gazette**Locksley*

The contractors for building of the Pembroke Southern R.R. expect to have trains running to Ottawa next fall.

21/01/1898 *Perth Courier**Lanark County Electric*

ELECTRIC RAILWAY The Perth-Lanark Electric Railway scheme shows signs of being revived. Mr. James Fowler, the promoter, was in town on Tuesday, and interviewed the Mayor about it.

22/01/1898 *Ottawa Citizen**Montreal and Ottawa**Rideau River bridge*

Mr. R.J. Stewart of Tweed, Ont., has been awarded the contract for the building of the new C.P.R. bridge over the Rideau river, for the company's short line between Montreal and this city. Mr. Stewart has commenced work on this bridge, and has a large staff of men building the approaches on either side of the river.

22/01/1898 *Ottawa Free Press**Locksley*

The Pembroke Southern railway being such a general topic of conversation in town just now, the Pembroke Standard thought it would be a good time to interview Mr. Russell, the head of the firm of Wm. Russell & Co., to whom has been awarded the contract for its construction, and find out for its readers what he had to say about the prospects for the road. Mr. Russell, says the Standard, received us very courteously, and in answer to our question if operations are soon likely to be commenced on the road, he said, "We have already let some contracts for ties, and expect during the winter to take out about 35,000 ties and about half a million feet of trestle timber, besides culvert timber, cedar, fence poles and probably clear some right of way. We will not do any rock work till spring when we will start operations along the whole line of twenty miles of grading." "When do you expect to have the line in operation?" "Well, of course, I cannot tell you to a day, but we expect to run excursion trains to Ottawa during the Ottawa exhibition." "What about the train arrangements?" "We expect to run the trains through from Ottawa to Pembroke without a change at Golden Lake, the express leaving Ottawa about 8.30 a.m. and arriving in Pembroke about 12 noon. The outgoing train will leave Pembroke so as to arrive in Ottawa about 6 o'clock in the evening. The trains will make close connection at Ottawa for Montreal and without change at Golden Lake. There will be two mixed trains, one outgoing and one incoming - making four trains per day. The express will only stop at the principal stations while the mixed will have two flag stations with sidings for freight etc., between Pembroke and Golden Lake. We will have the use of the O.A. & P.S. station at Golden Lake and their sidings." "What about making connections with Toronto?" "Well, with the expectation of connecting with the Bancroft and Irondale railway, we will reserve the right for trains from Toronto to run over the P.S. Railway into Pembroke." Our reporter thanked Mr. Russell for his information, which was given with an air that implied he meant business.

22/01/1898 *Ottawa Free Press**Montreal and Ottawa**Rideau River*

R.J. Stewart, Tweed, Ont., the successful contractor for the new C.P.R. bridge over the Rideau, has commenced work on the approaches, both sides of the river.

24/01/1898 *Ottawa Free Press**New York Central*

The Ottawa and New York railway company withdrew the notice of expropriation on the property of the Capital Warehousing company on Saturday. It will not, for some time, require the property, and will let the matter rest as it is. Any damages incurred by the company through loss of trade through the notice of expropriation given last fall will be settled.

The withdrawal practically means that the O. and N.Y. company cannot come to terms with the Canada Atlantic company and that in all probability will locate their freight yards in some other part of the city. The O. and N.Y. people will not or cannot accede to the demands of the C.A.R. and will endeavor to gain an independent entrance for their freight trains in the spring. Arrangements will be made for passenger trains to enter the Central depot from the head of Deep Cut.

25/01/1898 *Ottawa Free Press**Kingston (CP)*

The iron trade seems to be following the general trend of business - reviving, says the Renfrew Mercury. The K. & P.R. are putting in a siding a mile or so south of Barryvale to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined, and shipments are to be made at the rate of ten cars a day.

25/01/1898 *Ottawa Free Press**Belleville**Perth*

Bearing upon the increased outlook for trade during the present year, the Perth car works are working full time on an order for 1,500 freight cars, which are to be ready by March 1.

27/01/1898 *Ottawa Free Press**Pontiac Pacific Junction**acetylene*

The Pontiac and Pacific railway are up with the times. They are introducing a new system of lighting on their line. They have at present several of their cars equipped and ready for the introduction of acetylene gas. This will prove a great improvement on the old system, and will greatly decrease the cost of lighting the trains. This railway is the first in Canada to introduce this system. The cars are being equipped and lighted by the local agents.

28/01/1898 *Almonte Gazette**Lanark County Electric*

The Perth - Lanark railway scheme shows signs of being revived.

A REAR END COLLISION**TWO C.P.R. FREIGHT TRAINS TANGLED UP**

Railroad Accident at Winchester Last Night but no Person Injured.

A pitch-in occurred at Winchester station on the C.P.R. short line road last about eight o'clock. No person was hurt. A way freight was standing on the track when the through freight from Montreal came along and smashed into it. The van and four freight cars were completely wrecked and the engine damaged considerably.

Engineer James Lewis and the fireman of the through freight jumped before the collision and escaped uninjured. Conductor Banks, of the way freight was in the station at the time. No particulars as to the cause of the pitch-in could be learned.

The track was blocked for some hours and in consequence the Toronto train had to come through Ottawa. It passed through here at 4.30 a.m. this morning and went down the North Shore road. A wrecking train from Smiths Falls cleared away the debris, and trains are running on time again.

28/01/1898 *Ottawa Free Press**Montreal and Ottawa*

Work on the New York and Ottawa [sic] road is progressing rapidly. A large gang are engaged in building the Rideau bridge. One pier and one abutment have been completed.

29/01/1898 *Ottawa Citizen**Buckingham**Buckingham*

Today, Saturday, the Frontenacs run an excursion to Buckingham via the C.P.R.. A few leave at 5.50 p.m., the regular train, but the majority think there will be more fun leaving by the special which leaves late enough in the evening to give a chance to city showshoers or their friends employed in stores to take in the trip. From Buckingham station to town the snowshoers will tramp about 21-2 miles.

29/01/1898 *Ottawa Journal**New York Central***O. & N.Y. RAILWAY CO.**

Application will be made in the next session by the Ottawa and New York Railway Company for an act amending its act of incorporation by establishing the head office of the company in Ottawa, or such other place as the shareholders shall appoint, and for other details.

29/01/1898 *Ottawa Citizen**Winchester**Winchester***A Bad Pitch in.**

There was a bad pitch-in at the Winchester station on the C.P.R., on Thursday night. A way freight standing on the main track was crashed into by the regular Montreal freight, the van and four cars being completely wrecked. The engineer and fireman of the through freight jumped before the collision and escaped uninjured.

29/01/1898 *Ottawa Journal**Canada Atlantic**Ottawa***BODY SEVERED BY C.A.R. TRAIN****TRACK FATALITY NEAR MARIA STREET BRIDGE**

Alex Cotea Painter and Ex-employee of the Road Killed - Suspicion of Suicide

Mr. Alexander Cote, a young man 21 years of age, and an ex-employee of the Canada Atlantic Railway, was instantly killed on the C.A.R. track yesterday afternoon. The accident occurred shortly, after 3 o'clock. The Boston train was just pulling out and had gone about 500 yards beyond the Maria street bridge, when the fatality took place.

The Parry Sound track runs out parallel with the C.A.R. track. On the Parry Sound track the shunting engine was at work and was moving in the same direction as the express. It is supposed that Cote was walking out on the Parry Sound track, and hearing the shunter coming, stepped over on to the C.A.R. track just as the express came behind him.

Driver Swanson of the express at once reversed his lever and brought his train to a stand-still and hurried to look for the victim. The accident occurred about 3 feet, north of the switch and the body was found about 6 feet beyond the switch. It had evidently been dragged or thrown that far by the engine. The head was found some 6 feet from the trunk. It was lying between the tracks near the west track. The decapitated trunk was lying on the east side of the eastern rail.

Head Severed From the Body.

The body was badly mangled. Besides the head being completely severed the right hand was crushed, the legs broken and many of the bones of the trunk broken. The jaw was crushed in and the face badly disfigured.

C.A.R. Constable Butler was called and was soon on the scene. He took charge of the remains and sent for Coroner Freeland, who ordered the remains to be gathered up and removed to S. Maynard Rogers' morgue. It was a long time before the body could be identified. No one seemed to know the man, who is a comparative stranger in the city. Last summer he was employed as a painter on the C.A.R., and when the winter came on his services were dispensed with. His father resides in Casselman. He is a workman there.

David Cote, the uncle of the unfortunate man, heard of the accident and went to the morgue and identified the remains as those of his nephew.

The Jury Assemble.

Major Hollingsworth at once summoned a jury, and last night in Roger's morgue the following gentlemen assembled to view the remains. Messrs. Geo. Jones, foreman; A. Jones, J. Jessup, Jacob Gruson, E. Ripley, J. Randall, Thomas Murphy, Geo. McGregor, Jas. McRae, James Ellis, Henry Bobler, Luke Gall, Thos. Maloney and G. Blais.

The body was searched last night. A gold watch and chain were found, a book bearing Mr. Cote's name, a rosary, etc. The young man was well dressed in a black serge suit and was most respectable and intelligent-looking. He formerly boarded at 86 Nelson street, but for sometime has been boarding at Laviolette's restaurant on Sussex street.

Suicide Suspected.

The young man was known to be respectable and sober, but from the story told last night by Mr. G. Mercier, a barber on Rideau street, and a warm friend of the deceased, it would appear there is reason to suspect that the young man took his own life.

He was engaged to be married on the 18th of this month, but the marriage did not take place because the young man could not secure employment and had been disappointed in getting some money he had expected. Since the 18th he has been despondent and on one occasion told Mr. Mercier that he had a razor and would end his existence with it. Mr. Mercier did not see the razor, as Cote would not permit him to look for it.

The Inquest

The inquest formally opened last night and adjourned until this evening, when the driver and fireman on the Boston express will be called upon to give evidence.

COTE'S DEATH AN ACCIDENT

So Said the Coroner's Jury on Saturday.

THE ENGINEER'S STORY

Funeral of the Victim from the Basilica Mgr. Routhier's Remarks About Him.

After a deliberation of over two hours on Saturday evening last, the jury empanelled to enquire into the circumstances surrounding the death of Alexander Cote, killed on the C.A.R. track on Friday afternoon, found that the deceased's death was purely accidental.

Considerable evidence was adduced before the jury but of all the witnesses examined not one had been an eye witness of the horrible affair. There was little testimony in support of the theory that Cote committed suicide, although his friend Mercier, as stated in Saturday's Citizen, swore that the young man had previously threatened to take, his life.

Tha Engineer's Story

William Swenson, engineer on the Boston Express said that when a short distance from Maria street bridge he noticed a man walking on the Parry Sound, track..When the express was about forty feet from him Cote walked over to the C.A.R. track. He was walking back to the train which was running at the rate of eighteen miles an hour. Witness whistled and applied the brakes but Cote didn't look back and before the train could be stopped he was knocked down, the engine passing; over him. The body was found lying beside the track with the head about six feet from the trunk. The man was walking straight up the track when he was first seen and did not appear to be intoxicated.

John Kane, fireman on the engine, told a story corroborative of that of the engineer.

Cote Was Warned

Henry Hicks, a C. A. R. employee, saw Cbte walking down the track on the main line. At that time the Boston; express was leaving the depot. Witness said to Cote, "Look out for the Boston". The young man looked up but said nothing and went straight head.

Thomas Stonner, was talking to Cote at the station before the accident. He said he was going to get his time and witness told, him to see James Logan who was working up the track.

31/01/1898 *Ottawa Journal**Pontiac Pacific Junction**acetylene*

An experiment was tried with acetylene gas as the illuminant on the PPJ Saturday afternoon. The transformation was remarkable.

01/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge***CONTRACTORS HERE.**

Work on the Nepean Point Bridge Likely to Start at Once.

Mr. Geo. Adgate, the noted N.Y. railway contractor, in company with Mr. G. Massy, C E., of Montreal, are in the city , today in company with Mr. Dunn, the engineer for Mr. H.J. Beemer's roads. Mr. Adgate is the contractor for the new steel bridge to be built by the, O. & N.Y. railway over the St Lawrence, at Cornwall. Mr Massy, C E., Mr. Adgate and Mr. Dunn spent most of the day to-day in Hull, examining the approaches to the proposed Nepean Point bridge. It is expected work will begin on this bridge at once.

01/02/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge***WORK STARTS IN A FEW DAYS**

On Interprovincial Bridge at Nepean Point

ENGINEERS ARE HERE

What the Modified Plans are Like - One Span of 556 Feet - The Massive Piers

Work an the interprovincial bridge at Nepean Point will be started in a few days. G.H. Massy, of Montreal, the engineer in charge of the construction, arrived in the city yesterday and is making arrangements for the work. Lee Treadwell and Geo. Adgate, representing Suoysmith & Co., of New York, are also here looking over the ground and getting prices on materials preparatory to commencing work.

Mr. Massy will begin at once locating the position of the five piers required for the bridge structure. He is an engineer of wide expeiiencee, having supervised the erection of some of the largest bridges in Canada, he superintended the construction of the CP.R. bridges at Ottawa, Lachine and Sault Ste. Marie, and also the development of the water power af Chambly. Messrs. Treadwell and Adgate have been busy all last summer building the masonry work for the Ottawa & New York bridge at Cornwall.

The Plans Fyled.

The plans for the bridge were fyled yesterday with the Department of Railways and Canals, and provide for a single track railroad, two footwalks, two street car tracks and two waggon ways. The railroad track and the sidewalks will be between the trusses, while the street car tracks and waggon ways will be carried on cantilever brackets projecting from each side of the trusses.

The plan of the bridge have been modified somewhat from those projected at first. The present plans provide for four spans, one of 556 feet, which clears the deepest part of the sawdust bed in the river. The whole length of the bridge will be 1,300 feet, exclusive of approaches and will be divided into one cantilever span 5356 feet long, two flanking or anchor spans 247 feet each, and one truss span 250 feet long. The truss will be on'the Hull side.

On Five Pier

The bridge will be carried on five piers, which will be carried down to bed rock. The deepest will be in water about 70 feet deep, and the position of all the piers are chosen where the water is shallowest. The deepest pier will likely be sunk in what is known as the plenum-pneumatic process in an air-tight chamber, which is sunk into the water, entrance to it being had by means of an air-lock. The other piers will likely be put down in open cribs or caissons. The height, of the piers will be sufficient to give a clear headway in times of high water of twenty-one feet..

02/02/1898 *Ottawa Free Press**Prescott**Ottawa, Broad Street chaudi*

At nine o'clock last night an alarm of fire was sounded from box 141, Martin & Warnock's mill, on the Richmond road, for a fire in one of the sheds in the C.P.R. yard. When the brigade arrived the whole roof was ablaze. As a high wind was blowing at the time a second alarm was pulled. Two streams were played on the blaze which was quickly extinguished.

03/02/1898 *The Equity, Shawville**Pontiac Pacific Junction**acetylene*

Mr. Andrew Holland, of Ottawa, came up on the P. & P. J. line as far as Clarke's station on Friday evening and returned the next morning. Mr. Holland, it may be stated, is agent for one of the firms manufacturing the new illuminant known as acetylene gas, a plant for supplying which he installed in the P. & P. J. coaches last week. The lighting of the cars by this method is said to be highly satisfactory.

03/02/1898 *Carl Riff**Winchester**Winchester*

A pitch in occurred at Winchester station on the CPR short line road on Thursday night (27 January). No person was injured. A way freight was standing on the track when the through train came along and smashed into it. The van and four cars were completely wrecked and the engine considerably damaged. Engineer Jas. Lewis, who is well known here. And the fireman of the through freight jumped before the collision and escaped unhurt. The track was blocked for some hours, and in consequence, the Toronto train had to come through Ottawa on its way to Montreal.

04/02/1898 *Renfrew Mercury**Pontiac Pacific Junction**acetylene*

Acetylene gas is now being used to light the trains on the Pontiac, Pacific Junction Railway.

A young man named Arthur Gagnon belonging to Hull was badly buncoed on the Pontiac and & Pacific Junction train on Thursday. Gagnon had been at work in the shanties for the past four months and was returning to the Transpontine City to see his relatives. On the train he met a stranger who announced himself to be a detective belonging to the Ottawa Police force. When the train neared Aylmer Gagnon's new acquaintance asked him the loan of \$20 for a few days saying that if he would call at the Ottawa Police Station on Saturday he would get his money back as the detective would draw his salary on that day. The money was loaned and bright and early this morning Gagnon was at the station awaiting the arrival of his detective friend. He was frightfully shocked when informed that he had been the victim of a bunco and left the premises swearing vengeance on the detective. The matter has been placed in the hands of the police and an effort will be made to secure the arrest of the guilty party.

07/02/1898 *Ottawa Citizen**Renfrew**Egan Estate*

PRETTY, BUT OH, SO GREEN

The Experience of a Young Girl During Her First Railway Trip.

An amusing incident occurred a few days ago on the Ottawa, Arnprior and Parry Sound railway. The incident shews that there are still some people in the world who have not yet been greatly influenced by the onward trend of civilization,

A pretty and intelligent girl, probably of some twenty summers, boarded the train at Madawaska for Egan station. When a few miles from Egan the brakeman as usual went through the car calling out "Egan Station!" On hearing the name of her station the young lady rose and followed the brakeman to the end of the car. Shortly after the conductor went into the car where the girl had been sitting, but not finding her, remarked to the brakeman, "I had a passenger, a young girl, for Egan station, but I can't find anything of her."

Well, she must have fallen off the train, for she followed me out of the car door," exclaimed the brakeman.

The train was at once stopped, and the brakeman sent back along the line to look for her. He soon found the girl, covered with snow, walking along the track. She told the brakeman she had never been on a train before, and she thought when he called out the name of her station that she had to jump off. "And I am awfully sorry I made you stop the train," she added naively.

07/02/1898 *Ottawa Citizen**Carleton Place**Carleton Place*

Carleton Place. A gang of men are engaged in putting in a siding on the north side of the C.P.R. station, for the accommodation of trains going in opposite directions to cross.

08/02/1898 *Ottawa Free Press**Hull Electric**Ottawa Car*

The Hull Electric company have closed a contract with Mr. F.C. Armstrong, general agent, to equip nine new cars for the summer's trade. The cars will have four motors and are known as the G.E. 1,000 type. Each car will have 140 horse power. These, with four new trailers being built by the Ottawa Car Co., will be used for the pleasure traffic.

08/02/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Work on the Interprovincial bridge is now in full swing. The soundings have all been taken and other preparations are going ahead with all possible rapidity. More

08/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

THE FIRST PIER STARTED

STONE IS BEING REMOVED FROM NEPEAN POINT

Nine Men Started To-day to Prepare the Pier for the Interprovincial Bridge

Nine men were put to work this morning on the Nepean Point pier for the Interprovincial Bridge and started to remove the loose stone for the pier.

Mr. A. McNaughton has the sub-contract for the first three piers, but as yet has not received a copy of the plans. Mr. McNaughton stated to The Journal to-day that he has sent a gang of men to his quarries at Eganville, where they will take out the stone for the piers. Until he gets a copy of the plans Mr. McNaughton says he will not have more than twenty men engaged at the Nepean Point pier.

Mr. A. Stewart has been awarded the contract for the stone on the Quebec side, and will supply it from his quarry at Rockland.

Messrs. Sooymsmith and Company, contracting engineers, of New York, who have the contract for the whole work, are represented in the city by Mr. George Adgate, Western manager for the firm, and Mr. Charles H. Deane C. E., vice-president of the company. Mr. Adgate said to-day he would probably have the work on the Quebec side started tomorrow, and that he has sub-let the contract for the Ontario end to Mr. McNaughton.

Mr. J. H. Beemer, when seen, would make no statement regarding his intentions, further than to say that he has given the contract to Messrs.

Sooymsmith and Co., of New York.

May Employ 500.

Mr. F. Hibbard, engineer for the P. & P.-J., and O. & G. V. railways, stated to-day that he estimates over five hundred men will be engaged on the work in connection with the bridge. Teams will be engaged drawing lumber, stone and other supplies, then a large number of men will be employed on the actual work of the bridge, and these with the men engaged to quarry stone will bring the total up to five hundred and perhaps exceed that number. It will be some time, however, before this number is engaged.

09/02/1898 *Ottawa Free Press**New York Central*

Speaking of the statement made by Mr. Hibbard a few days back regarding the situation between the O. & N.Y. and C.A.R. an official of the latter company gave to a Free Press reporter this morning the following statement: "The temporary agreement between the C.A.R. and the new company," he said, "could be agreed upon in fifteen minutes if the O. & N.Y. had permission from the government to run over their line. The fact is," said he, "the government will not allow them to use their line until ballasted, and in order to get over this they blame the C.A.R. for asking an exorbitant agreement. The C.A.R. officials do not want any more than what is just and fair. The action of the O. & N.Y. people, it is contended, has been anything but satisfactory. They started to build a telegraph office outside the city which was entirely too small for the requirements and we protested. They then made the office larger. We offered to take their messages and transfer them to Ottawa from this point. Instead of agreeing to this they started to string their wires into the city over our poles, something we had never given them permission to do and our men, not having instructions to allow this, of course proceeded to stop them and notified the head office. The general manager immediately gave instructions to take down the wires and the men did so. The C.A.R. officials are sorry that these little matters have occurred but the O. & N.Y. officials seemed to think they could do as they pleased with us. The public should know both sides of the story and then judge for themselves who is right."

10/02/1898 *The Record, Chesterville**New York Central**Berwick*

Wm. Warwick of Brockville, contractors of the O&NY stations has completed his work in the north and has gone to Brockville until the cold weather is over. His absence is missed.

At the meeting of the Railway Committee of the Privy Council the Canadian Pacific company filed their application for entrance to the Ottawa Central depot. Full details--

1. Applicants to be tenants of the crown
2. Station to be a union station
3. After 1 May 1916 all companies entitled to use station and approaches to be joint tenants with the O.A. & P.S.
4. Passenger traffic to take precedence over freight
5. Payment on wheelage basis
6. Management to be under control of a joint board
7. Railway committee may vary terms and conditions as it sees fit.

Parry sound railway, the present lessees under a 99 year lease is expected to resist this move.

11/02/1898 *Ottawa Free Press**Hull Electric*

Engineers are now at work on the Ottawa river locating the five piers of the proposed new bridge between Hull and Ottawa which the Hull electric company is to build next year. One will be on the little island opposite Bank st. and the others on each side.

14/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

THE INTERPROVINCIAL BRIDGE.

The Work Is Going on at the Ontario and Quebec Ends.

The work on the Hull end of the proposed Interprovincial bridge is going on at a good rate. Two storehouses are almost completed, and derricks are being built. A derrick scow will be commenced this week. On the Ontario side the excavation for the pier at the base of Nepean Point, is ready for the foundation. Mr. Geo. Adgate is superintending the construction of the work on the Quebec side.

15/02/1898 *Ottawa Free Press**Montreal and Ottawa**Rideau River*

The new C.P.R. bridge over the Rideau at Hurdman's Bridge is being pushed to completion. Four piers are complete and three are under way, and the other two or three are to be finished by the 15th March, the contract time. This being the case, the iron will no doubt be on by 15th April. The company is cutting a right of way through the cedar bush south of Hurdman's road and between the head the cut and the Rideau river. There is a lot of stone and a derrick on the land where they intend to put the two or three culverts, so that it looks as if the C.P.R. will in to the new central station at Sappers' bridge by the 24th May.

17/02/1898 *Kemptville Advance**Canada Atlantic*

A collision occurred on the Canada Atlantic railway at Coteau du Las last week but fortunately no lives were lost.

18/02/1898 *Ottawa Citizen**New York Central*

Grand Trunk trains may run into Ottawa over the O&NY next spring.

18/02/1898 *Almonte Gazette**Chalk River**Pembroke*

While coupling cars at the Pembroke station last week Mr. William Wilson was seriously injured and had a narrow escape from death. One train was moving east and another west on the siding, and while he was getting on to one train he was struck in the back by the hand bar of the van of the other. He was injured in the back and chest, and spat blood freely. Medical aid was hastily summoned, and the same day he was able to be taken to his home at Carleton Place, where he is recovering.

18/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Acting . Solicitor OGara is looking into the request of the P. P. J. railway that the city issue the debentures- for the \$150,000 bonus to the Nepean Point bridge and place them in the bank. Mr. O'Gara asked that a sub-committee be appointed to confer with him. This was done, and Chairman Cluff, Ald. Davidson. Roger and the mayor will be the committee.

22/02/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Three monster derricks, composed of iron and wood are being turned out at the Victoria foundry for hoisting purposes on the new Interprovincial bridge at Nepean Point.

24/02/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

INTERPROVINCIAL BRIDGE.

New Plans Filed With the City Engineer.

Engineer Massey, of the Nepean Point bridge, yesterday filed the new plans and specifications of the bridge with the city engineer, who will submit them to the special sub-committee appointed to consider them. The bridge will have a large centre span with two small ones on the Hull side and one on the Ottawa side. A good grade has been made for the road approach to St. Patrick's street, while the railway track runs round the face of the cliff at Major's Hill park, behind the N.W.M. Police stores and under the two bridges to the C.A.R. depot.

24/02/1898 *The Record, Chesterville**New York Central*

Railway Changes.

The opening of spring will usher in busy times and probably many changes among the railways. The new section of the Ottawa and New York Railway between Cornwall and Ottawa will be ballasted as soon as the frost leaves the ground. Work on the new bridge over the St. Lawrence will commence at once and it is understood that when the road is complete the company will make connection with the Delaware and Hudson Saratoga. It is also said that the Grand Trunk and the Ottawa and New York will form an alliance and that the Grand Trunk will run a train to Ottawa over the New York company's new tracks from Cornwall.

The Grand Trunk eastbound freight from Chicago may also be sent on to Cornwall and proceed over the Ottawa and New York instead of as now having to be transferred at Suspension Bridge .

Another move contemplated is that the Canada Atlantic will seek an independent entry into Montreal, thus freeing it from any obligation to the Grand Trunk.

24/02/1898 *Kemptville Advance**Winchester**Smiths Falls*

A Railway Man Killed

James Allen, car-tapper, Smith's Falls, was crushed between the bumpers while working in the C.P.R. yard Friday morning, and so badly injured that he died from the shock in a few hours. He leaves a widow and a large family of children. He was a steady, industrious citizen, and was insured in the A.O.U.W.

25/02/1898 *Almonte Gazette**Winchester**Smiths Falls*

Killed at Smith's Falls.

James Allen, a well known carpenter in the employ of the C.P.R., and a highly respected citizen of Smith's Falls, was working between two cars there last Friday morning when an engine struck one of the cars and he was caught between them, sustaining injuries which caused his death.

Deceased was about 55 years of age, and leaves a widow and six children. He had been for many years recorder of the local A.O.U.W.

Mr. Massey, the engineer of the Nepean Point bridge yesterday morning fyled the plans and specifications of thje bridge with the city engineer.

01/03/1898 *Ottawa Citizen**Winchester**Smiths Falls*

A terrible collision with loss of life occurred three miles east of Smiths Falls between three and four o'clock Tuesday morning. As near as can be learned it occurred in this way. A freight was going west, followed by an engine running light, which, in turn, was followed at the normal distance by another freight train. A number of cars broke loose from the first train, and, after some delay, were picked up by the light engine, and ere warning could be given the rear train came round a curve in the road and dashed at full speed into the light engine and runaway cars doing great damage to both engines and telescoping the cars, which then took fire and several were totally consumed. The driver, Charlie Sims and the Fireman, William Wilson, both of Carleton Place, and both on the rear train were killed. An auxiliary train from Smiths Falls with doctor McCallum, CPR surgeon was soon on the spot. Sims was dead before his arrival, but his body was so caught in the wreck that it could not be got out. Wilson was taken to Smiths Falls but was so badly hurt that he dies a few minutes after his arrival there. It is understood that an inquest will be held at once. Superintendent Leonard happened to be at Smiths Falls and visited the wreck on the auxilliary train.

The 3.45 train for Montreal proceeded by way of Ottawa. The local for Montreal was delayed three or four hours while the line was being cleared of the wreck.

Also verbatim in the Chesterville Record, same date

01/03/1898 *Ottawa Free Press**Montreal and Ottawa**Deep Cut*

Workmen have finished driving the piles for the C.P.R. at the Deep Cut. The piles, which are all of red pine, were driven down 16 feet. Next week the deck will be placed on top for the new track, all of which indicates an early entrance into the city.

01/03/1898 *Ottawa Journal**Winchester**Smiths Falls*

THEIR LAST RUN

Engineer and Fireman Killed in a C. P. R. Collision

CHAS. SIMS, OTTAWA, WAS ONE OF THE VICTIMS

One Freight Crashes into Another Telescoping it

Bodies Pinned Under the Wreck- Cars Take Fire and are Destroyed - Cause of the Accident

Smith's Falls, Ont, March 1. - A terrible collision with loss of life occurred on the C.P.R. three miles east of here between 3 and 4 o'clock this morning. As near as can be learned, it occurred In this way : A freight was coming west, followed by an engine running light, which In turn was followed at the usual distance by an other freight train. A number of cars broke loose from the front train and after some little delay were picked up by the light engine, and ere warning could be given the rear train came round a curve in the road and dashed at full speed into the light engine and runaway cars, doing great damage to both engines and telescoping the cars, which then took fire and several were totally consumed.

Two Killed.

Driver Chas. Sims, of Ottawa, and Fireman Wm. Wilson, of Carleton Place, and both on the rear train, were killed. An auxiliary train from Smith's Falls with C.P.R. Surgeon McCallum was soon on the spot.

Driver Sims was dead before its arrival, but his body was so caught in the wreck that he could not be got out. Fireman Wilson was taken to Smith's Falls, but was so badly hurt that he died a few minutes after his arrival there.

An inquest will be held at once. Supt. Leonard happened to be at Smith's Falls and visited the wreck on the auxiliary train. The 3.4S train for Montreal proceeded by way of Ottawa. The local for Montreal was delayed three or four hours, while the line was being cleared of the wreck.

The Late Mr. Sims.

Engineer Charles Sims, who was killed on the C. P. R. at Smith's Falls this morning, had only been appointed an engineer a short time ago. He resided on Spruce street, where his young widow now is. They had no children..

02/03/1898 *Lanark Era**Winchester**Smiths Falls*

A serious accident is reported to have occurred on the C.P.R. between Smith's Falls and Carleton Place [sic] early yesterday morning. An express and freight train collided, and in the collision Mr. William Wilso,, of carleton Place, son of the late Alex. Wilson, of that town, and a man named Sims, of Ottawa, both C.P.R. employees, lost their lives.

03/03/1898 *Ottawa Citizen**Winchester**Smiths Falls*

THE LATE CHARLES SIMS.

Body of the Engineer Killed on the C. P. R. Brought Home.

The body of the late Charles Sims, the engineer killed in the railway accident at Smith's Falls on Tuesday, was brought to the city by the Toronto express last evening, and taken to S. M. Rogers' morgue, where it was prepared for burial, and then removed to the late residence of the deceased, 90 Spruce street. The body was frightfully scalded by escaping steam, and was crushed in between the engine and tender. The deceased was the only son of Charles Sims, of Montreal, and was 30 years of age. He was a member of Dalhousie Lodge, No.53, A. F. and A. M., Master of Lawrence Lodge No. 172, Brotherhood of Locomotive Firemen, a member of Carleton Lodge, A.O.U.W., of Carleton Place, and ot the A.O.F. of Montreal. The deceased leaves a sorrowing widow to mourn her loss. The fraternal societies with which he was connected, will attend the funeral tomorrow in a body to Beechwood cemetery.

04/03/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Work on the construction of the interprovincial bridge at Nepean Point is going on rapidly and many interesting sights are to be seen there. The work is being rushed in order to take advantage of the ice in building the piers and in order to do \$50,000 worth of work before March 15th, so as to claim the bonus given by the city of Ottawa. Lee E. Treadwell, in charge of the work, said that more than \$50,000 had already been expended in wages, material and labor. Nearly 125 men are employed, many of them on night shifts.

The first pier on the Hull side has almost been completed. It is built in 30 feet of water, of solid concrete and broken stone. The method of construction is interesting. A huge box is built of square timber, the inside measurements being that of the pier. A hole in the ice the size of the box is made, the box sinking in it as it is built from the top. When the box touches bed rock the process of filling with rubble and cement starts. This soon hardens into a solid mass as hard and tough as rock. The box for pier number two on the Hull side was completed last evening, and the work of filling with concrete will start today. The work of laying down the concrete must be carried on continuously, and it will take four days and four nights to finish the work. Work on the box for the third pier will start today.

The outline of the first pier on the Ottawa side has been drawn on the ice, and soundings around the edge are being taken every four feet to find the depth of water and the levels of the bottom of the river. The depth of water is a few inches over 75 feet in places that were sounded yesterday. It has not yet been decided whether to use crib work, as on the other piers, or to use an air-tight box with compressed air.

Suoysmith & Co., the contractors, have a large plant on hand, consisting of several derricks and hoisting engines. A large scow for carrying a derrick and engine has been built and floated on the Hull side. A second one is now under construction at the foot of the locks on the Ottawa side.

Part of the plant is a powerful "clam shell" dredge used for scooping up the sawdust from the river bottom, so that the piers will rest upon solid rock. The sawdust at the pier locations varied fro ten to fifteen feet.

05/03/1898 Ottawa Free Press Pontiac Pacific Junction

The work on the new Pontiac line from Aylmer will be started early next month. All the material is on the ground and work will proceed rapidly.

05/03/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Eighteen cars of rails for the approaches and track landing to the new Interprovincial bridge were delivered yesterday.

Over forty cars of lumber will be delivered next week.

The concreting of the second pier was commenced yesterday, when 100 cubic feet were placed in position.

The work on the masonry of No. 1 pier on the Ottawa side was commenced this morning.

Mr. H.J. Beemer said last evening that he would have \$100,000 spent before the 15th of March.

07/03/1898 Ottawa Free Press Montreal and Ottawa

Today the C.P.R. commenced the deck on the pile work at the head of the Deep Cut for the Montreal short line. The heavy lumber is being raised to the top of the piles, which are 17 feet high, by a steam hoist. A large stone culvert is being constructed under the bridge work and as soon as the trains start running the hole will be filled with earth.

Work on the Rideau bridge is progressing rapidly on account of the favorable weather. All the masonry is now finished, with the exception of one abutment at the west side and part of the pier on the island. The iron work, which is to be supplied by Dominion Bridge Co. of Lachine, will be commenced by May 1.

08/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

ONTARIO AND QUEBEC BRIDGE CO.

Sketch of Bridge proposed to be erected at the foot of Bank Street to Main Street, Hull.

The above bridge will cost \$250,000 and is being built entirely by private capital supplied by Ottawa citizens

No bonuses have been asked from either government or city,

When this bridge is completed the centre of Ottawa is in direct communication with the centre of Hull, making the distance less than half as at present between the two cities.

It will cross over Pine Tree Island which will give the main central support.

BIG WRANGLE AT CITY COUNCIL**OVER A LETTER OF THE ONTARIO AND QUEBEC BRIDGE CO.**

The Company Asked the Approval of the City for Their Bridge Scheme - Strong Opposition Made to it - The Result

Unexpected opposition was offered the city council last night to the application of the Ontario and Quebec Bridge Company for the good will of the city in their endeavor to secure a charter to build a bridge across the Ottawa river from Hull to Ottawa.

The application came in the form of a letter from Perkins & Fraser, solicitors for the company. The letter asked simply that the council would place itself upon record as favoring the building of the bridge and by resolution so inform the railway committee of the House of Commons.

Ald. Cluff moved, that the council express its approval of the scheme, and that the mayor, Ald. Morris, Jas. Davidson, Stroud, Cluff, Enright and the city solicitor be a committee to wait upon the railway committee of the House of Commons, and express the city's approval of the scheme.

Ald. J.C. Enright was the seconder.

Ald. Cluff in making his motion said he did so because, he fully believed the more bridges the city could get the better, so long as it was not going to cost the city anything. He thought the least the council could do would be to express its sympathy with this scheme.

Leader of the Opposition.

Ald. Roger was the leader of the opposition. He wanted more information about the scheme. On the face of it the request appeared fair and harmless, but the city was interested in the Nepean Point bridge, and it might be that the charter in this case was being asked as a sort of threat in order that the Hull Electric Railway Company might get desirable terms to cross the Nepean Point bridge.

Cries of "Oh, no; not at all."

Ald. Roger "Well. It appears to me a strange thing to think of a company being anxious to build a toll bridge between two free bridges. I think this letter should be referred to the railway committee."

Ald. Grant "What tolls will be charged on this bridge?"

Ald. Cluff - "That is a matter which is regulated by the railway committee of the Privy Council. At any rate, the Nepean Point bridge will be free."

Ald. Donaldson - "I will not allow any one to go to the government to represent my views on this question because I know nothing of it. I want a full explanation and a little time to consider the matter."

Ald. Morris asked that Mr. Fraser, who was present be heard. This was granted.

The Request of the Company.

Mr. A.W. Fraser stated that the bridge proposed would have double tracks in the centre, a double carriage way on each side of the rails, and a double foot passenger way. The object of coming to the council was to get its approval and thus assist the company in getting its charter granted this session. There was no money asked. The company would spend its own money. The bill had now been read a first and second time, and on Wednesday of this week it would come before the railway committee and that committee would likely ask: Does Ottawa and Hull approve of the scheme. He wanted to be prepared to give an answer. The bridge was in no way antagonistic to the Nepean Point bridge.

Ald. Grant wanted to know what tolls would be charged, and what laborers would be employed.

Ald. Campbell suggested that Ald. Grant might issue orders for some Germans in St George's ward.

Mr. Frazer "The company expect their source of revenue to be from running privileges paid by the Ottawa and Hull electric railways."

The Position of Hull.

Ald. Stroud - "Is Hull in favor of it?" Mr. Frazer "Yes, I think that Hull council will so express itself to-night and also Ottawa county."

Ald. Donaldson - "Is it the Hull company that is at the bottom of it?"

Mr. Fraser - "Some of the shareholders in this company are shareholders in the Hull company. Messrs. T. Lindsay, C. Bryson, C. Ross and others are not"

Ald. Campbell gave Ald. Roger and Donaldson a knock when he accused them of representing the ward that was constantly hindering everything in the interests of this city

Ald. White - if there is nothing in this request what is the rush?

Ald. Morris "It will become gentlemen to oppose this request when they would vote \$150,000 of the money of the city to build a bridge not as good."

Ald. Roger - "It will become a shareholder in the bridge company to so strongly urge its interests."

Ald. Cluff (dryly) "Or partner in the Canadian Granite Company either."

Ald. Poulin feared that perhaps when the bridge company desired to do away with tolls the city would then have to pay.

Give Upper Town a Show.

Ald. James Davidson asked that since Lower town was to have a bridge that Upper town men be given a chance also.

The motion naming this committee was not allowed to pass without three divisions.

Ald. Durocher and Donaldson moved that the letter be referred to the city railway committee.

Yeas - Donaldson, Durocher, Lapointe, Payment, Poulin, Roger and White. - 7.

Nays - Black, Butler, Campbell, Cluff, Davidson, R. J. Davidson, James, Davis, Enright, Foster, Grant, Hastey, Hewlett, Masson, Morris, Slinn and Stroud. - 16.

Ald. Grant at once moved that the railway committee of the House of Commons be asked to provide that the lowest tolls possible be charged, and that in case the tolls are rebated in future, no expense shall be involved by the city. Ald. Poulin seconded this motion.

Yeas - Grant, Payment, Poulin, Roger and White. 5.

The other members of the council voted nay.

The name of Ald. Morris was then changed to that of Ald. Black and the main motion of Ald. Cluff put and carried.

Yeas Black, Butler, Campbell, Cluff, Davidson, R.J. Davidson, Jas. Davis, Enright, Foster, Grant, Hastey, Hewlett, Masson, Morris and Stroud. - 15.

Nays - Donaldson, Durocher, Lapointe, Payment, Poulin, Roger, Slinn and White.

09/03/1898 *Lanark Era**Winchester***Railway Accident.**

Brief mention was made in our last issue of a railway accident near Smiths Falls on Tuesday morning. The following particulars regarding the same are taken from the C.P. Herald: "Another terrible accident, in which two Carleton Place men lost their lives, occurred about three miles east of Smith's Falls early Tuesday morning. As far as we can learn a freight train broke in two, and before the rear section could be taken up again a light engine following the freight pitched into it and blocked the road. The fast train known as the Prescott freight came next and dashed into the debris at full speed, the engineer and fireman being killed and one of the brakemen injured. Wilson was held down by the throttle bar, and was conscious when released, but lived only a short time. Sims was under the debris and was not recovered for some hours. Willie Wilson was a son of the late Alex. Wilson, of this town and was twenty-two years of age. Charles Sims came here from Ottawa a few months ago, was a young man of splendid physique and good character and was held in high esteem.

09/03/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Three coffer dams already sunk. Policeman on duty at all times to keep the crowds from coming in dangerous proximity to machinery. Full account.

The Council of the Board of Trade last night unanimously endorsed the scheme of the Ontario and Quebec Bridge Company to build the Bank st. bridge across the Ottawa river.

10/03/1898 *The Equity, Shawville**Pontiac Pacific Junction**acetylene*

Mr. Holland, of Ottawa, was here again on Thursday evening last in connection with the acetylene gas business, to which he is now devoting considerable of his time. Last week he removed from the P. & P. J. cars the large generator, which was put in merely as an experiment, and installed a small plant in the first class car, which has been made to work most satisfactorily. It is expected the company will have similar plants installed in the second class and the mail car before long. The Pontiac train is the first train on the continent that has adopted this system of lighting.

11/03/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

During the past two weeks Messrs. Chitty & Thompson have hired fifty men, mostly stone cutters for the bridge stone work. They are at Eganville shaping the material to be used in the piers of the Interprovincial Bridge.

Broder & McNaughton, who have the contract for the Ontario abutment of the Interprovincial Bridge, have the work well under way and a considerable amount of the masonry already laid. The current from the falls has broken the ice almost up to where the work is being done, so that new apparatus for carrying the material will soon be necessary.

11/03/1898 *Ottawa Journal**Tramway**Darling*

Mr. James Bell returned home on Tuesday evening from Darling, where he was superintending the opening of his iron mine. The Hamilton Smelting Company are going to take out ore from the mine during the coming season. They will build a tramway from the mine to connect with the Kingston and Pembroke Railway. Mr. Bell expects to make quite a sum out of the royalty to be paid him for the ore.

11/03/1898 *Ottawa Citizen**Winchester**Merrickville*

A C.P.R. COLLISION

Two Trains Meet Near Merrickville - Both Engines Smashed But No Lives Lost

Merrickville, March 10 - (Special) - Two Freight trains met at the curve just east of the Riseau bridge here this evening, resulting in the total destruction of both engines. About 19 cars are wrecked, a few totally. The amount of freight damaged and scattered about is a sight to see. One tender was thrown right over the engine. The loss in property is very heavy.

11/03/1898 *Ottawa Citizen**Pontiac Pacific Junction**acetylene*

The Pontiac and Pacific Junction Railway is the first railway in America to light its cars with acetylene gas the new luminant made from sodium carbide. For a month past a train has been running on its lines, each car being provided with five fifty candle power lights, the generator for the whole train being situated in the baggage car. This system, however, is to be modified by placing a generator in each car. Mr. Resseman, the general manager of the road, says the train lighted with the gas is the best illuminated train in America and that the system will be introduced on the trains of the Gatineau Valley line. The plant was installed by Andrew Holland, the Ottawa agent of the system. The Dominion government has also given Mr. Holland orders to equip the government car Cumberland, and a postal car on the C.A.R. He will also equip a sleeping car on the C.P.R.

11/03/1898 *Almonte Gazette**Winchester**Smiths Falls*

The jury appointed to investigate the death of Wm. Wilson and Charles Sims, at Smith's Falls returned the following verdict: "We find that they came to their death by accident on the morning of march 1st, 1898, by train called "Irvine Special" running into engine No. 3. We find the cause of the accident was due to the fact that Irvine's special train was not properly flagged by engine No. 3 to prevent a collision.

11/03/1898 *Ottawa Journal**Pontiac Pacific Junction*

The final survey of the extension of the Pontiac Pacific Junction Railway through Hull to make connection with the Interprovincial Bridge is being made this week.

12/03/1898 *Ottawa Citizen**Pontiac Pacific Junction**Hull*

The final survey of the extension of the Pontiac Pacific Junction Railway through Hull to make connection with the Interprovincial Bridge is being made this week.

12/03/1898 *Ottawa Citizen**Ottawa Terminal**Ontario and Quebec Bridge*

Mayor Bingham has issued a proclamation for a public meeting in the City Hall for Wednesday evening next. This was done at the request of a number of citizens who wish to hear the proposed Ontario and Quebec bridge scheme discussed. In consequence of this meeting, the Board of Works will meet on Wednesday afternoon, instead of in the evening as intended.

14/03/1898 *Ottawa Citizen**Havelock**Sharbot Lake*

JUMPED THE TRACK

A C.P.R. Train at Sharbot Lake Crashed Into a Hill

A C.P.R. train jumped the track at Sharbot Lake Saturday morning owing to the rails spreading. The train left here at 8 a.m. Saturday. Fortunately no damage to any of the passengers resulted, but the engine ploughed its way some distance into a hill. The engine and tender and some of the cars were damaged. The train was delayed five hours.

15/03/1898 *Ottawa Citizen**St. Lawrence and Ottawa**Rideau River*

Nearing the Jam

At noon to-day the gang under Engineer Surtees had a channel to the point about 100 yards above the old St. Lawrence and Ottawa railway bridge. They expect to reach the big jam before the day ends. Until this is removed the water will flood Rideau ward and adjacent villages

15/03/1898 *Ottawa Free Press**Canada Atlantic**acetylene*

The Canada Atlantic railway claims to have the first locomotive headlight in America lighted with acetylene gas. The engine is No. 1, driven by Engineer Dewar. He says that the new light is as steady as starlight and as brilliant as an arc.

16/03/1898 *Lanark Era**Pontiac Pacific Junction*

The Pontiac and Pacific Junction Ry. is the first railway in America to light its cars with acetylene gas, the new illuminant made from calcium carbide. For a month past a train has been running on its lines, each car being provided with five fifty candle power lights, the generator for the whole train being situated in the baggage car. This system, is to be modified by placing generators in each car.

\$80,000 ALREADY SPENT

On the Interprovincial Between Nepean Point and Hull.

Mr. H.J. Beemer, who arrived in Ottawa yesterday to superintend the construction of the interprovincial bridge, informed The Citizen that estimates for \$77,000 already expended on the bridge had been passed at a meeting of the board on Monday. In cash alone \$56,000 had been paid not \$36,000, as stated in an evening contemporary. He thought, the company had given sufficient assurance to the people of Ottawa of their intentions to complete the structure as early as possible, and believed that the City Council would advance the bonus voted by the people as soon as it was earned. The company had certainly complied with the conditions under which the bonus by-law had been adopted. Not \$50,000 had been spent up to yesterday as stipulated, but nearly \$80,000

THEY WILL ASK FOR THE BRIDGE

Ratepayers Endorse it at a Public Meeting

A COMMITTEE NAMED

To Assist in the Passage of the Ontario and Quebec Bridge Bill

With the exception of some suggested amendments, the meeting at the city hall last night in favor of the Bank Street and Hull Bridge schemes, was unanimous. The hall was crowded and Mayor Bingham presided, with Mr. T.A. Beament as secretary.

(long list of those present omitted)

Mr Fraser explains.

Mr. A.W. Fraser was the first speaker called on as the solicitor of the Ontario and Quebec Bridge Company. He said it was intended to construct a bridge from some point in Ottawa between Kent and Bank streets and thence to Hull. It would be a bridge costing from \$250,000 to \$300,000, and would be a double tracked bridge for railways and passengers. They would construct and maintain this bridge, on which they would charge tolls which would be submitted to and approved by the governor in council. They intended charging no toll for foot-passengers or for bicyclists.

(Applause.) No deviation could be made from the plans except by order of the governor-in-council. On a two-third vote of the shareholders the company may amalgamate with any company or may sell or lease. All railway may have equal rights in crossing the bridge. The capital stock would be \$250,000, with no call to exceed ten per cent., and the annual meeting to be held May 1, of each year. They asked for nine months to start work and two years to complete. The bill was drawn to follow those usually prepared and no extraordinary provisions had been asked for. It was as a matter of fact expected to complete the bridge inside of a year. They were infringing on no rights and interfering in no way with navigation.

Mr. McLeod Stewart asked how high the bridge would be over high water mark.

Mr Fraser said he was unable to say. It would be a high level bridge but the elevation must be settled by the railway committee.

Mr. Stewart remarked that the plan filed must show a level.

A Question of Advantages.

Mr. Joseph Kavanagh was the next speaker and he said the whole matter was a question of advantages to be gained. In looking over the scheme he certainly thought it was one that should be supported. There was first the spending of \$250,000, second, no bonuses were asked, and third, the tolls would be fair. He and Mr. Holland at the Board of Trade had supported the scheme. Some people had said he was opposed to the Nepean Point bridge, but he personally had supported it.

An Honest Scheme.

Mr. Andrew Holland said he had seconded Mr. Kavanagh's motion at the Board of Trade to support this scheme, as he considered it an honest and just one. Some people connected with the Ottawa Electric Railway company and Mr H.J. Beemer had made objections. Mr Beemer had asked him if he thought it likely that the Hull Electric Co. would build a \$350,000 bridge when they had been continually losing money. It was meant, Mr Beemer thought, to defeat the Nepean Point bridge scheme. The Ottawa Electric Railway Company said it meant that the Hull company would run cars into Ottawa in the near future. If the Electric Railway Company's and Mr. Beemer's objections were due to jealousy he had no sympathy for them. He would be one of the last to interfere with the prosperity of the Ottawa Electric Company, and if a reasonable objection could be shown he would withdraw from the scheme. (Applause.)

Mr. Poupore Explains.

Mr. W.J.Poupore, M.P. explained that the Hull Electric Co. Had tried to land passengers in Ottawa last year, but could not do so. They did not ask to run through the city streets. There was some reason in the Ottawa companies objection to running over the Chaudiere bridge, as the Ottawa company had made improvements. The application on these grounds had been thrown out, but the committee almost unanimously agreed that if the Hull company built their own bridge they would support them. Mr. J.W. McRae president of the Ottawa Co., had told him that his company were not opposing the bill, but had asked Messrs. Hutchison and Belcourt to support it. The Nepean Point bridge was a necessity to connect the railway systems of Ontario and Quebec.

Ex-Mayor Birkett was next called and mentioned that he had advocated a bridge at this spot some years ago. The Nepean Point bridge he thought would be built beyond a doubt. Personally he would allow no interest, with or without the Ottawa Electric Railway Company, to interfere with the progress of the city. (Applause.) He wanted the men across the river to get easy access to the city.

A resolution in Support.

Mr. Birkett moved seconded by Mr. Joseph Kavanagh, a resolution heartily approving of the bridge as providing access to and from the two cities and being midway between the two free bridges, and that the meeting urged a speedy passage of the charter.

Mr. McLeod Stewart said his name had been connected with a protest against the Nepean Point bridge. He appeared on behalf of the Ottawa, Montreal and Georgian Bay canal, and for the passage of Her Majesty's gunboats he wanted a bridge 32 feet over high-water mark. He had cabled to the War Office on the subject, and had a reply cabled out that the bridge should be 40 feet over high-water mark. His company had prior claims, and he wanted to protect their rights as they had already spent \$75,000.

Ald. Cluff expressed himself as decidedly in favor of the bridge, and he was not prejudiced, as he had twice supported an extension of time for the Nepean Point bridge. Anything that benefited one portion of the city was a benefit to the whole city. The Ottawa Electric Railway Company had no reason to kick.

Mr. C.R. Cunningham remarked in his speech that the city could hold Mr Beemer hard to his contract.

Object to a Perpetual Charter.

Ex-Ald. Lewis said he wanted both bridges, and if possible a roof over high enough to let up the gun boats. It was the first time Ottawa was ever offered something for nothing and they should take it. He objected to a perpetual charter, and would like a provision that the city could buy the bridge at any time at the price fixed by the Privy Council.

Ex-Ald. Cook approved of Mr. Lewis's contention, and also took exception to the clause in the charter allowing steam railways to cross. The city had \$150,000 in the Nepean Point bridge, and the revenue derivable from steam railways should come to this bridge as necessary for maintenance.

Mr. A.W. Fraser said he could hardly recommend his company to exceed to these propositions

Ex-Ald. Cook moved, seconded by Mr. J.A. Robertson, that a clause be added to the original motion amending clause 3 in the bill by striking out the privilege to steam railways. This was defeated and the original motion was carried.

A Committee Appointed.

Sir James Grant said a few words advocating the bridge, and Ald. Masson and Campbell moved that a committee composed of Messrs. C.

Cunningham, T. Birkett, Sir James Grant, W.H. Lewis, C. Ross, T.A. Besment, Jos. Kavanaugh, H. Lang, C.B. Taggart and W. Arnold, with power to add to their number, use their influence to assist in the passage of the bill.

This motion carried and the meeting adjourned after passing a vote of thanks to the Mayor.

A Canadian Pacific passenger train of four coaches was derailed about three miles east of Sharbot Lake on Saturday morning about 10.40 o'clock. A sprung rail was the cause of the accident. The engine and the fore truck of the tender did not leave track and the baggage car held to the ties, but the passenger coaches were overturned and thrown into the ditch. The coaches were considerably damaged and the track, ties and railbed were torn up for a distance of two hundred yards. Nobody was hurt. There were twenty passengers on the train, most of whom were in the coach behind the baggage car. This coach was thrown on its side and brought up against a large boulder. Sir Frank Smith and Senator Lougheed were the only passengers in the rear car and, although badly shaken up, escaped uninjured.

IN FAVOR. OF BANK ST. BRIDGE

THE MEETING IN THE CITY HALL LAST NIGHT

ex-Mayor Birkett, W.J. Poupore, M.P., Jos. Kavanagh, Sir James Grant and Other Citizens Speak

If the public meeting in the City Hall last night is any criterion of the feeling of the citizens of Ottawa regarding the building of the Bank street bridge then assuredly the city is strongly in favor of the bridge.

Men like Ex-Mayor Birkett, W. Poupore, M.P., A. W. Fraser, Jos. Kavanagh, Ald. Cluff, Ex-Ald. Lewis, Ex-Ald. Cook, C.R. Cunningham, Andrew Holland and others spoke strongly in favor of the building of the bridge.

Mayor Bingham took the chair at 8.15 and read the requisition to him asking that the public meeting be called. He then called upon the meeting to appoint a chairman and the Mayor himself was unanimously chosen. Mr. T. Arthur Beament was appointed secretary.

Prominent ratepayers noticed in the hall were:

(list omitted)

Speaking Begins.

Senator Clemow was called for but he refused to speak because, he said, he would have, in all probability, a duty to perform when the bill came before Parliament and the Senate

Mr. A. W. Fraser, solicitor for the Ontario and Quebec Bridge Company was the introductory speaker. He read the bill that is now before the House. He explained that the estimated cost of the bridge was \$250,000, not one cent of which was anything but private capital. (Cheers and applause.) The bridge would have two piers. One near Pine Island and the other near the Hull shore. Navigation would in no way be interfered with. The bridge would be similar to one over the Kootenay River for which a charter was recently granted.

Mr. Fraser - "There has been considerable talk about the tolls on the bridge. I am at liberty to say that no toll whatever will be charged to foot passengers or bicyclists, (Great applause.) The other tolls must be approved of by the railway committee of the Privy Council.

Not an Opposition Bridge.

As to the statement circulated that this bridge was in opposition to the Nepean Point bridge Mr. Fraser flatly denied it. It could not be in opposition because the Bank street bridge would be a toll bridge and the Nepean Point bridge would be a free bridge. The bridge would be in course of construction immediately after the charter was granted.

Mr. McLeod Stewart desired to submit a question. He wanted to know how high this bridge would be above the high water level?

Mr. Fraser "I cannot say at present. That is a matter for the railway committee to settle."

Mr. Stewart "Well, you have published a cut of this bridge, and it is 32 feet high."

Mr. Fraser- "That is simply a cut to show the design of the structure. The height is a matter to be settled later."

Mr. Jos. Kavanagh was speaker No. 2. He gave the scheme his heartiest support and said every citizen should do the same. (Applause). He supported it because there was an expenditure of \$250,000 in the city, there was no bonus asked and the Ottawa Board of Trade had favored the scheme. The present Chaudiere road was entirely inadequate. The new way was much needed, and the promoters should be encouraged. The western part of the city had done everything in its power for the Nepean Point bridge and the eastern part of the city should now assist this scheme. (Applause.)

Mr. Holland Explains His Position.

It was Mr. Andrew Holland who had seconded the resolution, passed by the Board of Trade, and he wanted to give his reasons for so doing.

Mr. Holland stated that when he seconded the Board of Trade resolution he did so because he believed the scheme proposed was a fair and open one. He hoped now that it was, but he had heard that the charter was asked in order that it might be held as a threat over the Interprovincial bridge and better terms secured. It was also stated that the Hull Bridge company intended to get this charter, enter Ottawa and then use the tracks of the Ottawa Electric Railway Co. If these statements were true, he would ask to have his name withdrawn from the resolution. Mr. Holland said he would like to hear what those opposed to the bridge had to say.

Pontiac's M. P.

Mr. W.J. Poupore, M. P. for Pontiac, was then asked to speak. He spoke strongly in favor of the bridge. He said it was never intended that any rights of any one should be invaded. All the Hull company desired was to land their passengers in Ottawa, and he did not think [sic] any one had a right to build a fence around the capital of Canada and keep anybody out (Applause.)

When this matter was up in the House last year, the very men who are now opposing this scheme had said: "Build a bridge of your own, and we have no objections whatever to offer to your coming into Ottawa." The bridge was not for the Hull company, but for the people, and no vested rights would or could be interfered with.

Mr. Poupore - "Mr. J.W. McRae told me that he had told the Ottawa city members that he had no objections to a charter being granted. Both bridges are a necessity, and we must have them." (Applause.)

Ex-Mayor Birkett stated that he had heard no voice in Lower town against the bridge, and as far as he was concerned he would permit no individual or private interests to interfere with the progress of Ottawa

A Resolution Submitted.

Mr. Birkett was warmly applauded when he read the following resolution, seconded by Jos. Kavanagh:

"That this public meeting, called by the Mayor of Ottawa, in response to a lengthy signed requisition, for the purpose of discussing the subject of the Quebec and Ontario Bridge charter, hereby resolve.

"That this meeting heartily approve of the project of the Ontario and Quebec bridge as located, and believe that when completed it will be a benefit to both Hull and Ottawa by providing access to the business portions of each city, affording as it will the most direct means of communication, and relieving, the present congested traffic over the Union bridge.

Toll Bridge vs. Free Bridge

"Situated as it will be, mid-way between the present bridge and the Nepean Point bridge, it will not compete in any way with either of these bridges as to tolls as both are free.

"As the promoters propose to expend their own money and ask for no bonus from either government or municipalities, this meeting desires to urge on the railway committee the desirability of granting the charter applied for, at the earliest possible moment in order to secure the construction of the bridge during this season."

Speeches in favor of the bridge were also made by Ald. Cluff, C. S. Cunningham and Sir James Grant.

McLeod Stewart was in favor of the bridge if it was high enough (40 feet) above high water level.

Ex-Ald. Lewis was in favor of the scheme, but he wanted no perpetual tolls. He thought there should be a clause in the bill which would provide for the abolition of tolls if the city paid a certain amount of the cost of construction of the bridge.

Mr. Cook's Amendment.

Ex-Ald. Cook wanted a clause inserted in the bill to provide that no steam railways would be permitted to cross the bridge.

Mr. A. W. Fraser could not agree to this, and ex-Ald. Cook moved an amendment to the resolution stipulating that no steam railways be allowed to cross. Mr. A. Robertson seconded ex-Ald. Cook's resolution, but it was not carried.

The resolution was then carried.

A Committee Appointed.

Sir James Grant ex-Mayors Birkett and Cunningham. J. Kavanagh. W. H. Lewis, C Ross, H. H. Lang; C R.Taggart T..A. Beament and Wm. Arnold were then appointed a committee to present the resolutionn before the railway committee.

17/03/1898 *Chesterville Record* *Winchester* *Merrickville*

At 5 o'clock this afternoon two freight trains came together about a mile east of this station, the result being the destruction of two engines and sixteen cars. All hands jumped and escaped injury. It will be some hours before the road can be cleared. The accident seems to have been due to misunderstanding of orders given at Smiths Falls.

17/03/1898 *Ottawa Free Press* *Canada Atlantic* *acetylene*

The C.A.R. postal car, when she pulls out at 6.45 tonight will be lighted with acetylene.

17/03/1898 *Ottawa Citizen* *Ottawa Terminal* *Ontario and Quebec Bridge*

CYCLISTS TO CROSS FREE

On the Proposed Interprovincial Bridge Between Bank St. and Hull

The Ontario and Quebec Bridge Company's proposed bridge across the Ottawa at the foot of Bank street will be free of toll to all bicyclists. Ald. Morris has been working for several days with the promoters of the bridge to secure their consent to this concession and has been successful. This is a concession that will be much appreciated by bicycle riders in Ottawa. The road across the existing bridges past Booth's and Eddy's mills through street cars and hundreds of waggons has always been the most unpleasant portion of the favorite ride to Aylmer. The new bridge, besides affording a safer road to Hull, will give an excellent view up and down the river, and will greatly enhance the pleasure of a bicycle ride to Aylmer or Chelsea. The provision giving bicycle riders free use of the bridge will be incorporated in the charter which the company is asking for from the government

17/03/1898 *The Record, Chesterville* *New York Central* *South Finch*

The tool sheds for use along the line of the Ottawa and New York Railway are under construction here, and will be moved to the different stations along the road. Operations along the road will begin as soon as the snow leaves the ground.

18/03/1898 *Almonte Gazette* *Smiths Falls, Rideau and Southern* *Smiths Falls*

The Smith's Falls, Rideau and Southern Electric Railway Co. applied at a recent meeting of the Smith's Falls council for permission lat rails, erect poles and string wires in that town.

18/03/1898 *Almonte Gazette* *Havelock* *Sharbot Lake*

The C.P.R. train from Toronto on Saturday was five hours late in consequence of jumping the track and plowing into a hill at Sharbot Lake through the spreading of the rails. No lives were lost but the engine and several of the cars were injured.

18/03/1898 *Almonte Gazette* *Winchester* *Smiths Falls*

Eight new engines were placed on the C.P.R. at Smith's Falls last week.

18/03/1898 *Kingston Whig Standard* *Canada Atlantic*

The Canadian Atlantic railway claims to have the first locomotive headlight in America lighted by acetylene gas.

18/03/1898 *Ottawa Journal* *Ottawa Terminal* *Ontario and Quebec Bridge*

ARE IN FAVOR OF BANK ST. BRIDGE

RETAIL MERCHANTS PASS A RESOLUTION

The Association Wants the Bridge from bank St. to Hull

The Retail Merchants Association are heartily in favor of the Ontario and Quebec bridge, as was shown at a well attended meeting of the association last evening.

- - -

The association placed itself on record as being in favor of the Ontario and Quebec bridge, and the members will use their best efforts to further the scheme.

21/03/1898 *Ottawa Citizen* *Sussex Street* *Rideau River bridge*

Workmen are employed clearing away the material in a break water at the St. Lawrence and Ottawa bridge which was loosened in the recent ice push and today was carried away and sunk off the small island opposite Ald. Roger's residence.

OPPOSITION

To a Charter for Bank Street Bridge

THE OTTAWA ELECTRIC RAILWAY MAKE A BIG KICK

The railway committee had the act to incorporate the Ontario and Quebec Bridge Company under consideration today. This bill is for the construction of the bridge between Hull and Ottawa at Bank street. There were a large number of Ottawa people present at the committee, some for and some against the bill. Among those who were present were : for the bill - Mayor Bingham, Ald. Cluff, Davidson, Black, City Solicitor McVeity, Sir James Grant, J. Cavanagh, W. Arnold, Dr. Scott, W.H. Lewis; against the bill - Warren Soper, Mr. Gormley, Mr. Chrysler, Mr. Ferguson, P. Wayland and A. McLean.

Mr. A.W. Fraser appeared in behalf of the bill. He fully explained it, and pointed out that it did not interfere in any way with invested rights. The bridge company did not ask any rights over streets in the city of Ottawa. The landing points both on this side and on the Hull side would not interfere with the streets of either city. The company did not propose to acquire any rights in the city of Ottawa. The bill he said, was endorsed by the city of Ottawa, by the Board of Trade of Ottawa, by the city council of Hull, and by a mass meeting of the citizens of Ottawa. There was at present a congestion of traffic on the present route to Hull. There was only to be one pier in the bridge, and it was to be near the Hull side in shallow water. He then went over the different clauses of the bill. The cost of the bridge was to be \$250,000.

Mr. A. Ferguson, Q.C. said that the company which was asking the right to build the bridge had now merely the rights to run an electric railway in the city of Hull. They wanted to get access to the city of Ottawa by legislation already and failed to do so, and now they incorporated themselves with certain other parties and wish to accomplish the object they had in view in another way. That was to cross by the erection of a new bridge. He opposed the bill in behalf of the Ottawa Electric Railway, and the Interprovincial bridge company. He gave a history of the interprovincial bridge showing the desirability that existed for the work, the difficulties they had to contend with, and how the granting of the present bill would interfere with their rights. The interprovincial bridge would cost \$350,000. The city of Ottawa gave a subsidy to the bridge as well as the Dominion and Provincial governments. Capitalists were being induced to put their capital in this work and it would be unjust to them to charter another company which is going to intervene with their invested rights.

Mr. Choquette - "How do you explain that the city council of Ottawa and the city council of Hull endorsed this scheme if it is not in their interests?" A Ridiculous Scheme.

Mr. Ferguson explained that any ridiculous scheme might be endorsed by public bodies. He however did not propose to let his rights to be decided by any public body. He went on to say that the Hull electric railway had no right to reach the city of Ottawa. They were prevented doing so by statute.

Mr. Lister - "They can come to the boundary of the city."

Mr. Ferguson - "That means the center of Ottawa river."

Mr. Lister - "The Ottawa electric railway not only goes to the boundary of the city of Hull, but into the city."

Mr. Ferguson said that the construction of the bridge would be to draw a source of revenue from the Interprovincial Bridge.

The Minister of Railways and Canals,

Mr. Blair showed that the interprovincial bridge could not collect tolls on foot passengers or vehicles or on passengers in cars according to their agreement with the city of Ottawa and upon the grounds on which the city gave the bonus.

Mr Ferguson admitted that this was the case, but that tolls could be charged on electric cars at the discretion of the city.

Mr. Lister asked Mr. Fraser if he would withdraw section 6, which provided that the company could unite with another company to sell or lease the bridge.

Mr. Fraser said that if that was the only objectionable clause he would agree to do so, but he did not want to go on expunging clause after clause thereby making the bill inoperative.

Another Opponent.

Mr. Hansen, of Montreal, who is financing (?) the interprovincial bridge scheme opposed the bill. He thought it would be bad faith for the committee to give the charter in face of having granted the interprovincial bridge charter.

Mr. J.A. Gemmill appeared in behalf of property owners at Bank street.

Mayor Bingham made a splendid speech in favor of the bill showing that the city was in favor of the project and that it was not often a company was willing to spend about \$300,000 in building a bridge to connect two provinces without a bonus from the cities concerned or a subsidy from the government.

Mr. Foster put in a word for those who had invested in the Nepean Point bridge.

Mr (illegible) showed that the committee of parliament could not be guided by considerations of that kind and when a charter was granted to one concern the committee was not prevented from giving a similar charter to another company. Parliament always had kept itself free in the past to do this.

After some remarks (?) from Mr. Louis Davies as the whig (?) tells the Nepean Point bridge were entitled to charge under their charter, the law not being very clear on this point, Sir Adolfe Caron moved that the consideration of the bill be adjourned until this matter had been looked into by the law officers of the Crown. The motion was carried.

22/03/1898 *Montreal Gazette**Canada Atlantic**acetylene*

WITH ACETYLENE GAS .

The Canada Atlantic Express Tests the New Process.

The Canada Atlantic express from Ottawa, due here at 10.15 p.m., steamed into the Bonaventure station last evening with the locomotive head light, the steam gauge and the postal, baggage and express car brilliantly lighted with acetylene gas.

The problem of lighting the headlight .was a difficult one. The tremendous vibration of the locomotive, the strong wind and the keeping up of a continuous supply of gas without accumulating sufficient quantity to render it dangerous should an explosion occur, have all been overcome by an Ottawa invention. Locomotive No. 26, in charge of Engineer Robert Orr, had only two hours in the Ottawa yard to be prepared for the trip. The gas was piped from the cab to the headlight. The light was blown out once by the rush of wind, near Maxville.

Fireman John Firley, who, by the way, uses the generator as a seat when he is not shovelling coal, stopped the draught in the headlight with some cotton waste, and, no further trouble was experienced in this run of the first express train locomotive with an acetylene gas headlight in America.

Mr. Birley, vice-president of the Railroad Gazette, of New York, arrived at Ottawa this morning to inspect the new system of railway lighting, and expressed himself as being confident that it was the coming light for railway trains. Under the new system, invented by Mr. Andrew Holland, of Holland. Bros.; Senate reporters, the gas is generated underflow pressure, and the inventor claims for it absolute safety from fire or explosion.

Mr. Armstrong, controller of railway mail service, readily gave permission to the Canada Atlantic , Railway Company to try the experiment in the postal car. He said that the department had. been seriously considering the question of better light for postal cars for the past twelve months. One of the strongest excuses for improperly sorted mails on the postal cars was the fact that the light is so poor that the addresses can scarcely be read on letters while the train is in motion after dark.

23/03/1898 Ottawa Journal Locksley

Golden Lake. Large quantities of supplies and plant of every description are daily arriving at the depot for the construction of the Pembroke Southern Railway, and Mr. Jas Sherwood, one of the sub-contractors is very busy looking after and directing the distribution of the same along the proposed route. Laborers are also coming by almost every passenger train and it is expected that if the weather is favorable, that everything will be in full swing by April 1st, and plenty of work for all.

23/03/1898 Lanark Era Smiths Falls, Rideau and Southern Smiths Falls

The Smith's Falls Rideau and Southern Electric Railway Co. have applied at a recent meeting of the Smith's Falls council for permission to lay rails, erect poles and string wires in that town.

24/03/1898 Ottawa Journal Maniwaki

Taking effect Oct. 4 1897. No. 1 mixed leaves Ottawa 4.30 p.m. arr. Gracefield 7.30 p.m. No. 2 mixed leaves Gracefield 6.45 a.m. arr. Ottawa 9.45 a.m. Union depot.

25/03/1898 Ottawa Journal Maniwaki Chelsea

SMALL LANDSLIDE

A small land slide on the line of the O. & G. Railway delayed the trains slightly last night ns to-day. The slide was near Chelsea.

25/03/1898 Ottawa Free Press New York Central

Mr. C.B. Hibbard of the Ottawa and New York railway, arrived in the city early this morning from St. Albans on business with the government regarding the entrance of his road into the city over the lines of the C.A.R.

In conversation with the Free Press, Mr. Hibbard said construction work would be commenced within a few days. The railway will be completed by June from end to end, if nothing intervenes to delay.

26/03/1898 Ottawa Citizen St. Lawrence and Ottawa Rideau River

The large breakwater of the centre pier of the St. Lawrence and Ottawa railway bridge, carried away in the recent flood, is still sunk in the middle of the river 300 feet below the bridge. The railway company will have to take it to pieces where it lies, as it is loaded with boulders.

26/03/1898 Ottawa Citizen New York Central

Ottawa to Cornwall

C.R. Hibbard of the Ottawa and New York railway, is in the city. Work at ballasting the railway will be commenced in a few days, and trains will be running between Ottawa and Cornwall by the end of June. Mr. Hibbard is in the city on business with the government in connection with the railway

28/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

The Ontario and Quebec bridge bill has been re-printed with the amendments agreed to by counsel before the Railway Committee last week.

29/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

BILL WAS NOT REACHED.

Ontario Bridge Company's Application Does Over for a Week.

It was expected that the application for a charter incorporating the Ontario and Quebec Bridge Co. would be dealt with by the Railway Committee of the House of Commons at its meeting to-day, but the entire morning was occupied in discussing the charter for the purpose of giving the Northern road entrance into the Kootenay mining region along the valley of the Kettle river. The application of the bridge company will be taken up again at the next meeting of the committee, to be held on Tuesday, 5th prox.

29/03/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The Interprovincial Bridge. .

The water in the Ottawa is beginning to fall again, and as soon as it is low enough work on the building of the piers of the interprovincial bridge at Nepean Point will be resumed. Work on the land pier at the Point has been going on rapidly and without interruption. While the ice in the river is too weak for working at the other piers, Mr. Adgate has had a large force of men building barges for use at that work as soon as the ice moves out of the river and the water falls sufficiently. Other material is being placed on the ground for use when building is resumed;

30/03/1898 Ottawa Citizen Ottawa Terminal Ontario and Quebec Bridge

THE BANK STREET BRIDGE.

Unless stronger arguments are produced than have already been published there is no sufficient reason why the Railway Committee of the Commons should refuse to grant a charter to the Ontario and Quebec Bridge Company. Nevertheless, it is rumored that so determined a lobby has been put up by the Ottawa Street Railway Company, the Ottawa and Gatineau Valley, and the Pontiac, Pacific Junction railways that there is some danger that the bill may be rejected in committee.

So far as this city is concerned, there is a general demand that the application of the Ontario and Quebec Bridge Company be granted. The City Council, the Board of Trade and the Retail Merchants' Association have declared in favor of it. A public meeting, called for the purpose of discussing the subject, passed a favorable resolution also. The city of Hull desires it, and we believe that every municipality which will be affected by it, desires that the company be granted, the required incorporation. There is no agitation against it except from the corporations named, whose business may be affected by the construction of the bridge. It is significant, too, that, if there are any public reasons why incorporation should be withheld from the Ontario and Quebec Bridge Company, those who oppose it have shown no disposition to make those reasons known to the public. Perhaps the people see only one side of the case, and their desire to have the bridge built may be born of their ignorance of all the circumstances relating thereto, but, if so, they can not be blamed for acting according to the light given them. This company asks nothing of us that costs money. It simply asks to be accorded the privilege to spend \$300,000 in building a bridge across the Ottawa river, making access to this city more convenient for the people of Hull and adjacent country, and egress from this city more convenient for the people of Ottawa. It not only asks no bonus of this city but it asks no bonus of the city of Hull, no bonus of the Quebec or Ontario legislature, no bonus of the Dominion government is so novel proposition that the people of the municipalities in question may be pardoned for being attracted by its novelty, if by nothing more substantial. Inasmuch as it will be built by private capital it will, to some extent, be a toll-road, but the company has made its proposition all the more attractive by providing that pedestrians and cyclists shall have the freedom of the bridge.

It is argued that the bridge. When constructed, will draw from the revenues of the Interprovincial bridge, in which the city has considerable financial interest. To meet this objection the O. and Q. B. Co. was understood to have submitted to an amendment in its bill, restricting the use of the bridge to electric railways. This change, moreover, appears in the bill as reprinted in amended form. This objection removed, it cannot be fairly claimed that the new bridge will seriously interfere with the earning powers of the Interprovincial bridge. It is hoped that the members of the Railway Committee will not permit themselves to be lobbied into opposing the granting of this charter.

01/04/1898 Ottawa Free Press Canada Atlantic Central Depot

The Canada Atlantic railway will shortly put in a switch to the cold storage warehouse on Nicholas street. For the benefit of the Silver Creek Brewing and Malting company.

01/04/1898 Eastern Ontario Review Montreal and Ottawa

Work has re-commenced on the Montreal & Ottawa Ry. and it will be pushed through with all possible speed.

Douglas. We sometimes hear the distant roar of the blasting on the new Pembroke Southern road and several of our neighbours are contemplating a summer's work.

The following is the verdict of the coroner's jury that sat on the inquest into the cause of the death of Mr. John F. Thompson, who was killed at the C.P.R. crossing within the Perth corporation last week: "That John F. Thompson came to his death accidentally by being run into by the C.P.R. express train on the evening of the 17th of March 1898. The jury completely exonerates the trainmen from any blame in the matter. The jury also recommended that a gate be placed at this crossing, as we consider it a dangerous one. We also recommend that the town of Perth place a light at this crossing for the protection of life."

An order was given by Judge Lavergne in Hull yesterday mirning that A. Leggo of Fort Coulonge, and the Pontiac Pacific Junction railway should each pay \$244 to Mr. Joseph Cartier, of Montreal, an expert accountant, appointed in the case of Leggo vs. the P.P. and J. Railway to open his report. Mr. Leggo was formerly superintendent of the railroad, and is suing the company for wages due him

Mr. J.H. Beemer has resigned the presidency of the P. & P. J. and G.V. Railway in order to devote his whole attention to the construction of the Nepean Point Bridge.

This morning the C.P.R. company sent out about one hundred men to repair the damage done to the Montreal and Ottawa line by the late floods. The operations will be directed chiefly to the district near Plantagenet.

Ald. Morris has submitted the following queries to the mayor :

Query No. 1. Is it true that Mr. Beemer and his council [sic] appeared before the railway committee of the House of Commons and opposed the application of the Ontario and Quebec Bridge Co. for a charter upon the ground that the construction of that bridge would injure the Interprovincial bridge by diminishing the revenue to be derived from tolls to be charged street cars using the highway portion of the Interprovincial bridge?

Query No. 2. Is it not a fact that Mr. Beemer's companies agreed with the corporation that in consideration of being granted a bonus of \$150,000 the highway portion of the Interprovincial bridge should be absolutely free to foot passengers, vehicles and street cars for all time?

Ald. Morris will move a resolution in reference to this matter that will mean that Mr. Beemer will be held strictly to the letter of his contract with the city.

THE BRIDGING OF THE OTTAWA

0. & Q. BRIDGE CO'S. APPLICATION LEFT OVER ANOTHER WEEK :

By the Railway Committee This Forenoon - Hon. Mr. Blair and Other Members Want Information

The bill of the Ontario and Quebec Bridge Company which was down for consideration at the railway committee of the House of Commons to-day was adjourned until a week from Thursday next .

Mr. A.W. Fraser, counsel for the company, Mayor Bingham and those who are promoting the bridge which is intended to cross the Ottawa River at Bank street as well as Mr. A. Ferguson, counsel for the opponents of the bill, along with Ex-Mayor McDougall. H.J. Beemer, Warren Y. Soper and others were present at the committee when the bill was called.

Mr. Blair asked that the bill be postponed until the next meeting as he was not satisfied as yet as to the exact meaning of the contract between the city and the Nepean Point Bridge Company. He was going to get the law officers of the Crown to look over the matter with him.

Mr. MacLean - "And if the city has a contract with another company, would that prevent this Parliament from giving a charter to this company?"

A Reason for Refusing.

Mr. Blair - "It might be a good reason for refusing it this year. We want to see what the contract actually means."

Mr. Sproule - "I thought the question was submitted to the minister of Justice"

Mr. Powell - "I would suggest that the contract be printed and circulated among the members. I would not like to take another man's opinion on a legal question."

Mr. MacLean - "There are man here who are prepared to discuss what the contract means for themselves."

Mr. Blair - "I don't suppose there could be any objection to that, but there would not be much profit in a discussion which could not possibly lead to final action.

The bill was therefore postponed until the next meeting. :

THE BANK STREET BRIDGE.

To-day the application of the Ontario and Quebec Bridge Co. for a charter to construct a biidge across the Ottawa river, between Bank and Kent Eitrets in the city of Ottawa and some point in the city of Hull, comes before the Railway Committee of the House of Commons. Active efforts are being made by interested opponents of the project to prevent the granting of the charter and it is just possible that these efforts may be successful.

A quiet but persistent lobby is very frequently more effective than public meetings and numerous petitions. The interests that are opposing the incorporation of the Ontario and Quebec Bridge Company are quite within their rights in using every legitimate means to effect their purpose. They believe it to be to their advantage to defeat this project, and we therefore do not assail their right to oppose it. But the people of Ottawa and Hull, and of neighboring municipalities have excellent reasons to believe that public interests would be served by the building of this bridge. It is not going to cost them anything ; it will give convenient access to the Capital from Hull, and to Hull from the Capital; it means the expenditure of over a quarter of a million dollars of private capital. There are many public reasons why the bridge should be built; there ax no public reasons why it should not.

When last year the Hull Electric Railway Co. asked permission to use the Chaudiere bridge, the Railway Committee refused it because the bridge was too narrow and too much congested aa it was, and several members said, " let the Hull Electric railway people build a bridge of their own."

They have acted on the hint. They ask only the necessary charter; they ask no subsidies whatever ; they offer to make the use of the bridge free to pedestrians and cyclists; and, that they may not interfere with the earning powers of the interprovincial bridge,they have agreed that their bridge shall not be used for the passage of steam cars. Is there any possible reason, therefore, why their application should be rejected ?

The people who favor the building of this bridge miy not be as active in lobbying for the granting of the required charter as its opponents are in lobbying against it. but they have a right to expect that the Railway Committee will give its first care to the furtherance of public interests.

ONTARIO-QUEBEC BRIDGE.

The Consideration of the Bill Again Deferred.

The question of granting a charter to the Ontario and Quebec Bridge Co. was again further postponed at the meeting this morning of the Railway Committee of the House of Commons. On the opening of the committee Hon. Mr. Blair suggested that the consideration of the bill should be postponed to the next session of the committee in order that an interpretation of the agreement between the city and H.J. Beemer for the construction of the Nepean Point bridge might be obtained. W.F. Maclean suggested that the agreement should be printed for circulation among the members of the committee. On the motion of D.C. Fraser, 'Guysboro', discussion on the bill was adjourned to Thursday week, when it will be given first place on the order paper. The agreement between the city and H.J. Beemer was also ordered to be printed.

06/04/1898 *Ottawa Journal**Ottawa Electric*

When the new loop line is put in near the Lower Town Market by the Ottawa Electric Railway Company the track on Dalhousie street will be double tracked so as to meet the loop. Supt. J.E. Hutcheson also intends giving a good service to the market. He will have an eight minute service from Hull to the market, and a six minute service from the Exhibition grounds to the market.

07/04/1898 *Ottawa Citizen**New York Central*

Mr. C.H. Hibbard, president of the Ottawa and New York railway, the new line, now in course of construction and Mr. F.D. Anthony the engineer in charge of the works who are stopping at the Russell, were interviewed by a Citizen reporter last evening on the progress they were making with the road.

Both gentlemen were enthusiastic over the success which had attended their efforts and announced that everything was going on swimmingly. The latest in connection with the construction had been the beginning of the erection of the bridge -- Both Mr. Hibbard and Mr. Anthony expect it will be completed and the line in operation by the middle of July or August. Everything is being done to rush things and it can be taken for granted the company are allowing no grass to grow under their feet.

The tracklaying between Ottawa and Cornwall, it will be remembered, was practically completed by December, only a few miles at this end remaining. The necessary connecting link between the two countries is the bridge, in fact, it is about all that remains to be done. Messrs. Hibbard and Anthony are in the city on business in connection with the road.

07/04/1898 *The Record, Chesterville**New York Central*

Cornwall April 2. The water has been let out of the canal and preparations are well forward for beginning work on the excavation for the piers of the O&NY bridge across the canal above lock 16. A track has been laid on the trestle across the canal for conveying stone and other materials, several derricks erected and large piles of broken stone. The completion of the piers in the south channel will not be begun until towards the end of the month, as the tugs chartered by the Sooysmith Company are now in the canal undergoing repairs and cannot get out until the canal is opened.

07/04/1898 *Ottawa Journal**Canada Atlantic*

Mr. James O'Donnell, of the Deep Cut, was examined at the court house this morning in the case of the O.A. & P.S. Railway, who want to expropriate the land upon which he is living..

A new flat car at the C.A.R. shops slipped down one of the grades yesterday afternoon and was wrecked on a number of trucks near the canal.

07/04/1898 *Ottawa Free Press**Tramway**Bronson and Weston*

The Bronson & Weston company have a large gang of men at work repairing the track and platform.

07/04/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

At the Nepean Point bridge the cliff has been blasted out twenty yards along the side to within ten feet of the water's edge. The masonry for the Ontario abutment is progressing steadily.

08/04/1898 *Almonte Gazette**Renfrew*

DOG VS. TRAIN

The trains on the O.A. & P.S.R'y. may travel at a good rate, but not too fast for a certain canine, owned by Mr. Angus McMab, from down east, to follow. Mr. McNab insisted on taking his dog with him into the passenger coach, but the conductor objected, and rather than place him in the baggage car the owner, when the train arrived at Eganville station, tied him to the back of the rear coach. This seemed a foolish proceeding, but for the sequel. When the express arrived at Golden Lake, after covering a distance of 10 miles, the dog was still on deck, apparently none the worse for the fast pace set him. The conductor immediately offered \$20 for the animal, but was refused. The dog was given, however, the freedom of a first class coach to Killaloe. - Pontiac Advance

08/04/1898 *Almonte Gazette**Chalk River*

Mr. J. Fumerton, a C.P.R. brakeman, had one of his hands severely injured the other day while couling cars.

08/04/1898 *Renfrew Mercury**Canada Atlantic*

Sixteen "Mogul" freight engines have been purchased by the C.A. and O.A. & P.S. railways for their freight business. The companies are anticipating a great increase in the freight business and the new engines will be delivered during April and May. The engines are much larger than the ordinary passenger locomotive. Compared with the new engines the old ones look quite small. Ten of these engines are of the ten wheel "Mogul" type and each weighs 156,000 pounds without tenders or the water in the boilers. They have three couple-wheel drivers and are equipped with compound cylinders, which enable the engine to use its steam twice. The other six engines are of what is known as the consolidated type of "Mogul" engines. They weigh 173,000 pounds exclusive of tender or water. The engines will be used exclusively for freight. They are constructed so as to have great power for pulling freight trains, and it is estimated that each engine will be able to pull from thirty to thirty-five loaded freight cars and make a fair rate of speed. The first of the engines will be here when the navigation opens on the 16th inst. - Ottawa Journal.

11/04/1898 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

The much conjectured damage to the M. & O. railway on the line between Plantagenet and The Brook stations, although much more than the railway engineers had bargained for, was very much less than the residents in this section of the country believed could be possible on the route chosen. However, this spring's washouts are of a sufficiently serious nature to show that this part of the line will always be a source of anxiety after a freshet.

11/04/1898 *Ottawa Citizen**Locksley*

The Pembroke Southern Railway is being rushed these days, about two hundred men being employed upon it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulties are experienced owing to water in the swamps, but, of course, a little time will overcome this. The farmers along the route are profiting by the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to town shall be chosen, but the company will eventually choose the best - that is the one that will give them the most commanding situation.

They Want it in Hull

Hull Despatch

On Thursday next the Ontario and Quebec Bridge Company's bill will again come before the Railway Committee. This bridge means a great deal to Hull. It is the most desirable of the three, and will not cost the city one cent. We hope Mr. Champagne, M.P., will make a determined effort to secure the passage of the bill, and that he will be backed up by a large delegation from both cities.

13/04/1898 *Lanark Era**New York Central*

The O. & N.Y. railway is expected to be formally opened on May 24th.

14/04/1898 *Ottawa Citizen**Ottawa Terminal**Ontario and Quebec Bridge*

BRIDGE BILL KILLED.

Vote in the Railway Committee 60 to 35 - Ottawa Members Absent

The Ontario Bridge Company's bill asking for a charter to construct a bridge over the Ottawa river from Hull to the foot of Bank street, was killed by the Railway Committee of the House this morning. The division was 60 to 35. Messrs. Hutchison and Belcourt were absent from the meeting. The ground on which the majority voted against the bill was that the proposed new bridge would compete with the interprovincial bridge now in course of erection. Hon. Mr. Fitzpatrick took this stand, being of the opinion that notwithstanding their agreement with the city the Interprovincial Company had the power to charge electric railways for the use of the bridge.

14/04/1898 *Ottawa Citizen**Ottawa Electric*

Street Railway Extension

The Ottawa Electric Railway Company wrote asking that a by law be drawn up for the laying of a track on George street to Sussex street as petition of last year.

14/04/1898 *Ottawa Journal**Ottawa Terminal**Ottawa and Quebec Bridge*

BANK STREET BRIDGE DEFEATED

BILL THROWN OUT BY THE COMMITTEE THIS FORENOON

It was Considered to be Antagonistic to the Interprovincial Bridge Scheme

Hence Its Rejection

The railway committee defeated the bill for a bridge over the Ottawa river at the foot of Bank street by a vote of 35 to 60 to-day.

Mr. Lash, Q.C., was heard in the interests of the bill. He said that the applicants wanted a charter to build, a bridge across the Ottawa river between Bank street and Hull. All the municipalities interested and the people generally were in favor of the bridge. The company wanted no subsidy from the Dominion, all that they wanted was a charter.

The opposition to the bridge came from the Interprovincial Bridge Company. The only real objection, which the Interprovincial Bridge Company could take against the construction of the new bridge was that a competition was to ensue between it and the Nepean Point bridge. Now the Bank street bridge was not going to carry steam cars, which the other was. The new bridge was to carry foot passengers and bicyclists with their wheels free. A toll was to be charged on vehicles and cars. From the report of the city council, granting \$150,000 bonus to the Nepean Point bridge, he showed that the company were bound to carry street cars free, so that there could be no competition with the new bridge in this respect. This report was modified by the agreement granting the bonus afterwards by the words that the cars were to be run on such terms as city council might determine. The present city council of Ottawa had looked into this matter and passed a resolution stating that no bonus would ever have been given by the city of Ottawa if it was understood that tolls would be collected on cars, vehicles and passengers. Mr. Beemer never pretended to say that he intended to collect tolls for this purpose. That being the case, there could be no competition between the two bridges.

Mr. Sproule wanted to know if it were not possible that this company is asking for a charter merely for the purpose of keeping back the construction of the Nepean Point bridge or to sell out to them. That was a matter which would help to assist the committee if it were explained.

Able to do it.

Mr. Poupore - I will explain that at once. Everybody who knows the men who are applying for this charter know very well that they are well able to carry out the work, having funds of their own to do so. The men who are supporting the Nepean Point bridge would not say anything to the contrary. If he thought that the new bridge was going to kill the Interprovincial one, he would not vote for it. There are parties who are interested in both concerns. When the Hull Electric Railway wanted to come into Ottawa last year the members of the committee said that they should build a bridge of their own. Now that this was about [sic] to be done, it would not be fair to oppose the project.

Mr. Blair - "Would it not interfere with the financing of the Nepean Point bridge."

Mr. Poupore - "They have got over \$300,000 in bonuses, and if they are not able to get this balance then he knew of men who would be willing to take a hold of it and get the funds in 24 hours."

Sir Charles' Support

Sir Charles Tupper said that he supported the Nepean Point bridge when in office. Now he was out of office and he would continue to do so. He would keep his pledge. The present government was also pledged to the Interprovincial bridge. It would not be in the general interests to give a charter on the grounds of competition to kill off another enterprise."

Mr. Poupore - "The granting of the charter will not take away anything from the Nepean Point bridge."

Mr. Beemer said that it was never intended to carry street cars free over his bridge. Tolls would be charged.

Sir Adolphe Caron asked for the opinion of the law officers of the crown.

Mr. Fitzpatrick said that the law officers of the Crown had no opinion as such. He, however, had an opinion of his own. He gave this opinion which was in opposition to the Bank Street, bridge and in favor of the Nepean Point bridge.

The Vote.

The vote on the preamble was then taken and resulted as follows:

(details omitted)

Yeas - 35

Nays - 60

The bill; was therefore defeated

15/04/1898 *Almonte Gazette**Locksley*

Two hundred men are now employed in the building of the Pembroke Southern railway

15/04/1898 *Perth Courier**Lanark County Electric*

GROUND BROKEN Mr. James Fowler of Arnprior, was in town on Tuesday, and while here informed us that his errand was to formally break ground for the County of Lanark Electric Railway, the object being to save the company's charter. The feat was accomplished by Mr. James Doyle, of Perth, and the ground was broken on his farm at Armstrong's Corners. He used his road grader for the purpose, and turned up the sod for about two acres along the proposed route.

NO BRIDGE

Railway Committee Throws Out Ontario and Quebec Bridge Bill
(Special to the Star)

OTTAWA April 15 - In the Railway Committee yesterday the bill to incorporate the Ontario and Quebec Bridge Company was defeated by a vote of 35 to 61. The proposed company asked power to bridge the Ottawa River from the foot of Bank street Ottawa to Ottawa street in Hull. The promoters were the Hull Electric Railway whose line extends to Aylmer Que. where it connects with the Pontiac and Pacific Railway. These lines have no entrance into Ottawa and were trying to secure such by means of the bridge for which they did not ask for one dollar of subsidy. The friends of the bill were very indignant at the action of the committee.

15/04/1898 *Almonte Gazette* *Winchester*

Brakeman Trotter of Smith's Falls got his hand caught and badly crushed while making a coupling.

15/04/1898 *Renfrew Mercury* *Locksley*

The Pembroke Southern is being rushed these days, about two hundred men being employed on it. There are four camps, one of them being at Schultz's, eight miles from town. Some difficulty was experienced, owing to water in some of the swamps, but of course a little time will overcome this. The farmers along the route are now profiting from the sale of produce to the camps. As yet it has not been decided which of the three surveyed entrances to the town shall be chosen, but the company will eventually choose the best - that is, the one that will give them the most commanding situation. - Observer.

18/04/1898 *Ottawa Free Press* *Renfrew*

The Ottawa, Arnprior and Parry Sound railway has placed an order with the Baldwin Locomotive Works for five more compound consolidation freight engines.

19/04/1898 *Ottawa Journal* *New York Central*

A prominent official of the O&N.Y. stated to the Journal yesterday that the O&N.Y. company had abandoned all idea of using the C.A.R. tracks beyond the Deep Cut.

The O&N.Y. line is being surveyed to within a short distance of the new C.P.R. bridge across the Rideau River and it looks as if the O&N.Y. expect to make suitable arrangements with the C.P.R.

20/04/1898 *Ottawa Journal* *Hull Electric*

The electric road is being ballasted throughout its entire length with broken stone. The stone is broken by steam crusher that is at work at Tetreauville and turns out about 20 car loads a day.

20/04/1898 *Lanark Era* *Lanark County Electric* *Lanark*

The breaking ground for the Lanark County Electric railway, a formality necessary to save the company's charter, was accomplished by Mr. Jas. Doyle of Perth. The sod for about two acres on the company's route was turned on Mr. Doyle's farm.

20/04/1898 *Lanark Era* *Ottawa Terminal* *Ontario and Quebec Bridge*

In the railway committee on Thursday the bill to incorporate the Ontario and Quebec bridge company was defeated by a vote of 35 to 61. The proposed company asked power to bridge the Ottawa river from the foot of Bank St., Ottawa, to Ottawa St., in Hull. The promoters were the Hull Electric railway, whose line extends to Aylmer, Que., where it connects with the Pontiac and Pacific railway. These lines have no entrance into Ottawa, and were trying to secure such by means of the bridge.

20/04/1898 *Ottawa Citizen* *Montreal and Ottawa*

THE RAILWAY CO. SETTLED CASE

Timber Was Burned on the Farm of Mrs. Granger.
COMPANY WAS LIABLE

The case of Granger v the Montreal and Ottawa railway was continued at the assizes yesterday afternoon. At 4 it was brought to a sudden end by the parties to the suit agreeing to a settlement. According to the terms of the settlement Mrs. Granger, the plaintiff, receives about three hundred dollars and all her law costs.

The railway company was compelled to make this compromise, owing to the evidence of one of its witnesses having been turned against it. Joseph Tassier, foreman of one of the railway construction gangs, swore that the right of way along the Granger farm was burned over in September. This established with strong probability the origin of the fire, as, being on the railway property. Mrs. Granger was represented by Mr. A. E. Fripp, and the Montreal and Ottawa railway by J.R. Riddle of Toronto.

21/04/1898 *The Equity, Shawville* *Locksley*

The Pembroke Southern Railway now under construction is to have a steel bridge across the Bonnechere river.

22/04/1898 *Ottawa Citizen* *Hull Electric*

The electric cars between Hull and Aylmer will hereafter have four motors on their axles instead of two. The change will double their rate of speed. All the open cars will also be improved. The company will soon receive five new cars from Peterboro'.

22/04/1898 *Ottawa Free Press* *Montreal and Ottawa*

An increased force of men is at work today at the C.P.R. grade at Hurdman's Bridge. On the east side of the Rideau the steel is now laid up the end of the new bridge. The construction train hauling the iron work was due to have come up yesterday afternoon but was cancelled till today.

Yesterday the ballast train brought up gravel for the new sections built this spring, and the construction trains will be in operation today. Yesterday afternoon the grading on the side of the Rideau through Champagne's bush was suspended on account of the rain, but today about 60 men and 25 teams are engaged. The men have some peculiar difficulties to contend with here. In the first place, the section from the bridge through the bush is so completely covered with boulders that progress is very slow and damage to the grading scrapers is great. Then the refuse from an old slaughter house has been dumped in a bog hole through which the right of way passes and although it is some years since the place was destroyed, the smell is still so strong that it is almost impossible for the workmen to endure it. Further up towards the Deep Cut the grading must be left for some time, as the ground is so boggy the teams could not be put into it. The grade from the end of the pile work to the hill west of the bridge will be very heavy and about a month's work will be required to complete it.

Mr. K. McDonald says that every day a number of "hobos" are on the scene applying for work, but this class of artist is generally refused. A number of them have their headquarters in the bush at the Deep Cut. A gang of men are at work on the piles finishing the deck and making the approaches where the proposed junction with the Canada Atlantic will take place.

22/04/1898 *Renfrew Mercury* *Renfrew*

The O.A. & P.S. have ordered five more large freight engines from the Baldwin Locomotive Works. This is in addition to the eighteen recently mentioned.

Mr. James Fowler of Arnprior, was in Perth on Tuesday, and while here informed us that his errand was to formally break ground for the County of Lanark Electric Railway, the object being to save the company's charter. The feat was accomplished by Mr. James Doyle, of Perth, and the ground was broken on his farm at Armstrong's Corners. He used his road grader for the purpose, and turned up the sod for about two acres along the proposed route. Courier.

The new round house of the Canada Atlantic and the O.A. & P.S. railway at Ottawa East and is a structure which deserves special mention in its class. The house is built of the best pine and tamarack timber, is shaped like a crescent, the hollow part facing north-westward and is situated in a V shaped area formed by the junction of the O.A. & P.S. with the C.A.R. The building has not yet been painted but this will be done later, and to make it comfortable and up to date for the winter it will be bricked around on the inside. Thus the building will in reality be constructed of brick with a protecting wooden shell. The engines enter the area at the concave side which is approached by two lines of track, one used for ingress and the other for egress. The building is capable of containing nineteen engines at once. Immediately outside the structure at the entrance is a large turntable which is approached by the two tracks above mentioned. When an engine requires cleaning and repairing it is run on to this table and can then be directed to any of the nineteen tracks entering the shed. The earth underneath the track on which the locomotives are placed while in the shed, has been removed, leaving pits in which the cleaner and mechanics can accomplish the necessary cleaning and repairing under the monster machine. One of these pits is called a "drop pit" as it is so constructed that as soon as a locomotive enters the whole wooden structure forming the pit can be lowered, thus removing the wheels etc., from the engine without having to "jack" it up.

More

--two of these "Consolidated" locomotives, Nos. 690 and 691 will be tested by trial run tomorrow over the Parry Sound. They were brought here "dead" that is without fires.--

OTTAWA-NEW YORK RY.

Will Enter the City Over the Tracks of the Montreal and Ottawa Short Line.

It is now stated that the Ottawa and New York railway will enter the city over the tracks of the Montreal and Ottawa branch of the C.P.R. The junction will be made a short distance east of the Montreal and Ottawa bridge over the Rideau. Surveys of the route are now being made and work at grading and track laying will soon begin. The roadbed between Ottawa and Cornwall is being ballasted and the work on the bridge over the St. Lawrence pushed forward rapidly. Most of the stone piers are completed, and the work of building the iron superstructure will begin in a few weeks. The question of the terms on which the C.A.R. station and terminals will be used has yet to be settled by the Railway Committee of the Privy Council. A meeting will be held at an early date, when a basis on which all the railways centering in Ottawa will be able to use the station in the canal basin.

The Facer Car Wheel Company, Perth, shipped to the Pennsylvania R.R. Co. Philadelphia, three sets of their solid steel forged car wheels. A set of each will be placed on three different railroads as a test, and the promoters have not the slightest doubt as to their success. The wheels are splendidly finished and are claimed by experts to be perfectly true, even in the minutest detail. As the cost is satisfactory, the life is so much longer than that of the present wheel, as they are safer in consequence of the wheel being solid, that is no reason to believe that this wheel will not truly revolutionize the car wheel industry of the world. Wheels were also on exhibition at Ottawa where they were inspected by many railroad men, and the Canada Atlantic and Ottawa Street Railways have given orders for sample wheels. The verdict of these companies will soon be known.

A handsome new open car constructed by the Ottawa Car for the Hull and Aylmer electric railway, was taken over to the terminus of the railway at Hull Monday evening.

--The C.P.R. have their line built to within a mile of the city and are anxious to settle the right of way so as to commence operations at once.--

--the Ottawa and Cornwall road is being ballasted and a spur will be built between Cyrville and Hurdman's so that the connection between the C.P.R. will be made easy and without delay.--

Contractors now have about fifty men employed on the Ottawa and New York railroad bridge across the Racket River. The stone for both piers is now on the south side ready for use. The excavations on the south side are also made and ready for the concrete and the crushed stone and cement are on the ground. The iron for the Helena and Racket bridges has arrived at Moira on the O&LC Railroad and will soon be put in place.

Clyde Forks News

Serious fires along the line of the K. & P. Ry. have been raging during the last two weeks, totally demolishing the bridge at the foot of Long Lake and considerably burning timber lands. High winds and frosts still continue.

There is considerable talk just now going on about a railway being built from some part of Darling to either Clyde Forks or Flower station. Mr. Edgar, agent for the Hamilton Smelting Co., has been around repeatedly. We have been informed that surveyors are to be put over the projected road at once. Something to cause a stir in this part is badly wanted, and we would find hope this is more than talk

Work on the Pontiac and Pacific Junction Railway between Hull and Aylmer is expected to begin on May 1st.

Mr. Beemer's Bridge

He Asks Power to put Tolls on Everything Unless he Gets That \$150,000

Also Right to Bond the Bridge for a Million Besides \$250,000 Stock

New Franchise Act Likely to be put Through To-night by the Commons

The most important proceeding in the House of Common yesterday from an Ottawa point of view wa the introduction of a bill providing for the incorporation of the Ottawa Interprovincial Bridge Company. This refers to Mr. Beemer's scheme.the Nepean Point structure. The bill in effect is to organize a new and distinct company to acquire the Interprovindal bridge and everything connected with it from the corporation now in nominal control of it, namely the Ponttao and Pacific and the Gatineau Railways. As there are provisions for the imposition of tolls the matter is of special interest to Ottawa.

It will be remembered that in consideration of a bonus of \$150,000 voted by Ottawa, the bridge was to be free of tolls on foot passengers and vehicles, and, as the city claims but Mr. Beemer denies, on street cars. The new bill asks power to charge toll on everything if the city does not whack up the \$150,000 on the conditions as understood by Mr.

Beemer.

In the absence of Mr. Belcourt, who had given notice of the bill, Mr. Campbell (Kent) Introduced the bill for the incorporation of the new company. The bill is primarily to incorporate a company authorized to take over the franchises and works held by the P. & ; P.J. and O.&G. Railways for the construction of a bridge across the Ottawa river from Ottawa to Hull. The company is to be known as the Ottawa Interprovincial Bridge Company, and the head office is to be at Ottawa or such other place a the director many direct. The provisional directors are Joseph Rielle, Hon. J.S.C. Wurtele, Samuel Findlay, Wm. Hanson, all of Montreal, and H.G. Beemer of Quebec. Mr. Hanson is Mr. Beemer's proposed financial backer. The capital stock is fixed at \$250,000. The bill authorises both the P. and P. J. and the O.and O. Railways to transfer to the new company all their . Interprovincial bridge franchises, privileges and work, as well as all bonuses or subsidies to which they may be entitled in connection with the bridge, from any governments, person or municipal corporations. Authority is given for the charging of tolls for the passage of cars, vehicles, pedestrians or general traffic over the bridge or its approaches. However, if the company gets the \$150,000 bonus from Ottawa the agreement with the city in that onnection is to be binding "except in so far as the same may hereafter be amended or modified by agreement with the city or under any act of the legislature of the province of Ontario." The company is also given power to construct piers or other erections in the Ottawa river and Hull and Ottawa "as may be deemed necessary, not only, for the construction of the bridge but which the company may require or think desirable to protect it from ice, freshets or for any other purpose in connection with the bridge." Further authority is given to build necessary approaches in to and upon lands, streets, roads and grounds lying in either city
A penalty of \$10 or not more than 10 days is provided for the punishment of any one who forcibly passes over the bridge or interrupts the company or its employees engaged at work on the bridge.
All railways are to have equal privileges in connection with the bridge and authority Is given to amalgamate with other companies and lease or sell to the government or Ottawa or Hull.
The bonding privileges are fixed at one million dollars and the time for the completion of the bridge five years.
The bill waa simply introduced, and will go to the railway committee for discussion..

30/04/1898 *Ottawa Journal**Pontiac and Renfrew**Interprovincial Bridge*

Interprovincial Bridge.

A special general meeting of lthe shareholders of the Pontlac Pacific Junction Railway company will be held on the first day of June next. at the office of the Company at Montreal, for the purpose of authorising the issue of \$500,000 of first mortgage bonds for the purpose of building the Interprovioclal bridge across the Ottawa river, between Nepean Point and Hull, the construction of which bridge by this company and the Ottawa and Gatineau Valley Railway Company has been authorised by the parliament of Canada, such bonds to constitute a first charge and lien upon the said bridge.

02/05/1898 *Ottawa Free Press**New York Central*

It is said that an excursion will certainly be run to Cornwall on the O. & N.Y. railway on the Queen's birthday. If connection cannot be made with the city in time the cars will run from the village of Russell.

02/05/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The Bridge Bonus.

The most important discussion will arise, however, over Ald. Cluff's notice of motion on the interprovincial bridge matter, asking the Council to "hereby expresis its determination to protest in every legal way the payment of the aforementioned bonus of \$150,000." The grounds on which Ald. Cluff bases his action are broadly a breach of agreement: First, that the required amount, \$50,000, was not spent by the company by March 15th last "on the actual construction of the bridge," and, second, that the representative of the parties had repudiated before the Railway Committee of the House of Commons the condition which was to give passage over the said bridge of street railways or tram cars free of toll..

05/05/1898 *The Record, Chesterville**New York Central**South Finch*

(Last weeks news)

Mr. Balch, contractor for the O&NY, has arrived in town. In company with Chief Engineer Anthony he made an inspection over the road. He reported everything in satisfactory shape.

07/05/1898 *Ottawa Free Press**Sussex Street*

William Smith has entered an action against the C.P.R. for damages for wrongfully discharging water on the plaintiff's land on the junction gore in Gloucester. He also wants an injunction to restrain the company further offending in this respect.

07/05/1898 *Ottawa Free Press**Kingston (CP)**Sharbot Lake*

Kingston. This morning a fire started in the C.P.R. pump house at Sharbot Lake Junction, on the line of the Kingston and Pembroke Railway, 47 miles north of this city and burned the pump house and a portion of the C.P.R. and K. & P. railway station and freight shed, and the following buildings situated near the station: J. Hetherington's store, C. Deyor's house and W.Y. Cannon's store. Loss heavy, insurance not known.

11/05/1898 *Ottawa Free Press**Montreal and Ottawa*

Great activity characterizes the operations on the construction of the Ottawa and Montreal new short line at Hurdman's Bridge. The Dominion Bridge Company's employees are at work on the iron of the Rideau bridge and the first span on the east side of the river has been laid. Nearly all the iron for the structure is on hand, and the bridge will be completed in about six weeks. It will consist of eight spans of plate girder, each 65 foot long, each girder weighing twelve tons.

About 75 men and 25 teams are engaged on the grading work on the west side of the bridge, and through Champagne's bush. The whole top of the hill opposite Mr. Robert's farm has been drawn away, to fill up the grade at the end of the pile work.

Workmen are also engaged in the construction of an overhead crossing of the road from Ottawa East, which joins the continuation of Nicholas street.

11/05/1898 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

Brodeur and MacNaughton, the contractors for the shore pier at Nepean Point of the Interprovincial Bridge, will complete their contract today. Workmen were putting the coping on the pier yesterday and that work will be finished today. George Adgate, the superintending mason of the bridge contractors has been in Cornwall for several weeks past where his company also has the contract for the stonework of the St. Lawrence River bridge for the Ottawa and New York Railway. The water in the Ottawa river is now beginning to fall again and work on the mason work of the water piers will soon be started. --

12/05/1898 Almonte Gazette

Renfrew

A freight train on the O.A. & P.S. broke into three sections and the rear one collided with another freight following. The runaway cars were ditched and the train went on, little the worse. The other loose section for the train from which broke away down a grade and bumped into the rear end of it at the station. No one was injured and little damage was done.

12/05/1898 The Record, Chesterville

Kingston (CP)

Sharbot Lake

Early this morning fire did \$8,000 to \$9,000 damage at Sharbot Lake destroying several stories and a part of Union Depot. The fire was discovered in the house of Mr. Hetherington. It attacked his store and the house of Brakeman Doe, of the K&P Railway, Dr. Connors store was also consumed as well as the K&P railway pump house. Then the flames jumped the track and attacked the station. By big efforts the station was saved.

12/05/1898 The Record, Chesterville

New York Central

South Finch

South Finch (last week's news)

Northern New York engine No. 3 which was so badly broken up in the Merrickville wreck has just been returned from the new CPR shops at Montreal, having undergone a complete overhauling. It is a dandy.

12/05/1898 The Record, Chesterville

Prescott

Kemptville

Burglars at Kemptville.

Blew the safe in the CPR depot but got no money.

Kemptville May 5. Burglars entered the lower CPR depot last night, blew the outer part of the safe all to pieces but failed to get into the cash department. Mr. Cassidy, teamster for Bowen's Roller mill, went to the stable to feed and prepare his team for an early start for Morrisburg. While in the stable the burglars followed him up, locked him in the stable and proceeded with their work. All the plaster is knocked off the station rooms and everything in pandemonium style.

13/05/1898 Athens Reporter

Westport

Superintendent Mooney will run a Friday cheese train over the B&W Railway this year as usual.

14/05/1898 Ottawa Free Press

Renfrew

The traffic on the O.A. & P.S. railway lines has so increased of late that the company has had to place night operators at points where day operators were formerly stationed/ Night operators have been placed at Eganville, Barry's Bay and Galetta. Mr. E.J. Goodler has been placed as night operator at Eganville.

14/05/1898 Ottawa Journal

Carleton Place

Ottawa, Broad Street

Commencing Monday 16th trains between Ottawa and Prescott will resume arriving and departing from the Union Depot.

15/05/1898 Renfrew Mercury

Locksley

From the Pembroke Standard.

At a meeting of the directors of the railway held last week, it was decided to commence the preliminary survey of the Pembroke Southern Railway at once, and Mr. J.L. Morris, C.E., and his staff will begin the work on Monday next.

16/05/1898 Ottawa Free Press

Hull Electric

Aylmer

In the Hull Superior court this morning judgment was rendered by Judge Lavergne in the famous case of the Bytown and Aylmer Union Turnpike company against the Hull Electric company. The judgment recited that the defendant, against the will of the plaintiff, forcibly took possession of certain sections of the Aylmer road and built an electric railway along and across the highway. The judge ordered defendant to demolish and remove all its tracks, poles, wires and other apparatus from the portions of the road and in default within 15 days from service on the defendant of the present judgment plaintiff is authorized to do so at the expense and risk of the defendant and is enjoined to refrain for the future from using the highway and is condemned to pay plaintiff \$1,056.00 in costs. Mr. N. Belcourt for plaintiff, Mr. H. Aylen and Mr. Lafleur for defendants.

18/05/1898 Ottawa Free Press

New York Central

The construction trains on the Ottawa and New York railway have been at work for some time and ballasting will soon be completed, and on the Queen's birthday the people of this locality who looked for so long for railroad facilities will be able to take a trip to Cornwall over the new road, as an excursion is advertised for that date. Trains leave Russell at an early hour in the morning and will return in the evening after the sports in the factory town are over.

19/05/1898 Ottawa Free Press

Hull Electric

Mr. Henry Aylen, attorney for the Hull Electric Co. has received instructions to appeal against the judgment rendered Monday by Justice Lavergne.

19/05/1898 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

The construction of the Ontario abutment of the Interprovincial bridge is completed and the only operations being carried on in that quarter is the blasting of the cliff which is progressing favorably.

20/05/1898 Eastern Ontario Review

New York Central

The O. & N.Y. railway expect to run an excursion into Ottawa on May 24th. The company have their road into the city nearly completed.

20/05/1898 Renfrew Mercury

Eganville

It is reported that the C.P.R. will in a short time run two trains a day to and from Eganville. The stopping of the passenger trains at the end of the bridge has been such a convenience to the public that their passenger trade has largely increased, and when they run their two trains they will find it a profitable move, as many take the O.A. & P.S. train in order to be enabled to return during the day and not to have to wait until the evening.

20/05/1898 Eastern Ontario Review

Chalk River

The C.P.R. have decided not to build a new station at Almonte this year. Arnprior will get a new station.

First train over the Montreal Ottawa short line.

New Road inspected by the company's officials yesterday.

Traffic to begin in July.

The line described.

The first train over the new CPR short line between Ottawa and Montreal left the Union Depot yesterday at 1.10 p.m., with General manager Thos. Tait and seven passengers on board. Mr. Tait was on a tour of inspection.

The road will be opened for traffic in July, and then passenger trains running at a speed of between fifty and sixty miles an hour will be put on to cover the 111 miles between Ottawa and Montreal.

When the bridge at Hurdman's is completed trains will be able to run. The bridge will be finished within four weeks.

Mr. Tait was accompanied by Mr. C.W. Spencer, general superintendent of the eastern lines; Mr. H.B. Spencer, superintendent of the eastern division who will have the new line under his superintendency; Mr. R.W. Leonard, construction engineer; Mr. D. McPherson, eastern division engineer; Mr. John Morrow, right of way agent for the M and O railway; Mr. T. Oullen, Mr. Tait's private secretary and a Journal representative.

The train was manned by conductor J.A. Hibbard, engineer J. Ryan, Fireman Jos. Gilchrist, brakemen Robt. Dawson and J. Dupont and superintendent of construction, Mr. J.B. O'Brien all of Ottawa. Chef Wm. Dewfall, of the private car Earncliffe attended to the refreshments. Engine 385, an excellent speeder, first class coach 157 and Mr. Tait's private car "Earncliffe" composed the train and it will be remembered as the first passenger train over the line that will be of great importance to Ottawa.

Leaving the Union Depot the Prescott line was followed to its junction with the old St. Lawrence and Ottawa railway. Passing over a short curve, hardly completed, the train was soon on the new line.

To examine the work

The purpose of the trip was to give Mr. Tait an opportunity of examining the new work. The new line is regarded as Mr. Tait's line owing to the attention and care he has given it and because, under his personal direction, the work has been thoroughly done that it will be one of the finest roads in Canada. Mr. Leonard acted under the direction of Mr. Tait entirely.

The general features of the road are the excellent heavy steel rails used, the excellent switching system, the thorough method of ballasting and the finished manner in which everything has been done. The road has been designed for speed and although the roadbed was not finished yesterday in places, the train ran at 35 and 40 miles an hour. Beyond Plantagenet, from which place to Montreal the line is completed, the train whizzed along at a mile a minute yet the shaking of the train was slight. Other notable features about the line are the long sloping curves - in the few places they are necessary, the straightness of the line and the few grades. The sharpest curve is but one degree, the highest grade is forty feet to the mile.

The rails used are 73 and 80 pound rails, the heavier rails being used in the eastern section of the road. A most important feature and one that will make it easier for trains to run swiftly is that the main line, when completed, will be unbroken between Montreal and Ottawa. The old system of switches has been supplanted by the MacPherson system invented by Mr. D. MacPherson of Montreal, who accompanied Mr. Tait yesterday.

Set automatically.

The railway switch and frog are combined in such a way that setting one automatically sets the others, and if, through mistake or malice, left set wrongly, a train passing through in either direction would not be derailed. The device is based on the common sense principle, that switches and frogs being the most expensive and least durable points in track should not have any of their parts subject to the destructive and useless wear of trains passing on the main tracks; but that their parts should only be touched by trains going into or coming out of sidings. When the switch is set for the main line clear, all parts of the switch and frog are well clear of the main track rails, which latter are fully spiked, and absolutely as continuous and firm as if no frog were there. The device has been in use three winters on the C.P.R. main track and has worked successfully. Mr. MacPherson's switch has been adopted by Dr. Seward Webb on the St. Lawrence and Adirondack division of the New York Central railway.

The start

When the start was made yesterday dark clouds covered the sky and rain seemed imminent. During the afternoon the clouds passed away and when the train reached Montreal the air was fine.

The piers of the new bridge over the Rideau River were first inspected. The bridge is high and finely constructed, and will be completed within four weeks. At 2.05 p.m. Mr. Tait gave the word to start and the order was "The best speed consistent with safety". At Green's Creek - five miles out - the new stone bridge was inspected. It is a three arch structure and nicely finished. The first station reached was Blackburn, a flag station, but no stop was made. The country is a lovely one, and the recent rains had brought the foliage and grass in all their fresh and verdant beauty.

The farm crossings along the line are splendidly finished: and the fences were all Page woven wire. The stations are all neatly constructed and are painted a pretty brown shade.

Picturesque

Past Blackburn the speed was only about 25 miles an hour owing to the inspection. The run through Mer Bleu to Navan is most picturesque and the azure haze about the shrubbery of the low land was quite noticeable.

The trip was not without incident. At Navan a bay horse standing near the track became frightened and after falling then rising dashed along the side of the track after the train. The buggy collided with a switch and was smashed to pieces and the frightened animal swerved towards the field where a fence soon stopped it.

Leaving Navan a slight grade was ascended and at a speed of 35 miles an hour the train ran through a charming country to Leonard - a station called after Engineer Leonard. The station is half way between Sarsfield and Bearbrook and in the centre of Cumberland township. The township hall will be erected there and a townsite laid out. The C.P.R. Company owns 300 acres of good land, which will be divided into town lots. Water is secured from the Bear brook, 6,000 feet away, and a 40,000 gallon tank has been erected at Leonard. Three ballasting trains and large gangs of men were busy at this point. At all stations a crossing siding and a local siding have been constructed.

Just out of Leonard the C.P.R. owns 260 acres of gravel land. A large steam shovel was at work yesterday getting out gravel.

Crosses the C.A.R. branch.

The country past Leonard is rolling and 40 miles an hour was obtained. The road is flanked with bush. Through Mr. W.C. Edwards' beautiful farm the company was given free right of way. At Hammond - the village wiped out by fire last fall, but springing up again - the road crossed the C.A.R. Rockland branch - eight miles from Rockland. The run through Clarence township - a great hay country - was fine. The south side is well settled, and an air of prosperity is noticeable about the homes of the farmers.

At The Brook, four miles from Hammond flag station, large quantities of hardwood are ready for shipment, and the company has plenty of land for the accommodation of shippers.

The station at The Brook is a specimen of the neat buildings that the company has erected. The station is combined with a freight shed and dwelling. The exterior is painted a pretty brown shade, while the interior is finished in light colours. Hardwood floors and red pine wainscoting have been put in. The waiting and sleeping rooms are airy and comfortable looking, and every convenience has been put in for the agent. A new hotel is being erected at The Brook and the saline and mineral springs in the district will doubtless attract many visitors.

Plantagenet and Caledonia Springs have been made very accessible from the west and Montreal by the new road.

Cobb's Lake - a natural basin - is just past The Brook. Piles sixty feet long had to be driven in before a suitable basis could be reached. During the spring freshets the water rises in the basin about ten feet. It connects with the Nation River.

At Pendleton

Pendleton, some six miles from The Brook, is in the centre of some excellent farming country. The scenery is picturesque, and the land finely wooded. The line passes through a fine bush just outside of Pendleton. At Pendleton the C.P.R. transcontinental copper wire was noticed. This wire is being stretched in an unbroken line from the Atlantic to the Pacific, and the work of stretching it is going on at many points. Six hundred

miles have been stretched east of Port Arthur. Four operators at each end will be able to send messages over it at the same time.

A fine view of Curran village is obtained at Pendleton.

Promise of Plantagenet

Plantagenet is expected to be the most progressive town of the district. It is the end of the operating line between Montreal and Ottawa. At Plantagenet the Journal man was introduced to Mr. William Rodden, "father of the Montreal short line" so called for his advocacy of the line. Mr. Rodden treated the party to some delicious saline water from his spring. A roller, grist and flour mill and a saw mill have been built at this point. Several steam boats ply between Plantagenet and Casselman, 24 miles up the beautiful Nation River. A town site has been laid out, a wharf erected, and with excellent saline and sulphur waters, the place should be a thriving town before long. A splendid steel bridge with four piers, each 100 feet long, has been erected over the Nation River. The masonry is all blue limestone. The pleasant drives, splendid hotel sites and suitable grounds for golf links will no doubt add to the attractiveness of the village.

From Pendleton to Alfred the road passes through a famous agricultural country.

Alfred village could be seen in the distance. A stop was not made at Caledonia Springs and the train sped on at a rate of over fifty miles an hour.

At Vankleek Hill

At Vankleek Hill the C.A.R. is crossed and at this point the interlocking plant is used, which permits the trains to cross without stopping. The signals are so arranged that accidents are practically impossible. East of St. Eugene, 40 miles from Montreal, the train's speed was 59 miles an hour. All along an air of prosperity was noticeable and new buildings are being erected at many points.

From a tourists standpoint the beauty of the line is all that could be desired. A splendid farming country, finely wooded, with beautiful rivers along the way and picturesque hills, give great delight to the traveller.

A lovely sight

At Rigaud Mountain, with its shrine, the scenery was all that could be desired, but on past Fortune Beach, to Hudson Heights, with Oka mountain in the distance and the beautiful Ottawa lying in between, the scene grew more attractive until St. Anne's was reached at sunset, and all were captivated with the glory of the setting sun. The beautiful sky baffled description, but the creamy tints of the opal tinged with pink, all softly toned, convey a faint idea of the beauty. As the sun sank lower towards the horizon it seemed to grow larger and the rays lighting up the sky tipped the fleecy clouds with light, creating the effect like the white capped waves of the ocean. One could understand Thomas Moore's inspiration of the beauty of the river at St. Annes. Como, Lake of two Mountains and Lake St. Louis are all beautiful sights. From Plantagenet to Montreal the scenery is perfect.

Owing to several unavoidable delays the train did not reach Montreal until about 7.40 o'clock. At points the speed was 60 miles an hour.

Approaching Montreal the automatic normal danger electric block system was observed, and impressed one with the thoroughness of the equipment of the C.P.R.

Fast time to be made

The regular train service on the new line will commence in July. The speed to be obtained can be gauged [sic] from that of yesterday's train.

The distance is 111 miles, and will probably be covered at a speed of between 50 and 60 miles an hour. The road has been built for speed, and Mr.

Tait assured the Journal that the trains will be fast ones. It is expected the run will be made in a little over two hours.

The trip yesterday was thoroughly enjoyable, and the kindness of the officials made it doubly delightful. Refreshments were served on the "Earnescliffe". The return trip to Ottawa was made over the north shore line by the "Soo" train due here at 1 a.m.

20/05/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The road leading to the C.P.R. station is in very bad condition at present.

The C.P.R. has put on another construction train on the short line between Ottawa and Montreal. The company are determined to rush the new line through as rapidly as possible.

20/05/1898 Eastern Ontario Review Belleville Perth car shop

The C.P.R. purpose putting in a number of new sidings on their transcontinental main line this year. All the sidings will be put in with a view to double tracking in the near future. The freight traffic is greatly increasing and the car shops at Perth, Ont., have been ordered to rush 250 flat cars which will immediately be put in service.

21/05/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Work on the Interprovincial Bridge.

The work on the interprovincial bridge is progressing slowly, and there seems to be little prospect that the work will be completed this year or even next. To-day but twenty men were at work on Nepean Point, and the one solitary pier still remains unfinished. On the Hull side piers 4 and 5 have already got the granite foundations laid. The derrick which broke last Thursday has been replaced. The foundations of another pier will be commenced on Monday. To-day the surveyor of the company was at work surveying the cross sections of the bridge.

21/05/1898 Ottawa Journal New York Central

The Ottawa & N.Y. First Train.

It will run from Russell to Cornwall tomorrow.

Mr. C.B. Hibbard, president of the Ottawa and New York Railway, Mr. Parker, president of the construction company; Vice-President Geo. B. Moffatt, and directors Alex. M. White, Royal C. Peabody and Henry Sanger Snow of New York are in the city today. They leave tomorrow morning for Ramsay's Corners where they board the first train over the line and will proceed to Russell. From Russell to Cornwall the train will take on passengers and the train will return in the evening. The date of the entry of the line into Ottawa is not known as yet but it will not be before July.

23/05/1898 Ottawa Journal Maniwaki

Taking effect Sunday May 15 trains will run as follows. Trains 1-8 expresses are shown. 1/2-SuX; 3/4-SSuX; 5/6-SO; 7/8 - SuO

24/05/1898 Cornwall Freeholder New York Central Cornwall

The special excursion from Brockville was the first to arrive and brought nearly 300 people. The Island City Band, under whose auspices the excursion was run, played on the way down town from the station and was given a great reception.

The Montreal A.A.C. excursion arrived shortly afterwards, bringing several hundred more. But for the fact that rain was falling in Brockville and Montreal when the excursion trains left, it was estimated twice as many would have attended each excursion.

The first train over the New York and Ottawa Railway arrived about 11 o'clock and brought in close to 500 people from Russell and intermediate points. A connection was made at Cornwall Junction and the train came down the Grand Trunk Railway tracks to the depot. It was the first passenger train over the new line.

26/05/1898 Kemptville Advance Montreal and Ottawa

The old railway gravel pit near Russell's grove on the Rideau is being opened again for the new Montreal & Ottawa road.

27/05/1898 Eastern Ontario Review Lachute

The Northern Shore Electric Railway Company has been incorporated. It is stated this company will assume control of the road at present used by the C.P.R. between Montreal and Ottawa.

28/05/1898 Ottawa Citizen Chalk River Arnprior

Arnprior May 27 - Mr. S.A. Connors C.P.R. night operator, was called to Prescott yesterday two men being under arrest there on suspicion of their having been the parties who held him up and committed the robbery at the station on the night of the 24th. Several persons have been arrested along the line but nothing could be done.

28/05/1898 Ottawa Journal Chalk River Arnprior

(Special to the Journal)

Arnprior, May 28. - Operator Connors was at Prescott Thursday to look over the two tramps captured near there by the conductor and brakeman of a passenger train as suspected of the recent "hold up" in town.

30/05/1898 Ottawa Journal New York Central

THE O. AND N. Y. ENTRANCE HERE

ALLOWED TO MAKE A LEVEL CROSSING OVER THE C. A. R.

Mr. Booth Wanted to Make Them Build an Overhead Bridge at Hawthorns, but Government Thought Otherwise

A meeting of the railway committee of the Privy Council was held this forenoon. There were present Messrs. Blair, Mills, Dobell and Sir Henry Joly.

There was only one application. It was from the Ottawa and New York railway to cross the Canada Atlantic railway at rail level at Hawthorne, 5 miles from the city of Ottawa. The Canada Atlantic opposed it on the grounds that an overhead bridge was necessary.

Mr. Ridout, government engineer, reported in favor of a level crossing. He was satisfied from the locality that an overhead bridge was not necessary. The cost of providing, a level crossing would be about \$5,000 and \$1,000 a year for maintenance.

The decision of the committee was in favor of a level crossing, the Ottawa and New York railway to pay the cost of construction as well as maintenance.

Mr. D'Arcy Scott and Messrs. Parker and Hibbard appeared for the New York railway, and Mr. John Christie and Messrs. J. R. Booth and Mountain for the Canada Atlantic. It came out during the discussion that the Ottawa and New York railway will use the C. P. R. tracks into the city after crossing the C. A. R. at Hawthorne.

30/05/1898 Ottawa Citizen New York Central Hawthorne

The Ottawa and New York Railway people have succeeded in their application to be allowed to cross the tracks of the Canada Atlantic, at grade, about five miles from Ottawa near the village of Hawthorne. This will allow the O. & N.Y. to make easy connection at that point with the Montreal and Ottawa (C.P.R.) over the tracks and new Rideau bridge, of which company the O. & N.Y. will reach the Central station at the canal basin.

The application of the O. & N.Y. Company for this crossing was made a week ago to the Railway Committee of the Privy Council and opposed by the Canada Atlantic people on the ground that the large and increasing traffic of its line at that suburban point would render a level crossing dangerous. They asked that the applicants be compelled to make an overhead crossing.

The question was referred to the chief engineer of railways for report. Mr. Schreiber examined the place and at a meeting of the railway committee this morning presented his report, which was in favor of the level crossing. The committee accordingly granted the application of the O. & N.Y. Company, but stipulated they should make the crossing, put in the best possible equipment, and maintain signals, etc. at the point of crossing.

The Committee in consideration of having thus liberally dealt with the O. & N.Y., ordered them to pay the costs of the application, \$500.

Mr. D'Arcy Scott appeared for the O. & N.Y. and Mr. Christie, Q.C. for the Canada Atlantic. The Ministers present were Hon. Mr. Blair, chairman, Hon. David Mills, Sir Henri Joly and Hon. R.R. Dobell.

30/05/1898 Ottawa Citizen New York Central Ottawa

THE NEW ROAD SUCCESSFUL

Secure Permission to Cross the C. A. R. Tracks.

THE CENTRAL STATION

Will be Their Terminus In Ottawa -The Decision of the Railway Committee.

The Ottawa, and New York railway people have succeeded in their application to be allowed to cross the tracks of the Canada Atlantic, at grade, about five miles from Ottawa, near the village of Hawthorne. This will allow, the O. & N. Y. to make easy connection at that point with the Montreal and Ottawa (C.P.R.), over the tracks and new Rideau bridge, of which company the O. & N. Y. will reach the Central station at the canal basin.

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01/06/1898 Ottawa Free Press Belleville Perth

The C.P.R. are preparing a large addition to their rolling stock at the Perth workshops. There are 250 flat cars, 200 box cars, and 50 coal cars now in course of construction there, for use generally over the road.

02/06/1898 Kemptville Advance Chalk River Arnprior

Arrested then Liberated.

After burglars made a raid on the Arnprior C.P.R. depot last week instructions were given station agents and other employes to look sharp for suspicious looking tramps and have the same arrested. One day last week five put in an appearance along the railroad track here and Constables Seely and Sweeney wen ordered to arrest them. They did so and were brought before Reeve Taylor. They appeared to be greatly astonished to think they would be arrested simply because they were traveling on foot to their work. The Reeve gave them their liberty with the distinct understanding that they were to get out of town forthwith..

STRUCK BY AN ELECTRIC CAR

A Cyclist Loses His Life by His Temerity.

RODE ON DEVIL STRIP

Albert Monette Only Lived an Hour After Being Run Over - Inquest to be Held.

Albert Monette, a young man about twenty-two years of age, son of Geo. Monette of 106 St. Andrew street was struck and run over by an electric car near Mayor Bingham's residence on Sussex street at ten o'clock last night and had both legs cut off, and his body terribly bruised and cut up from head to foot. He died in the Water Street Hospital about an hour after the accident occurred.

The circumstances surrounding the affair are particularly sad and the unfortunate accident has cast a gloom over the community of which the deceased young man was a much respected resident.

As was his usual custom Young Monette last evening started out on his bicycle for a run. Shortly before ten o'clock, he proceeded down Sussex Street and was riding at a good pace in the direction of Rockcliffe park when electric car No. 214 in charge of Conductor P. Irvine and Motorman Robt. Fields approached from the rear. The car was going at a good speed and gained on the young man rapidly the motorman repeatedly ringing the bell for him to get out of the way. Monette apparently heard the warning and was about to turn out when suddenly his wheel took an opposite turn and in an instant was across the track directly in front of the car. The motorman quickly reversed the power and did his utmost to avert an accident but, before the speed of the car could be lessened the unfortunate young man was struck and run over.

The car was immediately stopped and men in charge with the assistance of Mayor Bingham who was near the scene of the accident placed the injured man on a stretcher and he was then conveyed in another car to the Water Street Hospital. As stated his legs were badly crushed and his body terribly cut up.

For nearly an hour the medical attendants assisted by other physicians who had been summoned exerted every effort to save the young man's life but he gradually sank until death relieved his sufferings. Rev. Canon Dequire administered the last rites of the church to the dying man.

The deceased young man was a barber by trade and for some time had conducted an establishment at the corner of Cumberland and Cathcart streets. He was formerly in the employ of P. Charbonneau of Sparks street and was well known throughout the city.

Coroner Freeland was notified and an inquest will be held.

03/06/1898 *Almonte Gazette**Renfrew*

The engine of the Parry Sound railway passenger train going east on Thursday last killed fourteen cows and one deer before reaching Renfrew.

04/06/1898 *Ottawa Citizen**Ottawa Electric*

IT WAS PURELY - AN ACCIDENT

Evidence at the Monette Inquest Points That Way.

NO BLAME ON THE CO.

The Motorman Had the Power Shut Off When Within Eight Feet of the Rider.

All but three of the witnesses summoned to give evidence as to the death of Albert Monette, who was killed on Wednesday evening by an electric car on Sussex street, were examined. When eleven o'clock reached several jurors clamored for an adjournment although Coroner Dr. Freeland wished to continue. A vote was demanded and resulted in favor of adjournment. The inquest will be continued at eight o'clock Monday evening. The evidence given so far does not seem to indicate any negligence on the part of the motorman, who tried hard to avoid the accident.

Robert Fields was the motorman and gave his evidence clearly. At the time he noticed the bicyclist the car was going down the grade near Dalhousie street off the first bridge at the rate of six or seven miles an hour. He had the power turned off, as is the custom at that point, and the brake partly on. He saw the bicyclist on the "devil's strip" near the inner rail of the north track. When the car was six or eight feet from him the bicyclist suddenly turned across his track. He saw nothing in the shape of any other vehicle to make Monette turn. The witness swore that he saw the fender of the car strike the bicycle and the man fall with the upper part of his body outside the outer rail. When he saw the man was trying to cross the track he reversed his motor and the car when it stopped was about two feet past the man's body. He said he could not have stopped the car any sooner.

Asa L. Dunning, the only passenger on the car at the time, swore that he rides a great deal, was in the centre of the car that evening, was not talking to either motorman or conductor and that he did not see the bicyclist until after he was struck. Riding a great deal, he does not remember whether or not the gong was rung. The car was travelling about six or seven miles an hour and was stopped very suddenly.

J. F. Irvine, the conductor, did not see the bicyclist before he was struck. The car was not going faster than its usual speed.

John Garrow - was in a car coming in the opposite and he saw a brilliant flash under car 244 which he supposed was caused by striking a stone or reversing the motor. About two minutes after when his car reached car 244 he saw that an accident had happened and he gave assistance in caring for the injured man.

J.B. Archambeault was Monette's companion on Wednesday night and they were returning from the Victoria Park. According to his evidence he was riding at 15 miles an hour and Monette was 150 or 200 feet behind. At Bolton street he noticed the car and rode fast to keep ahead. Witness has been riding for about two months and did not know how old a rider the deceased was.

Evidence was also given by Mayor Bingham, Augustine Faulkner and Louisa Dumontier.

F.R. Latchford was present and looked after the interests of the Street Railway Company.

07/06/1898 *Ottawa Citizen**Ottawa Electric*

MONETTE'S DEATH.

An Open Verdict Brought In by the Jury.

Four witnesses were examined last evening at the adjourned inquest into the death of Albert Monette killed by a street car on Sussex street on Wednesday evening last. The evidence was of the same general character as that brought out at last Friday evening's sitting and established nothing that placed any blame upon the motorman. The most important evidence was that given by an eye-witness, and by the superintendent of the road. Mr. Robinson and Mr. Dumontier were sitting on the verandah of the latter's house about 150 feet on the city side of the place where the accident happened. Mr. Dumontier said that he always hears the cars when they pass, and knows when the gong is sounded. On this occasion he has no recollection of having heard the bell ring, though he was not prepared to say that it did not ring. His friend Mr. Robt. Mon gave evidence of the same character.

The cabman Ladouceur gave evidence as to the speed of the car and, in his opinion it was travelling faster than seven miles an hour.

Important evidence in regard to fenders and other points was also given by J.K. Hutcheson, superintendent of the Ottawa Electric railway. He said the time 30 minutes to do the distance three and one-half miles of that route. allowed ample time to run it and comply with city regulations in regard to speed. In regard to fenders he said they were intended to be six inches above the rail when the car is light, and that they cannot be made lower on account of the present condition of Ottawa's street. The track is made uneven by the digging of trenches under the track which causing it to sink and the cars to oscillate when in motion. They are not expected to pick an object off the street and are no protection to a person lying down. The fenders are similar to those used in many American cities and have been adopted in Montreal and Toronto after experiments with many others.

After a warm deliberation of three hours and a half the jury returned the following verdict. "We find that Albert Monette came to his death on June 1st, 1898 by electric, car No. 244 coming in contact with his bicycle on Sussex street; but from the conflicting evidence we are unable to decide whether Motorman Robert Fields rang his bell or not."

07/06/1898 Ottawa Free Press Hull Electric

Mr. T. Anderson of Queen street, is out at Deschenes, where he has a contract to re-paint the cars for the Hull electric railway.

08/06/1898 Ottawa Free Press New York Central Piperville

Piperville. A number of the young people around here took advantage of the excursion from Russell to Cornwall on the O. and N.Y. railway on the 24th, notwithstanding the fact that some of them had to walk from Russell home.

08/06/1898 Ottawa Free Press Chalk River Braeside

Gillies Bros. new mill at Klondike Point, commonly known as Black Point, Braeside, is almost complete says the Perth Courier. -- Four sidings will be run in from the C.P.R. track, which permits of the lumber and shingles being handled from the piles to the cars.

09/06/1898 The Record, Chesterville New York Central South Finch

South Finch (last week's news)

Mrs. Motley and son, of Minneapolis, have joined Mr. Motley, Superintendent of Construction on the NY&ORR.

09/06/1898 Ottawa Journal New York Central Hawthorne

OTTAWA & N.Y. RY. FILES NEW PLANS
SHOWING HOW THEY WILL REACH THE CITY

New plans of the Ottawa and New York Railway showing the approaches to the city, have been filed in the County Registry Office. They show the line to go through the following city property : Lot 2, East Mosgrove street, Mrs. Mary Christie, owner; 8 and 4 East Mosgrove, John Heney; 6, 7, 8, 9 and 10, South Court street, Canadian Granite Company; 6, 7, 8, 9 and, 10, North Slater street. Canadian Granite Company; 71, 72 and 78, South Slater street, T.G. Brigham; 8 North James street, T. G. Brigham; 1 South James street; E; N. Dey ; lot A, Ordnance Lands, leased to O.A.& P.S. Railway; lots B, C, and D, City of Ottawa ; 6 Mill Lane, Mrs. Mary Wright.

The line runs through farm properties near the city belonging to the following: Thos. Hammell, John Alexander, Canada Atlantic Railway, Wm. Grey, Robert Norton, A. F. Graham, Charles Christy, Fred. Stanley, Adam Scarf, Alex. Innes, Benj. Hill, Alex. Moore, Michael Hickey, Ollie Major, John Mac-Mahon, W. H. Burns, John MacMahon, Shepherd & Morse, Robt Herman, Albert Brunke, Frank Brunke, Otto Brunke, Frank Krupp. A junction with the Montreal & Ottawa Railway is made at the farm of the last named.

The plan shows the Ottawa & New York Railway to cross the C.A.R., at Hawthorne, and then run almost parallel with it until the junction with the M. & O. Railway is made,

10/06/1898 Ottawa Citizen Hull Electric

A FATALITY NEAR AYLMER

James Taylor Struck by an Electric Car

DIED SHORTLY AFTER

Accident Not the Result of Carelessness - Coroner Freeland Will Hold an Inquest

James Taylor, a farmer living near Aylmer, was yesterday struck by one of the Hull Electric Railway cars and fatally injured. He was brought to Hull where he was met by an ambulance and taken to the Water street hospital. He died shortly after his arrival at the institution. It appears that Taylor was walking along the track near the "Cedars" carrying a "bag of potatoes when he saw a car approaching on the same line and stepped off the track to get out of its way. Another car was coming on the other track, but Taylor, who was deaf, did not hear it, nor could he see it owing to the bag being on the shoulder nearest the car. When the car was only about ten feet from him he stepped directly in front of it. The motorman reversed the power immediately and succeeded in stopping the car before its entire length had passed over the unfortunate man. His skull was fractured, his left leg and right arm broken, and he was otherwise bruised and cut. He was brought to Hull on the car which struck him. The body was last evening removed to Rogers' morgue. Coroner Freeland has decided to hold an inquest to-day. The deceased was about 65 years of age. He was a bachelor..

10/06/1898 Almonte Gazette Kingston (CP) Ashdod

On Tuesday of last week when the K. & P. express was a few miles from Ashdod station it was completely stopped by the swarming of caterpillars on the track.

11/06/1898 Ottawa Journal Montreal and Ottawa Ottawa

C. P. R. MAY ENTER IN A WEEK

TEMPORARY ARRANGEMENTS RESPECTING CENTRAL DEPOT

An interim [sic] order was granted by the railway committee of the Privy Council this morning allowing the C. P.R. and the New York and Ottawa Railways to come into the city over the tracks and to the depot of the O. A. & P. S. on the canal reserve. The effect of this will be that within a week the trains of the C. P. R. will arrive and leave the Central Depot. The New York line will start their trains on July 1st from the depot.

The other companies each agreed to pay Mr. Booth \$1,500 a month with the understanding that the sum was not to be taken as a basis for negotiations but that it was only a tentative sum that might be either too great or too small.

The companies were ordered to present to the next meeting of the committee their [sic] claims and counterclaims when the matter will then be finally settled if the companies cannot reach an agreement before.

Amongst those present were Hon. Mr. Blair, Hon. Mr. Mulock, Mayor Bingham, City Solicitor McVeity, Mr. Osler, Q.C., Toronto, Mr. Tash, Q.C., Toronto, Mr. W.H. Curle, Mr. John Christie, Mr. Tait and Mr. Hibbard.

During the debate it was stated by Mr. Booth's solicitor that the probabilities were that the new Central station to be erected would cover the need of Ottawa for the next thirty years, allowing for all reasonable growth.

Dashed Into an Open Switch

O. & N.Y. CONSTRUCTION TRAIN DERAILED AND FOUR LIVES LOST

A Terrible Fatality on the New Line at Embrun

CONDUCTOR, FIREMAN AND TWO LABORERS BURIED IN THE WRECK

Engineer Murray Tells How the Accident Happened - An Inquest Being Held This Afternoon - Names of the Victims

(Special to the Journal)

Russell, Ont., June 11. - Four men were instantly killed and two injured last evening in a railway accident on the Ottawa and New York railway at Embrun, four miles distant from this place, by the derailling of a gravel train.

The victims are:

W. GREENLESS, conductor, Detroit, Mich.

F. CHRYSLER, fireman, of Chrysler, Ont.

- ROMBOUGH, laborer, Newington, Ont.

- BROWN, laborer, Newington, Ont.,

Shortly after six o'clock last evening the construction train, in charge of Conductor Greenless and Engineer Murray, was approaching Embrun station, travelling at a moderate speed. Immediately after crossing the Castor river bridge, near the station, the train ran into an open switch leading to a temporary siding, with the result that the locomotive and ten cars loaded with gravel were piled in one mass of destruction, crushing out at least four lives beneath them. Twelve other cars loaded with gravel, composing the train, remained on the track.

Engineer's Story.

Engineer Murray's story of the wreck is that Greenless, Rombough, Brown, and another man were sitting together on top of a car load of gravel on the car behind the locomotive as the train neared Embrun. After crossing the bridge he noticed that the switch was open. He was then only about two hundred yards from the switch, and seeing he could not stop the train, reversed his engine and shouted to the men behind, warning them of their danger. He also told the fireman, Chrysler, to jump for his life. The fireman did so before the train reached the switch, the engineer remaining at his post till the locomotive left the track, and then jumped, escaping with slight bruises. The fireman and three men on the gravel car were buried in the wreck.

Recovering the Bodies.

Immediately the work of removing the debris with the hope that some of the victims might be rescued alive, was begun. Within a few hours the bodies of Chrysler, Rombough and Green [sic] were found, but it was not until daybreak this morning, after the men had worked all night, that the body of Conductor Greenless was discovered.

To-day the wreck is being cleared and it is considered possible that more bodies may be found, as occasionally laborers who had formerly worked on the new road, stole a ride on the construction trains.

An Inquest

Dr. Ferguson, coroner of Cumberland, will hold an inquest at two o'clock this afternoon.

The bodies of the four victims lie in Embrun station until the coroner's jury examine them.

The remains of Fireman Chrysler will be buried Monday forenoon with Masonic honors.

Two Injured.

There were eight persons on the train when the accident took place. Two men were injured, one having his hand jammed and the other his head badly out.

It is supposed that boys opened the switch in mischief.

The locomotive and cars are a complete wreck. The locomotive destroyed was No. 3.

Mrs. Greenless, wife of the deceased conductor, is in Ottawa where she arrived only a few days ago from Detroit. The O. & N.Y. officials to-day notified her of her husband's death.

Rombough and Brown were "cable-men" on the construction train, their duty being to arrange the cable by which the gravel is unloaded from the cars.

11/06/1898 *Ottawa Citizen*

Montreal and Ottawa

Ottawa

THE NEW LINE

No Longer Anything to Delay Their Entrance.

THE QUESTION DECIDED

The Railway Committee of the Privy Council Took Action To-day.

MANY RAILWAYS NOW

Are Seeking to Enter by the Canada Atlantic Line at the Canal Basin.

There is now no longer anything to delay the entrance of the Ottawa & New York, and Montreal and Ottawa (C.P.R.) railway into the city over the east side of the canal. An important meeting of the Railway Committee of the Privy Council this morning heard the applications made by the two railways for a settlement of the terms on which they should enjoy the use of the government land leased to the C.A.R. and O., A. & P.S. railway, and also the new union station. The railways were represented by clever legal talent, B. B. Osler and Mr. Christie appearing for the Booth interests; Mr. Lash and Mr. Curle for the Ottawa & New York; Judge Clark and Mr. Tait for the C.P.R. J. R. Booth was also present, as well as Mayor Bingham and City Solicitor Taylor McVeity.

The application of the two new railways was based on a claim to use the land as joint tenants with the C.A.R. and O., A. & P.S.R. Judge Clark, Mr. Lash and Mr. Tait argued their claims at some length, and asked the committee to recognize the principles of their application and then the railways would get to work and settle the details among themselves. Judge Clark also asked that an interim order should be made allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of the terms.

Mr. Osler, in his argument, claimed that Mr. Booth's roads should be treated as the primary tenants, who take all the risks of the lease. He said also that it was impossible to fix the terms as it is not yet known what will be the character of the business done. As soon as the applicants get the idea of joint tenancy out of their heads we can get together in a businesslike way and agree upon terms.

Mr. Blair as chairman of the committee announced that the claim of joint tenancy could not be entertained. Mr. Osler added that he hoped it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Judge Clark replied that it was dividends they wanted not dignity.

After considerable cross firing and persuasion on the part, of Mr. Blair, Mr. Osler on behalf of his client stated that the C.A.R. would handle the trains of the two new roads. Mr. Blair him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do but at length \$1,500 per month from each of the two roads was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. An attempt to arrive to a definite settlement will likely be made today while all the railway lawyers are in the city.

At 6.30 last night a construction train on the New York and Ottawa railroad with 23(?) cars loaded with gravel, left the tracks at Embrun station, supposed to have been caused by an open switch. The engine turned over on its side and ten cars were piled up and smashed to tinder. Four bodies were got out of the wreck, Mr. Greenleese, Mr. Crysler, fireman and Rombough and Greene, cablemen. It is not known if any more are under the wreck which is now being removed.

OPEN SWITCH

Causes a Serious Accident on O. & N.Y. Ry.

FOUR MEN WERE KILLED

The Accident Occures Last Evening near Russell - The Casualties

IT WAS A GRAVEL TRAIN

The Engine Turned Completely Over on its Side and Ten Cars Were Piled Up

Russell, Ont., June 11. - At 6.30 last night a construction train on the New York and Ottawa railroad, with 23 cars loaded with gravel, left the track at Embrun station, supposed to have been caused by an open switch. The engine turned over on its side and ten cars were piled up and smashed into tinder. Four bodies were got out of the wreck, Mr. Greenleese, conductor, F. Crysler, the fireman, and Rombough and Greene, cablemen. It is not known if any more are under the wreck, which is now being removed.

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O&NY wreck - more.

Four men killed might have escaped with their lives had they jumped when the train first left the rails. Instead they remained in the cab of the engine, and although it bounded along over the ties they still waited. When it left the ties the momentum was such that the engine flew twenty feet through the air and landed on its side in the ditch between the tracks.

The two tracks after leaving the switch form a Y. Between them was a ditch about ten feet deep while on each side of the Y the tracks rose about 25 feet above the ditches filled with water. The train was running north and should have taken the north western track. The open switch caused the train to jump the track and run along the ties about 30 yards and then the engine flew through the air and landed on its side in the ditch between the tracks.

Transcribe full article

FOUR KILLED THREE INJURED

In the Accident on the O. and N. Y. Road

CAUSE, OPEN SWITCH

One of the Men Killed Had Only But Just Come To Reside in Ottawa

The new Ottawa & New York Railway has had its first accident, and it was a serious one. Shortly after 6:00 on Friday evening a train ran through an open switch and pitched down an embankment, resulting in four being instantly killed and three injured. The names of the killed are; H. M. Greenley, conductor; F Chrysler, fireman; W. Rambough, laborer, and Jas. Green, laborer.

Conductor Greenley lately moved to Ottawa from Detroit, and lived on Waverley street. He was a married man, and leaves a wife and two children. The man Rambough belonged to Newington. The death of Chrysler is particularly sad. He was once a fireman on the C.P.R. But had abandoned the work at the instance of his father, who was afraid he would get injured. The railway company, however, bought the right of way through his father's farm at Chrysler, and the young man asked for a position as fireman. His father consented, and the young man had been at his work for only a few weeks.

The train consisted of twenty flat cars loaded with gravel and was running about twenty miles an hour when the accident happened. It was making the last trip of the day on the return from the gravel pit to Longstreet. Approaching Sunburn [sic] (Embrum?) station after crossing the Castor River bridge, the train ran into an open switch leading to a temporary siding. The locomotive turned over on its side and rolled down the embankment, which is quite high at this point, dragging ten cars with it. When about two hundred yards from the switch, engineer Murray saw that it was open, and jumped from his engine and escaped with a few cuts and bruises. On the first car back of the engine conductor Greenley and Rambough were sitting, and before jumping, engineer Murray called to them to jump for their lives and reversed the engine. This, however, could not stop the train which crashed into the switch. The fireman, Chrysler jumped before the switch was reached, but too late to save his life. After the engine turned over, the cars loaded with gravel piled up on one another, burying the three men in the first car under the gravel and broken cars.

The work of clearing away the wreckage was at once begun with the hope of finding some of the men alive. In a few hours the bodies of Chrysler, Rambough and Green were found, but it was nearly morning before the body of conductor Greenley was discovered. The unfortunate men were buried under the gravel, and two or three car loads had to be shoveled away before the bodies were reached. All the bodies were badly crushed. The injured men are Jacob Brown, Manson, Hollister, and engineer Murray. Brown's hands are badly crushed, and Hollister has an ugly scalp wound. Their condition is regarded as serious.

The bodies of the dead men were removed to Sunburn [sic] station, where they were viewed by Dr. Ferguson, of Cumberland, the coroner, and a jury. The inquest will be held later. The fireman, Chrysler, will be buried with Masonic orders today.

How the switch happened to be open is not known. The line is not regularly open for traffic, and switches are opened and closed by the train men. The train was in charge of the contractors Balch & Peppard, and the railway company is in no way responsible for the accident.

*13/06/1898 Ottawa Free Press**Canada Atlantic**locomotive*

Mr. G.T. Moulder of the Baldwin locomotive works, Philadelphia, is at the Brunswick. He arrived yesterday with three heavy Mogul freight engines for use on the Canada Atlantic and O.A. & P.S. railways. Six more are to shortly arrive. Mr. Moulder returned home last evening.

*13/06/1898 Ottawa Free Press**New York Central*

Account of the inquest into the wreck at Embrum.

BROWN NOT KILLED

Citizen Correct When It Stated Green Was the Fourth Victim of the Big Accident.

Russell, June 13 - The accident on the N.Y. & O. Railway at the little village of St. Onge has cast a gloom over the community. A sad sight, indeed, was that which met the eye on visiting the scene. The corpses of the four victims were lying in the station house waiting the arrival of the coroner,

The four men killed were Mr. Greenly, the conductor; the fireman, F. Chrysler, and two of the cable gang, Wm. Rambough and a man named Green. It is supposed the accident was caused by someone tampering with the switch and not properly closing it.

Brown safe, not dead.

Brakeman E. Brown was on top of the tender. He jumped and escaped without a scratch. There were two others slightly injured. J. Brown, who was riding with the men on one of the gravel cars, received a cut on his hand and another a slight scalp wound.

As soon as Engineer Murray had regained his feet after his leap for life, and saw three of his companions dead, and could not find his conductor, too, he got a horse and drove to Russell to the nearest telegraph office wired to South Finch to Mr. Mothy, the superintendent of the road. The latter had to send eight miles for an engine and train.

The Jury.

Dr. Macdougall, of Russell, was on hand in a very short time and dressed the wounds of the injured men. He immediately telegraphed to Coroner Ferguson, of Cumberland, who arrived here at 3 p.m. and without delay empaneled a jury. The jury men were D. McDairmid, foreman; Joseph Britt, John Liney, John Rambough, G. Craig, S. Black, S. Seyen, M. Hebert, A. Latroumouille, T. Emard, O. Nadeau, N. Lemieux.

The jury viewed the bodies of the dead, and adjourned until 6:30. p.m.

Coroner Ferguson then gave permission to remove the bodies.

They were placed in caskets by the undertaker. Mr. Balch, the contractor, had brought everything necessary from Cornwall by special train.

The Deceased

The body of Mr. F. Chrysler was taken to his father's home at Chrysler. Deceased was the only son of Ralph Chrysler, of Chrysler.

W. Rambough's body was removed to his late home at South Finch. His is a case of particular sadness, as he leaves a widow and small, helpless children. His wife had been very ill for some time, and it is feared the shock may be too much for her.

The body of Mr Green was taken to Newington. It is said he was the only support of a widowed mother. It was his first day on the gravel train. He had been loading at the pit, and was sent to replace another man.

Conductor Greenly's former home was in Minneapolis. He came here last year when the work of construction commenced, and decided to remain in Canada and take the position of conductor on a passenger train when the road would be in operation. He brought his family here in April. His wife and daughter went to Ottawa two weeks ago and rented a house on Waverly street, and intended becoming permanent residents of Ottawa. They just left him at South Finch the day before the accident, in the fond hope that he would spend the following Sunday with them in their own home at Ottawa. Instead of expected message of homecoming, it became the painful duty of their friend, Mr. G. Eddy, to break to his wife and family the news of his terrible death. He made many warm friends during his short stay in the country, and his family have their most heartfelt sympathy in their trouble.

Evidence at the Inquest.

The inquest was resumed at 6:30 p.m. in the town hall, Embrun. The jury heard the evidence of Mr. Murray, the engineer, who escaped, and the two brakemen who were on the train. They could not account for the accident in any way, except that the switch had been opened by some person and not properly closed again. They had passed over the road going south with an empty train about 1 1-2 hours before, and it was all right. The jury also heard Mr. F.D. Anthony, the chief engineer of the road, who showed that the road was in good condition and well built, and the switches of the most modern pattern.

The brakemen testified that they were not running over twenty miles an hour.

The inquest was then adjourned, to meet in the town hall in the village of Russell next Thursday, the 16th inst., at 10 a.m.

Comment as to the cause of the accident would be out of place until the investigation is closed. The coroner promises a most searching investigation. So far there appears to be no blame attached to any of those in charge of the train. Engineer Murray stood bravely to his post until the last - W.H.L.

14/06/1898 *Ottawa Free Press**Montreal and Ottawa*

Construction trains on the Montreal and Ottawa railway are daily hauling ballast for the roadway between Plantagenet station and Hurdman's bridge. The bridge over the Rideau river being completed the road between it and the Central station is ready for rail laying. A great deal of earth will be required to fill up the grade under the pile work, but this will not probably be done this season. The Dominion Bridge company will put on the iron work for the overhead crossing out of the Ottawa East road at the Deep Cut.

The company has not yet finally decided whether it will utilize the C.A. tracks from the Deep Cut to the Central station or build an independent track, but the Central station will be sued for the present. Trains could be run into Ottawa in about a week but the company have decided to run regular trains between the 1st and 15th of July.

15/06/1898 *Lanark Era**New York Central**Russell*

Four young men were instantly killed and two injured on Friday evening in a railway accident on the Ottawa and New York railway by derailling of a gravel train four miles from Russell. The conductor, fireman and two laborers were killed.

16/06/1898 *Ottawa Free Press**New York Central*

Account of Railway Committee of the Privy Council meeting.

--Plans filed show the O. & N.Y. propose reaching the property they have acquired on the east side of the canal basin almost alongside the C.A.R. station property. The tracks would cross Court and Wilbrod streets near their junction with the canal.

C.A.R. declared that freight should not be allowed - Sussex street was available for freight- C.A.R. put freight near Central depot to reduce shunting across Bank street --

Mr. J.R. Booth - I feel very sensitive upon this matter and I desire to say the if the present application is granted it will certainly interfere very largely with the utility of the Central depot.

Mr. Hibbard - I may say that by the action of the Canada Atlantic Railway has taken in erecting their freight station at that particular point they have chosen, a property purchased by us on Besserer street of \$20,000 value becomes of no further value to us and we will be compelled to sell it at a sacrifice.

Committee rose without announcing a decision.

This was also reported on the Ottawa Journal for June 11
 Immediately after crossing the Castor River bridge. Siding was a temporary one. Locomotive no. 3.10 cars piled up, 12 remained on the rails.
 Four men killed.
 Gravel train derailed with terrible results.
 Accident occurred near St. Onge in Russell county.
 Twenty five cars reduced to splinters. (not true)
 Russell June 11. At 6 o'clock last night a construction train on the New York and Ottawa Railroad, with 22 cars loaded with gravel, left the track at Embrun station.
 The accident is supposed to have been caused by an open switch. The engine turned over on its side and ten cars piled up and were smashed into tinder.
 Four bodies were taken out of the wreck. They are Mr. Greenley, conductor, Mr. Crysler, fireman, and J.W. Rombough and Greenley carmen.
 At 8 o'clock this morning it was impossible to say if any more are under the wreck.
 Ottawa June 11. The accident caused quite a stir around the city and was discussed on all sides, although no authentic particulars can be obtained. The Free Press sent a representative to the scene and at a late hour this morning he telephoned that the accident was most appalling. Only the four bodies had been removed from the wreck and it was not thought any others met death, although an escape after the sudden pitch in occurred would have been impossible to any on the ill-fated train.
 From information received, the train was ditched by an open switch near St. Onge, which is about seven miles from Russell village. The train was known as No. 3 and was returning from the pit to Longfield on the last run of the day at the rate of nearly 20 miles an hour. The train consisted of an engine and 25 heavily laden cars. Just where the switch is situated there is a steep embankment and down this the engine plunged at full steam with the unfortunate victims. There was no chance for escape. In a twinkling the cars crashed together and went on top of the locomotive and the poor fellows who were in the cab. The three nearest cars were reduced to splinters and all piled up in a miscellaneous mass on top of the wrecked engine. The scene which followed was frightful. No assistance could be rendered the helpless ones.
 Work of rescue started at once by the railway hands, but it was hours before the bodies were recovered.
 The bodies of William Rombough, the cable man on the train, and Fireman Crysler were recovered about 8 o'clock but that of Conductor Greenley could not be found until 2 o'clock this morning and by that time two car loads of gravel had been shovelled away. The man's head was badly smashed and his legs broken, Fireman Crysler's body was found near that of Rombough. It was frightfully bruised. A brother of Greenley's who was also on the train was hurled head first into the ditch and one of the cars crushed him. He was killed instantly.
 Engineer Murray, as the train approached the switch, notices something was wrong and quickly reversing the brakes, jumped for his life. He escaped with a few bruises and a scalp wound. Jacob Brown, one of the train hands, had one of his hands frightfully crushed and Manson Hollister an ugly scalp wound. Both are in serious condition and fears are entertained for their recovery.
 Greenley, a short time ago, moved from the east to Ottawa, and has a wife and two sons here.
 Crysler was a resident of Crysler and was a single man.
 President Hibbard, when seen in reference to the accident said "I know very little of the details. There is no telegraph office at Embrun and the nearest telephone is three miles away, so that particulars are meagre. It appears that a construction train belonging to the contractors Messrs. Balch and Peppard was going south. It consisted of an engine and some twenty empty flat cars. The switch at the north end of Embrun siding had been tampered with, possibly by someone who knew very little about it. The wheels of the engine caught in the opening, with the result that the engine was derailed and ten flat cars piled upon one another. The cars were entirely demolished and the engine partially disabled. Fireman Crysler of Crysler; Conductor Greenley, of Ottawa and two brakemen, whose names I do not know, were killed. This was the contractors train, the company had nothing to do with the accident and we are in no way responsible for it. As I said before it was purely on account of some one tampering with the switch.
 An inquest into the cause of the wreck on the Ottawa and New York road was held at Embrun. Dr. Ferguson, of Cumberland, presided as coroner, and Duncan McDiarmid was foreman of the jury. There was quite an array of legal talent, R.A. Pringle representing the contractors, and C.H. Cline of Cornwall and C.B. Rae of Chesterville, the friends of the victims. After hearing all the evidence the inquest was adjourned to meet again on 16th instant in the village of Russell. An order was issued for the interment of the bodies.
 There was also a piece on the death of Frank Crysler, the only son of the reeve of Crysler and a description of the funeral.

16/06/1898 *Ottawa Free Press* *Cornwall Street* *Cornwall*

Following up on their success of two years ago the ladies of the Kings Daughters took charge of the Cornwall electric street railway yesterday and ran cars for the benefit of the Cornwall General Hospital and the Hotel Dieu. Every car on the line had a lady conductor to induce as many as possible to patronize the cars.--

MR. BOOTH'S BIG FREIGHT SHED

Comes in for Discussion at the Privy Council

OTTAWA & NEW YORK ROAD CAN'T REACH THEIR LAND

The Booth Roads See no Room For any Freight but their Own - An Interesting Discussion.

The Ottawa and New York Railway had another struggle with J.R. Booth today.

A meeting of the Railway Committee of the Privy Council was held to consider an application from the O&NY to get into town over the tracks which Mr. Booth has laid, or over the government land he has captured.

At the last meeting the Committee said that Mr. Booth was "Primary tenant" of the Canal bank and Central station and that CPR and O&NY road must rent rights from him over his tracks.

Today's application of the O&NY referred not merely to running rights on the tracks and in the station but to be allowed to get to the property they bought last year, in front of which Mr. Booth has installed a fine big freight shed.

John Christie, of Christie & Greene, Ottawa, and B.B. Osler, Q.C., appeared for Mr. Booth, alias the Parry Sound and Canada Atlantic Roads. A.Z. Lash, Q.C. and J.K. Kerr, Q.C. of Toronto, appeared for the O. & N.Y. company.

A plan as filed showing that the Ottawa & New York road wanted to reach the property they had as=quired at the canal basin, almost alongside of the Canada Atlantic Railway depot.

Mr. Osler being asked to state the position which his company would take in regard to this application, said that the application was insufficient, and in regard to the merits of the case he opposed any scheme of freight delivery. There was no need for any freight business in the center of the city. To grant it in this case would mean the shutting out of the Parry Sound road from their central depot. It would have the effect of wrecking the scheme for a central passenger depot at the canal basin. It would cut off access to the same. The old station at Sussex street, of the C.P.R., was open to the Ottawa & New York people. They ought to go and purchase there. The reason, he said, why the Canada Atlantic railway transferred part of the freight business to the canal basin was to partly relieve the large shunting which had to be done across Elgin and Bank streets.

Hon. Mr. Mills - when you propose to shut out all other companies from doing a freight business at the canal basin except yourselves?

Mr. Blair - the applicants have exactly the same rights as any other company in respect of freights.

Mr. Osler - there are no such rights under the lease. There is not enough of room for our own business and we are now trying to get more property in the same neighborhood. We therefore ask that the committee do not sanction the closing of two streets, Wilbrod and Court streets, which can only be done by legislation and with compensation to the parry's concerned.

Mr. Lash on behalf of the O. & N. Y. road said that it found no part of their plan to close any street, or to attempt any infraction of the law.

Mr. Blair - having regards to the public safety can you say that it would be safe to lay tracks on the streets referred to?

Mr. Lash- I most certainly say so.

Mr. Osler- the Canadian Pacific Railway found already that there was not sufficient room. It was only this morning that under an excavation we had to get a little more room and had to pay \$400 to a squatter for his right.

Mr. Lash- to contend that eleven or twelve tracks of 2,800 feet in length were now required for the Parry Sound and C.A.R. business alone was utterly absurd.

In regards to the Canada Atlantic and Parry Sound Co. carrying on a freight business at the canal basin, Mr lash maintained that they had been trespassing against the rights of the crown in erecting its shed at the point it did.

Mr. Osler maintained that it was within the Parry Sound rights to do so.

Mr. Blair - I am sorry to hear you say so, because it was flying in the face of a distinct agreement.

Mr. Osler was prepared to argue that his company acted within their rights.

Mr. Lash said that the Parry Sound had acted contrary to its agreement with the government and now asked the government to sanction the wrong that it had done.

Mr. Osler said that if the Parry Sound, his company had done what was wrong in regard to its agreement with the government he did not think that Mr. Lash had any business with it.

Mr. J.R. Booth said that it would destroy the whole depot to permit the Ottawa and New York Railway to do a freight business at the canal basin.

In reply to Mr. Osler, Mr Hibbard of the O. and N.Y. road said that his company might exist for a year by doing its freight business at Sussex st. But he did not think that they should be compelled to do so. His company would have now to sell some of its property at a sacrifice owing to the erection of the freight shed by the Parry Sound people, as they could not reach that point now. The shed was built after his property was purchased, and it was bad enough to have to suffer from this loss and inconvenience without being driven away all together.

In reply to Mr Blair Mr Hibbard said that one track might be sufficient for the company for freight purposes.

Mr. Osler said that while his clients the Parry Sound road protested against the whole scheme, they would consent at the outside limit if the committee insisted to give the use of two tracks alongside of theirs, leaving 164 feet clear for themselves.

Mr Blair - do you want the O. & N.Y. road to build new tracks or come on existing ones?

Mr. Lash- We want to build new ones.

Mr. Hibbard asked the government to endeavor to give an early decision.

Mr. Blair promised to do so and the committee then adjourned.

Osler for Booth said that this would wreck any plan for a Central Depot and would cut off access to the OA&PS. The old station at Sussex Street was open to the O&NY. They ought to go and purchase there.

More.

O&NY said that it might exist for a year by doing its business at Sussex Street but did not think they should be compelled to do so. Would have to sell the property at a sacrifice owing to the freight shed having been built after they purchased the land.

The Railway Committee of the Privy Council at their meeting yesterday heard another of the grievances between the C.A.R. and the Ottawa and New York Railway.

The latter company made application at yesterday's meeting to be allowed to get to the property on Besserer street which they acquired last year and in front of which Mr. J.R. Booth has erected a spacious freight shed. The property is east of the Central depot and the O. & N.Y. proposed to reach it over the C.P.R. tracks or by laying new tracks.

New Tracks.

John Christie and B.B. Osler, Q.C. appeared for Mr. Booth and A. Z.Lash Q.C. and J.K. Kerr, Q.C. of Toronto for the O. & N.Y. railway.

Application Opposed.

Mr. Osler opposed the application on the ground that there was no need for any freight business in the centre of the city. If in this case it were granted the Parry Hound road would be shut out from their depot and the scheme for the proposed big depot at the canal basin would be wrecked.

Mr. Osler thought that the O.& N.Y. railway should purchase the C.P.R. depot on Sussex street and not interfere with the C.A.R. who wanted more room for their increasing freight business.

Mr. J.R. Booth said that if the O. & N.Y. railway were permitted to carry on a freight business at the canal basin, the whole depot project would be destroyed.

O. & N.Y. Base.

Replying to Mr. Osler, Mr. G.H. Hibbard, of the O.& N.Y. railway, said that on account of the erection of a freight shed by which they are unable to gain access to their property, the O. & N.Y. railway would have to sell some of it at a considerable sacrifice. The shed was built after the property was purchased and it was bad enough to have to suffer the loss without being driven out altogether. The O. & N.Y. proposed to get to their property by laying new tracks.

After listening attentively to both sides of the question, Hon. Blair announced that the committee would carefully consider the case and give an early decision..

THE CENTRAL STATION

No representative of the city of Ottawa was present at the sitting yesterday of the railway committee of the Privy Council, when the question was up whether the Central Station in this city is to consist largely of freight yards and shunting ground or not. The mayor and city council seem either to know nothing or to care nothing about the matter, or if they do are too frightened of Mr. J.R. Booth to open their mouths.

With the rights or wrongs of the Ottawa and New York Railway, the city is not in one sense concerned. Human nature likes to see fair play. It does not like to see a big man mauling a little one. which is the nature of the row between Mr. Booth's roads and the O. & N.Y. company. Still everybody knows that if the O.& N.Y. men were the big ones and Mr.

Booth a small party, they would maul him. Mr. Booth has planned and fought for one of the fattest railway things in Canada in the shape of right of a magnificent railway avenue free gratis into the heart of the capital, he has got it pretty solid, and he wants it all - or to make anybody else sweat who claims a share. In this course he is doing what every business man does when he gets a chance - taking all he can get at the lowest possible price or no price and making his rivals pay all he can. There is no sense in blaming Mr. Booth for this, and no need to, but there is a need for the city to protect its own interests, which the city council is not doing.

What are the city's interests? We should judge that the civic interest is to insist first that everything at the Central Station is to be shaped with a view to a first class pure and simple passenger station. That nothing shall be allowed to interfere with that. Secondly to insist that railway freight sheds, freight yards and shunting grounds shall not be allowed in the heart of the city. Both of these principles Mr. Booth's plan of campaign strikes in the neck. He is loading on(?) the site of the station with freight sheds and yards although there is not room enough now - without purchases of private property, and closing of streets for a passenger station of the dimensions and class which Ottawa already needs and will need infinitely more in the near future at her present remarkable rate of growth. Ottawa gave a \$75,000 bonus to the Central Station and the government gave the site free and half a mile of the canal bank free, not with the belief that Mr. Booth would turn the whole business into a clanging unsightly and unwholesome shunting ground for freight trains right under the Parliament buildings, but in the belief that the capital was to have a noble railway structure with ample accommodation and approaches for all time for the passenger trains of every railway entering Ottawa. There are a dozen different railways or separate branches of railways already centering here, and Mr. Booth tells us - told the Privy Council yesterday, that if even one other road, the O.& N.Y. is allowed a freight shed, it will ruin the Central Station. Then what latitude are his own big freight sheds allowing for the incoming of the many passenger lines not yet ready to enter the station?

It would be difficult to beat the insolence of the remark of the Parry Sound road's counsel, Mr. Osler, to Mr. Hibbard yesterday as to the right of protest.

"If the Parry Sound Company had done what was wrong in regard to its agreement with the government he (Mr. Osler) did not think that Mr. Lash (that is the O. & N.Y.) had any business with it."

Mr. Blair, the minister of railways, had just, remarked, that Mr. Osler's clients, the Parry Sound and C.A.R. roads, had flown in the face of a distinct agreement with the crown in erecting a freight shed at the point which blocked the O. & N.Y. road's access to its land. The O. & N.Y. company bought the land before the freight shed started. There is not a moral doubt that Mr. Blair, is right in saying that the Parry Sound road trespassed against the Crown, nor a doubt either that they did so in order to block the O. & N.Y. people. Thus the Parry Sound Company not only knifed the O. & N.Y. Company directly as a rival company, but also trespassed against it as a part of the public and having a share in the public's right to claim proper observance by the Parry Sound Company of public agreements. On either count, Mr. Osler's notification that it is not the O. & N.Y. business whether the Parry Sound road is defrauding the public or not is as brazen a sample of cheek as could easily be quoted. It simply means that nobody has any right to question any misuse whatever, any monopoly, no matter how iniquitous, which the Parry Sound Company may choose to make of the great public privileges loaned to it in trust by the public for general railway purposes.

Ottawa must look to Mr. Blair to maintain for the sake both of the city and of the country the full value of the Central station for passenger purposes. In ten years the capital will be a centre of one hundred thousand people, with hundreds of passenger trains arriving or departing daily. And yet the Central station and approaches will be shaped on a poor scale if planned even for ten years hence. Twenty years, fifty years, is not too far for the government of the country to look ahead as regards the beauty of the capital and the convenience of a great population. If, as Mr. Booth says, a single freight shed now built on land privately purchased by a rival company - not part of the government land which Mr. Booth monopolises - will ruin the Central depot even when the demand for passenger accommodation is limited, what sort of accommodation will be left when the demand for passenger accommodation swells as Ottawa doubles and trebles in size? There is no call to discriminate against Mr. Booth in this matter. No championship of any other railway's interests to meant by a championing of the public interest. No O. & N.Y. freight shed should be allowed at the Central station. Neither should C.P.R. sheds. Neither should Mr. Booth's sheds. The whole of the railways should be invited to run their freight elsewhere. And they all have facilities elsewhere..

The C.P.R. would be doing a right and proper thing if they built a sidewalk to the depot.

W. Greenless, conductor, F. Chrysler, fireman; and two men named Rombirugh and Brown, laborers, were killed on a railway wreck near Russell village on Friday night last. They were on a construction train on the O. & N.Y. and ran into an open switch.

The C.P.R. short line has been granted running privileges into the Central station at Ottawa. The C.P.R. will enter on the C.A.R. tracks

Four Men Killed - The same issue of The Freeholder tells of a catastrophe on the Ottawa & New York Railway at Embrun station on June 10, as a result of which a locomotive and ten cars were wrecked and four men killed when a ballast train ran into an open switch.

The men who lost their lives were W.H. Greenley, of Detroit, conductor; Frank Crysler, Crysler, fireman; George Green, North Valley, cableman; J.W. Rombough, Newington.

The train was returning from the gravel pit and when it struck the open switch, it ran along the ties. The flat cars were piled 25 feet high and the tracks torn up for 50 yards. Greenley and Rombough were caught under the tender and instantly killed. Rombough's chest was crushed in and every bone in Greenley's body was broken. Crysler and Green were wounded and the coal piled on them and smothered them. J. Brown was slightly injured on one arm and Manson Hollister was bruised on the head and hips.

Crysler was an only son of J.R. Crysler, reeve of Finch, and was in his 25th year. Conductor Greenley's family had just taken up residences in Ottawa. For a short time they stopped at the Balmoral Hotel, Cornwall.

The cause of the switch being open was a mystery. Trainmen were of the opinion that boys playing at the switch pulled it open and did not know how to close it.

(Cornwall Freeholder 14 June 1937)

A RATHER ODD VERDICT

The Jury in the Russell Accident Finds That the Deaths Were Accidental.

The adjourned inquest into the cause of the accident on the) Ottawa and New York road was held yesterday at Russell. Coroner Ferguson presided, but no new evidence was adduced. He made a lengthy and able charge to the jury, who were not long out. They returned a verdict of accidental death, the switch being left open through negligence. They have addressed a memorial to the government asking that all switches on roads under construction be locked in future.

The contractor was represented by Mr. Pringle, of Cornwall, Mr. Cline, of Cornwall, acted for the Chrysler family, Mr. C. Ray, of Chesterville, for the Rombough family, and Mr. Gagnon, of Cornwall, represented the Green family. County Crown Attorney Maxville of L'Orignal was present for the crown.

SWITCHES SHOULD BE LOCKED

So Say the Coroner's Jury in the Embrun Accident

(Special to The Journal)

Cornwall, June 17. Very little new evidence was adduced at the adjourned inquest on the bodies of the four men killed last week in the O. & N.Y. accident at Embrun. The inquest was continued yesterday at Russell, Coroner Ferguson, of Cumberland, presiding. The verdict brought in by the jury attached no particular blame to anybody, stating that the accident was caused by an open switch, but the jury recommended that the government pass legislation to compel the locking of all switches both during operation and construction of all railway lines. Mr. Balch one of the contractors, says that all trains were instructed to slow down to six miles an hour passing switches.

Four Men killed.

A terrible accident happened on the Ottawa and New York Railway at Embrun, about four miles from Russell village, on Friday. Some mischievous boys, it is supposed, opened the switch, and the train running into it, was derailed. The conductor, the fireman and two laborers were buried in the wreck and killed. The engineer noticed the open switch, but too late to avoid it. He reversed his engine and shouted to the men to save themselves, but it was too sudden. He stuck to his engine till it left the track, when he leaped and saved himself, escaping with slight bruises.

BULLETS FLEW

Exciting Fight Between a C.P.R. Operator and Burglar

ARNPRIOR THE SCENE OF ANOTHER "HOLD UP"

Seven Shots Fired at the Daring Intruder

A Door Saves the Thief from a Shower of Bullets - Operator Escaped Through a Window and Left the Till to be Rifled

(Special to The Journal)

Arnprior, June 18. The C.P. R. station here was again burglarised at one o'clock this morning. The night operator, Mr. McGuire, had a very narrow escape, for while fleeing - through the window two shots were fired at him, neither taking effect. In all nine shots were fired, seven by McGuire and two by the burglar. The contents of the till - some fifteen dollars - was taken. So far there is no clue to the thief. A large party searched for him for hours. This is the second burglary inside of one month. The last was on the 24th, of May.

Bullets Flew.

Operator McGuire was busy at his desk, and hearing some one enter the station door, looked up and saw a masked man holding a revolver.

McGuire at once made a movement for his pistol; but the intruder said: "Don't draw or I fire," to which the plucky operator answered: "I don't 'ire," and fired on the man who then got behind the door which opens toward the operator's desk. McGuire then fired five more shots at the man behind the door, but they seemed to have no effect, so remembering himself he edged round behind the stove; which is in line with the door and the window. The robber then fired two shots and McGuire, firing his last one, sprang through the window and over to Gillan's boarding house for help. The two shots fired by the burglar had gone through the window, and striking this house had aroused the occupants, who soon assisted the operator in getting the station agent, the chief of police and others, who repaired to the station, when it was found that their man had turned out the lights and taken not only the money in the till, but the till as well.

While the party were examining the premises a strange man walked in, whereupon McGuire exclaimed "You're the man." The chief at once arrested him and lodged him in jail to await further developments.

Messrs. Borthwick and G.W. Parker have succeeded in securing right of way for the Ottawa and New York Railway from Borthwick's Springs crossing to where the line will connect with the Montreal and Ottawa at a point 800 feet east of the old St. Lawrence and Ottawa a distance in all of 3 1-2 miles. This completes the right of way to the head of the deep cut. The number of property owners approached was close upon 50 and while they, of course, feel slightly aggrieved at their farms being cut up by another railway the sting in a great degree removed by the generous manner in which the company has treated them. No railway, it is said on good authority, have ever passed through the province leaving less friction in its trail.

There came very nearly being a mix up between the employees of the Canada Atlantic railway and the New York and Ottawa railway on Saturday at the proposed Diamond crossing near Hawthorne. The New York people got orders to make the crossing but the C.A. officials hearing of this, sent orders to stop the work. This order was not heeded, and another message was sent stating that if work did not cease a gang of men would be sent and compel them to do so. The work is now therefore at a standstill.

21/06/1898 *Ottawa Journal**Chalk River**Arnprior*

Ottawa Valley News
Arnprior

Mr. Cowan, C.P.R. policeman at Ottawa, has been in town since Saturday morning looking over the clues to Friday night's robbery. The man arrested by Chief Dodd has been released, as his story was straightforward and substantiated by after events.

23/06/1898 *The Record, Chesterville**Chalk River**Arnprior*

Masked man at Arnprior.

CPR station robbed again but under a heavy fire.

Arnprior June 18. Last night at ten minutes to 12 the masked man visited the CPR station again. The operator, Mr. McGuire, was sitting at his table writing, when the masked man walked in and ordered him to hold up his hands. McGuire, instead coolly put his pen in his inner pocket and reached for his revolver when he was told that if he pulled it "he was a dead man", but like a flash he began to fire and did not stop until he had fired seven shots. The masked man got behind the door, and so escaped but fired on McGuire as he had to reach the window but he missed McGuire but knocked out two panes of glass. McGuire jumped out calling for help and ran to his boarding house which is quite near the station, where he soon got a number of the men to go back to the station with him, but by that time the burglar had gone taking the till with him which he had broken open. Constable Cameron of Ottawa came up by the first train, but so far no trace of him has been found, but the till, which he had thrown away on Tierney Street a short distance from the station.

Also reported in the Ottawa Free Press 18 June.

23/06/1898 *The Record, Chesterville**New York Central**Russell*

Russell June 16. The inquest of the bodies of the four men who were killed in the railway accident at Embrum on the Ottawa and New York Railway last Friday was concluded today at this place. Coroner Ferguson of Cumberland presided. Mr. Pringle of Cornwall was present for the railway company and contractors and Messrs. C.H. Cline and G.I. Cogo of Cornwall and C.B. Rae of Chesterville represented the families of the deceased. Only a couple of witnesses were called and nothing new was learned as to the cause of the accident. Upon the accident adduced on Monday last at Crysler, the jury brought in a verdict that the four men, Greenlee, Crysler, Green and Rombough had come to their death by the derailment of a gravel train at Embrum, the accident being due to an open switch; that the said switch was not locked, and that, in not having the said switch locked, the persons engaged in constructing the railway had been guilty of negligence. The jury failed to find how the switch was opened, but there is little doubt that some meddling children are responsible.

Also reported in the Ottawa Free Press of 17 June.

24/06/1898 *Almonte Gazette**Chalk River**Arnprior*

Robbery and Shooting.

Another daring and successful attempt to rob the Arnprior station occurred Friday night. When operator McGuire was alone a masked man opened the door about 12 o'clock and demanded the money of the till. McGuire replied by emptying his seven shooter at the burglar, who took refuge behind the door to escape being shot, and re-entered immediately afterwards. McGuire knowing it would take too long to reload jumped out of the rear window. The burglar fired two shots after him and proceeded to break open the cash drawer and make away with the contents. The first shot wakened the residents nearby, and Mr. T. Lloyd went for chief Dodds and Mr. R. Jamieson. By this time quite a number of men were on the scene. Chief Dodds was one of the first to arrive and he arrested a man who was sleeping in the waiting room until the shots awoke him. The latter stated that the burglar had made off in the direction of the Havey section, where the cash box and the tickets were found early next morning. \$14 were taken. It is the opinion of many that it is a resident of the town who is committing the deeds. The C.P.R. constables, Cowan and Flanigan, were sent up from Montreal to investigate. They left again yesterday morning. - News.

24/06/1898 *Almonte Gazette**Locksley*

The Pembroke Southern Railway Company are having some difficulties in the purchase of the right of way and it is rumored operations on the construction have been stopped temporarily pending the submission of a disputed case to arbitration.

24/06/1898 *Renfrew Mercury**Locksley**Pembroke*

The Pembroke Southern Railway are having some difficulties in the purchase of the right of way, and it is rumored that operations on the construction have been stopped temporarily pending the submission of the disputed case to arbitration.

24/06/1898 *Ottawa Journal**Montreal and Ottawa*

Tracklaying on the Montreal and Ottawa Railway, the new CPR short line, was completed this week. All that remains to be done now is to make the connection with the Canada Atlantic Railway tracks and to complete ballasting.

Two hundred and fifty car loads of ballast are being deposited on this line every day. The ballasting will be completed next month. The bridge across the Rideau is completed and is being painted. All the stations along the line are ready for occupancy. Regular trains will be running next month.

27/06/1898 *Ottawa Free Press**Montreal and Ottawa*

Workmen are engaged putting on the overhead crossing of Ann Street, Ottawa East, at the head of the Deep Cut for the Montreal and Ottawa railway.

The rails are now being laid up to this point and the ballasting, which is now going on over the whole road will be completed in about a month. The stations along the line are completed and are station and dwelling houses combined, so that agents will reside in the spot. Everything will be ready to allow trains to commence running regularly in less than a month.

THE KILLING OF PATRICK FRANEY

Evidence Adduced at the Inquest

SENT TO FLAG A TRAIN

Didn't Hear Mail Car from the East in Time to Get Out of the Way.

At Brady & Harris' morgue last night Coroner Freeland and his jury resumed the inquest touching the death of Patrick Franey, of Hintonburg, who died at the Water Street Hospital on Saturday from the effects of injuries received by being struck by an electric car near Tetreauville on Saturday last.

After hearing six of the large number of witnesses that have been summoned to give evidence in the matter, the inquiry was adjourned until tonight at 8 o'clock. Mr. F.R. Latchford appeared for the Hull Electric Company, and Mr. John O'Meara for the family of the deceased. County Attorney Ritchie was also present.

What Co. Turner Saw.

Lt.-Col. Chas. E. Turner, U.S. Consul-General, swore he was on an east-bound car at the time of the accident. He was riding with his back to the front of the car, and saw Franey on the track just before he was struck. He also heard men shouting to Franey. He didn't see the accident, however, as the car on which he was a passenger had at this time passed by. He didn't notice any flag in Franey's hand, and couldn't say whether the bells were ringing or not.

Eustace Aleck, motorman, another passenger on the east-bound car, heard the motorman shouting to Franey, but didn't see the accident.

Franey Sent to Flag a Car.

John Tait, of Ottawa, said at the time of the accident he was at work about 400 feet from where Franey was struck. Witness intended to set off a blast and sent Franey westward to flag the car coming from Aylmer. Franey's duty was to hold the car until the blast exploded. He was not sent to flag the car by which he was struck, but the one coming from Aylmer. The man was not hard of hearing.

Bruce Graham, engineer at the quarry, said he was standing near the track when the accident occurred. He saw Franey walking in the middle of the track, and heard the bell ring. Franey looked up, saw the car, and attempted to jump. He was struck and knocked about fifteen feet. At that time the stone crusher was running and there was considerable noise.

After Mr. H.J. Dennis, trainmaster, had given evidence as to the condition of the road and the rules for the running of the cars, the inquiry was adjourned until tonight, when the motorman and remaining witnesses will be examined..

RECOMMENDED TO GET FENDERS

Coroner's Jury to the Electric Company. Hull

THE FRANEY FATALITY

A Verdict That Deceased Met His Death by Accident - - Motorman's Testimony.

The inquest concerning the death of Patrick Franey was concluded at Brady & Harris' morgue on Wellington street, last night. A number of witnesses were examined, the most important being Louis Boisvert, the motorman of the mail car which struck Franey, causing his death. Boisvert's evidence was as follows:

"I am motorman on the mail car. I noticed a man named Lepage with a flag in his hand before I came to the grade. His flag was about half unfurled. I held the car, so I could have stopped her had he given me the signal to do so. He signalled me to go ahead. I thought they might be blasting, and I made the car get up speed for fear of a blast. When I got on the down grade, about 25 or 30 feet, I saw the deceased getting on the track. I reversed the car and then put on the brake. I applied the brake as quickly as I could. The car ran about 50 or 75 feet in this condition. I was ringing my bell from the time I saw the man. When about 75 feet from the man I released the brake and let the reversing power have more chance to stop the car. I was slacking off and putting on the brake from this time until the man was struck. When within eight or ten feet from him I shouted to him and he turned around. As he did so the car struck him in the left side. The drawbar struck him first, I was going about four or five miles an hour, not more than six at the outside. The rails were in very bad condition, the dampness making them slippery. Neither the brake nor the reverse seemed to take much effect on the car. I have been working as a motorman ever since the road started to run electric cars.

"I got the car stopped about 65 feet from where the man fell. There was nothing wrong with the car itself."

This evidence was corroborated by several other witnesses, and the jury retired to consider their verdict. Mr. Latchford was present in the interests of the Crown, while Mr. J. O'Meara appeared in the interests of the relatives of the deceased.

The verdict of the jury was that the death of Patrick Franey was purely accidental, but the Hull Electric Railway was recommended to have fenders put on their cars.

CENTRAL STATION

Mr. J.R. Booth States His View of the Position

PARRY SOUND ROAD HAS AN EXCEPTIONAL RIGHT

Lease Must be Construed Only by the Courts

He Does not Think That the City's \$50,000 Bonus Should be Rubbed Into Him, and is Willing to Return it.

There appeared in The Evening Journal some days ago an article commenting on the disputes between the several railway companies respecting the lands of the canal reserve. This article stated that the Booth roads were monopolising the station grounds and the entrance thereto, by blocking other railways. That the Parry Sound and Canada Atlantic Company have established upon these grounds a freight shed of their own but object to any other railways building freight sheds upon the same grounds; and The Journal contended that the city council should object to the erection of freight sheds by any company, and should insist on the whole site being reserved for passenger traffic.

Mr. J. R. Booth was seen by a Journal representative subsequent, to the printing of the foregoing article and he complained that the matter had not been fairly stated by The Journal and that the questions at issue between the several companies were not generally understood.

Publication of Mr. Booth's statement has been delayed in order that, he might revise it himself, so that there should be no mistake about the contents.

"It has been stated," said Mr. Booth, "that we have been acting unfairly towards the Ottawa and New York Railway. Now I wish to deny that emphatically. We have never refused to the Ottawa and New York Company or to any other company free and reasonable access to the Central passenger station. We have always expressed our willingness to negotiate with them for terms, and in case we could not agree upon the terms and conditions, then we were willing that the same might be settled by the railway committee of the Privy Council.

"In the first place, the Ottawa and New York Company insisted that the C.A.R. Company should be compelled to give them running powers over their tracks from Hawthorne into the city, about 5 miles. This we were willing to give upon the payment of a reasonable sum for the privilege allowed, but we stated that the New York Company had no right whatever to demand running powers over our road upon their own terms, because while their company was subsidized by the government and the city, the C.A.R. Company never received one cent of subsidy from the government or from the city of Ottawa, and should not be asked to relieve the New York Company from the usual expense of building their own railway or from paying a reasonable sum for the use of our railway. The O., A. & P. S. railway has a lease from the Crown of certain portions of the Rideau canal reserve, and whatever rights may have been granted under that lease, and they are not many, they are clearly stated therein, and there is no reason why we should be compelled to abandon our rights to the New York company or to the C.P.R. company merely because they wish to occupy the position which we have been first to acquire. We are certainly entitled to use the lands mentioned in our leases for all the purposes of our railway that are not excepted by the terms of the same and the Ottawa New York company as well as the C.P.R. company are only entitled to an entrance over our tracks, along with other roads to the Central passenger station, and this privilege has never been refused to them. The C.P.R. stated that it was not reasonable that a large and powerful company such as theirs should be the tenant of the O., A. & P. S. company, and thereupon they, and the O. & N. Y. company made an application to the railway committee of the Privy Council asking that our leases might be cancelled and that the lands might be held by the government for the purposes of the several railway companies as station grounds. This was an unreasonable demand, and the railway committee refused it; yet we at once consented that both those roads might bring their passenger trains to the passenger station over our track upon terms which were then agreed upon - which terms will govern the traffic until permanent terms shall be arranged by the railway committee.

"In your paper I have been blamed for putting up a freight shed in front of certain lands which the New York company purchased. The expression is used that the Parry Sound company knifed the New York company in that respect. This is quite untrue. The Parry Sound company have an absolute right to use these lands for all the purposes of their railway, and they have a perfect right to use the surplus lands for freight purposes, under the provisions of their lease, but other companies are only permitted to have access to the passenger station, and besides there is no room upon the grounds in question to handle the freight traffic of all the roads that may enter. And the place selected for our freight depot was determined upon and plans therefor completed more than a year before the N. Y. Co. ever thought of using our ground. For a number of years the government and the citizens of Ottawa have complained about our company shunting across Elgin street and Bank street and to avoid such shunting over the streets and to have a clear passage way for our freight were the principal objects we had in view when we obtained a lease of the canal reserve. Having obtained certain rights on the Canal reserve, there is no good reason why other companies should attempt to prevent our using these lands for the purposes for which we rented them by threatening to expropriate portions of the lands to be used with adjoining lands for their freight purposes. They would have to shunt back and forward over our tracks, and in addition, they would close up the only streets accessible to the station grounds. The C.P.R. has already a freight station at the Chaudiere and another freight station on Sussex street. For many years past these stations were considered sufficient for all the business they carried on here, and if not, there are ample grounds round the city available for freight purposes, without crowding in upon one small piece of ground which has already been secured by another company.

"Any person who chooses to took over the grounds will admit that the freight shed which I have erected is located in the best and only suitable position for the freight business of that station and if I can believe the general expression of the public, it is a great advantage to the business men and the shippers of the city. But why should I be compelled to give up to a competing company the property which we have acquired?

"If we have not acquired it" said Mr. Booth emphatically, "the matter, can easily be determined in the courts, in which our leases must be construed.

"It is quite true that I have taken strong grounds against the claims put forward by the C.P.R. and the O. & N.Y. companies for a joint ownership of these lands, and so far I have been right and certainly my contention has been sustained by the railway committee.

"You ask the Question. 'Why should not other roads have the same privileges as ours with regard to freight?' and I reply that the ground in question is not sufficiently large to accommodate the freight business of all the railway companies, and in addition thereto the other railway companies have no more right to ask that we should give them freight privileges than that I should be compelled to abandon my present railway terminals. The leases have, been granted to our roads and surely I cannot be blamed for protecting the property which we have acquired and which has cost us very dearly.

"I pledge myself to give to the citizens of Ottawa a first-class passenger station, and that I never will at any time block or attempt to block any railway company desiring access to that passenger station. All that I ask is a reasonable, fair rental from the several roads for the privileges they will certainly enjoy.

"It is true the city of Ottawa granted a bonus to assist in the erection of a central Union passenger station, but your statement respecting the amount is not correct the bonus granted was \$50,000, and not \$76,000, as stated by you. I do not wish to appear, ungrateful to the people of Ottawa, but I cannot but express my regret now that that bonus was ever given. It has been cast up to me again and again. If the city of Ottawa would receive that bonus back again I would willingly pay it back and build, the same station without it, nor would the public suffer one cent. Montreal gave a million dollars to the Grand Trunk railway for a station, and is giving now a site in the heart of the city for offices; the C.P.R. was similarly bonused there, and I may be pardoned if after bringing five hundred miles of railway to Ottawa and facing a large expenditure to make a great railway entrance into the city, I dislike to feel that the bonus of \$50,000 given for the station is something I should always be on my knees for."

Mr. Booth proceeded to say that in the published report of the discussion before the railway committee the Journal, had been unjust towards

Mr. Booth and his counsel. Mr.

Osler.

"Mr. Osler had stated that the New York Company had nothing whatever to do with the question whether the Parry Sound Company had broken its agreement with the Crown or not. Why should this expression be termed insolent? Surely the government are quite capable of enforcing their own

agreement, and with respect to that agreement the New York Company has nothing whatever to do"

The reporter reminded Mr. Booth that the minister of railways had used the expression that the Parry Sound Company had "trespassed on its agreement with the Crown."

"What Mr. Blair meant by that was that the Parry Sound Company should have submitted the plans of its freight stations to the minister of railways before they were erected. Whether we were bound to do so or not is open to argument. We do not believe that such was the intention, but whether it was or not, it was not a question that the Ottawa & New York Company had a right to complain about, because even assuming that the minister of railway had to approve of the design and material of the freight sheds he certainly had not to approve of the location, or situation of the freight sheds upon the grounds."

In conclusion, Mr. Booth referred briefly to the extent of the Canada Atlantic and Parry Sound systems and asked whether an organization of that kind, centering in Ottawa, doing its business here, maintaining hundreds of employees and endeavoring to further Ottawa interests did not deserve a generous judgment from the people of the capital. Opposed to it in the present instance was a road which held, not an employee in the city, was not spending a dollar here, a limited enterprise of 60 miles, now in the market to the highest bidder. The public interest would surely be better served by relying on the roads which had proved their strength and independence and were large factors in Ottawa's welfare."

"I have never at any time," concluded Mr. Booth, "asked any favors from other railway companies, but have vigorously and independently completed the system which I have centred to Ottawa against the most trying opposition of older and larger companies and there is no reason why I should be compelled to give up any of the privileges I have been successful in obtaining simply for the purpose of enabling a competing company to obtain an entrance into the city without doing as I have done - building its own road." -

29/06/1898 Ottawa Journal Carleton Place

CPR running excursions to Britannia for Dominion Day.

29/06/1898 Ottawa Journal Vankleek Hawkesbury

\$7,500 BONUS FOR C A R

Hawkesbury, June 29. A special meeting of the town council was called for Monday afternoon to draw up a by-law favoring a bonus of \$7,500 to be given to the C A R.

to cover expense of extending and operating their line in connection with a pulp mill to be erected near the western limit of the town, in connection with the Riordan paper mills, Meriton, Ont The town clerk is now framing same and expects to present it to the people inside three weeks. ..

01/07/1898 Perth Courier Lanark County Electric

THE ELECTRIC RAILWAY It is claimed that the necessary capital has been secured to build the Lanark and Perth Electric railway.

01/07/1898 Eastern Ontario Review Lachute Thurso

There was a washout on the C.P.R. at Thurso on Sunday last. The damage was not great.

01/07/1898 Eastern Ontario Review Montreal and Ottawa

The track laying on the new C.P.R. short line is finished. All that now remains to be done is to make the connection into Ottawa with the C.A.R/ and complete the ballasting/Two hundred and fifty carloads of ballasting is being put on the road every day.

The new C.P.R. short line has been obliged to build an overhead bridge at Ann street Ottawa.

02/07/1898 Ottawa Journal Maniwaki

Timetable. From Sunday May 15th 1898 Ottawa and Gatineau Railway running from Ottawa to Gracefield.

05/07/1898 Ottawa Citizen New York Central

Mr. C.B. Hibbard of the O. & N.Y. Railway and his secretary, Mr. Nieghorn, are at the Russell. Mr. Hibbard states that the work of construction is nearly complete, and it is fully expected that trains will be running into Ottawa week after next.

05/07/1898 Ottawa Journal New York Central

Mr. C.B. Hibbard of the O&NY arrived in the city yesterday on business in connection with the new line. Mr. Hibbard stated that the ballasting of the new line is being pushed ahead and will probably be completed within three weeks. About that time trains will begin to run between Ottawa and Cornwall.

05/07/1898 Ottawa Journal New York Central Russell

Russell July 6. The frequent sounds of the whistle of passing locomotives are welcomed by our citizens. The prospect of railroad connection with the large centres of population has increased the value of real estate. There is greater demand for it than formerly. three properties have been sold recently to parties who may make this their home and place of business in the near future.

The village boasts of a new store, two new millinery establishments, an ice cream parlour and a law office since the advent of the railroad.

06/07/1898 Lanark Era Canada Atlantic

The sectionmen of the Canada Atlantic Railway and the Ottawa & Parry Sound Railway went out on strike for higher wages on Friday. They are receiving one dollar and have struck for twenty-five cents more. Their action has not interfered at all with the despatch of passenger trains. It is said that recently the companies reduced the rent of the houses belonging to them, in which the sectionmen live, by \$2.50 a month, and as the men originally asked for only \$1.10 a day this reduction was almost equivalent to an increase to that extent.

07/07/1898 Ottawa Citizen Hull Electric

A gang of fifteen to twenty men are kept constantly employed on the Hull and Aylmer Electric road-bed ballasting and filling. Considerable filling is yet to be done near the Hull end of the line.

07/07/1898 The Record, Chesterville New York Central Cornwall

A Bridgeman's Fall.

Henry Bernstein, an employee of the Phoenix Bridge Company, met with a very serious accident Tuesday morning while at work on the O&NY International railway bridge at Cornwall. He fell from the top of one of the spans across the south channel, and striking several times on the lower part of the bridge and false work underneath, landed in the water, where he was picked up by an Indian, who is kept with a boat for doing such emergencies. His shoulder was dislocated and he was badly bruised about the body. He was taken to Hotel Dieu for treatment.

08/07/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Messrs Tait, H.B. Spencer, C/W/ Spencer, Morrow and other C.P.R. officials went through here yesterday from Montreal to Ottawa on the C.P.R. Short line. They were on a tour of inspection. Several of the party drove from Point Fortune to Hawkesbury and Vankleek Hill.

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There is very strong reason for believing that the C.P.R. company are seriously considering the early construction of a branch from Point Fortune to Hawkesbury.

08/07/1898 Eastern Ontario Review Canada Atlantic

The trains on the C.A.R. were quite late for several days last week and also this week owing to the section men being on strike. The men were asking an increase of pay amounting to ten cents a day

08/07/1898 Eastern Ontario Review Montreal and Ottawa

We learn that representatives of the C.P.R. are coming to look over the road to the proposed pulp mill with the view of making arrangements whereby they may be able to reach the mill.

08/07/1898 Eastern Ontario Review Lachute

The C.P.R. have discontinued their sleeping car service between Ottawa and Montreal.

08/07/1898 Eastern Ontario Review Canada Atlantic

The strike of the section men on the C.A.R. has been settled and the men have returned to work. The men got what they asked for.

08/07/1898 Ottawa Journal Montreal and Ottawa

WILL OPEN IN TWO WEEKS

LATEST ANNOUNCEMENT ABOUT THE C.P.R. SHORT LINE

The C.P.R. officials had another inspection trip over the new C.P.R. short line to Montreal yesterday, and it is announced that within about two weeks the new line will be opened. Yesterday's inspection party consisted of Messrs. Thos. Tait, general manager C.W. Spencer, general superintendent; H.B. Spencer, superintendent of the Eastern Division; Johnson Elliott, master mechanics of the Eastern Division; F.P. Brady, superintendent at Smith's Falls; R. W. Leonard, construction engineer, and Mr. J. Cullin. The trip was most satisfactory to Mr. Tait. Mr. Tait left for Montreal; this morning

08/07/1898 Ottawa Journal New York Central

The O&NY have filed complete plans of its railway at the county registrar's office.

By these plans it is shown that the O'Donnell property at the head of Deep Cut has been reserved for the company's shops and lots 297, 298 and 299 of the Stewart property at the "Y" on Hurdman's Road will be reserved for yard and storage.

09/07/1898 Ottawa Free Press New York Central

Meeting of the Board of Works yesterday.

President C.B. Hibbard of the Ottawa and New York railway, addressed the board. He said the company had selected for their freight yards the property lying east of the canal basin, on Theodore street. For their shop grounds they had selected the property lying north of Ann street and east of Nicholas. To carry this out it was necessary that Ann, St. James, Court and Albert streets be crossed by the railway on the level and Nicholas street below the level. He asked that the matter be dealt with at once, as they proposed to commence operations two weeks from Monday.

On motion of Ald. Stroud and Payment the application was granted subject to an agreement to be drawn up by the city solicitor and engineer and approved of by the council.

09/07/1898 Ottawa Citizen New York Central

Final arrangements for right of way are now being negotiated by the Ottawa and New York Railway. Through its president, Mr. C.B. Hibbard, the matter was brought to the attention of the Board of Works at a special meeting held yesterday afternoon. What is wanted is permission to cross Ann Street on the level and to tunnel beneath Nicholas street at the head of the Deep Cut. Wilbrod, Court and St. James streets will also be crossed but as these latter and at the canal reserve, no difficulty was experienced in according the desired permission. City Engineer Surtees urged caution in dealing with Ann and Nicholas streets, and permission to cross these will be granted subject to the details being worked out to the satisfaction of the city engineer and the board. Mr. Hibbard said that trains would be running on his line in little more than two weeks.

09/07/1898 Ottawa Journal New York Central

It is officially announced that the first trains on the Ottawa and New York Railway will commence running between Cornwall and Ottawa on July 25th. The work of ballasting the line is expected to be fully completed by that date.

09/07/1898 Ottawa Journal Montreal and Ottawa

The finishing touches were being put upon the new CPR railway bridge across the Rideau yesterday. The painters have been engaged for some time upon it and yesterday completed the work. All along the uncompleted line are scenes of great activity. Ballast trains run back and forth with train loads of gravel and hundreds of men are engaged in distributing it. The ballasting beyond the Rideau will be completed in a few days.

The work on the trestle near Deep Cut was also completed yesterday and track laying will begin immediately. This section is the last part of the new line to require track laying but it is understood the work will be rushed to completion.

The CPR will probably build a large round house near the Deep Cut in a place near their new line.

11/07/1898 Ottawa Citizen Montreal and Ottawa

Mr. Thomas Tait, manager of the eastern lines, C.P.R., Mr. C.E.E. Usher, general passenger agent; and Mr. C.W. Spencer, general superintendent, have returned from a trip of inspection over the new Ottawa short line. They were well pleased with the progress and character of the work. Mr. Tait reports that the stations are completed and as soon as some more ballasting is done the new road will be opened to traffic. The track, which has been most carefully laid, is composed of from 73 to 75 pound rails and the general equipment of the entire line will be perfect in every respect. The exact distance from Windsor station, Montreal, over the new line to the terminus in the capital city of the Dominion will be 111 1-2 miles and the time from city to city will be a good deal less than by the main line of the Canadian Pacific on the north side of the Ottawa.

12/07/1898 Ottawa Free Press Hull Electric

The ballasting of the Hull electric road is about half way done between Hull and Deschenes.

12/07/1898 Ottawa Journal Ottawa Electric

Mr. C. McCathy, conductor on the OER lost his hold on car 39 last night, slipped off and fell striking his head on the pavement.

13/07/1898 Ottawa Free Press Canada Atlantic Ottawa East

The Canada Atlantic railway company have a construction gang at work filling in the hollow at the south of the "Y" at Ottawa East preparatory to erecting the new car shops. The space being filled in will give an abundance of room for the shops.

13/07/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Work on the Interprovincial bridge is proceeding rapidly. The laborious work of cutting down Nepean Point is making satisfactory progress, and a start will be made next week on the trestle work, along Major's Hill park.

13/07/1898 Ottawa Free Press Montreal and Ottawa

The rails for the new C.P.R. short line are much heavier than the ordinary rail, and the entire road is being built for speed. The management confidently expect to reduce the time to Montreal to two hours, but will start at two hours and a half. The line will be equipped with five new cars.

13/07/1898 Lanark Era Canada Atlantic

The sectionmen's strike on the C.A.R. and O.A. & P.S. railways was declared off on Tuesday evening of last week and on Wednesday all the men returned to work. The men have accepted a compromise offered by the company. By the terms of the compromise the sectionmen will get \$1.10 a day instead of a dollar as formerly; the section foremen will get \$1.60 instead of \$1.50; and the yard foremen will get \$1.85 instead of \$1.75

The electric railway loop line at the CPR station has not been completed to the satisfaction of the city engineer. Objection relates to the curve joining the main track. instead of putting in only a curve the company built the tracks up some distance toward the aqueduct and then put in a curve. For a short distance the street railway is double tracked, Mr. Surtees does not consider double track suitable for the street down at the CPR. He suggested the street railway be asked to pave the street when it has double tracked.

The first fruits of the mining development on Grand Calumet Island passed through the city en route to Belgium. A special train of fourteen cars carrying two hundred and fifty tons of galena ore was brought down on the Pontiac and Pacific Junction Railway, and from here transhipped to Montreal by a special C.P.R. special and was loaded on the boat today being scheduled to leave for Europe tomorrow. More.

The O. & N.Y. railway have purchased 5 lots near the central depot, Ottawa. The company intend to erect freight sheds on their [roperty.

Vankleek Hill. The new C.A.R. freight shed was completed and put into use on Friday last. Freight is now delivered to and from the new shed.

A number of employees of the Bell Telephone are now in the vicinity of Alexandria and Glen Robertson. They are constructing a telephone line along the C.A.R. from Swanton to Ottawa.

FIRST TRAINS ON MONDAY

OPENING OF THE NEW C.P.R. SHORT LINE

The line Is Almost Completed and Is Ready for PassengerTraffic

The Montreal and Ottawa railway the new C.P.R. short line will be opened on Monday for passenger traffic. The Line has been placed in Mr. H.B. Spencer's division and Mr. Spencer will superintend the running of all trains. For the present the trains will not be run at a very fast rate, as the finishing touches to the grading; have yet to be put on. When the grading is completed. and that will be within a few weeks, a fast train service will be given.

The time of the departure- of the first train has not been decided upon, but will be announced to-morrow. The Journal published an exclusivedescription of the new line a few; weeks ago. The new line has been opened a few weeks earlier than was expected..

The electric railway between Perth and Lanark is now a pretty sure thing. The necessary capital has been secured.

3 items

PERTH TOWN COUNCIL The Council Met on Monday evening. Present : Mr. J. A. Allan, Mayor ; Councilors Stewart, Consitt, Butler, Hope, Burns, Bennett, Balderson and A. C. Shaw.

Mr. A. C. Shaw moved, seconded by Mr. Balderson, that the by-law granting aid to the Lanark County Electric Railway be introduced and read a first time, and that the necessary rules be suspended for that purpose.

Mr. Shaw said Mr. Fowler, the promoter of this railway, and two others of the company, were in town that day and had a conference with the railway committee and the latter had agreed to introduce the by-law in the motion. The amount was now \$7,500, but the increase from the former \$5,000 arose from the fact that company were to run the line along the macadamized road from Perth to Balderson and the extra \$2,500 would go towards buying the right of way along that road. The company agreed also to deposit \$500 in cash to the credit of the corporation to be forfeited to the town in case if the by-law were carried the road were not built, and they also agreed to pay all the expenses of submitting the by-law whether the ratepayers carried it or not. The feeling in the town regarding this scheme has changed since it was defeated last year, and there was no doubt but that the company meant business now. The by-law was practically the same as the last one submitted except the difference in the amount of bonus.

Mr. Butler would oppose giving the by-law more than one reading to-night, as he was unacquainted with its contents.

Mr. Shaw that with the exception of one or two clauses there was no difference between this and the former by-law. The extra amount was asked because the company would have to pay for the right of way on or alongside the toll-road, and this route was chosen so that people along the line could jump on any where and come to town. There would be a station at the Scotch Line, and the changes in the clauses from last year's was due to certain restrictions In the use of streets, the details to be under the direction of the town council. The trade of the northern part of this county was drifting away to other towns and this railway should help to keep it at Perth.

Mr. Balderson said the people had a right to express themselves on this by-law, but though seconding it for this purpose, he reserved to himself the right to oppose or support it, as a citizen, as he thought fit. If by this railway they could get rid of the toll-road he would support it, but was not yet fully convinced of this result. He differed with many that the railway would be an injury to the town ; and if the company could be induced to come to terms with the macadamized road company so as to do away with the tolls, he would support the by-law heart and hand.

Mr. Hope thought the change of route from the Drummond swamps to toll-road would be beneficial to the railway company, and in getting the extra \$2,500 they could well afford to put up \$500 as a forfeit. He said that if the Lanark people thought the road was for the special benefit of Perth they would not have voted their \$10,000.

Mr. Stewart, as one who had opposed the by-law before, was disposed to support it now, for the reason that by the guarantee that it would run on or near the macadamized road it would result in the abolition of toll-gate. He saw no change in public opinion in the town regarding this road. He believed that the direct result of the railway would be to benefit Lanark at the expense of Perth ; but at the same time it would be an indirect benefit to Perth for the reason that by building it along the toll-road it would ultimately kill the tolls and benefit the town trade.

Mr. Burris had always been a supporter of the Electric road, and was now. There would be no expense in submitting it, and there was no excuse for not putting it before the people. The road must be of great benefit to Perth. Not long ago he had traveled on the Kingston & Pembroke railway, on one of its cheap excursion days, and the train was crowded, and there must have been fully \$1,000 worth of goods on the train bought at Kingston bound for the back country. Perth would benefit in the same way, as there was a provision in the by-law for a 25ct. rate both ways every Saturday ; and if our merchants could not compete with Lanark and secure the trade then the trade ought to go to Lanark.

Mr. Consitt saw no reason why the by-law should not go through to-night and let the people pass their verdict on it. As to the benefit to the town it was purely problematical, and no one could tell till time proved it whether it would be an injury or a benefit to us. At present Perth is the distributing centre for the back country, and if the Electric railway were built this would be moved twelve miles back. It might, however, be a benefit to both places. As a general thing, the more railway the greater the increase of trade generally.

Mr. Bennet thought the people themselves should have a chance to say whether the by-law should be passed or not, and he would therefore vote for placing it before them.

Mr. Butler withdrew his opposition on the guarantee that no expense whatever would be placed on the town for its advertising or submission.

The motion passed, and the by-law was read in full the first time, and the second time short.

[The by-law will be found in our adverting columns.]

THE ELECTRIC RAILWAY The Lanark County Electric Railway Is again before the people of the town. and the by-law appears in this issue for the Information of the ratepayers. It Is absolutely fixed as one condition that the road is to run along the town-line toll-road and the result no doubt will be the abolition of the toll-gates between Perth and Balderson. This means a very great deal to the businessmen of Perth and consequently the whole town, and the twenty-five hundred dollars beyond the amount of bonus In the previous by-law is to help the company to pay for this. The railway should bring increased business to Perth and make our town more than now the headquarters for the trade of this section. The line is Intended to keep in the town line after leaving Balderson and cross the Mississippi at that point, then run to Lanark village with some deviations to avoid difficult places on the straight route. The voting will take place on the 5th of August.

Notice:

BY-LAW No.

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

Passed the day of 1898.

[full text followed]

15/07/1898 *Eastern Ontario Review* *Canada Atlantic*

The C.A.R authorities deny that they made any concessions to the men on account of the strike. The managemment alleges that the increase in wages was decided upon before the strike occurred.

NEPEAN POINT BRIDGE BONUS

DISCUSSED BY THE FINANCE COMMITTEE

Council Will be Asked to Take no Action Regarding the Bonus for Sometime

The finance committee decided last night to recommend that the city council postpone any action regarding the forfeiture of the bonus granted the Interprovincial Bridge Company, Mr. A. Ferguson. Mr. W.D. Harris. Mr.G. C.Dunn, chief engineer, and ex-Mayor McDougall appeared in the interests of the bridge company. Chairman Cluff. Ald. Hastey. Black, Roger, Poulln. Enright R. J. Davidson. Lapointe, City Solicitor McVeity- and Mayor Bingham were present.

Mr. Ferguson, Q. C. addressed the committee on behalf of the bridge company. He explained that the reason for his coming to the meeting was that Ald; Cluff had Introduced a resolution in the city council, asserting that the bridge company had not fulfilled its agreement with the city and recommending that the city oppose the payment of the \$150,000 bonus. Mr. Ferguson then gave his interpretation of the city's agreement with the bridge company. He contended that when the bridge company gathered material and had done construction work to the extent of \$50,000 before March 15th. 1898, then the company was entitled to the. bonus of \$150,000. The \$50,000 expenditure included not only actual work, but also the material gathered. He quoted City Engineer Surtees ;as estimating that \$25,400 worth of actual work had been done upon the construction up to March 15th. and that material to the value of \$33,898 was on the ground. In order, to do any construction work the company had to bring the material upon the ground. Mr. Ferguson contended that in computing the value of the work performed the value of the material should be included. After making his position clear upon this point Mr. Ferguson proceeded to deal with the question of charging tolls on he new bridge.

The Question of Tolls.

Mr. Ferguson recalled the circumstances under which the by-law was drawn up, and submitted to the people. In 1894 the bridge bonus question came before the finance committee and they prepared a report recommending that it the bonus was granted the bridge company that pedestrians, vehicles and electric cars should be allowed to use the bridge without paying tolls. When the agreement was signed a stipulation was made that the bridge company could charge such tolls to electric railway companies as the city approved of. Upon the authority of this Mr. Ferguson said, the company intended to charge toll to electric railway companies. Mr. Ferguson stated that the bridge as proposed is not exclusively a railway bridge, but will be used for general traffic.Because of the extra expense necessary to make the bridge fit for general traffic, Mr. Ferguson .said that charging toll to the electric companies would be the only source from which to derive money for the payment of interest on the expenditure.. He also pointed out that the contract stimulates that the bridge company can charge railroads that use the bridge but there must be no discrimination. Then he pointed out that both the Ottawa and Hull electric railway companies do freight hauling tor the railroad companies, so that they are not purely street railway companies, but are competitors with the railways, and to allow them free passage over the bridge would be unfairly discriminating against other railway companies

Misstatements Charged.

Mr. Ferguson. in dealing with the resolution prepared by Ald. Cluff. stated ttiajt it contained misstatements. Ald. Cluff objected to this statement and declared he was not in the habit of making misstatements. The matter was satisfactorily arranged when Mr. Ferguson explained that he meant that the company's contract was not rightly interpreted.

City Solicitor McVeity also spoke regardjng the contract and said he interpreted it to mean that the \$50,000 expenditure must be in the actual construction of the bridge and not in the value of the materials gathered at the base of work. Referring to the question of tolls Mr. McVeity held that the tram cars should be allowed free use of the bridge and that the tram cormpany should lay its own tracks. In the event of two companies using the tracks the bridge company would have the right to fix the terms upon which the companies could use the tracks. The cars should be free he said.

Mr. McVeity pointed ont that the question of the interpretation of the contract was one for the courts to deal with, and Ald. Roger remarked "It is evident there is room for a fight."

Mr. W. Dale Harris, formerly chief engineer for the P. & P. J. company stated that when the agreement was drawn up that the bridge company understood it could charge toll for electric cars.

Ald. duff's Purpose.

Cluff stated that he introduced his motion into the council because the bridge company had opposed the Bank street bridge scheme; and also to make sure that the work on the interprovincial bridge at Nepean Point would be carried out The delegation left and the -committee decided to recommend to council that no action be taken at present Aid. Cuff intimated that no money would be paid to the company until the completion of the bridge.

15/07/1898 *Eastern Ontario Review* *New York Central*

It is officially announced that regular trains will be running on the O. & N.Y. by July 25th,

15/07/1898 *Eastern Ontario Review* *Vankleek*

A herd of cattle were seen on the C.A.R. track between the Hill and Dalkeith on Tuesday night last. They were grazing quietly when noticed. The owners hardly succeeded in getting them off before the evening train came along. An accident most certailny would have occurred if the animals had not been noticed just when they were.

15/07/1898 *Eastern Ontario Review* *Canada Atlantic* *Alexandria*

On Saturday July 2nd there was a small wreck on the C.A.R. near Alexandria. Two cars laden with corn were derailed and precipitated into the ditch while a dozen others were badly damaged. A wrecking train under James Ogilvie, superintendent of motive power, was immediately sent down from Ottawa and by 7 o'clock Sunday morning the track was completely cleared. The accident was caused by a portion of a freight train breaking loose.

16/07/1898 *Ottawa Free Press* *New York Central*

The Ottawa and Cornwall railway have met another snag in the attempt to cross the Canada Atlantic tracks east of Hurdman's bridge, to effect a junction with the Montreal and Ottawa line. It is said that the Canada Atlantic people object to the Cornwall road putting down what is known as an interlocking switch. The trouble will delay the opening of the new road, and unless a compromise arrangement is reached the matter will have to be threshed out before the Railway Committee of the Privy Council.

16/07/1898 *Ottawa Journal* *Montreal and Ottawa*

Road is not yet sufficiently ballasted. H.B. Spencer stated to-day that it will be about August 15th before the first train will run.

18/07/1898 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 228.

18/07/1898 *Ottawa Citizen* *Montreal and Ottawa*

Montreal 16th. Mr. C.W. Spencer, general manager of the C.P.R. stated today that the new Ottawa-Montreal line will be handed over to the operating department on Monday, but regular trains will not commence running until the 25th of the month or possibly later.

Same wording in Ottawa Free Press 16 July.

WORK ON THE NEW BRIDGE

Work on the new Interprovincial bridge is progressing favorably and a large staff of men are engaged on the stone and masonry work. Speaking to The Citizen, Mr. P.W. Resseman stated that the company means business, and intends to push the work to completion. He states that there is no doubt that the structure will be finished within the specified time.

20/07/1898 *Ottawa Free Press**Pontiac Pacific Junction*

The Grand Calumet Mining company is rushing its galena ore to Belgium. Another train of 10 cars left Campbell's Bay on the P. & P. J. yesterday for Antwerp, Belgium. The shipment consisted of 200 tons --

20/07/1898 *Lanark Era**Lanark County Electric**Perth*

On August 5th the citizens of Perth will vote on by-law granting a bonus of \$7,500 to the Lanark County Electric Railway Company to assist in the building and operating of an electric railway between Perth and this place.

22/07/1898 *Eastern Ontario Review**Montreal and Ottawa*

Mr. H.B. Spencer has stated that the C.P.R. short line will not open for traffic until about August 15th. This is a disappointment to many persons in the Hill. The operating department took charge of the road on Monday last.

22/07/1898 *Ottawa Free Press**Ottawa Electric**Ottawa, Broad Street*

The loop at the C.P.R. has been re-laid as desired by the city authorities and the cars started running around it this morning.

23/07/1898 *Ottawa Free Press**Belleville**Perth car shop*

Ten new cars per day are being turned out of the C.P.R. car shops at Perth just now. Some of the staff work fourteen hours a day so great is the demand for rolling stock.

25/07/1898 *Ottawa Journal**Carleton Place**Stittsville*

HELD UP THE OPERATOR

DARING ATTEMPT AT ROBBERY AT STITTSTVILLE STATION

(Special to The Journal.)

Stittsville, July 25. On Saturday night about 11.30. while the night operator. O'Brien, was attending to his duties, two masked men walked into the office and ordered him to "throw up his hands." He immediately did so when they asked him to hand over the money, but as he declared he had not the key of the till and did not know the combination of the safe, they searched him and succeeded in getting "one cent" and a jack-knife.

Mr. O'Brien immediately telegraphed to Ottawa, and two C. P.R. constables were sent up on an engine, and they, with a party of villagers, made a search, but were unsuccessful in finding the would-be robbers. The constable, spent yesterday in the vicinity, but no clue has yet been found..

Also reported in the Ottawa Free Press, same date.

A COLLISION

C.P.R. Trains Crash Into Each Other

MIRACULOUS ESCAPES

Only Two Persons Severely Injured - Wreck Described by a Passenger.

At a point one mile east of Pembroke a collision took place on the C.P.R. yesterday morning shortly after midnight. The "Soo" express ran into an excursion train. The latter was on its way from Ottawa to Pembroke, and had, as it was nearing its destination, slackened pace; the express, too, was going at a moderate rate. As a consequence, the danger to those on board both trains was minimal. No lives were lost, none were dangerously injured, but all were badly shaken up. The trains collided where there is a double curve in the line, a fact which may also account for the lack of speed. Notwithstanding the impact of the two trains coming together caused a great deal of damage to the rolling stock.

Neither Engine Left the Track.

One of those who was on the scene of the disaster - and who has witnessed several railroad catastrophes - said that he has not known one exactly similar to the one in question. The peculiar feature was that neither of the engines nor any of the cars left the track; they merely jammed into one another until no further headway could be made. They were much like an accordion. For example, the boilers [sic] of one engine crashed into the other until both smoke stacks were together, and the tenders rammed through the baggage cars on both trains, and made these latter spread until they were a shapeless mass of wreckage.

Engineers and Firemen Jumped.

The "Soo" train had between forty or fifty on board, while the excursion train, consisting of six coaches having dropped its passengers all along the line, was freighted only with twenty passengers. The express left Pembroke on time, and had gone exactly one mile when the collision occurred.

Just before it took place the engineer saw what was coming, and put the emergency check in operation. This was all that could be done. He and his fireman then jumped. The engineer and fireman on the excursion train followed their example. All four escaped unscathed.

Baggageman's Miraculous Escape.

The baggage master on the express was in his car, and had a miraculous deliverance. How he escaped instant death is a mystery. Although his car was smashed to atoms, he came out unharmed. A great deal of baggage was totally destroyed. Mr. J. M. Coyne, a Toronto commercial man, was a big loser, and will enter a claim against the company.

Only Two Were Hurt.

Only two of the passengers on the express were badly hurt. One was an old man in the smoker, who was thrown to the floor. He was greatly bruised, and some glass falling out of the windows, his face was lacerated. A young man was injured in the back. Both were attended to by physicians from Pembroke, and both were settled with by the company's claims agent for \$10. These two are the easiest things the company has run against in years.

Hustling Claims Agent.

It is said that the way this claims agent got in his work was one of the lighter phases of the event - vastly entertaining. He was one of the earliest on the scene of the accident, and the rapidity with which he got the necessary documents signed was a revelation.

Wrecking Crews Clear the Scene.

Two wrecking trains arrived on the scene about four o'clock in the morning; one was from Chalk River, the other from Carleton Junction. By eight o'clock the debris was cleared away, and the line passable. Hundreds of people from the adjoining town were interested spectators while the work was in progress.

Passengers Treated Well.

In the meantime all the passengers on both trains were conveyed to Pembroke, where they were entertained to breakfast by the C.P.R. at the Copeland House. Indeed, every credit is due the company for the kindness and consideration shown to their belated patrons. The "Soo" Express left Pembroke at 9.45 and arrived in Ottawa without further detention at 12.55. Conductor Cameron was thrown from his train by the collision, but a few moments afterwards was busy rescuing his passengers. One of these is a marvel. After the first shock, he stuck his head out of the Pullman to see what had happened. As though satisfied that all was well, he turned over contentedly and slept until morning. Conductor Cameron's attitude throughout is, however, commented upon appreciatively.

H. B. Was Mum.

Mr. H. B. Spencer, the district superintendent here, was seen, but, while extremely courteous, would give no information beyond a few general facts. He says that an investigation will be instituted at once to settle where the blame for the disaster is attributable.

Who's to Blame?

In Pembroke it is rumored that the night operator at the station there is the culpable party. He, however, is said to have alleged that shortly after the express left he received a wire from Ottawa. "Hold 'Soo' express." But the warning came too late. These points will be threshed out later on.

Newspaper Man on Board.

Mr. Herbert S. Fuller, A genial and capable newspaper man from Brockton, Mass., was on board the express. He is on his way home from a fishing trip. Together with his wife he's staying at the Cecil. Mr. Fuller is the city editor of the Enterprise at Brockton.

Accident on the Canadian Pacific Railway

MANY REPORTED INJURED

Though no Fatalities Are Expected

Ottawa, July 24. - (special) - A collision occurred at 1.40 o'clock this morning on the Canadian Pacific Railway about one mile from Pembroke, between the eastbound Soo train and a special from Ottawa to Pembroke with about a thousand excursionists, who were here yesterday on a visit to the Experimental Farm. Particulars received here are very meager, but from what can be learned it does not appear that the accident was a very serious one, no lives being lost, and although quite a number are reported to have been injured it is said that the injuries are not serious. A wrecking train was sent up and the line cleared so that the Soo train passed through here for Montreal about noon, about eight hours late.

NINE INJURED

C.P.R. Passenger Trains Collide Near Pembroke

EXCURSIONISTS RETURNING FROM OTTAWA IN THE WRECK

Engineers and Firemen Jumped and Saved Their Lives

A Serious Pitch in Early Sunday Morning - The Injured and Their Injuries

(Special to The Journal.)

Pembroke. July 25. Shortly after one o'clock yesterday morning many citizens were awakened from their slumbers by a terrific crash in the east end of the town, but it was not till some hours afterwards that the town generally became aware of the significance of the commotion.

The regular C.P.R. passenger train, commonly known as "the SOO," passes this station on its way east at 1.02 a. m.. and Saturday night it came into the station carrying a red signal, but through a blunder on the part of some one the train was not detained here as should have been done, and shortly after pulling out from the station ran head on into a special passenger train loaded with excursionists returning from the North Lanark Agricultural Society's excursion to the Experimental Farm, Ottawa.

Acted Promptly.

The accident occurred about one and a half miles east of the Pembroke station and fortunately was on a straight stretch of road where the engineers of both trains had time to realize the danger in which they and those under their charge were placed. They lost no time in reversing the engines and applying the air brakes, and this done they with their firemen jumped for their lives. They were just in time, for a moment afterwards the two trains interlocked with a terrific crash and had they remained nothing could have saved them from instant death.

Tramps Escape

The two engines were destroyed and several cars. The tender of the "Soo" engine was jammed back into the baggage car, from the platform of which two tramps had been ejected before the train pulled out from the station, just a few minutes previously. In a short while wrecking trains from Chalk River and Carleton Place were on the scene and by ten o'clock yesterday morning the track was cleared and all that remains to be seen now is the two interlocked and mangled engines and several badly smashed cars standing in the Pembroke yard.

To the cool-headedness of the engineers in charge of the two trains is due the credit that no lives were lost, and though all the passengers were badly shaken up there was not one who is at all seriously injured. Had there been any delay in applying the air brakes and reversing the engines the consequences must necessarily have been fraught with dreadful fatality. but as it was the momentum of the two trains had been so reduced that neither was forced from the track when the crash came

The Injured.

The Injured are as follows:

JOSEPH JACKSON, one of the oldest engineers on the road, strained his back and neck jumping from the "Soo" train.

JAS. DEVINE. of North Bay, slightly bruised the calf of one leg jumping from the train. He was the engineer on the excursion, train from Ottawa.

The firemen on both trains were uninjured with the exception of slight strains of the muscles.

DAN CAMERON, of North Bay, was thrown through a door and sustained a slight wound on the arm. He was conductor on the "Soo."

THOS. LARMONDRA, brakeman on the excursion train, sustained a slight wound on one leg.

JOHN FALBY, baggageman, of North Bay, struck by flying timber; slightly injured in back.

FRANK SMITH, of Boston, slight strain of muscles of back.

MOSES ROWE, Warren City. N.J. head bruised and muscles of back strained

FELIX CLEMENT- foreman for W.C. Edwards Co., of Rockland, a few slight bruises.

GEO. MORRIS, injured in abdomen ; not serious.

Dr. W. W. Dickson was called upon and rendered medical assistance to all in need of it.

Who Was At Fault?

Upon whose shoulders shall the blame for the accident rest, is knowledge which it seems is impossible to obtain here, as the C.P.R. officials are very reticent and will give no information to the public. But from all that can be gathered by way of rumor and from the "know-it-alls." it would seem that the unfortunate accident was due to the neglect of the night operator here in failing to detain the regular train till after the arrival of the special.

This much however has no better foundation than rumor and those in position to know will neither verify or deny anything, and so the knowledge of where the blame lies remains in the hands of the railroad officials.

AS SEEN BY A PASSENGER

Mr. H.S. Fuller, proprietor of the Daily Enterprise, Brockton. Mass., who was on board the "Soo" says he has seen many bad accidents, among others the famous Quincy accident in which 40 people were killed, and that the wreck in none of these was any worse looking than the Pembroke wreck. Mr. Fuller speaks highly of the consideration shown the passengers by the railway company.

Mr. Fuller and wife are on a holiday trip and spent yesterday at the Cecil. They left to-day for a trip up the Parry Sound.

25/07/1898 *Kingston Whig Standard* *Chalk River**Pembroke*

A collision occurred on the C.P.R. at Pembroke Sunday morning between two passenger trains; no fatalities are reported.

26/07/1898 *Ottawa Citizen**New York Central**Sussex Street*

A Citizen reporter called at the office of the Ottawa and New York Railway Company, which is temporarily located in the Carleton Chambers on Sparks Street and in a brief interview with the manager, Mr. Hibbard, obtained from him an authoritative denial of the item which appeared in the Free Press stating that the Ottawa and New York Railway Company would inaugurate their service next Saturday. Mr. Hibbard stated he was not in a position to extend further information as to the intentions of the company at present.

The Ottawa and New York new city office is to be located further down Sparks street, near the general post office, and as the furnishings are complete, the company staff will enter into possession immediately.

Mr. Hibbard was entirely reticent as to the intention of the company with respect to the old C.P.R. depot on Sussex street, which rumor stated would be the future depot of the O. & N.Y. Railway Company.

It is probably in the neighbourhood of a dozen years since the C.P.R. ceased to use it as a depot. Situated on the east side of the lower bend of Sussex street, about ten minutes walk from the Basilica, and surrounded with every mark of decay and neglect, it stands a moderately sized dingy frame building with low drooping eaves, and surrounded with lumber and weeds. In one end is located a C.P.R. telegraph office and the rest of the building is occupied by Mr. Fairburn as a dwelling house. Such is the place which Dame Rumor says will be the future home of the Ottawa and New York Railway Company, although Mr. Hibbard professed entire ignorance of any such intention on the part of the company.

26/07/1898 *Ottawa Citizen**Carleton Place**Stittsville*

C.P.R. constables Cowan and Davidson have returned from Stittsville where they were investigating the recent hold up at that station. They were unable to make any valuable discoveries.

THE PEMBROKE ACCIDENT

Fuller reports from Pembroke with respect to yesterday morning's accident on the C.P.R., confirm the report sent out last night that there was no loss of life, and that none of the passengers were seriously hurt. It seems that nearly all those on the excursion train had got off along the line, and only some twenty were left when the collision occurred. There were about fifty passengers on the Soo. A remarkable thing about the collision was that none of these cars left the track. The two engines, tenders and baggage cars telescoped, but no damage was done to the passenger coaches, beyond breakage of glass, etc. The loss is roughly estimated at \$15,000. An investigation is being held into the cause of the accident. Both trains were fortunately going slow.

The Ottawa and New York Railway between Ottawa and Cornwall will be opened for traffic in a short time. Large gangs of men are busily engaged in getting the road into shape. The last ties will be laid near Ottawa to-day, the switches put into place and the necessary ballasting put down. Through the kindness of Mr. C. B. Hibbard, President of the O&NY and Mr. L.F. Motley of the construction company, a Journal reporter was able to go over the line yesterday afternoon and had a good view of the country through which it runs, as well as the towns and villages on the line. The trip was made in the cab of engine no. 7 manned by engineer J.S. Bucklin of Santa Clara, NY and Fireman C.S. Pullen of Tupper Lake, NY. Conductor Ed. Smith of Newington had charge of the train.

The start.

The start was made from the Canada Atlantic tracks, five miles from the city about four o'clock. An earlier start had been intended but the rain and wind storm made it unsafe for the train to start. The rear end of the train was invisible from the engine owing to the dense rain. Before the rail fell, sand and dust darkened the air but the rain soon settled it. The rain did great damage to the grain throughout the district.

The new road branches off from the CAR tracks a few miles out of Ottawa and runs south to Ramsay's Corners, seven miles from Ottawa.

Ramsay's is a small settlement built on a hill. From Ramsay's the road passes through Piperville and Edwards in a level stretch of country. In this stretch there is a straight stretch of track thirteen miles in length. A siding has been put in at Edwards but no station has so far been built. It will probably be a flag station.

Piperville and Edwards district is not very thickly settled, but it is a comparatively new country to the farming community and it is being greatly improved. It has several cheese factories and large numbers of dairy cattle are kept in the section. Edwards is thirteen miles from the city.

From Edwards the country steadily improved. The farms look better, are better cultivated and more modern and larger homes have been built. Fruit trees are noticed in abundance. The soil is sandy. The grain throughout this district was in splendid condition until the rain and wind came and knocked it down. Approaching Russell the track curves and runs through some of the finest farming country in eastern Ontario. Russell is on the south of the track - which passes right beside the Exhibition Grounds. At Russell the first station was reached and a stop of a few minutes was made. Two switches have been built at the station for the accommodation of the trains.

The first station.

Russell with the advent of the railroad will be a more important village than formerly. It is situated on the banks of the Castor River and already has a number of industries. A large cheese factory in the village does a splendid business; a woolen mill, a saw mill, grist mill, planing mill, a sash and door factory are all at work, and thriving. It also contains three hotels. The village is the centre of a fine farming country. Hay grows abundantly, large herds of cattle are kept and dairying on a large scale is carried on. The village has a population of about six hundred. Many cheese factories are tributary to Russell.

The best scenery on the line begins at Russell. From Ottawa to Russell the land is level or low lying. At Russell its character changes - hills are more noticeable - the land looks richer and better tilled, and fine trees grow in abundance.

St. Onge comes after Russell. This village is about two miles from Russell and is also a fine farming district. Hay is always an abundant crop and dairying is conducted on a large scale. A brickyard does business at the village and Mr. C. St. Onge - after whom the village is named - intends executing a large brick hotel.

Remains of wreck

Embrum was next reached. Lying beside the track were bent and twisted pieces of iron, axles and broken wheels, marking the spot where four men were killed in the recent ballast train wreck. At Finch, the fated engine - No. 3 - that jumped the track and brought death to so many was standing on the rails. It looked battered and broken, but will be repaired and placed in commission again.

Embrum is built on the banks of the Castor River. The village looks down from a hill upon the surrounding country. High above everything rises a magnificent stone church erected by the Roman Catholics. The church cost \$75,000, and it is certainly the finest edifice on the line between Ottawa and Cornwall. Embrum's population is considerably above one thousand, around the village and including probably eighteen hundred people finds homes. The station is about a quarter of a mile from the village. Beside the station a hotel and general store have been built and an air of progressiveness is apparent about the place. The village boasts two steam saw mills and six cheese factories are tributary to it. Farming is carried on successfully. This section of the country is really beautiful. Far below the O&NY tracks the Castor River winds among the hills. During the summer it is a quiet stream - not navigable, but pretty. In the spring it rises many feet and is a rushing torrent for several months. Fine trees flank the river on both sides. A steel bridge has been built across the river and is one of the best on the line.

Tobacco is grown

Tobacco growing is extensively carried on in the district around Russell, St. Onge and Embrum, and, as an investment, is one of the best paying of the farm. Skirting the tracks for a considerable distance are tobacco fields with the tobacco growing finely.

The track passes through a rolling country after crossing the Castor River. Blanchard's - a thriving settlement a few miles from Embrum - possesses a fine cheese factory, orchards are abundant through this section. Apples are extensively cultivated.

After Blanchard's comes Cryslar with a population of six hundred. It has a grist mill, saw mill and cheese factory and several neat churches. The Nation river passes the village and the railroad crosses it on a high steel bridge. The river is a pretty one and from the bridge a splendid view is obtained. The banks rise high and the village on them overlooks a wide expanse of country.

One thing is particularly noticeable between Ottawa and Cryslar. The fields are beautiful and green and the wild mustard - the farmer's pest - is absent. But after leaving Cryslar the mustard is noticed and in some places whole fields are given up to it.

Berwick, thirty miles from Ottawa, a village with a population of four hundred was passed without a stop. It has a cheese factory, a saw mill and several neat churches. Then on through pleasant country the road curves into Finch - the busiest point on the line. The O&NY crosses the CPR here and both lines use one station.

It has a cheese board

Finch is a progressive town and it is sure to grow.

Finch is thirty-seven miles from Ottawa, and it is built within a clearing. Bush surrounds it. A large saw-mill, a creamery, three cheese factories in and around the village are already doing business. Every Friday night the Cheese Board meets, and large numbers of cheeses are boarded. A large sash and door factory is to be erected in a short time and the town bids fair to grow extensively. The population of the district is about four thousand and with the opening of the new line it is expected business will greatly advance and many new residents come in. One fine feature about the district is the fact that all roads are kept in first class condition and are splendid for driving or wheeling. This feature is noticeable right into Cornwall. The Payne River passes the town and is being dredged to make it more navigable. Near the town are a number of pretty valleys in the woods, and many pleasant picnic grounds are available.

Three churches - Presbyterian, Methodist and Roman Catholic - are in the town. The buildings are well constructed, and the whole town has the appearance of a place that is growing. New houses are being located throughout the section.

A Growing Village

The railway passes through swampy land after leaving Finch, and touches Newington, thirty-eight miles from Ottawa. Newington has a grist mill, two saw mills, a cheese factory, three or four churches and a population in the village of about four hundred. It is a growing village, and is in the centre of a good farming country. From Newington to Lunenburg, where the next stop was made, the swampy character of the land changes. The land rises and becomes more hilly. Fine farms and orchards flank the track. The line runs on without any high grades or sharp curves and when Lunenburg is reached it passes through a stretch of country that looks like a large and well tilled garden.

At Lunenburg the company has a gravel pit, six acres in extent. A steam shovel is kept working steadily and loads three or four trains a day.

Cornwall reached.

The line curves at Lunenburg and from there into Cornwall runs almost directly south. As the St. Lawrence is approached the land improves and

orchards become much more numerous. Black River is crossed ten miles from Cornwall and the line also crossed the GTR tracks not far from Lunenburg. The railway enters Cornwall on the north side and there a station 34x54 has been erected. It contains two waiting rooms, ticket office and baggage rooms.

Cornwall, the factory town, is thus directly connected with the capital. It has a population of over eight thousand and is steadily growing. Its manufactures are extensive and its location on the Cornwall Canal and St. Lawrence is splendid. The railway company is building a bridge across the St. Lawrence at this point and when completed it will be a most important and valuable bridge.

THE CONSTRUCTION WORK

How and by whom the road has been built.

The construction work has been carried on by the O&NY Railway Company represented by Messrs Balch and Peppard, with headquarters at Finch. The Company has offices at Cornwall, where are stationed the tug, road and bridge engineers.

The stations along the line are neatly constructed and contain ticket offices, waiting and baggage rooms. They are painted a light yellow colour. Sixty-five pound rails have been used in the construction of the line. Ordinary switches have been put in and the right of way is fenced with barbed wire. Whenever a crossing through a farm has been necessary the company has constructed neat gates using patent rollers instead of hinges.

The crossings have not been made any wider than the roads leading to the track. Along the line wooden trustles [sic] have been built where necessary. The rivers are, of course, crossed by steel bridges. There are no sharp curves nor high grades on the line. Over the 65 pound rails the trains will be able to go at great speed. The road, when completely graded, will be a splendid one.

The commercial benefits of the new line cannot easily be over-estimated. Passing as it does through a splendid farming and dairying country, it cannot help being a benefit to Ottawa. Over a hundred cheese factories are tributary to the line and of the output of these Ottawa should be able to get a large share. Ottawa has now a cheese board and as it becomes throughout the district the cheese-makers can probably be induced to board their cheeses on the Ottawa board.

Another advantage.

Another commercial advantage that the new line offers is this, that Ottawa could easily get its milk supply from the country through which the line passes. The milk could be carried into the city every morning by train and delivered from the depots to the consumers. Coming from the country in trains the milk would not be much shaken and would therefore be in good condition. With good train connection into Ottawa this method of supplying the milk could be successfully carried on. The cost of the milk in the country and the cost of carrying it into the city would not be too high to permit the sale of the milk at the present prices and allow a good profit.

When the line is completed on the American side from Tupper Lake to North Creek it will undoubtedly carry many tourists from New York through to Ottawa. The line will be entirely completed at an early date as the construction work is being pushed.

The stations between Ottawa and Cornwall and their distances are: -

Ottawa

Edwards - flag station - 13 miles

Russell - 20 miles

Embrum - 24 miles

Crysler - 31 miles

Berwick - flag station - 35 miles

Finch - 37 miles

Newington - 41 miles

Black River - 47 miles

Cornwall - 57 miles

27/07/1898

Lanark Era

Chalk River

Pembroke

A collision occurred on the C.P.R. early on Sunday morning about a mile east of Pembroke. The "Soo" express ran into an excursion train which was returning from Ottawa and which had slackened its pace when nearing its destination. The express, too, was going at a moderate rate so that the danger to those on board was minimized. The "Soo" train had between forty and fifty passengers on board, while the excursion train was freighted with only twenty passengers. Just before the collision took place the engineers and firemen of the two trains noticed what was about to occur and jumped. Neither engines nor any of the cars left the track, though the former and both baggage cars were badly damaged. The baggage car on the express was smashed to atoms but the baggage master miraculously escaped any injury. Only two of the passengers on the express were badly hurt. One of these was an old man who was thrown to the floor of the car and badly bruised. The other, a young man, was injured in the back, but both settled with the company's claims agent for \$10. It is rumored that the night operator at Pembroke is the culpable party but he alleges that he did not receive instructions to hold the express until it had left. The matter will be investigated.

27/07/1898

Lanark Era

Lanark County Electric

Lanark

Mr. Jas. Fowler, of Arnprior, is once more making an energetic effort to put new life into the electric railway scheme, which has been considered as dead for the past year. On Saturday afternoon he and his brother and a Mr. Houston called upon a number of our citizens and talked the situation over. Yesterday evening Mr. Fowler addressed a meeting of the ratepayers in the town hall and gave a statement of interesting facts in connection with the scheme. The project is now being very generally discussed by our citizens.

27/07/1898

Ottawa Journal

New York Central

Letter.

It is reported that the NY&O may lose the bonus (\$10,000) voted them by the township of Russell if they are unable to have their road in operation by the 31st July inst.

This unfortunate condition is understood to be owing to the delay caused this company before the terms upon which they might enter the city were fixed and to the determined opposition of another company.

If the NY&O Rly. would operate their trains to and from a point as near to the city as possible, and from this point convey their passengers by stages to connect with the Electric Street Railway, I am sure they will be supported by the public, who will put up with this inconvenience, as the public along the line of railway and in this city would like to see British fair play.

The line then being in regular operation would save the Russell bonus to the company, as the terms of the by-law would be complied with, and the opposition would get it in the solar plexus.

Otherwise the legislature may have to be applied to, that the period in the by-law be extended; or the by law voted again by the rate payers of Russell.

The first plan is the easiest and the surest.

Yours etc. Fair Play.

WAS A NARROW ESCAPE

A Trolley Car Smashed a Rag Picker's Vehicle and Killed His Horse.

Another accident took place this morning on Sussex street, opposite the Basilica. A rag picker named E. Brett, of Montreal, was turning the corner of Church street with his rig loaded with old rags, when he was struck, by car No. 244, going to New Edinburgh. The rig was smashed and the horse was so badly injured that it had to be shot. The man escaped uninjured.

A number of people who were witnesses to the accident say that no fault could be found against the motorman, while others claim that he did not sound the gong at all.

Car, No. 244 is the one that killed young Monette some time ago and injured Mr. W. E. Brown, who was on his bicycle..

28/07/1898 *Ottawa Free Press**Canada Atlantic**Central Depot*

Mr. J.R. Booth wants the use of the entire ground floor of the present Central depot for his railways and the offices of the militia stores will be removed at once. Several days ago Mr. Booth and Lt. Col. McDonald, Director of Stores, went over the ground with a view to choosing a place to store the contents of the stores. The vacant freight sheds were suggested by Mr. Booth, but this, at the time did not meet with Col. McDonald's view, but since that time he has decided to move. The contents of the offices will be placed in the north end of No. 2 shed now partly occupied by the Fruit Auction Co.

It is said that work will be commenced at once to lay tracks in the east side of the present station to accommodate the C.P. and O. & N.Y. railways.

28/07/1898 *Ottawa Free Press**Britannia Power Canal**Metropolitan Electric*

Requesting city for a franchise.

28/07/1898 *Ottawa Free Press**Ottawa Electric*

Incident with car No. 244.

28/07/1898 *The Record, Chesterville**New York Central*

To run on Saturday.

New York and Ottawa line will soon start trains.

The first train on the Ottawa, New York and Cornwall railway will be run next Saturday. The train will leave the CPR depot on Sussex Street, Ottawa, the company not being able to arrange terms with Mr. Booth for entering the Central Station. The difference of opinion in reference to crossing the CAR tracks near Hurdman's bridge was amicably settled, but no agreement could be reached in reference to terminal facilities. The CPR short line is not yet completed and it is likely that the New York road will have to use the Sussex Street station until it can come into the Central station over the Montreal and Ottawa railway line tracks.

29/07/1898 *Eastern Ontario Review**Montreal and Ottawa**Ottawa*

Magistrate O'Gara fined a workman on the C.P.R. short line at Ottawa for working on Sunday. An appeal to a higher court has been entered.

29/07/1898 *Eastern Ontario Review**New York Central*

It was reported that trains would be running on the O. & N.Y. railway tomorrow. There is no confirmation of the rumor.

COLLISION AT PEMBROKE

Saturday's Excursion Train Collides With the Soo Express, With Serious Results - No Fatalities, But Many Injured - \$15,000 Worth of Damage Done - Cool-Headed Engineers - The Particulars.

The North Lanark Agricultural Society excursion train from Ottawa was delayed at Carleton Place for over an hour on Saturday night owing to an accident to the air brakes on the Winnipeg express at Almonte; and the delay proved a serious matter for the C.P.R. Co. and some of the excursionists from Pembroke, as it was about one o'clock when the train reached that town, and through a serious blunder on the part of someone the Soo express, due about the same time, collided with the excursion train a mile on this side of Pembroke. Fortunately no one was seriously injured. The two engines and the baggage cars were completely wrecked. The excursion train had distributed passengers all along the route, and scarcely twenty people were on board when the collision occurred. The express had just left the Pembroke station when the engineers saw the headlight of an approaching train. At the entrance to the Pembroke station yard there is a sharp curve, consequently the engineers did not see the full danger until the trains were too close to be stopped. They were not going more than ten miles an hour. The Soo express carried about 50 passengers. When the engineers saw that a collision was inevitable, the air brakes were applied and the drivers and fireman jumped and escaped without a scratch. Ten seconds after

THE TWO ENGINES CAME TOGETHER

with a crash, completely telescoping each other. The heads of the engines were driven right into the other's boiler, while the tenders telescoped the baggage cars. The most remarkable thing, next to the freedom from death and serious accident, was the fact that the trains did not leave the track.

The engines and baggage cars were driven together somewhat after the fashion of a concertina.

While the baggage and mail cars were badly wrecked, none of the employees were hurt. No panic occurred. Some of the men in the baggage cars made a jump and got out before the tenders of the engines had time to fully telescope the car. The passenger cars were uninjured beyond the smashing of windows and the slight effects of a severe jolting.

The only passengers who were injured sufficiently to require medical aid were an old man in the rear sleeper, who was bruised by being thrown to the floor, and had his face cut by falling glass, and a young man in the excursion train who had his back injured. Dr. W.W. Dichson, of Pembroke, was early on hand and gave every attention necessary. The passengers were taken to Pembroke.

Assistant superintendent H.B. Spencer sent a wrecking train from Carleton place, and one came down from Chalk River. The debris was comparatively easy. At 9.45 a.m. a special train was made up and the Soo train's passengers were brought on to Ottawa. A feature of the accident which is being freely talked of was the alacrity displayed by an agent of the company in settling claims with the injured parties. A claims agent seemed to be on the spot, and it is said succeeded in getting the injured passengers for the sum of \$10 to sign a document releasing the company from liability.

Mr. H.S. Fuller, of Brockton, Mass., Ccty editor of the Enterprise, of that place, and his wife, were passengers on board the wrecked train. Mr. Fuller gives an interesting account of the accident, which, however, does not differ from the above in material facts except in this, that Mr. Fuller is a Christian Scientist and of course views the mishap from that standpoint. "The instant I became aware that something serious had happened to the train, the thought flashed across me," he said, "that no harm could befall my wife or myself or our baggage. And strangely enough, but, as Mr. Fuller might say, naturally enough, although the injury done to the baggage was very considerable, that of Mr. and Mrs. Fuller, like themselves, escaped without the slightest injury.

THOSE IN CHARGE

The express train was in charge of Conductor Dan. Cameron, of North Bay, with engineer George Jackson and fireman Dunlop, of Ottawa.

The excursion train engine was manned by engineer James Devine and Fireman George Morris, of North Bay.

Baggage man Joseph Folby [sic] was in his car with Dominion Expressman C. Web. They had a close shave from death. Mr. Falby was slightly injured and will have to rest quietly for a few days.

Felix Clemow, of Ottawa, was also slightly injured. He settled with lawyer Wm. White, solicitor for the railway, for \$10.

Superintendent Spencer is conducting an investigation to ascertain the cause of the accident. Until it is concluded he could not give any information. It is understood, however, that there was a mistake in connection with a despatch ordering the express to be held at Pembroke.

Whether the fault lies with the Ottawa or Pembroke end of the service has yet to be determined.

The loss to the company will total about \$15,000. Both engines were first class, that on the express train being a "Mogul."

In Pembroke it is rumored that the night operator at the station there is the culpable party. He, however, is said to have alleged that shortly after the express left he received a wire from Ottawa: "Hold 'Soo' express." but the warning came too late. These points will be threshed out later on. The night operator is Mr. Connors, who was held up at Stittsville sometime ago, and afterwards spent a fortnight in Almontet. He was summoned this week to Ottawa for examination.

THE INJURED

are as follows:

Joseph Jackson, one of the oldest engineers on the road, strained his back and neck jumping from the "Soo" train.

Jas. Devine, of North Bay, slightly bruised the calf of one leg jumping from the train. He was engineer on the excursion train from Ottawa.

The firemen on both trains were both uninjured with the exception of slight strains of the muscles.

Dan Cameron, of North bay, was thrown through a door and sustained a slight wound on the arm. He was conductor on the "Soo".

Thos. Larmondra, brakesman on the excursion train, sustained a slight wound on one leg

Falby, baggage man, struck by a flying timber; slightly injured in the back.

Frank Smith, of Boston, slight strain of muscles in back.

Moses Rowe, Warren City, N.J., head bruised and muscles of back strained.

Felix Clement, Foreman for W.C. Edwards Co., Rockland, a few slight bruises.

Geo. Morris, injured in abdomen; not serious.

To the cool-headedness of the engineers in charge of the two trains is due the credit that no lives were lost, and though all the passengers were badly shaken up there was not one who is at all seriously injured. Had there been any delay in applying the air brakes and reversing the engines the consequence must necessarily have been fraught with dreadful fatality, but as it was the momentum of the two trains had been so reduced that neither was forced from the track when the crash came.

Two Tramps got on the express at Pembroke and were put off by the train hands about one minute before the collision. As they viewed the wreck, and especially the condition of the seat they occupied was in, one was hurt to examine, "thank God the conductor put us off." They would have been crushed into mince meat.

Ten cars a day is the record of the C.P.R. shops at Perth at the present time. The men are working 14 hours a day.

The first train on the Ottawa and New York Railway left the St. Lawrence and Ottawa depot this morning at 9.30 o'clock. It had been intended to leave at 6.30 a.m. but owing to delay with the switch at the CAR crossing the train was delayed. Mr. C.R. Hibbard, president and general manager of the road went out on the train. Conductor J.C. Bonlard and Engineer A. Murray had charge of the train.

The time table as arranged for the present is as follows:-

Trains will leave Ottawa at 6.30 a.m. and 5.00 p.m. arriving at Cornwall at 10.30 a.m. and 7.45 p.m. The trains from Cornwall will leave at 7.45 a.m. and 4 p.m. arriving in Ottawa at 10.30 a.m. and 7.50 p.m. The company will only temporarily use the St. Lawrence and Ottawa depot. These times were subsequently shown in advertisements.

[ed. - This column was missing from the microfilm. Thanks to Chris Granger, Cornwall, for making us aware of its existence at the Keith M. Boyd Museum, Russell, ON. Also, thanks to Dorothy Kincaid, of the Museum, for providing us with a copy.]

The Standard-Freeholder, Cornwall, ON - July 31, 1939

DOWN THE LANE

People of Cornwall and district, as well as residents of villages served by the present New York Central Railway between Cornwall and Ottawa, may not be thinking about railway service, today. However Down The Lane would like to remind them that 41 years ago Saturday last, July 29, people were thinking seriously about rail transportation and were glorying in the fact that the run to Ottawa had at last been shortened, instead of going to and from the Capital by the more circuitous route by Coteau, Que.

On the morning of Friday, July 29, 1898, the Ottawa [and] New York Railway as it was then called was opened to traffic and first trains over the new road, north and south, were set in motion. The Cornwall Freeholder of that date gave an elaborate account of the event and Down The Lane believes, in view of the recent talk of closing up on the service, the original opening, and the events leading up to it, will prove of interest especially to those public bodies which opposed any lessening of the company's service. The Freeholder, July 29, 1898, said:

The opening of the Ottawa and New York Railway between Cornwall and Ottawa, this morning, marks the realization in a slightly altered form of a scheme originated in 1882, when the old Ontario Pacific Railway Company, of which the late Dr. Bergin, M.P., was then the moving spirit, sought, with the aid of Jay Cooke and Co., of Philadelphia, to build a road from Cornwall to Sault St. Marie, and thence westward to the Pacific Coast, about on the line now traversed by the Northern Pacific Railway. This scheme was rendered impossible through the influence of the C.P.R., but, was never dropped, and, after many years of fruitless effort, a contract was signed on August 14, 1896, with the New York and Ottawa Company, who assumed the franchise of the Ontario Pacific and set engineers to work to lay out a line from Ottawa to Cornwall and thence across the St. Lawrence to connect with the Delaware and Hudson Railway at North Creek.

The engineers completed this work early in the summer of 1897, and the contracts for building of the road and bridge were awarded. The SooySmith Company of New York, secured the building of the piers and masonry; the Phoenix Bridge Company, of Phoenixville, Pa., the iron superstructure; and the grading and ballasting were contracted for by Balch and Peppard, of Minneapolis, Minn., who afterwards sublet most of the work.

The First Sod - The first sod was turned on Monday, August 23, 1897, by John Bergin, Q.C., on the site of the Cornwall station, north of the West Front Road.

It was expected that the road would have been completed between Cornwall and Ottawa last fall, but numerous obstacles, not the least of which was the bitter opposition of the C.A.R. (Canada Atlantic railway), caused some delay. The grading, however, was completed with the exceptions of a few small sections and steel laid from the Canada Atlantic junction to the G.T.R., at Cornwall.

The engineers, in their calculations as to the time of bridging the St. Lawrence, underestimated the force and volume of "The Father of Waters," which, some of them say, is positively the worst bit of liquid for bridge building they have ever tackled, but all obstacles have now been overcome and a couple of months should see trains running from Cornwall to the American shore.

The guiding hand of the whole machinery so far has been George W. Parker, of St. Louis, Mo., president of the New York and Ottawa Company, which undertook the construction of the line. The money end of the business is looked after by H.T. Nash, also of St. Louis, who is treasurer of the construction company.

Chief Engineer Anthony has brought a lifelong experience in railroading to bear on the problems encountered in the construction of the road and has solved them successfully.

The new road will start with an excellent equipment. It will have six powerful engines, three of which have been used on construction, and three new ten-wheelers, built by the Baldwin Company of Philadelphia, very powerful machines suitable for passenger or freight service. Two full trains have been built by the Pullman Car Company, of Chicago. Each train will consist of two first-class passenger coaches, a mail and express car. Besides these, the company has purchased several coaches and combination cars for mixed trains and excursions, which arrived in Cornwall and were turned over to the company.

The passenger station at Cornwall will be a neat building, uniform in design but considerably larger than at any other point on the line. It will be 18 feet wide by 52 feet long, with a platform 200 feet long. There will be a general waiting room 24 by 24 feet, with a ladies' waiting room, baggage rooms and operators' room. The Street Railway Company's tracks will run immediately in rear of the station which is situated about 200 feet North of the West Front Road, and to the freight house, which is 24 by 42 feet and connected with the station by the platform. Mr. Warwick, of Brockville, is contractor for the station buildings.

C.W. Wilson, late agent of the line at Tupper Lake, will be agent at Cornwall and has arrived to take charge. Leslie Hart, of Cornwall, is the operator. Other agents already appointed are A.G. Hope, at Newington, and R. Crandall, at Russell. At Finch junction a joint agent is employed by the O. & N.Y. and the C.P.R.

The general offices of the company are in Ottawa, the northern terminus, where C.B. Hibbard, president and general manager was located, as well as W. Chance, secretary; G.H. Watson, treasurer and general passenger agent; S.W. Derrick, trainmaster, F.D. Anthony, chief engineer, and C.E. Cartwright, assistant engineer, made their headquarters at Cornwall.

For the present, two trains will be run each way daily. A passenger train will leave Cornwall at 7.45 a.m., reaching Ottawa at 10.30 a.m.; returning, this train will leave Ottawa at 5 p.m. and reach Cornwall at 7.30 p.m. A mixed train will leave Ottawa at 6.30 a.m., reaching Cornwall to connect with the expresses west, and will leave Cornwall at 4.00 p.m., reaching Ottawa at 8.30 p.m.

The First Train - The first train to Ottawa left Cornwall at 7.45 o'clock this morning, July 29, with conductor Silas Brown in charge and engineer Ed. Leboeuf at the throttle. A train also left Ottawa at 6.30 o'clock, with Joseph Bombard as conductor and Albert Murray as engineer.

The trip over the O. & N.Y. proved a pleasant experience. The street cars take people to the station and, after crossing the G.T.R. at Cornwall Junction, the train hits a lively clip. The view of the country was somewhat confusing, cutting through farms and seeing mostly the backs of farm

houses, where the entire family gathered to see the unusual and unfamiliar sight of trains passing. The Cornwall Centre cheese factory was passed a few minutes after leaving the G.T.R., after which the train passes through the big cut at the Post Road and stops at Black River and then on to Newington and Finch. The long promised connection with the [?] country is at last an accomplishment, and there are to be no more nightmares of drives of long hours' duration through snowdrifts and muddy roads to Newington and Finch. We instinctively uncover our heads to the gentlemen whose enterprise has made the quick trip possible and to the memory of the late Dr. Bergin, whose dreams were realized only after he himself had passed away.

At Finch, the O. & N.Y. crosses the Canadian Pacific Railway, a joint agent, Mr. Cease, looking after the interests of both companies. Here is installed a fine interlocking switch plant; a large tank holding 50,000 gallons and drawing its supply from the Payne River by means of an automatic gasoline engine of three horsepower. This tank and a similar one at Russell are under the charge of J.R. Simpson.

In a few minutes the train reached Berwick and a little later it arrived at Crysler, where the Nation river is spanned by a handsome iron bridge. At Embrum, the spire of a beautiful church is seen through the trees. A little to the west is the village of St. Onge. The Castor river, a black looking, sluggish stream, is crossed by a deck bridge. On the Mackie place, a little west of the track near Embrum, is seen a veritable curiosity in the shape of a huge boulder, weighing many tons, resting on another boulder, and so nicely balanced that a child can rock it.

Russell, three miles north, is a prettily-situated village with good buildings and an excellent fair ground and race track alongside the railway.

At Edwards, seven miles nearer Ottawa, there will be a flag station only. The people of Piperville, so it is said, opposed the railway and were anxious that no station should be located near them; now they would give a great deal for the accommodation.

At Hawthorne Junction, five miles from Ottawa, the O. & N.Y. crosses the Canada Atlantic Railway and runs for some distance alongside the newly-built track of the C.P.R. and a couple of miles out switches on to the old track of the Prescott road and into the Sussex street station. This is only a temporary arrangement. As soon as the O. & N.Y. and the C.P.R. can bring J.R. Booth, of the Canada Atlantic, to terms, they will run into the Central Station, just east of the Russell, where a handsome union terminus is to be built.

As one journeys over the 56 miles between Cornwall and Ottawa, the view from the car window is that of as fine farming country as there is in Canada. From Finch north, west and south, stretches the great prairie, no hill lifting itself above the dead level as far as the eye can reach. We knew Finch farmers and farms, but were unprepared for the appearance of the country further to the north, which is well cleared and cultivated and furnished with livestock galore. Compared with the section traversed by the Canada Atlantic, only a few miles to the eastward, the difference is surprising.

The road is well fenced and at every crossing whether the highway is opened or not, is a sign in the shape of St. Andrew's cross, with the words "Railway Crossing" in large black letters.

The trains are running strictly on time and are carrying a good number of passengers for a newly-opened road, as well as considerable freight.

The general offices of the company are pleasantly situated at the Carleton Chambers, Ottawa, on Sparks Street, a short distance above the Russell.

All in all, the new railway trip from Cornwall to Ottawa and return was a delight and the road is sure to fill a long felt want and be popular with the people of the district.

29/07/1898 *Ottawa Journal* *Chalk River* *Almonte*

BROKE A PISTON ROD

Accident Happens the Ottawa & Pembroke train near Almonte

The C.P.R. train from Ottawa to Pembroke was delayed sometime at Almonte last night through the breaking of a piston rod. The rod broke when the train was at the tenth line crossing about 1 1-2 miles from Almonte. It broke off near the cylinder.

The train was backed into Almonte with one cylinder and held there until an engine was sent up from Carleton place. It did not get out of Almonte until after the Winnipeg train which leaves Ottawa an hour later than it does.

29/07/1898 *Almonte Gazette* *Lanark County Electric* *Lanark*

The Perth electric railway scheme is being again revived in view of the action taken by the county town in submitting a bylaw to vote a bonus in aid of the Railway of \$7,500. The bylaw already passed by Lanark offering \$10,000 seems hardly available without confirmation again by the people, and it seems to be the impression that some opposition might be met within the effort to vote so large a sum again. Mr. Fowler, the original promoter of the scheme, and his brother visited Lanark on Tuesday, and after interviewing a number of our citizens a meeting was called for eight o'clock. Although the notice was brief a goodly number of our rate payers were in attendance. The reeve was voted to the chair and Mr. Fowler was called upon to explain the present position of the company and his views in general respecting the building of the railway. Next Mr. W.C. Caldwell spoke in favor of the scheme, and was favorable to confirming the bylaw for a \$10,000 bonus. Mr. R. Robertson was next called upon, and after declaring his wish to have better communication for Lanark, he however thought that it would be had at too high a figure if the old by law were again carried. He stated that he would oppose the grant of such a sum and thought that at the most \$5,000 was all that the village could pay. Rev. Mr. Wilson asked Mr. Fowler if his company would be satisfied to take \$7,500 and gave it as his opinion that the village would likely be willing to grant that sum. Mr. Fowler could give no definite reply to his question, and asked for time to talk over the matter with his company. Friday evening of this week was fixed for another discussion, and the meeting adjourned.

29/07/1898 *Ottawa Free Press* *Ottawa Electric*

Car No. 29 derailed.

29/07/1898 *Ottawa Citizen* *New York Central*

The Ottawa and New York Railway this morning inaugurated a regular service over its line between this city and Cornwall.

The first train steamed out at 11.37 a.m. but owing to a delay in the order from Mr. Chamberlain to drive the last spike in the diamond, the time of departure was postponed. She was manned by Joe Bombard, conductor, Albert Murray, engineer, and Douglas Cameron, fireman. Some fifteen passengers made the initial trip to Cornwall. The incoming train left Cornwall this morning at 7.45 and was waiting at the diamond for the departure of the train from Ottawa. Henceforth, the regular service will be put on. The incoming train is scheduled to arrive at 10.30 a.m. and 7.45 p.m. The first train left for Ottawa sharp this morning.

The timetable has been arranged so that close connection is made at Cornwall with the G.T.R. for Montreal and Toronto and at South Finch for Montreal by the C.P.R.

The new road will be an inestimable boon to the people of the districts through which it runs and will be the means of greatly developing a section of the country which heretofore has been deprived of railway communication.

The first train on the New York and Ottawa railway left Ottawa at 6.30 this morning from the old St. Lawrence and Ottawa depot for Cornwall. On Monday last the Free Press made the exclusive announcement that the first train would run this week, probably Saturday. Owing to the arrangements for opening being facilitated much quicker than was expected the train service was inaugurated a day sooner. The Citizen did not get the news last Saturday, and came out subsequently with a silly screech under the heading "Another Fake Nailed," and described the Free Press statement as a fake, accompanied with the announcement that the trains would not run for some time yet. The running of the trains today fully substantiates the reliability of the Free Press announcement, and the public can easily draw their own conclusions as to which paper gets the news.

The train which left this morning was "light", being run to fulfill the conditions of certain contracts into which the company entered. The regular service will be started at once and will consist of two trains a day both ways for the present. When the roadbed gets into shape the company promises to put on a first class service. The using of the St. Lawrence and Ottawa depot is merely a temporary arrangement.

29/07/1898 *Ottawa Free Press**Pontiac Pacific Junction**Aylmer*

A seizure was made at Aylmer on Tuesday, when the immovable properties of the Pontiac and Pacific Junction Railway were seized by order of Sheriff Wright. The claim is for \$1,251.26, due the Quebec government for commercial taxes.

29/07/1898 *Ottawa Citizen**Chalk River**Almonte*

Engine Broke Down

Almonte July 29 (Special). The local running from Ottawa to Pembroke met with an accident about two miles west of Almonte yesterday evening. The train was on time on reaching Almonte, but at the crossing between here and Blaney the cross-head, back cylinder cover and big end bolts were broken, causing her to put back to town. Another engine was telegraphed for, and that train pulled out about 8 p.m. The train was in charge of conductor Anderson and Engineer Dudley.

29/07/1898 *Almonte Gazette**Chalk River**Almonte*

A heavy train passed through here from the west early Tuesday morning. It contained nine coaches of Chinamen and five freight cars of silk.

30/07/1898 *Montreal Gazette**New York Central**Osgoode*

The first train on the New York and Ottawa Railway left Ottawa at 6.30 this morning from the old St. Lawrence and Ottawa depot for Cornwall

30/07/1898 *Montreal Gazette**Pontiac and Renfrew**Aylmer*

A seizure was made at Aylmer, Que., on Tuesday, of the immovable properties of the Pontiac and Pacific Junction Railway, by order of Sheriff Wright. The claim is for \$1,251.26, due the Quebec Government for commercial taxes.

30/07/1898 *Ottawa Citizen**Locksley*

The Pembroke Southern Railway has completed grading 16 miles of the road from Golden Lake. The remaining five mile to Pembroke is also nearing completion. The intention is to extend it still further to Bancroft and Irondale but to do that it is necessary to run over the Parry Sound tracks for some distance. Permission for the same has not yet been granted, it is understood, and may not be for some time.

30/07/1898 *Ottawa Free Press**New York Central*

The present two trains will be run each way daily over the New York and Ottawa line on comparatively slow schedules, which will be quickened when the construction trains are hauled off. A passenger train will leave Cornwall at 7.45 a.m. arriving at Ottawa at 10.30 a.m. Returning the train will leave Ottawa at 5 p.m. and reach Cornwall at 7.30 p.m. A mixed train will leave Ottawa at 6.30 a.m. reaching Cornwall to connect with the expresses west and will leave Cornwall at 4 p.m., reaching Ottawa at 8.30 p.m.

These figures are approximate only and may be changed at any time. The work on the station at Cornwall is progressing satisfactorily.

30/07/1898 *Ottawa Free Press**Montreal and Ottawa*

The first train over the Montreal and Ottawa railway left Montreal this morning about half past nine, but it is not known when it will arrive in Ottawa. On board were General Superintendent C.W. Spencer, Supt. H.B. Spencer and other officials of the company.

The train will run over the M. & O. tracks to Hurdman's bridge where it will take the St. L. & O. track at the new junction put in by the Montreal and Ottawa company the Chaudiere junction, and run into the Union depot. As it is a trip of inspection and not a time test, it will likely not be a very fast run.

30/07/1898 *Athens Reporter**Westport*

Fire on Long Trestle - Noticed by James Cumming (ER) While out to his home at Lyn yesterday on the Grand Trunk train, James Cumming noticed that one of the supports of the long trestle of the B&W Railway was on fire. On his arrival at Lyn he telephoned the head office here and men were sent out at once, with the result that the fire was put out before any damage had been done. The blaze is supposed to have been caused by a spark from an engine.

30/07/1898 *Ottawa Citizen**Chalk River**Pembroke*

THEY WERE DISMISSED

Canadian Pacific Employees Released as a Result of Sunday's Collision

Two dismissals from the service of the C.P.R. are recorded as a result of the collision near Pembroke last Sunday morning - Mr. Howard Moore, conductor on the local train that left here Saturday evening, and Mr. F.A. Tonnor, the telegraph operator at Pembroke, who failed to hold the Soo express

Conductor Moore carried a red signal on his train as far as Pembroke, which indicated that a "special" was following. At Pembroke he registered the "special" in a book kept for that purpose. Mr. Moore's offence is that he did not secure a receipt for this registration.

It is claimed, however, on his behalf, that it has not been customary to ask for such receipts. Mr. Moore has been connected with the line for many years, and he says that instances of receipts being obtained must be exceedingly rare. If this be true, Mr. Moore's blame for the accident is greatly lessened.

The two engines, much battered, two cars with their ends stove in, and a large quantity of scrap iron resulting from the collision, have been brought to the city, and now lie on a siding near the Union depot.

30/07/1898 *Montreal Gazette**Chalk River**Pembroke*

As a result of an investigation in to the accident on the C.P.R. at Pembroke Sunday morning, the night operator at Pembroke and the conductor on the up-special passenger train have been discharged for negligence.

02/08/1898 *Ottawa Journal**Ottawa Electric*

Trailer 215, attached to car No/232, ran off the track at the corner of Rideau and Sussex streets yesterday at three o'clock. The service was delayed 25 minutes. Several cars have run off at this point lately. The track at the corner, from constant use, has become somewhat worn.

02/08/1898 *Ottawa Citizen**Hull Electric*

It appears that car no 14, running in Hull city, has been condemned as unfit for traffic, its wheels being in a very bad condition. The car is used, notwithstanding, in Hull.

At precisely 11.30 Friday morning the first train over the Ottawa and New York Railway pulled out of the Sussex street station.

Although the train was not crowded, what was lacking in numbers was made up in kind.

Mr. C.B. Hibbard, president and manager of the road, Mr. Ridout, government inspector, Chief Engineer Anthony and Mrs. Anthony, Fred Erickson of Escanaba, train-master Durick, Charles Hibbard and a Citizen man made up the party.

In the highest of spirits the crowd left the city and everything went well until Hawthorne was reached where a delay of two to three hours occurred during which the patience of the passengers was exercised while the diamond was being properly placed. Then onward the train glided smoothly indeed since the road is so new.

On arrival at Russell, having passed Ramsays Corners and Piperville, the party drove to the Commercial Hotel in a bus and attended to wants of the common man.

After twenty minutes of serious occupation the party rose from the well laid table and returning to the station again, boarded the train again and the journey proceeded with.

Soon Embrum, the scene of the sad fatality of a few weeks ago was passed. Then came Crysler, pleasantly situated on the banks of the Nation River. The next station is Berwick in the midst of a district noted for its stock raising and dairying. The storm through which the party had been running for some time abated as the train steamed into the village of South Finch. At this point the O. & N.Y. crosses the C.P.R.

After leaving Finch a long cedar swamp was passed. The next stop was made at Newington. Then our attention was attracted first by the "clustered spires" that indicate the religious proclivities of the people. Quite a crowd of the villagers hailed the advent of the train. At Newington is situated one of the gravel pits of the line from which immense quantities of ballasting material have been and are still being taken. There we saw the giant engine No. 7 weighing 117,000 pounds.

After Newington is Harrisons Corners and then some three or four miles further is Cornwall, the town of cotton and lacrosse.

The trip was largely enjoyed by all the strangers. Messrs. Hibbard and Derrick having extended every courtesy.

The opening of the Ottawa and New York Railway marks a distinct advance in the trade development of Ottawa. To the trade of the city is added that of one of the best agricultural districts of this part of Ontario. The country between Ottawa and Cornwall is dotted with beautiful villages and filled with rich farmers. The farmers in the neighbourhood of Russell and St. Onge are the best in Russell county and Ottawa will deserve a large trade from that district.

The greater benefit will come to Ottawa when the connections through to New York are completed, which will be before the end of the summer.

The new route will pass through the heart of the Adirondacks. The road will be a great competitor for tourists travel and its policy will be to bring all to Ottawa, at the edge of the Canadian Adirondacks, the Laurentians.

02/08/1898 *Ottawa Free Press**Hull Electric*

Yesterday evening at 6.30 a collision occurred on the Hull electric railway, about a mile or two east of Deschenes. As two electric cars were coming in from Aylmer loaded with passengers from Queen's Park, one stopped to let some passengers off. The other car was coming along at a good rate a couple of hundred yards or more. The motorman cut off the current and set the brakes, but the rails being wet from the rain, the car slid along, striking the front one with terrific force, completely demolishing the cabs of both cars. There was no one seriously hurt, although a great number were cut with flying glass and a child who was sitting in the front seat with the motorman was considerably bruised about the body.

03/08/1898 *Lanark Era**Lanark County Electric**Lancaster*

THE ELECTRIC RAILWAY

Our ratepayers are once more to be called upon to cast their votes either for or against a by-law to grant a bonus of \$7,500 to the Lanark County Electric Railway for the construction of an electric railway from Perth to this place. The question of bonusing [sic] has been before our ratepayers on two previous occasions, and on each occasion the majority pronounced in favor of granting a railway bonus. Now that the bonus asked for is smaller than that voted on either of the previous occasions, the by-law should have so much the better chance of carrying. But at present there seems to be such a divergency of opinion on the proposed scheme that the ultimate fate of the by-law and the proposed road is extremely doubtful. The question for the rate payers to decide is "would the benefit accruing to Lanark from such road be sufficient to warrant the expenditure of \$7,500." There are those who contend that the road will be a positive injury to the town and cite cases to show that the smaller town is almost invariably ruined by the larger. Others express their willingness to vote in favor of the by-law were it proven to them that freight would be brought in here cheaper than at present and that the Perth merchant would not gain at the expense of this place. Others are heartily in favor of the road and would be willing to vote even a larger bonus. With this place as the terminus of the road it is difficult to understand why the railway should be an injury to the town. Lanark would become the distributing centre for a much larger area of the country to the north and west of us and the increase of trade from this section would, we think, much more than atone for the small portion of trade that would be drawn to Perth. Because some small towns have been injured by connection with larger towns it is not to be concluded that Lanark will also be injured, inasmuch as the large extent of country back of us assures us of a large increase in trade. Those who would favor the by-law where it proven to them that freight will be brought in here cheaper than at present take a very reasonable view of the matter, and a clause in the by-law fixing a maximum rate would secure their votes. But before voting the rate payers will be better informed on these points.

03/08/1898 *Ottawa Citizen**New York Central*

A meeting of the Railway Committee of the Privy Council is to be held on Friday morning at 11 o'clock to dispose finally, if possible, of the application of the Ottawa and New York Railway Company to be allowed to reach central station over the tracks of the Booth system.

At the last meeting of the committee certain technical questions in connection with the application were referred to the chief engineer of the department, whose report has been ready for some time. Since then the O. & N.Y. people have been pressuring for a decision and as Hon. W.S. Fielding, the acting Minister of Railways is anxious to leave within a few days for Nova Scotia, it was decided to deal with the question as soon as possible. There was some doubt as to whether the notice would be sufficient, but Mr. Booth's solicitor having agreed to waive all objections on that score, the Railway Committee has been called for Friday to deal with the case. The Hon. Fielding will preside.

03/08/1898 *Ottawa Citizen**New York Central*

Advertisement. Regular trains leave Ottawa Sussex Street Depot, daily except Sunday, for Cornwall and intermediate stations at 6.30 a.m. arriving Cornwall at 10.30 a.m.; and at 5.00 p.m. arriving Cornwall at 7.45 p.m. connecting at Cornwall with Grand Trunk Ry. for points west.

For tickets and information apply at City Ticket Office 39 Sparks St. or at Sussex St. Depot.

A detailed timetable showing times at intermediate stations is also shown.

The Bonus By-law

Another railway meeting was held in the town hall on Friday evening and the ratepayers turned out in much larger numbers than they did to the previous meeting, probably owing to an increase of interest in the scheme as well as the fact that longerr notice had been given of this meeting. Mr. Fowler and two other gentlemen interested in the company were present. At the previous meeting Mr. Fowler had been requested to ascertain if his company would accept a bonus of \$7,500 and on Friday evening he informed those present that if that amount were granted the company would be willing to proceed with the work, provided the Perth by-law is carried. Various questions were then put to Mr. Fowler in regards to the working of the road and freight rates. On the latter point the queries and answers flew somewhat rapidly for some time, some of those present expressing the opinion that unless the company would consent to bring in freight at a lower rate then it can be wagoned in now, the road would not be worth the bonus of \$7,500, and also expressing doubt as to whether the company would be willing to bring in freight at a lower rate than it can be wagoned. Mr. Fowler, however, was quite positive that freight rates from Perth to this place would be much lower than at present and stated that it would be to the interest of the company to bring in freight at as low a rate as they possibly could. Considerable discussion of the merits and demerits of the railway was indulged in when a resolution was finally carried by the ratepayers requesting the council to submit a by-law to raise the necessary bonus. The council met on Monday and Tuesday evenings to consider the matter of submitting a by-law and decided to await the result of the voting on the Perth by-law on Friday. Should Perth show themselves in favor of granting a bonus, then the council will proceed to prepare and submit their by-law as quickly as possible

04/08/1898 *Ottawa Journal**New York Central***OTTAWA'S NEW RAILWAY**

A meeting of the railway committee of the Privy Council will be held tomorrow to further consider the application of the Ottawa and New York railway to reach the Central depot over the tracks of the Ottawa and Parry Sound road.

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THE CENTRAL STATION

It is stated that the Ottawa and New York Ry. Co. propose making another application to the Railway Committee to-morrow regarding tracks into the city. On enquiry at the Parry Sound offices it was learned that since June last the C P. R. and the O. & N. Y. Co. have had an agreement with the Parry Sound road allowing them access to and the use of the Central Station, and in that respect no delay or opposition has been made by the Parry Sound road, who have acquiesced and made necessary arrangements ; but any delay which has occurred appears to have been owing to the fact that neither road is yet in a position to take advantage of the facilities offered to them.

04/08/1898 *The Record, Chesterville**New York Central***First train ran Saturday.**

The Ottawa and New York Railway was opened for traffic Saturday morning. The first train to Ottawa left Cornwall at 6.30 a.m. For the present, two trains will be run daily.

05/08/1898 *Ottawa Free Press**Britannia Power Canal**Metropolitan Electric*

Metropolitan Electric bylaw read a first time.

05/08/1898 *Ottawa Citizen**New York Central**Russell*

Russell Aug. 4. The principal event of last week was the opening of the New York and Ottawa Railway for passenger traffic. There was a large crowd waiting at the station when the first passenger train steamed in. The Union Jack floated from the station flagstaff. A number of our prominent residents took in the first trip to the Capital. Among those on the train were Messrs. A. Heimer, P.R. MacDonald, A. Corecadden, John MacDonald, S. York, D.S. McDugall, M.D.L. Loux and W.H. Lowrie. The road will be a great convenience to the town and the surrounding villages. The first shipment of cheese was made over the road by W.R. Petrie and Co. The product of twenty or twenty-five factories will be shipped from here weekly. In fact Russellites expect the cheese from the county of Russell and a good part of Carleton will be purchased by our enterprising cheeseman, Mr. Birdsall and shipped from here and other stations on this line. A number of carloads of lumber have already arrived at the station for Messrs. Carkner and McMaster.

05/08/1898 *Ottawa Citizen**New York Central*

The application of the New York and Ottawa Railway Company for power to enter the city and reach the Central depot over the tracks of the Ottawa, Arnprior and Parry Sound Railway and the C.A.R. and by constructing a track down the canal bank, was argued before the Railway Committee of the Privy Council this morning. Hon. W.S. Fielding, as acting Minister of Transport presided, and Hon. David Mills and Sir Henry Joly were also present. The N.Y. & O. was represented by the president, Mr. C.B. Hibbard, and Mr. Curle, solicitor; the O.A. & P.S. and C.A.R. by Mr. Christie QC., solicitor for Mr. J.R. Booth. His Worship the Mayor Bingham also attended.

The application had been argued at a meeting in June and an order prepared dealing with it; but upon the advice of the Department of Justice, it was not enforced, as the committee making it was not a quorum.

Mr. Hibbard gave evidence in resects of the availability of the tracks in question and their sufficiency for all three railways, and, under cross examination by Mr. Christie, maintained that there were insuperable difficulties in the way of entering by any other route, such as the crossing of city property and ordnance lands. He said there was a draft agreement tentatively in force, by which the O. & N.Y. were using the tracks of the Montreal and Ottawa, otherwise the C.P.R.

Mr. Christie argued at length against the granting of the application, holding that the previous meeting was illegal owing to the fact that only two Ministers were present, whereas three constitute a quorum. He objected also to the shortness of notice in the present case. He held that the applicants already had the power under an interim order to enter the Central station over the tracks of the Booth system but they were not in a position to avail themselves of it. In fact, he contended, the O. & N.Y. didn't want to get into Central station over the tracks of the Booth system, but to reach a station of their own, and he contended that in such case they should expropriate land on their own account on which to lay a track. Mr. G.A. Mountain, chief engineer of the O.A. & P.S. was called and gave evidence to the effect that at the head of the Deep Cut there was at present room but for three tracks and even when the O'Donnell property at the end of Nicholas street was expropriated, it would only give room for four tracks, all of which would be required by the O.A. & P.S. and C.A.R., in his opinion, for only the other day he had seen the Elgin street station and the Central station tracks all filled up with freight cars. The ground asked for by the O. & N.Y. could not, therefore, be reasonably granted.

Mr. Hibbard cross examined the witness to show that there was more room at the point in question than existed at St. Louis, Mo. station., the largest central depot in the world. Mr. Mountain admitted that with some straightening out there would be room for another track along the canal bank and that much of the present congestion was caused by overflow of freight cars from the Elgin street station.

The hearing lasted from 11 a.m. to 1.16 p.m. at which hour the committee adjourned.

FIGHTING OVER IT AGAIN

N.Y. & O. RY. ENTRANCE QUESTION BEFORE RY. COMMITTEE

Council [sic] for the O.A.& P.S.Ry. Claim Exclusive Rights to the Property Over Which Their Line Enters the City

The application of the Ottawa and New York Railway company for access to the Central depot over the tracks of the Ottawa, Arnprior and Parry Sound Ry. came up again to-day before the railway committee of the Privy Council.

Mr. Fielding as acting minister of railways, presided and there were also present Mr. Mills and Sir Henri Joli. For the Ottawa and New York railway there appeared Mr. Hibbard, President of the company, and Mr. Curle, counsel. For the Parry Sound road there were present J. R. Booth, Mr. G. Mountain, engineer, and Mr. Christie, counsel.

The first witness was Mr. Hibbard. There was nothing new in the evidence. He repeated his statements at the former meeting that there was sufficient room for tracks to let his road into the Central depot alongside the tracks of the Ottawa and Parry Sound and Canada Atlantic railways. Being cross-examined by Mr. Christie, the witness gave some information as to his long experience in running railways, and explained the obstacles that were in the way of entering the city by any other route than the unoccupied land alongside the tracks of the Ottawa and Parry Sound. There were ordinance [sic] lands and city property in the way. The witness said that a draft agreement was prepared between the Montreal and Ottawa railway, otherwise the C.P.R., for the use of part of their tracks. It was not signed yet. It was agreed to.

Mr. Christie's Objections.

Mr. Christie opposed the application. In doing so he said that he thought he was justified in taking all the technical objections against the application that it was possible to do. When the question came up before the last meeting of the committee there were only two members of the committee present, Messrs. Blair and Mills, while the statute provided that there should be three to form a quorum. He admitted that his clients agreed that the case should be heard by the two members, but when it came to the signing of an order which was the result of the hearing, it was at such variance with the evidence that he took the technical objections to it as already stated. He objected to the present hearing going on because his clients had not had sufficient time to get counsel. He then went on with an elaborate argument that the crown had no right to grant the application for railway purposes.

Mr. Mills - do you want to argue yourself out of court?

Mr. Christie said that their least protected them. He admitted that the land could be used to approach the Central depot, but that their tracks could not be expropriated or used for that purpose except on reasonable terms named by his company. There was no hurry for the application being considered. The New York company was not ready to come into the station. In fact they never wanted to come into their station, but to build a station on part of the land which they expropriated.

Mr. Fielding explained that when he prepared the order he understood everything had been regular, and it was only when the order was refused to be signed that he was made aware of the fact that the application was not heard before a quorum of the committee.

Mr. Christie - my acceptance of the order was not to make it legal.

Mr. Mills agreed that this was correct.

Did Not Want to Buy.

Mr. Christie went on to show that his company wanted all the land entering the depot for their own purposes, and that there was no room for other tracks. Mr. Mountain gave some evidence in this direction, after which Mr. Christie maintained that it was monstrous to grant them the application over lands of which his company was the absolute owner. The Ottawa and New York Railway Company made the application because they wanted to escape the cost of buying their way into the city.

Mr. Curle made some remarks after which the committee adjourned reserving its decision.

Mayor Bingham and Mr. Pratt, the assessment commissioner, were present for the city, part of the time.

05/08/1898 *Eastern Ontario Review* *New York Central*

The O. & N.Y. has been opened. The service is not very regular yet.

05/08/1898 *Renfrew Mercury* *Eganville* *Eganville*

It is within the probabilities that the C.P.R. Co. will purchase sufficient land from Mrs. Bonfield for the purpose of erecting a new station and putting in a siding. The land selected will be a short distance below Mr. J.W. Cann's old residence. If these changes are carried out the Village Council will continue the sidewalk on Jon street to the station. We think the general public will countenance the measure, as such a site would be larger, more convenient, and allowing greater facilities for shipping grain and livestock.

05/08/1898 *Almonte Gazette* *Lanark County Electric* *Lanark*

Lanark News.

The electric Railway scheme seems likely to assume more definite proportions. Another meeting was held last Friday, attended by Mr. Fowler and other gentlemen interested. Quite a large number of Lanark people were present and the whole matter was again discussed. After options were offered for and against a bonus a vote of a meeting showed a majority in favor of the road. The council are now considering the terms of a bylaw to be submitted to the rate payers at an early date. The bonus proposed is for \$7,500 and voting will take place as soon as possible.

05/08/1898 *Almonte Gazette* *Kingston (CN)* *Brockville*

Louis Simpson, of Bwellweville, was killed by a collision in the G.T.R yard at Brockville on Tuesday.

05/08/1898 *Almonte Gazette* *Chalk River* *Pembroke*

Conductor and Operator Bounced.

As a result of the investigation into the collision near Pembroke on July 24th two dismissals have taken place- Mr. Howard Moore, conductor of the Saturday evening local train, and Mr. F. A. Connors, who failed to hold the Soo express. Conductor Moore carried a red signal on his train as far as Pembroke, which indicated that a "special" was following. At Pembroke he registered the "special" in a book kept for that purpose. Mr. Moore's offense is that he did not secure a receipt for this registration. It is claimed, however, that it has not been customary to ask for such receipts. Mr. Moore has been connected with the line for many years, and he says that instances of receipts being obtained must be exceedingly rare. If this be true, Mr Moore's blame for the accident is greatly lessened

05/08/1898 *Almonte Gazette* *Brockville*

On Tuesday evening the C.P.R. express train from Brockville struck a cart containing Geo. Rice, an Irish Creek farmer, and his son at the Atironto crossing in Smith's Falls. The boy was instantly killed being thrown fifty feet into the air. Mr. Rice was badly bruised but will recover. An exchange says two rigs were racing at the time.

FOUND A HEAVY ANCHOR

While digging in the Ottawa river the employees of the Interprovincial Bridge discovered a 500 pound anchor under fifteen feet of mud. A few minutes after this the employees dug out what is supposed to be an old barge. The derrick employed was not strong enough to raise the barge, but this will be accomplished later on. The anchor is very rusty and is supposed to have been in the river many years.

Also in the Almonte Gazette verbatim 19 August 1898

05/08/1898 *Eastern Ontario Review* *Locksley*

The Pembroke Southern Railway is nearly completed from Golden Lake to Pembroke.

05/08/1898 *Eastern Ontario Review* *Montreal and Ottawa*

Mr. H.B. Spencer and Mr. C.W. Spencer went over the new C.P.R. short line on Saturday to Ottawa. The train ran over the M. & O. tracks at Ottawa and then took the old St. Lawrence and Ottawa track to Chaudiere Junction and from there on to Union Station. The road will be opened officially in two weeks

05/08/1898 *Eastern Ontario Review* *Other*

The Haliburton, Whitney & Mattawa railway is the name of the new line that is likely to be constructed to connect Mattawa with the Ottawa, Arnprior and Parry Sound railway at Whitney, and continue on to Haliburton, where connection will be made with the branch line of the Grand Trunk railway.

06/08/1898 *Ottawa Free Press* *Renfrew* *Elgin Street*

The blow yesterday did considerable damage to the C.A.R. coal sheds on Elgin street, completely unroofing them.

06/08/1898 *Ottawa Citizen* *Carleton Place* *Stittsville*

A DASTARDLY ACT.

Attempt Mad. to Wreck the Toronto Express at Stittsville.

Stittsville, Ont, Aug. 6. A dastardly attempt was made yesterday to wreck the Toronto train due here at 11 p.m. about two miles east of here. Near the town line crossing, where the train goes at a terrific, rate of speed, the engineer noticed a large rock on the rail, but was unable to stop and struck the rock, injuring his engine slightly and shaking the passengers up a little..

06/08/1898 *Ottawa Journal* *New York Central* *Crysler*

The construction train on the Ottawa and New York Railway ran into the station at Chrysler last evening, knocking the corner of the building and demolishing the cab of the engine.

The construction train was running into the siding which is built around the back of the station, in order to allow the passenger train to go by on the main track. The siding track has been placed too close to the station and as a result the accident occurred. Fortunately no one was injured and no damage was done other than shattering the glass in the windows, tearing the corner off the building and smashing the woodwork of the engine cab.

09/08/1898 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

A staff of men commenced work this morning making preparations for the entrance of the C.P.R. and O. & N.Y. there. The old baggage room used by the C.A.R. has been raised [sic] and will be removed. The coal and wood shed belonging to the militia stores will also be removed and the lower flat of the government stores cleared out leaving a small hallway in the centre, opposite the elevator.

It is expected that the south east end of the present building will be used for a baggage room.

Where the baggage room formerly stood the tracks of the new lines will be run, parallel with the Parry Sound tracks.

Mr. J.R. Booth of the C.A.R. and other officials have been busy during the past few days taking measurements and at the present rate of working it will not be long before the double tracks are ready for traffic.

10/08/1898 *Ottawa Free Press* *New York Central*

Over three hundred farmers, with their wives and daughters, arrived at the old St. Lawrence and Ottawa station this morning on their way to the Experimental farm.

The excursion was under the auspices of the Cornwall Agricultural society, and was the first over the Ottawa and New York line.

Passengers were taken from all of the way stations between Cornwall and Ottawa, the train arriving in the city only twenty minutes late.

It has been years since the old station presented such an animated appearance and the residents turned out to witness the arrival of the train.

10/08/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge acetyl*

Work on the Hull end of the Interprovincial Bridge is now being pushed by the contractors day and night. In order to facilitate the work of the night shift the Holland acetylene gas generators and gas lanterns have been adopted. Each lantern gives a 50 candle power light and the workmen are very much pleased with the effect. Four of the gas lanterns light the caisson brilliantly giving 200 candle power at a cost of less than four cents per hour.

11/08/1898 *Ottawa Free Press* *Renfrew* *Elgin Street*

New sheds are being erected on Elgin street by the C.A.R. company near their old depot, in which to store the lumber used in car construction.

This was necessitated by the Warren-Scharfe paving company using the ground on Elgin street formerly occupied by the C.A.R. as a site for their granite works.

11/08/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Work on the Interprovincial bridge is going on quietly. A few men have been laid off until the right of way along the side of Major Hill Park has been decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yesterday on the fourth pier, and as soon as the park difficulty is settled the work will go on more rapidly.

11/08/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Stone for the piers on the Hull side of the Interprovincial bridge is being brought in by the O.A. & P.S. railway from Douglas.

11/08/1898 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

THE INTERPROVINCIAL BRIDGE

Work on the Interprovincial bridge is going; on quietly. A few men have been laid off till the right or way along the side of Major Hill park has been, decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yesterday on the fourth pier, and, as soon as the park difficulty is settled the work will, go on more rapidly..

12/08/1898 *Almonte Gazette* *Carleton Place* *Stittsville*

Ottawa papers report a dastardly attempt to wreck an express train on the C.P.R. near Stittsville on Friday night last. A large rock had been placed on the track at a point where the trains usually run at a high rate of speed. The engineer noticed it but was unable to stop the train, and the engine struck the obstruction with considerable force, injuring the engine slightly and giving the passengers quite a shaking up.

The M. & O. railway is having difficulty with some of the residents in the vicinity of Plantagenet about encroachments on the Nation river. A government engineer will be asked to investigate the alleged cause of the complaint.

12/08/1898 Eastern Ontario Review Montreal and Ottawa

It is now expected that the regular train service on the Montreal and Ottawa road will commence about the 25th or earlier.

12/08/1898 Eastern Ontario Review Montreal and Ottawa Ottawa

The Ottawa papers announce that the C.P.R. are about to purchase land and erect a new station for their own use in that city. The company are after property near the present C.A.R. station.

12/08/1898 Perth Courier Lanark County Electric

THE ELECTRIC RAILWAY BY-LAW DEFEATED The by-law proposing to grant a bonus to the Lanark County Electric Railway came to a vote of the freeholders of the town on Friday last, and sustained a defeat by a narrow majority of the votes polled, and also failed to carry by a considerable shortage the necessary one-third of the full vote in the town. There was little excitement over the matter, though the liveries were all at work, mostly, though not all, in the interests of the opposition. Mr. Fowler, promoter, was active in getting out the vote in favor of the by-law, and in this he was assisted somewhat by local friends of the railway, but the enthusiasm, either for or against was not very apparent.

It is quite evident the people of the town, as a whole, are either indifferent or opposed to granting a bonus of this amount to the road. There are some who are opposed to the construction of the road at all; others who were unfriendly because the amount of bonus was raised from \$5,000 to \$7,500, and still others were opposed to granting bonuses to any project whatever. There were some who were apprehensive that their personal interests would be affected by the route being along the toll-road line, and they not unnaturally were adverse to the by-law carrying. Still there was practically a good solid half of the freehold vote who wanted the road in the interests of the town, and were willing to pay what the promoters asked as the town's share. A few public meetings held would likely have added to their number, for a large vote remained unpolled. The following is the vote by subdivisions on the question :-

EAST WARD	Court House	For	30	Against 39
EAST WARD	Engine House	For	27	Against 28
CENTRE WARD	Town Hall	For	11	Against 26
CENTRE WARD	Tay Steamer	For	8	Against 6
WEST WARD	Music Hall	For	34	Against 32
WEST WARD	Allan's store	For	42	Against 30

Total For 158 Against 161
Majority Against 3

12/08/1898 Almonte Gazette Chalk River Almonte

The ironwork of the C.P.R. bridge is being treated to a dress of fresh white paint.

12/08/1898 Almonte Gazette Lanark County Electric Perth

Electric railway stock is again much below par since the town of Perth rejected their bonus bylaw last week. We wonder what new scheme will next be proposed.

Perth ratepayers defeated the by-law for the purpose of granting a bonus of \$7,500 for the buuilding of an electric railroad between Perth and lanatk, a distance of twelve miles. The minority was 3. This is the third time the bylaw has been voted on.

12/08/1898 Ottawa Free Press Montreal and Ottawa Leonard

Last night part of a train of flat cars engaged in ballasting the Montreal and Ottawa railroad was derailed near Leonard, 12 miles from the city. Some miscreant had placed a plank across the track and piled some stones upon it.--

12/08/1898 Ottawa Citizen Canada Atlantic Central Depot

The baggage building at the Canada Atlantic is being removed from the side to the end of the depot.

13/08/1898 Ottawa Citizen New York Central Russell

Russell Aug. 12. A large quantity of cheese was shipped from here to Montreal this week via the New York and Ottawa railway. The cheese left here in the morning and reached Montreal at 5 o'clock the same day. This is a great improvement as it formerly took two or three days to reach Montreal. In hot weather rapid transit is very important.

A number of our citizens availed themselves of the excursion of the Stormont farmers to the Capital Wednesday. All were very pleased with their day's outing. One farmer who visited the Experimental farm claims that he can give the farm new pointers.

16/08/1898 Ottawa Free Press New York Central

Mr. H.F. Balch, contractor for the N.Y. and O. railway was at the Russell today. He states the ballasting of the road between Hawthorne and the C.P.R. connection will be completed by Wednesday or Thursday. The road will then be complete.

16/08/1898 Ottawa Free Press Renfrew

Mr. H.N. Topley has just returned from a trip over the O.A. & P.S. railway. More.

16/08/1898 Ottawa Free Press Ottawa Electric

Incident with car No. 232.

19/08/1898 Almonte Gazette Cornwall Street

The streetcars ran last Sunday at Cornwall to carry an excursion of Catholic Foresters from Montreal to St. Lawrence Park. The Lord's Day Alliance met in the evening and condemned the company's action and decided to prosecute the offenders.

19/08/1898 Eastern Ontario Review Maniwaki

All disputes between the Quebec government and the P. & P.J. and O. & G. Railways regarding taxes have been settled; the government having withdrawn all of its claims. The withdrawal took place on July 30th.

19/08/1898 Eastern Ontario Review Pontiac Pacific Junction

All disputes between the Quebec government and the P. & P.J. and O. & G. Railways regarding taxes have been settled; the government having withdrawn all of its claims. The withdrawal took place on July 30th.

19/08/1898 Eastern Ontario Review Montreal and Ottawa Leonard

A C.P.R. construction engine broke part of its driving rod while running on the C.P.R. short line near leonard. The engine was not derailed nor were the cars thrown from the track. No person was hurt.

Some rascal attempted to derail a train on the C.P.R. short line near leonard on Friday night last (12/8). The train was derailed but because it was running slowly no one was hurt.

There are nine deaf mutes working in the Perth car shops. They were trained in the Belleville institute.

The Ottawa and New York and Montreal and Ottawa short line will enter the Central Depot on 28th August.

This was the statement made by an official of the CAR to a Journal reporter today. Both companies have decided to accept the terms of the CAR temporarily until the return of the Minister of Railways who is to have the matter of the terms brought before him for settlement. Preparations are being made for the entrance of these railways now. The baggage room is being enlarged and the superintendent's office and that of the train dispatchers is being moved from Elgin Street to the Central Depot. The superintendent will be located behind the restaurant.

The Montreal and Ottawa Railway, the new CPR short line between the Capital and the metropolis of Canada will be opened for traffic on Sept. 4th. The train service will be announced later.

As announced yesterday, the M&O will be able to enter Central Depot on and after 28th inst.

Work on shops will soon begin.

Plans now before O&NY officials.

The Ottawa and New York Railway will soon be ready to commence the erection of their new shops in Ottawa.

The plans and specifications have now been prepared and are now before the officials and directors of the company for their approval. as soon as these are approved of the work will be commenced.

This information was obtained by a Journal representative last evening when in conversation with Mr. J.O. Hibbard who is an official of the road.

Mr. Hibbard also said that the company would run their trains into the Central Depot at an early date. The negotiation for terminal accommodation for the road will be completed in a few days.

Speaking of the progress of the work of the St. Lawrence bridge, Mr. Hibbard said that the bridge was entirely completed over the American channel and that the iron work over the Canadian channel was at present under way.

"If nothing unforeseen transpires," he said, we will have the bridge in use by October first. The ballasting on this end of the line is entirely completed and we are now making first class time between Ottawa and Cornwall. There are eighteen miles of road on the American side of the St. Lawrence which are being completed, and, if nothing happens, we will make connections with the New York Central at Tupper Lake by October 10th. we also find trade on the portion of the line we have in operation most satisfactory.

The last pier for the bridge across the Ottawa river to Nepean Point was sunk yesterday.

The Montreal and Ottawa Railway is being inspected today. The party left Ottawa at eleven o'clock and will go over the line as far as Vaudreuil where it joins the Ottawa and Quebec section. Messrs. C.W. Spencer, general superintendent; D. McPherson, division engineer; H.B. Spencer, divisional superintendent; J.B. Elliott and E. Leonard, superintendent of construction, accompanied the party. It is expected that regular train service will be operated by the 5th of September.

TO BLESS THE NEW ROAD

His Grace Archbishop Duhamel to Perform the Ceremony on Monday September 5th.

The Ottawa and New York railway will be publicly blessed by His Grace Archbishop Duhamel on Monday, Sept. 5th, at Embrun. A large number of spectators from the surrounding district will doubtless be present. A train will leave the Sussex street depot at eight o'clock in the morning. After the ceremony of the benediction, a picnic will be held at Lussier's Grove, and during the afternoon speeches will be delivered by Messrs. Guibord and Edwards, the federal member for Russell county, by Mr. H. N. Belcourt, M.P., Ottawa, and by the Hon. Mr. Evanturel.

Messrs. Thos. Tail, general manager of the C.P.R., C.W. Spencer, General superintendent, H.B. Spencer, division superintendent, D. McPherson, division superintendent, J. Elliott, master mechanic, R.W. Leonard, manager of construction, and Government Inspector Johnson, made the inspection trip over the new line of the Ottawa and Montreal Railway, arriving home last evening on express No. 7. The new line between Ottawa and Plantagenet was gone over and everything found to be in a satisfactory condition. The rails are of 73 and 80 pound steel and the road well ballasted. The inspection train was run over some parts of the road at the rate of 65 miles per hour. The line is equipped with McPherson safety switches and frogs and all the modern improvements. The road will open on September 5th.

The road runs though one of the finest farming portions of Eastern Ontario. The county of Russell has never before had the railway accommodation it was entitled to and the new road will be largely patronized by the people in that locality.

The portion of line inspected was particularly that between Ottawa and Alfred, a distance of 42 miles. The other sections of line had been previously completed, and gone over.

After leaving Alfred, where the inspection work finished, head was given to the locomotive, and between there and Montreal an average speed of 64 miles per hour was attained.

It is expected that connection will be made at the Ottawa end into the Central station by the end of the week.

The completion of the link between Ottawa and Alfred puts the whole line in working condition, and regular passenger service will commence on September 5th. Two trains a day will be put on between Montreal and Ottawa; from Montreal trains will leave at 9.45 a.m. and at 12.45 p.m., and from Ottawa at 8.15 a.m. and 3.50 p.m. each day.

The timetable, however, may be altered in the near future.

The station of the Pembroke Southern Railway will be on the eastern side of the bridge.

The bridge on the C.A.R. between the station and the "Suy" was discovered the other day to be insecure. It is being put in good repair.

The Ottawa, New York and Montreal railway will enter the Central Depot, Ottawa, next Sunday.

First train out of Ottawa will leave at 8 a.m. on Sept.8th [sic]

Note Monday fell on September 5

The first train out of Ottawa on the Montreal and Ottawa line will leave the Central Depot at 8.15 a.m. on Monday September 5th[sic]. The first train to arrive over the line will enter the Central Depot at 12.45 noon.

The line is the shortest between Ottawa and Montreal. It is one of the best in Canada and has been equipped throughout in the most modern way. Only the best steel rails have been used, special attention has been given to the ballasting and the stations along the line are well built neat buildings. The line will be included in the division of which Mr. H.B. Spencer of Ottawa is Superintendent.

The opening of the new line will necessitate a change in two of the Montreal-Ottawa trains now running on the North Shore line. The trains which arrive from Montreal at 1 a.m. and which leave Ottawa at 3.45 p.m. for Montreal have been taken off and the trains on the new short line will take their place.

The trains,

The times of the running of the trains on the new line have been arranged as follows.

M&O Line

Eastbound

Local express leave Ottawa 8.15 a.m. arrive Montreal 11.45 a.m.

Through fast express leave Ottawa 3.50 p.m. arrive Montreal 6.45 p.m.

Express leave Pt. Fortune 7.00 a.m. arrive Montreal 8.45 a.m.

Express leave Rigaud 8.05 a.m. arrive Montreal 9.35 a.m.

Mixed express leave Plantagenet 2.30 p.m. arrive Vaudreuil 5.50 p.m.

Mixed express leave Ottawa 5.00 p.m. arrive Plantagenet 7.05 p.m.

Westbound

Through fast express leave Montreal 9.45 a.m. arrive Ottawa 12.45 p.m.

Local express leave Vaudreuil 5.10 p.m. arrive Ottawa 7.45 p.m.

Leave Montreal 5.15 p.m. Pt. Fortune 6.55 p.m.

Leave Montreal 6.15 p.m. Rigaud 7.40 p.m.

Leave Vaudreuil 10.55 a.m. Plantagenet 2.05 p.m.

Leave Plantagenet 7.00 Ottawa 9.15 a.m.

All the abovementioned trains will run daily except Sunday. A Sunday train between Montreal and Plantagenet will make a return trip every Sunday morning. The fast train from Ottawa will make the distance to Montreal in two hours and fifty-five minutes.

The desptchers who will look after the despatching of the trains are Messrs. F.M Spaidal, chief; J.F. Cole; J.L. Bond; R.W. McCormack; W.R. Fowler and F. Dillinger.

27/08/1898 *Ottawa Journal**Canada Atlantic**Vars*

Vars. August 25. The first car load of oats of the season were shipped Tuesday by Mr. W.G. Gourley.

29/08/1898 *Ottawa Free Press**Britannia Power Canal**Metropolitan Electric*

The franchise which the city council has granted to the Metropolitan Electric company was signed yesterday by the mayor.--

02/09/1898 *Almonte Gazette**Chalk River**Almonte*

There was almost a fatality at the station here on Monday. A young boy named Galvin, in conjunction with some others, was monkeying with the semaphore lever when it flew back and struck him on the forehead, knocking him out temporarily and making an ugly gash. He was soon around again.

02/09/1898 *Renfrew Mercury**Chalk River**Almonte*

For the first time in seven years the Almonte C.P.R. station is being renovated and repainted inside and out. - Gazette.

02/09/1898 *Eastern Ontario Review**Vankleek*

On Saturday last a special train ran from Glen Robertson to the Hill to convey a camping party safely home from a pleasant outing at Parry Sound. The party consisted of Mr. M. McCuaig and wife, Capt. Ogden and wife, John Sylvester, W.R. McKenzie and A.N. Cheney wife and daughter. The party were delighted with the week spent in and around Parry Sound. They cannot say too much in favor of the C.A.R. and the accommodation furnished by the company. Of the beauties of the northern country, the boating, fishing, etc., their praise is very great. The same party are fully decided to return to the same place next year and are certain a much larger number will go from the Hill.

02/09/1898 *Eastern Ontario Review**Montreal and Ottawa*

The first train out of Ottawa on the M. & O. line will leave the Central depot at 8.15 a.m. on Monday, Sept, 5th. The first train to arrive over the line will enter ther Central depot at 12.45 noon.

03/09/1898 *Ottawa Journal**Montreal and Ottawa*

FIRST TRAIN ON MONDAY

EVERYTHING READY FOR OPENING OF THE M. & O.RY

The C.P.R. new short line between Ottawa and Montreal will be in full operation Monday.

All trains will start from the Central station, Canal Basin. The several trains which will leave Ottawa daily for Montreal will give excellent service; and make the trip in fast time. The first train leaves Ottawa at 8.15 a.m arriving In Montreal at 11.45 a.m. The afternoon train leaves at 3.50, and gets to Montreal at 6.45 p.m. The train for Plantagenet leaves Ottawa at 5 p.m.

A train will leave Montreal at 9.45 a.m.. arriving in Ottawa at 12.45 p.m. Another will leave Montreal at 4.15 p.m.. and arrive in Ottawa at 7.45

p.m. Another local train will arrive In Ottawa a 9.15 p.m.

This time table will be in force for the present, but wll shortly be chang ed and much faster time will be made.

The train which leaves the Union Station at 3.50 p.m. will be discontinued after Monday. The 3.50 p.m. train leaving the Central Depot will meet the New England. Maritime Province and New York connections.

Ottawa-Montreal Societies Picnic Here On Labor Day, 1898

Attracted by the beauty and convenience of St. Lawrence Park, Cornwall, excursionists from both Montreal and Ottawa came to Cornwall on Monday, September 5, 1898, Labor Day, to hold their annual outing at the popular summer resort just East of the town, on the banks of the St. Lawrence River.

<snip>

The Independent Order of Good Templars, of Ottawa, also held an excursion to Cornwall the same day over the Ottawa & New York Railway and several hundred took advantage of the cheap rate. A large number of Cornwall people joined the excursionists and the park was thronged with people.

<snip>

Railway Blessed - An impressive ceremony took place at Embrum on Labor Day, when His Grace Archbishop Duhamel blessed the Ottawa and New York Railroad. A special train conveyed the Archbishop, clergy and invited guests from Ottawa to Embrum and fully 2,000 persons were present. His Grace spoke a few words in English and French, explaining the prayers of the blessing he was to perform. The act of blessing was marked by the singing of special chants, and the sprinkling of Holy Water. The ceremonial was deeply impressing and striking and the scene was most picturesque. After the conclusion of the various acts of devotion, His Grace called for three cheers for President Hibbard of the railroad company, and three cheers were given for Archbishop Duhamel and Father Forget, pastor at Embrum.

A procession was formed, headed by His Grace, Mr. Hibbard and the clergy and all proceeded to the village church, where a solemn High Mass was chanted by Rev. Father Lombard, O.M.I., of Ottawa University, one of the assistants being rev. Father Bourget, of St. Regis Church. Rev. Dean DeSaunhac, of Cornwall, occupied a seat in the Sanctuary.

After the Mass, all adjourned to Lussier's Grive, where tables were spread for 1,800 people. The Union Band of Ottawa furnished the music. The funds of the church were increased by \$800 as the result of a popularity contest between three married and three single ladies.

Cornwall Freeholder 7 September 1937.

06/09/1898 *Ottawa Journal* *New York Central* *Embrun*

The railway was blessed.

Archbishop Duhamel assisted by a large number of clergy conducted it. Embrum en fete.

The unique ceremony of blessing a railway took place yesterday at Embrum for the first time in Ontario. The railway blessed was the Ottawa and New York line. The affair was carried out with great eclat by the people of Embrum.

About 200 people went to Embrum from Ottawa in the morning. Archbishop Duhamel, the members of the clergy and the invited guests occupied a special car. On the arrival of the train at Embrum at 10.00 a.m. the Ottawa people were met by a large crowd. Not only were the majority of the residents of Embrum present, but many people from neighbouring parishes. As soon as the stop was made, Archbishop Duhamel, arrayed in cope and mitre, spoke a few words in English and in French to explain the blessing he was to perform. He then blessed the railways by singing special prayers and sprinkling holy water. During the course of the ceremony many of the clergy were on hand, and Mr. C.B. Hibbard, president of the railway, attended in his official capacity. At the close of the official function the Archbishop called for three cheers for Mr. Hibbard, and they were given by all with a right good will. Cheers were also given for the archbishop and the Rev. Father Forget, parish priest of Embrum.

At the church

Next the clergy and Mr. Hibbard took carriages and followed by the people in procession went to the Embrum church. There solemn high mass was sung by Rev. Father Lambert, O.M.I. of Ottawa University, assisted by Rev. Father Larose, parish priest of "The Brooks", and Rev. Father Bourget, parish priest of St. Regis. His Grace, who was at the throne with cope and mitre and the other sacred vestments, was attended by Rev. Vicar General Routhier. Seats in the sanctuary were occupied by Rev. Father Dezaulnac of Cornwall, Rev. Fathers Alexis and Mois, Capuchins of Ottawa. In the lower part of the sanctuary were seated Mr. Hibbard, Mr. Hebert of Montreal, representative of the Canadian Pacific Railway, Mr. O. Guibord M.P.P., Ald. O. Durocher, Mr. N. Tetreau of Hull, ex-M.P.P. and Dr. Duhamel of Hull, registrar of Ottawa county. The body of the church and both galleries were crowded with the congregation. A musical mass was given by the members of the choir under the direction of Rev. Father Forget who presided at the organ.

The sermon.

A sermon was delivered in French by Rev. Father Alexis. The preacher answered the charge oftentimes made against the Roman Catholic church that she is opposed to material progress. He cited proofs from the history of the church, enumerated what she had done towards the abolition of slavery and for liberty, equality, fraternity, and civilization in general. He spoke in particular of the Catholic Church in Ontario. He closed his sermon by exhorting his hearers to strive not only for material progress, which may be of great use even in the spiritual order, but above all to work for their own individual, spiritual, moral progress, and for that of humanity, because our last end in this world in perfect happiness with God in heaven.

The sermon in English which was to have been given by Rev. Dr. Fallon was not delivered owing to Dr. Fallon's unavoidable absence.

After mass all directed their steps towards Lussier's Grove, a short distance from the village, where tables were spread for 500 people. No less than 1,800 meals were given on the grounds.

The sports.

Among the sports was a lacrosse match between teams from Duncanville and Cornwall. There was a contest for the most popular of three married ladies, and for the most popular of three young ladies and on this \$800 were realized. The money will go towards paying off the debt on the church. The Union Band of Ottawa rendered music during the day.

Mr. C.B. Hibbard, president of the Ottawa and New York Railway Co., showed the greatest kindness to the archbishop, the members of the clergy and all the excursionists, and was thanked sincerely for this generosity.

The archbishop and his party returned home by special train yesterday afternoon.

06/09/1898 *Ottawa Journal* *New York Central* *Embrun*

The I.O.G.T. excursion to Cornwall and the public blessing of the O.&N.Y. line at Embrum yesterday attracted five hundred Ottawans. About half went right through to Cornwall and spent six hours on the river front. They visited the N.Y. & O. bridge across the St. Lawrence and were able to gain an idea of the size and importance of the structure. They spent a pleasant day and returned to the city about 8 o'clock last evening.

About half of the excursionists stopped off at Embrum and attended the blessing of the railway by His Grace Archbishop Duhamel.

06/09/1898 *Ottawa Citizen* *Renfrew* *Eganville*

Eganville, Sept. 3. - A very serious accident occurred on the O., A. & P.S. railway this evening. While the section men were returning from work on their car one of the handles of the car broke and James O'Brien fell in front of the car which passed over him. Mr. O'Brien is under the care of Dr. Reeves

06/09/1898 *Ottawa Citizen* *Montreal and Ottawa*

The first regular train over the new short line to Montreal ran yesterday, carrying a large number of passengers. The engine which hauled the first train was No. 379 with M. Corrigan as engineer and D. Louth was the conductor. This train left at 8.15 a.m. The other trains which covered the road for the first day were pulled by locomotive No. 275 with Mills Foster for driver and locomotive No. 381 driven by Charlie Theberge. These trains left the city at 3.50 p.m. and 5 p.m. respectively.

By special arrangement with the C.A.R. these engines and all others connected with the manipulating of the traffic will be installed in the roundhouse at Ottawa East.

The new line is a credit to the contractors, and a tribute to the progressiveness of Canada's greatest railway.

At noon today pier No. two, south channel, of the New York and Ottawa bridge fell, carrying two spans and a large number of workmen. Although figures could not be obtained it is known that the loss of life is very heavy. The accident has caused the most intense excitement in the town. Owing to the inaccessibility of the scene of the accident, only the most meagre account could be obtained.

The unique, yet impressive, ceremony of the blessing of a railway was observed yesterday for the first time in Ontario, when His Grace Archbishop Duhamel aided by several members of the local clergy, publicly blessed the Ottawa and New York Railway at Embrun [sic] in the presence of an immense gathering of people, the little village being en fete for the occasion. A special train carrying about 300 excursionists left the Sussex Street depot shortly before nine o'clock, an extra car being provided for the Archbishop and clergy accompanying him. The run was made in about an hour and at the station in Embrun an immense crowd of parishioners of the surrounding country had collected to welcome the distinguished visitors. Immediately after the arrival of the train His grace took the cope and mitre and delivered in English and French an explanation of the significance of the ceremony. The railway was then solemnly blessed and the rails sprinkled with holy water.

The ceremony closed with cheers for Mr. C.B. Hibbard, president of the O. & N.Y., his Grace the Archbishop and Rev. Father Fouget, the parish priest.

A procession was afterwards formed and marched to the Catholic church where a solemn high mass was celebrated by the Rev. Father Lambert, of the University of Ottawa, assisted by the Rev. Father Larose of The Brook and Rev. Father Bourget ?? Regis.

At the throne, His Grace was assisted by Mgr. Routier, while occupying seats within the sanctuary were Rev. Fathers Alexis and Moise, of the Capuchin Order; Mr. C.B. Hibbard, Mr. Herbert of the C.P.R.; O. Guibord, M.P.P., Ald. Durocher, N. Tetreau and Dr. Duhamel.

The mass was sung by a full choir under the direction of Rev. Father Bourget.

The sermon in French was delivered by the Rev. Father Alexis of the Capuchin Order.

Full account also in the Ottawa Free Press, same date.

The first regular CPR to leave the Central Depot Ottawa pulled out yesterday morning at 8.15 o'clock. Considerable interest was taken in the event by a large number of people who assembled at the station before the train's departure. Quite a large number were on board and journey over the new line.

Mr. H.B. Spencer, superintendent of the line took the trip. Conductor Younger and Engineer Corrigan had charge of the train. It consisted of the regulation express, baggage and passenger coaches.

The first train arrived at 12.45 noon. Mr. C.W. Spencer, General Superintendent, accompanied by Mrs. C.W. Spencer came in on this train. Quite a number of others were on board, among them many Montrealers who wanted to see the new line.

The afternoon train, the fast express leaving at 6.50 o'clock was also well patronized. The 5 o'clock train to Plantagenet was also well-filled.

The splendid road-way solidly ballasted, heavily railed and almost free from grades or curves enabled remarkable time to be made by the through express trains yesterday, and it was evident that the expectation of getting through to Montreal in extremely fast time next year would be amply fulfilled. There is no finer piece of railway in the Dominion. All the CPR men were highly pleased by the showing yesterday.

Accident to a Conductor

Mr. Charles Shipman, a conductor on the O.E. railway, met with a painful accident last night about half-past nine o'clock. He was engaged in collecting fares from the passengers on his car, and was standing on the step of the car when crossing the Sussex street bridge. In leaning over his left arm came in contact with one of the supports of the bridge brace with sufficient force to render it useless for the time. The pain of his injury was so intense that he was obliged to leave his car and go for medical attendance. It is feared that the smaller bone of the arm above the elbow was broken.

Fourteen Dead: International Bridge at Cornwall Collapses

A terrible catastrophe took place in Cornwall today, when, without a moment's warning, two spans of the new International Railway bridge across the south channel of the St. Lawrence River were thrown into the water by the giving way of the pier which supported them in the centre.

Fortunately, the gang of men at work was not as large as usual, the bridge being practically completed, or the loss of life would have been much greater. As it is, the number of killed and drowned is 14, and the seriously wounded 17. A number of others have hands crushed, and are bruised and cut, but did not go to the hospital.

The accident happened a few minutes before noon hour, and several men who had been on the bridge had just walked ashore. Among them was Mr. Simmons, the Phoenix Bridge Company's chief engineer.

To your correspondent to-day he said "I can hardly realize that the bridge is gone. I told Mr.

F. D. Anthony, the chief engineer of the New York & O Company, this morning that the bridge was practically ready for trains to cross. All that remained in their way was the hoisting engines on the shore span. A gang of men were at work taking down the big traveller, and a few riveters were finishing the riveting. I had just gone ashore, and was looking towards the bridge when all at once the pier in the centre of the two south spans seemed to crumble away, and the two completed and finished spans, with the 30 odd men working on them, tumbled into the water."

Most of the men were caught in the iron, and are probably pinned to the bottom of the river which, at this point is over 30 feet deep. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage.

Many of the wounded were hurt by jumping down to the bank.

The news was at once sent to Cornwall, and with all possible speed and care, the wounded were conveyed across Cornwall Island, and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu Hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their sufferings. The following is a list of the wounded:

JOHN WILSON, Malden, Mass., leg crushed; not serious.

GEORGE BLAYOM, Perkinsville, Vt., compound fracture of leg, and body badly bruised.

BERT BRANT (Indian), Deseronto, Ont., arm injured; not serious.

PETER OAK (Indian) Cornwall Island, chest crushed and leg injured.

PETER DAY (Indian), Cornwall Island, scalp wounded; hurt internally. -

M. REAVES (Indian), Cornwall Island, chest crushed; seriously hurt.

ANDY SMITH, Rochester, NY, back injured seriously.

WILLIAM THOMPSON, Montreal, right leg broken, and body badly bruised.

JOHN FRASER, Quebec province, very badly injured; one leg amputated and internally injured.

JOHN BERO (Indian), Hogansburg, NY, hurt internally.

P. DELAHANT Y, Elkhart, Wis, both legs severely cut and one hand smashed.

D. BARTON, Buffalo, NY, both legs cut and badly bruised.

MICHAEL BURKE, Johnsville, Vt, wrist dislocated.

H. LEAF (Indian), Cornwall Island, both hands smashed.

PETER WHITE (Indian), lacrosse player, leg slightly injured.

LOUIS WHITE, the famous Indian lacrosse player, who played for three or four seasons with the Cornwalls, ankles are fractured and spine badly hurt, besides internal injuries.

The doctors have strong hopes that all of the injured men will recover, although several of them are in a very critical condition.

The following is a list of the unfortunate men who were killed or drowned.

W.J. CUBBY, Paterson, NJ.

W.F. JACKSON, Columbus, Ohio

LOUIS BAUMER, Johnstown, Pa

R.L. DYSART, Tyrone, Pa

J. D. CRAIG, 221 Franklin Street, Detroit, Mich.

PAT MURPHY, 139 Bathurst Street, Toronto, Ont.

TOM BIRMINGHAM, address unknown

DAN HUGHES, Cleveland, Ohio

F. LAVIGNE, Ogdensburg, NY

WILLIAM SHERMAN, address unknown

WILLIAM SAUNDERS, 1410 Fort Avenue, Baltimore Md.

JOHN CLAUSE, Caughnawaga, Que.

HARRY DAVIS, Pittsburg, Pa.

CYRIL CAMPBELL, Cornwall, Ont.

Naturally, there were a number of hair-breadth escapes, as the first intimation the men had of danger was when the pier disappeared like magic, and they were carried with the spans into the water. A few who were very close to the shore span made a dash towards the shore, and some of them escaped.

William Deacon, of Toronto, who was on the top, says that when he felt the bridge going,

he gave himself up for lost. The height of his fall probably saved his life, for when he came up from the bottom of the river he was below the wreck.

He managed to crawl up on a small portion of iron which appeared above the water, and was rescued by an Indian who put out from the shore in a boat. Many others had similar escapes. One man who was working directly above the ill-fated pier, says that it seemed to slip towards the south shore. He shouted to his mate: "My God, Jim, look at the pier," and seizing a swinging line jumped into the water. He escaped with a few bruises.

The exact cause of the accident is very difficult to arrive at. The piers of the bridge were

built last fall by the Sooysmith Company, of New York. The crib work was put together some distance up the river and floated down to the proper location, where it was anchored and sunk to the bottom. The cribs were 62 by 16 feet. They were filled with stone and concrete to within a few feet of the top, after which the water was pumped out and the layers of stone began. The locating of the cribs was accomplished with considerable difficulty, owing to the depth of the water and a ten mile per hour current. The three spans of the bridge were each 370 feet long and about 37 feet above the

water. Each of the spans weight in the neighborhood of 350,000 lbs. The span nearest the American shore settled on the false work, but the centre span toppled over on its side.

The loss, including the necessary delay, is said to be in the neighborhood of \$100,000.

The case of the two foremen, Cubby and Jackson, was very sad. Cubby was married to a

Cornwall young lady a couple of months ago, and Jackson was also only recently married. They were fine young men.

Louis White got his injuries while making a desperate leap for life. He was high up on the

bridges near the American shore, and with his natural presence of mind took in the situation at a glance, and, running shoreward, he sprang off the

bridge on to the rocks on the river bank, nearly fifty feet distant. He is one of the most intelligent and best educated Indians in Canada. Another pathetic feature is the fact that when the first man to lose his life on the job, William MacAuley, was buried last week, his fellow workmen subscribing \$175, to erect a monument over his grave, little thinking that in a few days many of them would share a similar fate.

Cyrill Campbell, a young man, with his wife, recently returned to Cornwall from Marinette,

Wis., is a native of South Indian, Ont. He was only employed a few days as a painter. Davis was also a painter.

It seems there is a general impression in Cornwall that the piers were not built strong enough in the first place. Concrete was used instead of solid masonry. The piers appeared narrow for the heavy strain that was put upon them. It all seems illustrative that the old way was the best when, by means of a coffer dam an excavation was made in the bottom of a river till rock bottom was reached and then the pier was built up from the inside, which, of course, was dry. The method used in the present instance was to sink a crib to the bottom and fill it up with concrete while it was full of water, at least until within a few feet of the surface, when the masonry was built on top. It is claimed this has been tried and found to be equally as durable and strong as the other plans, but it remains to be seen whether, in the present instance, the strong current of the St. Lawrence has not undermined the crib work and swept it away. Some also think the pier simply collapsed under the great weight, but, of course, there is no means of determining that point. The only evidence is that

something underneath gave way, precipitating the upper structure into the river. Through the south channel, where the accident took place, the current is more rapid, and the volume of water going through it is larger than through the north channel. It is by way of this latter that the river steamboats pass, so that navigation will not be interfered with. Only rafts pass down the other. A large outlay will be necessary to remove the debris.

07/09/1898 *Ottawa Citizen*

New York Central

Cornwall

FOURTEEN KILLED, SEVENTEEN INJURED

A Terrible Accident on the New St. Lawrence River Bridge of the Ottawa and New York Railway.

Two Spans with the Men Working Thereon Were Precipitated Into the River by the Crumbling Away of a Pier

Cornwall, Ont., Sept 6. - The worst accident in the history of this town took place, about noon to-day on the south channel bridge of the Ottawa and New York Railway Company. Owing to Cornwall Island dividing the St. Lawrence at this point the company found it necessary to build the bridge in two sections, and it was the magnificent structure from Cornwall Island to the American shore, a distance of about fifteen hundred feet, collapsed and was almost totally demolished in to-day's terrible catastrophe. The bridge consisted of three spans, each of 570 feet in length, and 37 feet above the foaming water of the St. Lawrence, which at this spot is extremely rapid. The three spans are supported on four stone piers, one on the American mainland, two in the river and one on Cornwall Island. The two spans, close to Cornwall Island were finished, and the whole force of the Phoenix Bridge Company, of Phoenixville, Pa., which has the contract for the steel work on the bridges, were employed on the span next to the mainland renewing the traveller.

At noon to-day or a few minutes after pier No. 2, counting from the American shore, suddenly crumbled and fell away into the swirling torrent, and it was followed with a mighty crash by the centre span and the span next to the American shore with the traveller and the swarming men on it, some of them at a height of 90 feet.

A Terrible Scene.

The center span dropped straight into the river and then fell over towards the east, and now lies on the bottom of the river uninjured and plainly visible to anyone in a boat above it. But two men were working on it. They were fortunate enough to escape with a few bruises, but on the other span the scene was terrible and surpasses description. The men were working on the flooring of the bridge, and it was amongst these workmen that the greatest fatalities occurred. They were literally crushed beneath the heavy iron work of the bridge and traveller, and their corpses now lie at the bottom of the river, probably horribly mutilated and defaced. Not a single body has been recovered, and there is absolutely no hope whatever of finding any until the tremendous mass of wreckage has been removed. This in itself is a large contract, but nothing daunted by the terrible disaster, John W. Simons, the manager of the Phoenix Bridge Company at Cornwall, quickly had his entire force on the site, and after the first and most necessary duty of rescuing the wounded had been performed, the work of removing the debris was immediately started and good headway made. Immediately after the crash workmen, Indians and, in fact, everyone within the place were on the scene, and soon the river fairly swarmed with boats and tugs on their errand of mercy. Many a horribly mutilated man was quickly rescued, and so soon as it was reasonably certain that every living creature on the wreck had been taken off, the tug Beaver started for Cornwall with its mangled load of sufferers. She was met at the wharfe by a special car of the Cornwall street railway, and soon all the injured were tenderly placed in the Hotel Dieu and every physician within reach was quickly on the scene, and for several hours the operating room was kept supplied with patients. At latest accounts the seventeen injured are doing well, but several are feared to be mortally wounded.

The latest estimate of the killed given by the Phoenix Bridge Company is fourteen, and it is unlikely that this number will be reduced, but there is a possibility that the fatalities will exceed this estimate.

Following is a complete list of killed and wounded as nearly as can be given.

This list omitted

Supposed Cause of Pier Crumbling.

The cause of his sudden crumbling away of the pier is generally thought to have been the action of the water on the concrete foundation. All of the piers have been put in upon a concrete foundation and pier number two which went today had stood the test of the ice last winter without perceptible damage. The only admissible theory, therefore, seems to be, as already stated, the action of the swift current upon the concrete. An investigation, which in all probability will soon be held, will determine the cause of the accident satisfactorily. In the meantime the grim fact remains that fourteen men have been called to their last account and seventeen others seriously injured, some fatally. There is absolutely no sign of the pier. It has disappeared as completely as if it were a card house.

Noted Lacrosse Player Injured.

Some of the survivors tell thrilling stories of the sensations they experienced during the rush through the air. Some men on top of the traveller miraculously escaped without wetting a foot. Lewis White, a noted lacrosse player, jumped from the traveller to the solid ground and was seriously injured internally, fractured both ankles and strained his spine, but is still alive. The piers were built by Messrs Sooy, Smith and Co., of the Mills Building, New York. The manager of the company, Mr. Geo. E. Thomas, of Chicago, arrived here tonight from Chambly, Canton, Que., where he is managing another contract for his company.

The responsibility for the accident cannot, of course be placed until after a thorough investigation.

Swept Down to Death.

Many Lives Lost in the Cornwall Catastrophe

14 DEAD

17 INJURED

VICTIMS PINNED BENEATH BRIDGE IRON IN THE RIVER'S BOTTOM

Not a Moment's Warning of danger - How the Accident Happened - Piers Were Built of Concrete

Cornwall, Sept. 7. Fourteen persons are dead and seventeen seriously injured as the result of the terrible catastrophe here yesterday in the collapse of a portion of the new bridge of the N. Y. & O. Ry. across the St. Lawrence.

Fortunately the gang of men at work was not as large as usual, the bridge being practically completed, or the loss of life would have been much greater.

A number of others have hands crushed, and are bruised and cut; but did not go to the hospital.

The accident happened a few minutes before the noon hour, and several men who had been on the bridge had just walked ashore. Among them was Mr. Simmons, the Phoenix Bridge Company's chief engineer.

To a correspondent last night he said: "I can hardly realise that the bridge is gone. I told Mr. F. P. Anthony, the chief engineer of the New York & O. Company, this morning that the bridge was practically ready for trains to cross. All that remained in their way was the hoisting engines on the shore span. A gang of men were at work taking down the big traveller, and a few rivetters were finishing the rivetting. I had just gone ashore, and was looking towards the bridge when all at once the pier in the centre of the two south spans seemed to crumble away, and the two completed and finished spans, with the 30 odd men working on them, tumbled into the water."

Pinned Beneath the Water.

Most of the men were caught in the iron, and are probably pinned to the bottom of the river, which, at this point is over 30 feet deep. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage.

Many of the, wounded were hurt by jumping down to the bank.

The news was at once sent to Cornwall, and with all possible speed and care, the wounded were conveyed across Cornwall Island, and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their sufferings.

The Dead and Injured.

Several of the victims of the accident were Indians.

The following is a list of the unfortunate men who were killed or drowned:

(list of killed and injured omitted)

LOUIS WHITE, the famous Indian lacrosse player, who played for three or four seasons with the Cornwalls, ankles are fractured and spine badly hurt, besides internal injuries.

The doctors have strong hopes that all of the injured men will recover, although several of them are in a very critical condition.

Naturally there were a number of hair-breadth escapes as the first intimation the men had of danger was when the pier disappeared like magic, and they were carried with the spans into the water. A few who were very close to the shore span, made a dash towards the shore, and some of these escaped.

Cause of the Accident.

The exact cause of the accident is very difficult to arrive at. The piers of the bridge were built last fall by the Sooyesmith Company, of New York. The crib work was put together some distance up the river and floated down, to the proper location, where it was anchored and sunk to the bottom. The cribs were 62 by 16 feet. They were filled with stone and concrete to within a few feet of the top after which the water was pumped out and the layers of stone began. The locating of the cribs was accomplished with considerable difficulty, owing to the depth of the water and a ten mile per hour current. The three spans of the bridge were each 370 feet long and about 37 feet above the water. Each of the spans weighed in the neighborhood of 350,000 lbs. The span nearest the American shore settled on the false work, but the centre span toppled over on its side.

The loss including the necessary delay is said to be in the neighborhood of \$100,000.

Widowed Brides.

The case of the two foremen Cubby and Jackson, was very sad. Cubby was married to a Cornwall young lady a couple of months ago, and Jackson was also only recently married. They were fine young men.

Louis White got his injuries while making a desperate leap for life. He was high up on the bridge near the American shore, and with his natural presence of mind took in the situation at a glance, and, running shoreward, he sprang off the bridge on to the rocks on the river bank, nearly fifty feet distant. He is one of the most intelligent and best educated Indians in Canada.

Another pathetic feature is the fact that when the first man to lose his life on the job, Wm. Macauley, was buried last week, his fellow workmen subscribed \$175 to erect a monument over his grave, little thinking that in a few days many of them would share a similar fate.

Cyrill Campbell, a young man with his wife, recently returned to Cornwall from Marinette, Wis., is a native of South Indian, Ont. He was only employed a few days as painter. Davis was also a painter.

Advertisement shows trains leaving from Sussex Street.

Timetable effective September 19

This was the same through to 7 January 1899.

An Appalling Catastrophe

Railway Bridge at Cornwall Collapses with Deplorable Results.

Fourteen men killed, eighteen hurt - accident happened just before noon. Agonizing scenes.

Cornwall Sept 6 - A terrible catastrophe took place here today, when, without a moment's warning, two spans of the new International railway bridge across the south channel of the St. Lawrence river were thrown into the water by the giving away of the pier which supported them in the centre. Fortunately the gang of men at work at the time was not as large as usual, the bridges being practically completed, or the loss of life would have been much greater. As it is the number of killed and drowned is 14, and the seriously wounded 17. A number of others have hands crushed, and are bruised and cut, but did not go to the hospital.

The St. Lawrence River runs past this town in two branches, Cornwall Island, a body of land of considerable extent intervening. Consequently it was necessary to build two bridges, and it was the magnificent structure from Cornwall Island to the American shore, a distance of about fifteen hundred feet, which went down in today's accident.

Most of the men were caught in the iron and are probably pinned in the bottom of the river, which at this point, is over 30 feet deep.. None of the bodies have been recovered, although the tug Beaver, with scows, divers and a gang of men worked all afternoon in the wreckage. Many of the wounded were hurt by jumping down on to the bank. The news was at once sent to Cornwall, and with all possible speed and care the wounded were conveyed across Cornwall Island and the north channel to Cornwall, where their wounds were dressed in the Hotel Dieu hospital. Every doctor in town was present, and willing hands did all that could be done to alleviate their suffering.

The dead - full details

The Wounded - full details

An eye witness to the terrible affair said he was sitting on the bank of the river watching the busy workmen above him, when suddenly without warning, there was a fearful crash and two spans of the bridge collapsed, and the immense mass of timber and iron dropped down, and the agonizing shrieks of the men who were being crushed in the wreck were drowned by the rushing water. Then he saw floating bodies coming to the surface, and the work of rescue began.. This was helplessly inadequate, there being only a few boats in the vicinity and very few men who would undertake to swim out into the turbulent waters. Many who might have been saved were drowned before help could reach them. Piteous appealing faces sank beneath the waters before the eyes of helpless onlookers. Bodies came to the surface for a moment and then passed out of sight, perhaps for ever. It was a terrible and heart rending scene. Words cannot depict its horrors. Even those who got to land alive were in such condition that many died on the way to hospitals. Some had their backs broken, others both legs, while others were crushed by the heavy iron. Among those who are missing so far are Cyril Campbell, William Jackson, Craig and W. Cubby. About 40 of the men employed on the bridge were Americans. The remainder were mostly Indians who acted as assistants. Every man of the division went down with the wreck. Many of those who escaped climbed up the iron work which still rested on piers at either end.

The latest news makes it probable that the death rate will reach fully 30 from today's disaster. As far as can be learned 87 were on the pay roll, of whom 82 reported for work this morning. Of this long list only 38 have actually been accounted for. Allowing that some of those unaccounted for will turn up after the excitement, the probable list of dead and injured will, in all likelihood reach over 25 and may reach 30. Among those thrown into the river was the foreman Thomas F. Brady, whose home is in Pottsville, Pa. He has not been accounted for up to a late hour tonight, and is supposed to be at the bottom of the river. All efforts to get a list of the names of the workmen and those of the missing have proved futile as yet. Everything was in a state of intense excitement all the afternoon, and the efforts of all were to care for the injured ones and get them to Cornwall Hospital as fast as possible.

Just before dark, the dead body of an Indian laborer was picked up on the Cornwall side. There was only a slight bruise on his forehead. He probably was stunned by the fall and drowned before help came.

Cause Unknown: No Reason yet Assigned for Cornwall Disaster

Nothing new has developed since the accident. Everything is at a standstill, as no attempts have yet been made to rescue bodies. All the injured are doing well, and unless unforeseen complications set in they will recover. Those seriously injured are at the Hotel Dieu, where they are receiving the best of care, and one and all are loud in their praise of the good nuns who are doing their best to relieve the sufferers. Of the twelve men there, but one has had an operation performed, and no other operations are thought necessary. Several others who had minor injuries were fixed up and sent home. On the day of the accident, all the doctors of the town volunteered their services, which acts of kindness has been much appreciated, but now that everything is in hand, Doctors Gravely and Harrison are able to answer all calls.

When the sick were visited yesterday they were found to be cheerful, despite the fact that the doctors were dressing their wounds. Several of the men expressed themselves in strong terms upon the way the piers were constructed, which according to all accounts is the cause of this dreadful occurrence.

MR. WILSON'S STORY

Mr. J. F. Wilson, assistant foreman, was standing on one of the fatal spans. He is at the Hotel Dieu but is not seriously injured and will be around again in a few days. The sensation, he says is difficult to describe, when he felt the bridge swaying. He at first thought that some of the false work had given away then it dawned upon him that the pier was going; He had five men near him at the time and, strange to say all escaped, with their lives, while another gang, not far distant were lost. Mr. Wilson fell on the up stream side, and it seems remarkable that he worked his way through the iron obstructions underneath the water and rose fifty feet down the stream. He says he went to the bottom, and felt something pressing him down, then it lifted, and being released, he gradually got free. This same man fell from the Victoria Bridge; at Montreal, some three months ago, and got some slight bruises, he came to Cornwall, and increased his experiences in the perils of a bridgeman's life. Mr. Wilson says the pier gave way and a brother of his, standing on shore at the time, says it tumbled down like a heap of dominoes. He also brings out a circumstance, that one span had rested on this pier for a month, while the other one was placed there but a few days. Whether this increased weight was too much for it remains to be determined Mr. Wilson evidently had a struggle for his life, for when rescued his shirt and overalls were in ribbons.

A NARROW ESCAPE

Mr. G. A. Bloxson occupied a cot beside Mr. Wilson, and by a strange coincidence they appear to have been together during the whole time, and deservedly are so now in the Hotel Dieu. He was close to his friend when a loud report warned him what had happened. Someone yelled, "Jump!" but that was almost impossible when his footing was melting away, and "moving faster than thought. The sensation he experienced could not be described. There was first a violent shock, and in a few seconds the span went down with a loud report. Mr. Bloxson feels sure he struck bottom, for he reached out his hand and got some gravel. Then, thirty feet under water, he felt his leg pinned by something, and although he received a compound fracture near the ankle, unaided he succeeded in freeing himself, and picking his way through a mass of iron, little by little came nearer to the surface, and great was his joy when he got close enough to the top to notice a gleam of daylight. Mr. Bloxson also fell on the up side, like his friend. When he was grovelling around the bottom of the St. Lawrence he thought it was all over, but he kept his head, although previously he had taken in a mouthful of water, he pluckily threw it out, and held his breath. When he got his leg free there was still a floor beam on top of him, but that was got rid of. Then, as if fate envied his lot, a big railway tie bounded up from the bottom and struck him in the back, just as he neared the surface. -Of course, this nearly settled matters, but as it turned out, the old bridge had shot its last bolt, and he was soon out of danger. Like his friend, 'Mr. Bloxson came from the Victoria'-bridge, and was rather severely injured in the side. He, too, came to Cornwall but got worse, and was in the hospital for a month, and only left it a few days ago, when this last mishap overtook him. His shirt was torn, and in fact he was in rags when pulled out. He says his days as a bridgeman are over, and he will try some other means of earning a livelihood. Although his leg is badly crushed the doctors hope to save it.

EXPERIENCES OF OTHER MEN

Peter Delahanty was another man who went down. His foot was injured, but he managed to get ashore. He describes the occurrence much as the others. The spar he was on began to sway and then doubled up. He was carried underneath the surface, but disentangled himself and came up. There was something wrong anyway, he says, but he does not pretend to know the cause of the break.

Alfred Fraser, a young man from Woonsocket, RI, is the only one so far who has suffered amputation His left foot was taken off above the ankle by the doctors. He says the span he was on first began to rattle then doubled up, and when half way down to the water, it broke in two, and turned over. As it was going he jumped down stream into a mass of timbers, and going down some 20 feet, was held there. Though his foot was crushed he in some way got it free, and seizing a beam and came to the surface with it. Then he was picked up in a boat. He will naturally discard his present occupation, and expects in time to follow his trade as a horseshoer.

Mr. A. Smith was heating rivets when his attention was called from the work, by the loud noise of the falling bridge. He looked around, and tried to get a hold of something, but could not and fell with the mass of iron and wood. He remembers a sensation of trying to call for help when he was pinned down by a rail. It was across his chest, but the strong current helped him to get it off and he came up, and getting hold of some railway ties, remained there till picked up by a boat.

Louis White, the well-known Indian lacrosse player, was on one of the piers that collapsed, but was near enough the shore, so that by one of his oldtime sprints, he jumped in time, and reached dry land. The distance was some seventy feet, and of course, he got badly shaken up, and received some sprains. He does not remember anything after that till he found himself in the hospital. He is doing well.

There are several others walking around town, who were more or less injured, and in fact, one might almost think the city had just passed through a siege of some sort. Louis David, an Indian went through the whole catastrophe, but is walking about as usual except he has one hand done up in a mere rage of a bandage, because of a few cuts. Fresh cases like this are cropping up all the time.

Mr. Parker talks

Mr. G. W. Parker, president of the New York & Ottawa, for which road the bridge was built when seen, expressed his disapproval of an interview, as matters had not reached a point where the public might be informed of the course to be pursued. He said, however, that undoubtedly the bridge would be finished as the company would not let one pier stand in the way of success. He could not say when work would be resumed, it all depended upon the decision of the directors of the road. With regard to the accident, the company had taken all precautions to have the best of materials used and have the best men use it. More than that they could not do.

An eminent engineer had designed the bridge, and the Sooy Smith Company, which laid the foundations of the piers had a reputation in the United States second to none in that class of work, as the long list of their structures amply showed. Mr. Parker says the pier that gave out was built last fall, and stood the ice strain last winter to perfection, and that was thought to be the only danger.

When asked if he did not think the superstructure of the bridge being upon it, had caused it to give out, he said he was not a practical bridge builder, but the gentlemen of the Sooy Smith Company had informed him that the effect would be just the contrary.

Being further asked whether he thought that special conditions existed here rarely found together, such as the current, had made it inexpedient to employ a concrete foundation, he said that point could only be found out by a thorough examination. However, he had been informed by the Sooy Smith Company that their faith was such that they would warrant the whole pier to stand if built of concrete.

DISCLAIM RESPONSIBILITY

Mr. J. Simmons, superintendent of the Phoenix Bridge Company, emphasized his desire of an interview by a profound silence that was almost of the grave. Mr. Deans, however, as civil engineer of the company, who appeared eminently qualified to speak, volunteered to remark, that, of course, their work was not at fault. The underpinning had failed and the bridge came down. That was all that could be said. He could not say when the men would be again put to work, they were waiting for the railway people to speak, and until then there would be a standstill. He could not say what was the cause of the accident, in fact, that did not concern them.

The Sooy Smith people have not yet arrived as they finished their work some time ago. Their one representative here could not be seen, but

indirectly it was understood, a cursory examination had been made, and it is claimed that part of the pier under water is still intact. Others say that if the pier is there it is no more than a heap of stones. It should be pointed out that a different contractor built the portion above the water. All this goes to show the great difficulty in arriving at any correct explanation of the matter.

Seen from the remaining span of the south channel the wreck is but one mass of twisted iron girders. The two spans went into the water as if they were cut clean. The pier that gave out supported them in the middle, and naturally they were torn off. It seems a wonder that the other span was not brought down at the same time.

In order to clear the wreckage it is the general opinion that dynamite will be used. Any other way seems out of the question, at least until the mass has been separated into parts, when it might be raised out.

The physician of the Phoenix Bridge Company, seen tonight regarding the alleged death of Robert Martin, of Montreal, which was reported in a Montreal evening paper, says the story is not true. No man named Martin was hurt, and every man taken from the wreck is alive and progressing towards recovery. -A man named Robert Martin had been employed on the bridge, but the timekeeper says he had not turned up to work for several days prior to the accident, and he does not think he could have been in the wreck.

08/09/1898 *The Record, Chesterville* *New York Central* *Cornwall*

Fourteen dead.

International bridge at Cornwall collapses.

A defective pier the apparent cause of a terrible accident - seventeen others injured.

A terrible catastrophe took place at Cornwall on Tuesday when, without a moment's warning, two spans of the new international railway bridge across the south channel of the St. Lawrence River were thrown into the water by the giving way of the pier which supported them in the centre. There is a long piece - not reproduced here.

08/09/1898 *The Record, Chesterville* *New York Central* *Embrun*

Ottawa Sept. 6. A novel ceremony was performed at the little village of Embrun, down the line of the Ottawa and New York Railway, when Archbishop Duhamel, surrounded by a number of clergy of the diocese, called upon the benediction of heaven upon the head of the President of the Ottawa and New York Railway, the road itself, the employees and the rolling stock. There were several thousand people present and a large picnic was held in the afternoon.

08/09/1898 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

THE SAME CONTRACTORS -

Sooy & Smith of the Cornwall: Bridge are Also Contractors for the Interprovincial

Sooy and Smith, of New York, the contractors who built the sub-structure of the Cornwall bridge which collapsed on Tuesday last have the contract for the Interprovincial bridge here. Part of the contract of the Interprovincial bridge was sublet to Messrs. Brodeur and McNaughton. The work in deep water and on the Hull side is being done by Sooy and Smith under the supervision of Mr. G. Adgate. The work on the Interprovincial bridge is examined by experts at every stage and is claimed to be the best work ever done by those contractors.

08/09/1898 *Ottawa Citizen* *New York Central* *Cornwall*

THE BRIDGE DISASTER

All of the Injured Expected to Recover - The Wreck Inspected

Cornwall, Ont., Sept 7. - There is nothing of statling [sic] importance to chronicle today in connection with the O. & N.Y. bridge disaster. It has been raining here all day and consequently it was impossible to do anything at the work of removing the wreck. All the men had a holiday and spent it in town talking over the accident and telegraphing to their friends of their safety, and to the friends of the dead men and in arranging for the disposal of the remains when recovered.

The story to the effect that Robt. Martin of Montreal, was also missing has been proven to be a canard and the figure of the dead remains the same as yesterday, namely, fourteen.

Inquiries at the Hotel Dieu tonight elicit the information that all the injured are doing well and it is now anticipated that any other cases will prove fatal. Five of the slightly wounded men were released from the hospital today.

The wreck was inspected today by Mr George E. Thomas, manager for Soohsmith and Co., and Messrs. John Sterling Deans, chief engineer, and A. B. Milliken, superintendent of erection of the Phoenix Bridge Co., and F. D. Anthony chief engineer of the New York and Ottawa Construction Co. None of these gentlemen have anything to say as to the cause of the accident or upon whose shoulders the responsibility and liability rest.

It is said that dynamite will have to be used to remove the wreck in which case most of the bodies would suffer horrible mutilation. This statement cannot be traced to an authoritative source.

No statement could be obtained from the officials of the railway in regard to the rebuilding of the bridge.

08/09/1898 *Ottawa Citizen* *New York Central* *Cornwall*

Drawing of before and after of the bridge. Page 1

ACTION TAKEN

To investigate the Bridge Disaster

BY THE RAILWAY DEPT.

Number of Victims Now Definitel Ascertaind to be Fifteen

The disastrous failure of the bridge on the N.Y. & O. railway over the American south channel of the St. Lawrence river near St. Regis, in the state of New York, the falling of two spans of which resulted in the sacrifice of 14 lives has given the minister of railways and canals much concern. As this bridge has immediate connection with the railway system of Canada through the O. & N.Y. Ry at Cornwall. The minister, even though he has no legal control over the construction of this bridge, it being in a foreign country, feels it very important that if possible, he should learn the cause of the failure of this structure, and therefore he has given the chief engineer of his department instructions to send a member of his staff to investigate the matter.

Mr. R.C. Douglas, C.E. bridge and hydraulic engineer of the department, has accordingly been detailed for this duty and leaves today for the scene of the accident taking with him the diving staff and apparatus used for submarine work on the Lachine canal.

Cornwall, Sept. 8. - (special) The body of one unfortunate victim of the bridge disaster was recovered from the waters of the St. Lawrence today. The Phoenix bridge men had set to work early this morning and all day long the work of clearing away the wreck progressed steadily. The corpse which was recovered was espied early in the morning by one of the workmen and the efforts of the whole force were directed to recovering it. Fortunately it lay in comparatively shallow water and after a tremendous amount of labor the maze of iron beneath which the body lay was pulled off and hacked through and the remains of Daniel Hughes of Cleveland, Ohio, were tenderly taken out of his watery grave and placed on the river bank where they are now lying exactly in the same condition as they came out of the water. Coroner W.C. Smith, of Winthrop, N.Y., within whose jurisdiction the accident happened, was notified by wire and is now holding an inquest on the spot.

The Fifteenth Victim.

It is now quite certain that the report of the death of Robert Martin is quite true. The denial of the story arose from the fact that the timekeeper stated that he had not been working for four or five days previously, and it was thought he had left the bridge but from the statements of the men who were working with him it appears that he had returned to work there that day and went down in the smash and has never since been seen. His family who live at 16 Guy street, Montreal, have been notified. This makes the number of dead fifteen. All the injured in the Hotel Dieu are progressing nicely.

Work on the north channel bridge has been stopped since the accident to the south channel spans and the Phoenix Bridge Co., declined to say when or whether they will recommence work. The mass of wreckage around the fallen pier in the south channel makes it impossible to get within a hundred feet of it and it will be some days before an examination can be made of the foundation by divers.

Cause of the Collapse.

In the meantime no light can be thrown on the cause of the disaster. Three theories have been advanced to account for it and it would seem that one of them must be correct. The general opinion is that the action of the water undermined the concrete foundation of the pier and thus caused the overthrow of the bridge. The second theory is evolved from the statement of Captain Bonnar of the tug Beaver that the shore span broke first dragging down with it the pier and the center span.

This would mean a glaring structural defect in the steel work and is the least probable of the three. The third theory advanced is that the pier was too light for the purpose and that the weight of the spans, some 740,000 pounds, proved too much for it. In support of this view it is pointed out that no sooner had the last piece of false work been removed than the whole structure collapsed.

It is probable that several bodies will be recovered tomorrow as some of them can now be seen. Hughes' remains will be shipped to his family in Cleveland tomorrow.

09/09/1898 *Ottawa Free Press**Renfrew**Arnprior*

Mr. James Keating, of Ottawa, has secured the contract of building a bridge at Arnprior for the O.A. & P.S. railway. He has moved up his derricks and machinery.

09/09/1898 *Almonte Gazette**New York Central**Cornwall*

A Terrible Accident.

Fourteen men were killed and seventeen injured at Cornwall on Tuesday by the collapse of a pier and two spans of a partially constructed bridge on the New York and Ottawa R.R. across the St. Lawrence. Forty workmen were on the bridge at the time, and all were precipitated into the water, with the above dreadful results. The bodies of the victims are pinned in the wreck. The accident is supposed to be due to the crumbling way of a pier.

List of killed omitted

Many of the wounded were Canadians, chiefly Indians of Cornwall Island. Some of those injured are likely to succumb to their injuries or be maimed for life the loss is put at \$100,000.

09/09/1898 *Almonte Gazette**Prescott**Kemptville*

R. Maud, a well known brakeman on the C.P.R., while coupling cars near Kemptville, had his hand caught between the bumpers and a hole punched through the palm

09/09/1898 *Ottawa Journal**New York Central**Cornwall***INDIANS FOUND TWO BODIES**

WERE THOSE OF VICTIMS OF THE CORNWALL DISASTER

Inquests to be Held - The Building of the Railway Bridge Will be Resumed on Monday

Cornwall, Ont, Sept 9. A couple of Indians this morning found two dead bodies in the river near St. Regis Island and at once came to Cornwall to notify the authorities. Coroner Hamilton ordered them to take the bodies to Cornwall as they were found in Canadian water. They are doubtless a couple of the poor fellows who met their fate in the bridge disaster on Tuesday, but their identity cannot be established until they are brought here when an inquest will be held.

The .nquest on the remains of Daniel Hughes, of Cleveland. Ohio, found in the wreck yesterday, has been adjourned to meet at Helena, N. Y on Monday. The body was taken to Cornwall and shipped thence to Cleveland.

The Phoenix Bridge Company's local manager stated this morning that the work of completing the big bridge over the north or steamboat chanel would be resumed on Monday at the latest. The intention of the company is to complete the north bridge according to contract and as early as possible.

The two bodies found to-day are those of R.L. Dysart of Tyrone, Pa, and Wm. Saunders, of 140 Fort ave., Baltimore, M.D. No inquest will be held,

09/09/1898 *Renfrew Mercury**Locksley*

Mr. Neil A. King of Lake Dore, one of the foremen on the Pembroke Southern Railway construction, has completed his work on that line, and left on Saturday night for the Rainy River district with a gang of fifty men, to work for the C.P.R. on the improvements there.

The new C.P.R short line between Ottawa and Montreal is now in running order. Trains ran through on Monday morning last. The service between Vankleek Hill and Montreal is not as good as it formerly was. The morning train leaves Ottawa every day except Sunday at 8.15 a.m., Plantagenet, 9.16, Alfred 9.25, Caledonia Springs 9.34, McAlpines 9.43, Vankleek Hill 9.48, Stardale 9.54, St. Eugene 10.04 arriving in Montreal at 11.45 a.m. The afternoon train leaves Ottawa at 3.50; Plantagenet at 4.49; Caledonia Springs 5.02 Vankleek Hill 5.13 and arrives at Montreal at 6.45. It does not stop at Alfred, McAlpines, Stardale or St. Eugene. The morning train west leaves Montreal at 9.45 a.m.; Vaudreuil 10.25, Vankleek Hill 11.22, Caledonia Sptings, 11.33; Plantagenet 11.47, arriving in Ottawa at 12.45 p.m. This train does not stop at the smaller stations. A mixed leaves St. Eugene for Plantagenet at 12.18; Vankleek Hill 12.55; McAlpines, 1.05 and arrives at Plantagenet at 2.05. A mixed train runs to Ottawa in the afternoon. it passes St. Eugene at 5.55, Stardale 6.04; Vankleek Hill 6.11; McAlpines, 6.15; Caledonia Springs, 7.25; [sic] Alfred 6.33; Plantagenet, 6.42; arriving in Ottawa at 7.45 p.m. There is no Sunday train between Montreal and Ottawa. The Sunday train runs as far as Plantagenet.

09/09/1898 Montreal Gazette

New York Central

Cornwall

Cornwall Disaster: Body of One of the Victims Recovered Yesterday

So far only one body of the fifteen men who were killed or drowned in the O&NY bridge disaster has been recovered. It was found this morning about fifteen feet from the American shore, and was pinned down by a steel rail. It was brought to shore without much difficulty and there recognized as all that was mortal of Daniel Hughes, of Cleveland, Ohio. The body was left in the water till coroner W.C. Smith was sent from Winthrop, NY. A jury was empanelled, and after viewing the body and the wreck, the inquest adjourned. The body of Hughes will be taken to Cornwall, and sent from here to Cleveland.

Some of the men who were looking for the bodies think they have located another one, but cannot raise it.

As regards what will be done to the wreck and the rest of the bridge much depends on the result of the inquest. A thorough inspection will take place before the wreck is removed or work resumed on the other bridge. One thing is certain the two spans are a total loss. The iron is in such a shape that none of it will be available for reconstruction, and the removal of it from the bottom of the river will be a very difficult undertaking. As for the pier it is worse than useless, being in the way of a new structure. There seems to be little doubt but that the number of dead and missing is fifteen instead of fourteen. Robert Martin, of Montreal, had been employed on the bridge, but was away from town for several days. Some of the men are positive that he returned to town and went to work on Tuesday morning, but the time-keeper missed him, and so he was not reported in the official death list.

TO MAKE AN EXAMINATION

The disastrous failure of the bridge of the NY&O Railway over the American or south channel of the St. Lawrence River near St. Regis, in the state of New York, the falling of two spans of which resulted in the sacrifice of 14 lives, has given the Minister of Railways and Canals much concern, as this bridge has immediate connection with the railway system of Canada through the O&NY Railway at Cornwall. The minister, even though he has no legal control over the construction of this bridge, it being in a foreign country, feels it very important, that if possible, he should learn the cause of the failure of this structure, and therefore, he has given the chief engineer of his department instructions to send a member of his staff to investigate the matter, Mr. R.C. Douglas, C.E. bridge and hydraulic engineer of the department, has accordingly been detailed for this duty, and leaves tomorrow for the scene of the accident, taking with him the diving staff, and apparatus used for submarine work on the Lachine Canal.

The Phoenix Bridge & Iron Works, 29 McGill Street, Montreal, are in no way connected with the Phoenix Bridge Company of Phoenixville, PA, the contractors for the bridge at Cornwall. The similarity of the names has in some instances led to confusion.

10/09/1898 Ottawa Citizen

New York Central

Cornwall

THE INQUIRY HAS BEGUN

An Inquest Opened on One of the Victims of the Bridge Disaster.

Cornwall, Ont., Sept. 9. - Special. The inquest on the body of Daniel Hughes whose body was the first to be recovered from the bridge wreck which was held last night went no further than the empanelling of a jury by the coroner W.C. Smith of Winthrop, N.Y., and the viewing of the body after which an adjournment was made to Helena, N.Y. till Monday next. It appears that Hugh's arm was pinned down by a heavy iron rail and death was caused by drowning. He had sustained no injuries whatever.

The bodies of five victims of the bridge disaster here were recovered today. This morning word was brought from St. Regis that an Indian had found the bodies of two men floating in the water near St. Regis Island. Rough boxes were immediately sent over by M.A. McDonald & Co., the bodies were brought here where they were identified as those of R.L. Dysart, of Tyrone, Pa., and W. Saunders, of Baltimore, Maryland. This afternoon the body of Robert Martin of Guy street, Montreal was found floating in the water along the Cornwall Island shore. Two other bodies, those of Pat Murphy of 129 Bathurst Street Toronto and John Clause of Caughnawaga, Que., came to the surface about three hundred feet below the scene of the accident. The relatives of the men were immediately notified. This makes six bodies in all recovered. Nine are still missing.

A small force of men are still working at the wreck. Your correspondent saw Captain Bonnar, of the tug Beaver tonight and was informed by that gentleman that there was no truth whatsoever in the statement he had seen the bridge fall and that the shore span had broken first dragging the pier and the other span with it. He was in the engine room at the time and the crash was the first intimation he had of the disaster.

Mr. Robert C. Rouglas, [sic], the engineer detailed by the minister of railways and canals to investigate the cause of the accident arrived here today and registered at the Rossmore..

10/09/1898 Ottawa Journal

New York Central

Cornwall

SIX BODIES RECOVERED

Cornwall Sept. 10. - Six bodies of victims of the bridge disaster had been recovered up to last evening. The three latest victims found are Robert Martin, Montreal; Pat Murphy, Toronto, and John Clauss, of Caughnawaga. Nine are still missing.

10/09/1898 Montreal Gazette

New York Central

Cornwall

So far the bodies of six of the unfortunate men who met their death in the collapse of the O&NY bridge have been recovered, but the remaining nine are still at the bottom of the St. Lawrence. The remains of Daniel Hughes, of Cleveland, which were recovered yesterday, were taken to Cornwall after the Coroner's jury had viewed them, and sent to Cornwall for interment. This morning a couple of St. Regis Indians found the bodies of two men who turned out to be Raymond L. Dysart, of Tyrone, Pa, and William Saunders, of 1410 Fort Avenue, Baltimore, MD. The bodies having been found in Canadian waters, Coroner Hamilton, of Cornwall, was notified and ordered the remains to be taken to Cornwall. He decided not to hold an inquest unless requested to do so, and the bodies, both of which are badly decomposed, will be buried tomorrow in Woodlawn Cemetery. This afternoon the body of another man was found near the foot of Cornwall Island, and, like Saunders and Dysart, taken to MA McDonald & Co.'s Morgue. It was identified as the remains of Robert Martin, of Montreal, the man whose presence on the bridge at the time of the accident was in doubt. His remains will be sent to Montreal for interment. Two other bodies found in the river this afternoon about 200 yards below the wreck are detained at the American side till Coroner Smith, of Winthrop, holds an inquest. These bodies have been identified as Patrick Murphy, of Toronto, and John Clause, an Indian from Caughnawaga. They also are badly decomposed.

The Phoenix Bridge Company expect to resume work on the big cantilever bridge over the north channel on Monday. This will be a much heavier bridge than the one destroyed, and contains a cantilever span of 420 feet long.

Mr. R.C. Douglas, C.E. of the Department of Railways and Canals, has arrived in town to make an unofficial enquiry into the accident on behalf of the Dominion Government. He has a staff of expert divers and river men, who will examine the wreck.

The inquest on the body of Hughes has been adjourned to meet in Helena, NY, on Monday.

THE BRIDGE DISASTER

All But Two of the Bodies Recovered. Conference to be Held.

Cornwall, Sept. 11. - special - all the bodies of the victims of the bridge disaster have been recovered except those of Zanmer Craig and Davis. All the bodies recovered yesterday were in a horrible state of decomposition and hardly recognizable.

The funeral of W.J. Cubby, who was well known in Cornwall was held yesterday and was very largely attended.

The injured in the Hotel Dieu are doing well. Work will likely be recommenced on the cantilever span of the north channel tomorrow morning.

Mr. R. C. Douglas, the Canadian government engineer, visited the scene of the wreck yesterday in the steamer Ivy, but made only a cursory examination. A conference between representatives of the Ottawa and New York Railway Company, the Phoenix Bridge Company and SooySmith and Company, will be held in New York tomorrow morning, to determine what steps shall be taken with a view to rebuilding the south channel bridge.

The coroner's inquest on the body of Dan Hughes, of Cleveland, the first victim found, will be continued tomorrow at Helena.

12/09/1898 *Ottawa Citizen**Canada Atlantic**Central Depot*

The C.A.R. authorities intend putting a stop to the crowds of youths and maidens who make it a practice to promenade at the station previous to the arrival of the Montreal train each evening. Of late it has been almost impossible for passengers to walk along the platform owing to the crowd and last night, Mr. Hicks, an employee of the road, was stationed at the entrance to the station to prevent persons who had not friends coming on the train from entering. It was wonderful, the number of young girls who faced the official, and when stopped, indignantly stated that some of their relatives were coming on the train.

12/09/1898 *Ottawa Journal**New York Central**Cornwall*

RIVER GIVES UP ITS DEAD

BODIES OF SIX VICTIMS OF CORNWALL DISASTER FOUND

Only Three are Still Missing - The Sad Case of a South Indian Victim - Names of the Dead Recovered

(Special to the Journal)

Cornwall, Sept. 12.- of the 15 men who lost their lives in the O. & N.Y. bridge disaster here last week the bodies of 12 have so far been recovered.

The men who are still held down by the iron or are in the embrace of the St. Lawrence are J.D. Craig, of Detroit, Mich.; Harry Davis of Pittsburgh, Pa., and H. Baumer, of Johnstown, Pa. The number of bodies recovered yesterday was six (names omitted)

A very sad case is that of young Campbell. He was born in Newington, Stormont county, 20 years ago, but his father, John Campbell, has for several years past been living at South Indian. The family has been singularly unfortunate for besides losing all their worldly possessions in the big bush fires at South Indian last fall, this is the second son to meet a violent death while in the prime of young manhood. A brother of the deceased was instantly killed in a sawmill accident at South Indian two years ago. Cyril, who was married about 8 months ago in Marionette, Wis., came to Cornwall a couple of months ago and secured employment as a painter on the bridge which was to be the scene of his death. His young wife arrived here the other day. All the bodies for a very badly decomposed.

12/09/1898 *Montreal Gazette**New York Central**Cornwall*

The Cornwall Disaster: So Far the Bodies of Twelve Victims Have Been Recovered

Yesterday the St. Lawrence gave up several more victims of the O&NY bridge catastrophe. Twelve in all have so far been recovered. Those still missing are Harry Davis, painter, of Pittsburg; Louis Baumer, of Johnstown, Pa, and J .D. Craig, of 221 Franklin Street, Detroit, Mich. In all six bodies were found yesterday. All were picked up in Canadian waters from the foot of Cornwall Island to St Regis. The body of W.J. Cubby was brought to Cornwall on Saturday morning on the same boat that brought the remains of Clause and Murphy, who had been found the previous day near the American shore, and held there pending action by Coroner Smith of Winthrop, NY. Cubby, whose home was in Patterson, NJ, although only 27 years of age, was one of the Phoenix Company's trusted foremen. His remains were in bad shape, and were recognized principally by his clothes, watch and ring His young wife, nee Miss Berth McDonald, of Cornwall, was terribly grief stricken. The remains were interred yesterday afternoon in Woodlawn Cemetery. The body of W.J. Jackson, of Columbus, Ohio, another foreman, was also found, and was taken by Mrs.

Jackson, and other relatives to Windsor, Vt, today. Daniel Hughes' remains were shipped to his home in Cleveland, Ohio, Patrick Murphys to

Toronto, John Clause's to Caughnawaga, Robert Martin's to Montreal, and Frank Lavigne's to Ogdensburg, NY.

The remains of Cyril Campbell and Thomas Binningham were interred this morning in St.

Columban's Cemetery, and those of William Shennan, William Saunders and R.L. Dysait in Woodlawn Cemetery. MA McDonald & Co.'s morgue, where the bodies were laid out, presented a gruesome scene, which will never be forgotten by those who saw it. In almost every case the bodies were so badly decomposed that identification was rendered possible only by the clothes. Cyril Campbell was in his twentieth year. He was a native of Newington, Stormont county, and was married in January at Marinette, Wis. He had been employed as a painter on the bridge. His young wife arrived here only eight days previous to his death. His parents have had a lot of hard luck. Two years ago an elder son was killed in a saw mill at South Indian, and last fall they were burned out and left homeless by the big bush fire. He was a brother of J.L. Campbell, of Cornwall.

Birmingham was a native of Dublin, Ireland, and was not known to have any relatives on this side of the Atlantic. Shennan was a native of London, England, and has no relatives here. He was employed for several years by William Davis & Sons, contractors, on the Cornwall Canal.

George H. Parker, president of the New York & Ottawa Company; Sterling Deans, of the Phoenix Bridge Company, and Edwin S. Jarret, of the SooySmith Company, left today for New York, where a conference will be held tomorrow to determine whether the work of completing the south bridge will be at once proceeded with or action delayed until the responsibility for the accident is decided. The foremen of the Phoenix Bridge Company say that the work on the cantilever span over the north channel will be resumed tomorrow morning. R.C. Douglass, the Dominion Government engineer, visited the wreck yesterday, and will continue his investigation tomorrow.

13/09/1898 *Montreal Star**New York Central**Cornwall*

THE CORNWALL BRIDGE

Government Officials to Put a Diamond Drill to Work to Ascertain Facts

(Special to the Star)

OTTAWA September 13 - The Department of Railways and Canals have arranged to put a diamond drill st work on the piers on the Canadian end of the new bridge across the St. Lawrence at Cornwall. This will enable the engineer Mr Douglass [sic] who is in charge of the departmental inquiry to ascertain the character of the material used in the construction of the work and if it is not found to be satisfactory the contractors for the superstructure will not be allowed to proceed. Divers will also be employed to examine portions of the piers below the surface.

To Test the Piers.

Until the investigation now being conducted by Mr. R.C. Douglas, of the Department of Railways and Canals has been completed it will be impossible to determine the exact cause of the failure of the pier of the New York and Ottawa bridge, the collapse of which caused the terrible disaster of last Tuesday. The wreck occurred in the south channel of the St. Lawrence, which is in United States territory so that the submarine inspection of the fallen pier is in a measure being carried on in an unofficial way.

The piers in the north channel, however, are on the Canadian side, and the chief engineer of Railways and Canals, Mr Collingwood Schreiber, has determined that they shall be thoroughly tested before the spans are put up and the bridge used for traffic. To that end he has ordered that a diamond drill be dispatched to the spot and both piers and abutments examined. By means of a diamond drill a core can be taken out clear through the masonry, from the surface of the pier into the very concrete foundation, which rests upon the river bed. This will demonstrate the exact quality of the mason work and foundation upon which the piers rest. The drill will be put to work at once.

13/09/1898 *Quebec Daily Mercury**New York Central**Cornwall*

Ottawa Sept. 13 - The Chief Engineer of Railway and Canals has determined that the Ottawa & New York railway bridge will be thoroughly tested before spans are put up and the bridge used for traffic. To that end, he has ordered that a diamond drill be dispatched to the spot and both piers and abutments be examined. By means of a diamond drill a core can be taken out clear through the masonry from the surface of the pier into the very concrete foundation which rests on the river bed. This will demonstrate the exact quality of the mason work and foundation upon which the piers rest. The drill will be put to work at once.

13/09/1898 *Ottawa Journal**New York Central**Cornwall*

TO TEST THE PIERS

The department of railways and canals is sending a diamond drill to the Ottawa and New York Railway bridge at Cornwall so that all the masonry in the piers on the Canadian side may be thoroughly tested before the spans are put up and the bridge open to traffic

13/09/1898 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Six new closed cars are being built by the Ottawa Car company for the electric road. It is expected that they will be finished by the first of November.

14/09/1898 *Lanark Era**Locksley*

A fireman named Moore died suddenly on the Pembroke Southern railway. He had just started the fire in his engine when he fell over and died before assistance could be rendered him.

14/09/1898 *Montreal Gazette**New York Central**Cornwall*

The Cornwall Disaster: No More Bodies of Those Who Perished Recovered

There have been no developments of any account in regard to the bridge disaster in Cornwall since Saturday. Three bodies still remain in the embrace of the mighty St. Lawrence. The inquest on the remains of the first body found, that of Daniel Hughes, was resumed at Helena, NY, today, Coroner Smith, of Winthrop, presiding. There was an array of legal talent, and all the interested companies were represented. The inquest was adjourned without hearing any evidence until October 5, when it is believed some definite knowledge will be forthcoming. The Phoenix Bridge Company had a small gang of men at work today removing engines from the shore span to the bank.

Until the investigation now being conducted by Mr. R.C. Douglas, of the Department of Railways and Canals, has been completed, it will be impossible to determine the exact cause of the failure of the pier of the New York & Ottawa bridge, the collapse of which caused the terrible disaster of last Tuesday. The wreck occurred in the south channel of the St. Lawrence, which is in the United States territory, so that the submarine inspection of the fallen pier is in a measure being carried on in an unofficial way. The piers in the north channel, however, are on the Canadian side, and the chief engineer of the railways and Canals, Mr. Collingwood Schreiber, has determined that they shall be thoroughly tested before the bridge is used for traffic. To that end he has ordered that a diamond drill be despatched to the spot, and both piers and abutments examined. By means of the diamond drill a core can be taken out clear through the masonry from the surface of the pier into the very concrete foundation which rests upon the river bed. This will demonstrate the exact quality of the mason work, and the foundation upon which the piers rest. The drill will be put to work at once.

14/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

The government's intention to test the remaining piers of the Ottawa & New York bridge at Cornwall by drilling sounds well. It would be in order subsequently to require a test of the piers of the Nepean bridge in the Ottawa river. The piers at Cornwall are described as knife-blade style - they are one hundred feet high and sixteen feet wide at base. The piers at Ottawa are of much the same dimensions.

14/09/1898 *Ottawa Citizen**New York Central**Cornwall*

Cornwall Bridge Disaster.

Mr. R.C. Douglas, of the department of railways and canals has returned from the scene of the New York and Ottawa railway bridge wreck, whither he was dispatched to examine the collapsed pier and report upon the probable cause of the disaster. So far as can be learned, however, the conditions were not favorable to such a thorough investigation as Mr. Douglas was desirous of making. The site of the pier is covered with a mass of wreckage, and, besides the ironwork and wooden false work of the collapsed spans lies like a mighty dump athwart the stream. With an ordinary current of 5 to 5 1-2 miles per hour the conditions resulting from this obstruction render diving operations around the pier impossible. No doubt the investigation will be proceeded with as soon as the wreckage has been removed.

Up to the present neither the State of New York nor the Federal government has dispatched an engineer to investigate the disaster. The reason for this delay is probably that the State authorities are loth to interfere with the functions of the Federal government, whose jurisdiction properly extends to international waters.

15/09/1898 *The Record, Chesterville**New York Central*

The Cornwall disaster. No more bodies found.

Piece not reproduced.

15/09/1898 *Ottawa Journal**Eganville**Eganville*

Sept 16. Mr. H.B. Spencer, Superintendent of the CPRy is expected here in a few days for the purpose of taking into consideration the building of a station in the centre of the village, which, if done, will supply a much needed want, and will doubtless increase the business of the railway company as our present station is too far away from the centre of town.

Newspaper day on the CPR

Montreal and Ottawa reporters go over short line.

New property of the company under journalistic eye - something about the new Hotel Viger in Montreal

The new short line of the Canadian Pacific Railway from Ottawa to Montreal was yesterday "passed upon" by the newspapermen of the capital and the metropolis.

The Moguls of the company had been over the road before it was opened to the public on September 5, and had decided they were the owners of a piece of property upon which they might safely ask the criticism of the newspapers.

So it was arranged that each of the principal papers of Montreal and Ottawa should be requested to allow a representative to become the guest of the company and take a trip over the new line.

The run was made yesterday in a Pullman car attached to the regular morning train from Montreal. The train leaves there at 9.45 and reaches Ottawa at 12.45.

When the party arrived at the Windsor Street station, Mr. C.E. Usher, general passenger agent of the C.P.R. was on hand with cabs and a hatful of pleasantness, and took them to the Place Viger Hotel, the new hostelry the CPR has built on Craig Street, near St. Denis, in conjunction with the new CPR East End depot. This hotel, which is intended as a rival (or better) of the swell Windsor Hotel was opened about two weeks ago.

At the Place Viger breakfast was served.

The Hotel Viger

Full description omitted

The Railway Station

The railway offices occupy half of the ground floor, on the side next Lacroix Street. The ticket department is laid out with all the ornateness that modern railway ideas could suggest. The rotunda is not as large as that at the Windsor Street station, but the trappings quite as up to date. The baggage room to the left of the ticket office is unusually roomy.

Further details omitted

The Hotel

Details omitted

The trip.

When the train left Windsor Street depot it had on board representatives of the Star, Herald, Gazette, Witness, La Presse, Le Monde, Le Minerve, La Patrie of Montreal and the Free Press, Le Temps, The Journal of Ottawa. Mr. Usher and Mr. Lalande, travelling passenger agent, were along to show off the fine points of the road. As far as a description of the road is concerned that is not necessary here. When the road was inspected by the company a month or so ago, a Journal man was along and wrote up the country through which the line passes.

A few words are however in order so far as the road bed is concerned. Since the company's inspection the ballasting has been completed.

Yesterday the train ran delightfully smoothly. Though the trip, 112 miles was made in three hours, a time of about 38 miles per hour, including stops, there was practically no jarring, even on the rear car where the newspapermen were. The 72 lb. rails and the careful way the road was built, with a view to a 2 1/4 hour service next spring. Officials of the company made a special run to Ottawa one day last week in two hours and a quarter. They say the train "ran like a bird."

The party, on arrival at Ottawa, were taken to the Russell House where luncheon was served. Afterwards, Mr. J.E. Parker, city ticket agent, assumed charge and took "the boys" as he called them, over the city on the electric cars. Those who had not been to this handsome town of ours seemed to be much struck with the beauties on every hand, and at the go aheadness apparent.

At 3.50 the Montreal men, accompanied by Mr. Usher took the train back to the metropolis. Mr. H.B. Spencer, superintendent of the line was at the station to see them off.

The outing was a pleasant one.

The train crew on the up trip was an all Ottawa one. It consisted of Conductor Alex. Younger; Baggage-man W. Perry; Brakeman E. Yale; Engineer C. Theberge; Fireman C. Carrouth. Porter W.H. Post of Ottawa was in charge of the special parlour car.

As a fitting climax to the inauguration ceremonies in connection with the new Ottawa and Montreal short line, the officials of the road introduced a party of Montreal and Ottawa newspaper men to it, at the same time making it an occasion which will remain green in the memory of the scribes for many days to come. Incidentally, of course, the many advantages of the Capital were impressed upon the less fortunate of the party who are by misfortune compelled to reside in the metropolis. This was done with the assistance of the Ottawa Street Railway Company, with whom arrangements had previously been made for a private car. It met the unsophisticated Montreal journalists at the depot, and the Ottawa men immediately let themselves loose in the way of praising their burg.

The car travelled over the many streets, and it is safe to say the many marvelous things presented to the Montreal gentlemen will be long remembered.

The Ottawa contingent was along more for the purpose of explaining the many beauties of this city than anything else, and this they did as only newspaper men can. In order that the strangers might not get lost in the highways and byways of the Capital, the representatives of the Journal, Free Press, Le Temps and The Citizen agreed to go down and chaperone them as it were. A sleeper was side tracked at the Union station Tuesday evening and during the small hours of the morning the local men stole in and went to sleep. At eight o'clock they were awakened in the Windsor depot, Montreal and, accompanied by Mr. C.E.E. Usher, the general passenger agent of the C.P.R., repaired to the palatial Place Viger Hotel where breakfast was partaken of.

On the "inner man" being satisfied, the party journeyed back to the Windsor street station and the return trip was begun. The beautiful view of the Lake of the Two Mountains, Caledonia Springs, etc., were all enjoyed and everyone expressed themselves as more than satisfied with the new line connecting Canada's two great cities.

The short line has already been "written up" in the Citizen and all residents of the Capital are sufficiently familiar with it. Suffice it to say that now Montrealers have so quick a service to the Capital it is to be hoped they will appreciate it.

Conductor Wm. Anderson had a lively time with some drunken shantymen on the C.P.R. evening express on Tuesday of last week between Arnprior and Renfrew. He was considerably cut about the face

THE EXPECTED HAS HAPPENED

Peter Dunn, an Almonte Carter, Killed at the Main Street Crossing by a Fast Running Train - Horse Killed and Wagon Smashed into Splinters - The Coroner's Inquest - The C.P.R. Co. Mildly Censured.

Thousands of times it has been said in town that someday there would be a bad accident at the railway crossing near the roller mill on Main Street. Several times animals have been killed there, but on Tuesday evening of this week the predicted accident did take place, and as a result of it Peter Dunn and his horse were killed and his wagon smashed into atoms. Mr. Dunn, who was a carter, was in the act of driving down the hill at the crossing in question when the evening local train from Pembroke came thundering along. Owing to the curve and the fence he did not see the train till it was within a few rods of him. Then he seems to have tried to pull up the horse, and next moment struck it with the whip to urge it forward, when the engine struck the horse about the hip, with the result that the animal was carried part way on the cow-catcher and was thrown off at the right side of the track fifty-five feet from where the engine struck it. The animal died in a few minutes. The wagon was thrown into the ditch on the other side of the track, and was smashed into pieces. Mr. Dunn, who was sitting in the front of the wagon, was knocked clear over the cattle guard fence and when found was lying in the ditch sixty-four feet from where the collision took place. He was breathing when found, but was carried to Mr. John Dick's weave-room, nearby, and breathed his last ten minutes after the accident, without having recovered consciousness. Dr. Hanly was at his side a few minutes after the accident, but his services were of no avail. Mr. Dunn was 36 years old. He was a native of Darling township, and came here a year or two ago. He leaves a widow (nee Lake), but no children. The C.P.R. Co. sent up an Ottawa undertaker to look after the remains and take charge of the arrangements for the funeral, Mrs. Dunn's circumstances being such that she was unable to pay for anything in that line. Dr. Burns, coroner, was promptly notified of the accident, and was quickly on hand. Tuesday night at a late hour he empanelled a jury for the purpose of holding an inquest, one having been demanded by Mr. W.E. Darling. The jury was composed of Messrs. John Drynan (foreman), John Dick, James Little, Norman Stevenson, Francis Carter, David J. Dick, John Malone, James Robb, A.G. Matthewson, Harry Grace, Duncan Forgie, Charles Simpson and Wm. S. Boyd. The coroner and the jury met in Mr Dick's weave-room, went through the customary formalities, and after taking the evidence of a couple of witnesses adjourned till Wednesday forenoon at ten o'clock in order to secure the presence of the conductor and engineer of the train which caused the fatality. On resuming after the adjournment the jury met in the council chamber, with a crowd in attendance. We condense the evidence of the various witnesses, as follows:

W.E. Darling deposed that he had just driven over the crossing and down the hill. He saw the train strike the horse just at the front of the wagon. Train was running at a high rate of speed - 20 to 25 miles an hour, in his opinion. Dunn was sitting on the wagon, and acted as if he did not hear the train; he was driving at a moderate rate of speed.

James McPhail, baker at Wiley's roller mills, said that when the horse was nearly across the track Dunn tried to pull the horse back, when the train hit the horse. He judged that the train was going at a rate of 25 or 30 miles an hour.

George Wilson and A. Kenny, who were passengers on the train, deposed that in their opinion the train was going at a rate much in excess of six miles an hour.

Austin Darling swore that the train was going faster than any horse he ever saw going. It was going over twelve miles an hour. He judged that Dunn's horse was going pretty fast when the train struck it.

Jay Donaldson said that he saw the horse after the accident line 54 feet from the point of collision, and the body of Dunn was on the other side of the track, 64 feet from the point of collision.

N.C. Lloyd, miller at Mr Wiley's, was one hundred yards from the scene of the accident when the train passed him, and he swore that it was going at a rate in excess of 15 miles an hour when it passed him.

John Forrester, of Carleton Place, conductor of the local train that struck the horse and rig, deposed that the train came in at a pretty fair rate of speed - might have been eight or ten miles an hour. He would not like to swear that it was not running less than 15 miles an hour. His instructions were to run six miles an hour coming into Incorporated towns. The train whistled; did not know whether the bell rang or not.

Horatio Hymer, of Carleton Place, the engineer, swore that when about 80 or 90 rods west of the street crossing he started to blow the whistle, and continued it for 30 or 40 rods. After the whistle stopped he applied the brakes slightly. Trains slacked up considerably before coming to crossing. When about one or two rods from the crossing Road Foreman J.H. Davison, being on the left side of the engine, said "look out!" Just then engineer Hymer said he saw the head of a horse in front of the engine crossing the track. The horse stopped for an instant. He applied brakes with greater force. The horse started forward again. Front of engine struck horse, carrying it some distance ahead on front of engine, and then it rolled off to the right of the track, clear of engine. He did not know that there was a wagon and man on it attached to horse. The train was traveling about 15 miles an hour - might be less, might be more. That was about the usual speed. his instructions were to run 6 miles an hour, but they had to go fast enough to make the schedule time. He thought they were justified in running fast enough to make our schedule time. He thought it impossible to do so without going faster than 6 miles an hour coming into Incorporated towns or going through them.

John H. Davison, Carleton Place, Road Foreman of locomotives on the C.P.R., was on engine. He said the engine struck the horse and wagon, and the man was thrown out and landed on the cattle guard. The train was running about 25 miles an hour - the usual speed. Could not go much slower and make the schedule time. Whistle blew and bell rung according to custom right up to the crossing.

THE VERDICT.

This closed the evidence and the jury brought in the following verdict, viz :

"That the said Peter Dunn came to his death by being struck by engine 240, train No. 10, going east on the Canadian Pacific Railway at Main Street crossing, Almonte, on the 13th day of September, inst. We recommend that the town authorities take the necessary steps to have the Canadian Pacific Railway more fully protect the public against railroad accidents, as the trains are now run too fast for the public safety, and contrary to law."

The funeral of deceased took place this (Thursday) afternoon to St Paul's cemetery, Rev. W.S. Jamieson, M.A., officiating.

16/09/1898 *Almonte Gazette**Locksley*

The Pembroke Southern railway expects to be ready for business next week.

16/09/1898 *Renfrew Mercury**Locksley*

Mr. Harry Jamieson has the honor of making the first shipment over the Pembroke Southern Railway. On Friday he shipped four carloads of cattle at Foster's ax factory for Buffalo.

16/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

DIVERS HERE TO TEST THE BRIDGE

THEY ARRIVED THIS MORNING FROM NEW YORK

Thirteen men working in the Interprovincial bridge were dismissed this morning.

Three divers from New York arrived this morning and put up in Hull boarding houses. They are to work on the testing of the concrete piers of the bridge. The big diamond drill to be used in the test has also arrived.

THE CORNWALL BRIDGE

Completion Delayed for Some Time - The Contractor's Dilemma

Cornwall, Sept. 16. - (special) the Freeholder tonight says " President Parker of the New York & Ottawa Co. returned yesterday from New York where he went on Sunday afternoon to consult with the directors of the company as to the rebuilding of the wrecked bridge. Mr. Parker informed the Freeholder that it was decided to go ahead as rapidly as possible, but there were a number of difficulties in the way, chief among which was the removal of the debris. Until this was done it would be impossible to say whether the new pier could be placed in the same spot as the old one. If not new plans must be prepared and accepted by the government. There was no machinery in Canada as far as known which could be used to remove the debris and to bring such appliances from New York would it take some time as they must come by sea. If they could go to work at once Mr. Parker said there would be no question of completing the bridge this year but in view of the uncertainty it was doubtful.

The fixing of the responsibility for the disaster was still unsettled and likely to remain so for some time. J.L. Weller of the canal engineering staff Cornwall who has been co-operating with Mr. Douglas, the Canadian government engineer has procured some heavy anchors which will be used to hold a skow as nearly as possible over the site of the wrecked pier and endeavor to ascertain what condition it is in.

Up to the present neither the state of New York nor the Washington government has dispatched an engineer to investigate the disaster. The reason for this delay is probably that the state authorities are loth to interfere with the functions of the Federal government whose jurisdiction properly extends to International waters.

Three bodies still remain in the river and probably will not be recovered until the debris is removed. That is a force of about fifty men working now on the north channel bridge.

20/09/1898 *Ottawa Journal**Ottawa Terminal*

The streets today are filled with visitors. Every train coming in brought hundreds of visitors to the city.

The great rush was at the CPR union depot, when about 2,900 passengers were landed in the city. The Prescott train, which is the first to arrive in the morning, brought a large crowd. Following this came the special train from Apple Hill with about 300 passengers. Then there was the Brockville mixed, with two extra cars and the regular Winnipeg train from the west with ten cars, or four more than the usual. Altogether about 2,900 came to the city by those lines of the CPR.

At the Central Depot the rush was unprecedented at so early date in the fair. The special from Hawkesbury brought in 18 car loads containing some 1,400 and the Boston eight cars crowded to their utmost. Six hundred people came to the city over the line of the OA&PS Railway.

The Montreal and Ottawa CPR line brought in on the special and regular trains about 500 passengers.

The Ottawa and New York brought to the city from Cornwall and intermediate points some 750 people.

The total of all arrivals today amounts to about 6,000 people. By boat and other means of conveyance several thousand more came in. This far exceeds the number who arrived in the city on the Tuesday of Fair Week last year. There were no special trains on this day last year and very little rush to the city from any points. The street cars are taxed to their utmost capacity carrying the passengers to the grounds.

THE BRIDGE DISASTER.

An Engineering Authority on Its Probable Cause.

The Engineering News, of New York, in discussing the Cornwall disaster, says:

Principal Interest, of course, centres in the construction of the pier which went down with the two spans. The river at the site of the pier is about 35 feet deep, and has a swift current, said to be about 5 to 8 miles per hour. The river bottom is a clay hard-pan in which are imbedded boulders, many of them of large size. The pier was founded by sinking a timber crib 18 feet wide, 62 feet long and 38 feet in height, and filling it with concrete deposited under water by bucket arranged to empty automatically on striking the bottom. The anchoring and sinking of this large crib in the deep water and swift current was a task of great difficulty. To accomplish it a small crib filled with stone was sunk upstream to serve as an anchorage and a 3 inch steel cable was led from this to the pier crib, which was also supported by a barge on each side. Cables led to the river bank were used to swing the crib in the stream till it was in the correct position.

The swift current made it impossible to examine the bottom by divers before sinking the crib. Soundings were taken over the site of the crib, however, and the crib bottom was scored to correspond to the depth thus obtained.

After the crib was down divers went down inside and obtained samples of the bottom, which was deemed satisfactory by the engineer, and the work of concreting began. The first concrete laid, to the amount of about 50 cubic yards was deposited in bags, all of which were placed by divers around the sides of the crib. The remainder of the concrete was then deposited from a bucket holding about 1 cubic yard, arranged to dump automatically on contact with the bottom. The concrete was deposited in successive layers of about 18 inches over the whole area of the crib, and divers reported its as setting satisfactorily.

The concrete was mixed by hand in the proportions of 1, 2 and 5, using Glen's Falls Portland cement. It may be said here that the crib itself was built of 12-inch timbers, drift-bolted together, crossties of the same size were inserted at 10 feet intervals, the vertical spacing being about 4 feet. The concrete was carried up to a point 4 feet below water level, and was then pumped dry, the top of the crib projecting above the water forming a coffer-dam. The top of the concrete appeared in good condition, and upon it the masonry was started. Two courses were laid and then work was shut down for the winter, all the above-described work having been carried out last fall. During the winter the pier was subjected to heavy ice pressure, which, as most engineers know, is a severe test of any pier built in the swift current of the St. Lawrence; but it was not moved. Early in the spring, we are informed; it was struck by a heavy timber raft, which was broken up by the collision, and the pier showed no injury.

Work on the piers was resumed in the spring and they were built up to their full height of about 35 feet above the water, making the total height about 70 feet from the river bed to the pier coping. The masonry of the piers was rock-faced ashlar, with a backing of Portland cement concrete.

The specifications and working drawings for the bridge were made under direction of Mr. F.D. Anthony, chief engineer of the New York & Ottawa, Railway Company, and were approved by Mr. A.A. Stuart, M. Am., Soc. C.E. now engineer of the Degnon-McLean Construction Company, of New York city, who was consulting engineer to the railway company. They were also approved by the Canadian Government engineers.

The report has been widely published that a tugboat captain who witnessed the accident declared that he saw one of the spans break in two first, and pull the pier over. Later accounts are to the effect that this man now says he was in the engine-room when the accident occurred, and was not in a position to see whether span or pier fell first.

We may note that the north end of each span is in each case the fixed end. Thus on Pier 2, which fell, the channel span rested on expansion rollers, while the shore span, which still had the falsework under it, was anchored to the coping. The channel span turned partly on its side in falling, and its end-shoe is now about 25 feet south of Pier 3, on which it formerly rested. The shore span carried the false work down with it, and falling into the shallow water, made a tangled mass of wreckage, as shown in the illustrations.

The masonry of Pier 2, is located considerably to one side of the concrete base. We understand that this was made necessary to bring the pier in correct position, the crib being sunk a little to one side of its correct location.

The above comprises practically all the facts we have been able to obtain bearing upon the causes of the accident up to the time of going to press.

The mass of debris in the river and the swift current have thus far prevented any examination by divers of the base of the fallen pier.

We believe engineers will generally agree that the facts thus far presented all point to the pier and not the span as the point of original failure. It is difficult to conceive how it would be possible for the failure of a member in either of the spans, and its consequent fall, to pull the pier over. There are many accidents on record of bridge spans falling or being blown down, but we cannot recall one case where a falling span took the whole pier with it. Besides this, of the two spans that fell the falsework had been removed from under the river span; but this fell practically intact, showing that it did not break in two and drag the other down. The falsework was still under the other span, and in case any member of that span had failed, the false work would have supported it, in all probability. Still again, the testimony of eyewitnesses is that the pier "crumbled" away.

Assuming, then, the pier to be the cause of the accident, let us see where the failure was most likely to occur. In this connection, it seems to us, that a most noteworthy feature of the accident is that it came absolutely without warning. There was no peremptory cracking or settling. Now this is exactly contrary to the way in which masonry structures set. Overloaded masonry cracks and gives warning of its condition long before final failure occurs; overloaded footings give evidence by settlement that something is wrong. To account satisfactorily for the failure of the Cornwall pier, therefore, we must find some cause which would drop the pier into the river without previous settlement or cracking of the masonry; and the only cause which seems sufficiently probable to deserve acceptance is the gradual undermining of the pier by the current.

The bed of the river is a clay hard-pan, according to our best information, overlaid with the usual layer of pebbles and boulders common to swift running streams in this region of glacial action. If the current is increased in swiftness enough to remove this protecting layer of boulders the clay beneath might be gradually washed away.

It is possible that the driving of the falseworks for erecting the spans so increased the current next the piers to wash away the boulders and clay, until finally the structure became so unstable as to topple over.

The narrow base of the pier (18 ft.) in proportion to its height (70 ft.) has been criticised. It will be readily seen that two or three feet erosion under the side of so narrow a pier leaves an uncomfortably small margin of stability.

This is especially the case if the pier masonry was placed on the same side of the concrete mass as that under which erosion occurred. The reason for using such narrow cribs was, doubtless, the swiftness of the current; the difficulties of sinking cribs in such a channel, of course, increase greatly with every foot of width.

Besides erosion under the pier, the only other hypothesis which could account for the sudden failure of the pier is the bursting of the crib. If the concrete deposited under water did not set, but remained a semi-fluid mass, then it might eventually exert a pressure upon the sides of the crib which would pull out the cross braces and the whole pier would settle down. It seems quite impossible, however, that the concrete can have so absolutely failed to set as would be necessary to make this hypothesis true. It seems much more reasonable to ascribe the accident to erosion, at least until such a time as the condition of the fallen pier and crib is more fully known.

Another Body Recovered.

Cornwall, Ont., September 21. (Special) Another of the victims of the recent O. & N. Y. bridge disaster was found today in Canadian waters about a mile below the wreck and was taken to Cornwall where it now lies at M.A. McDonald & Co.'s morgue. The body was identified as that of Harry Davis, one of the painters who were at work on the bridge at the time of its collapse. He was a young man and hailed from Pittsburg where his mother now resides. She was telegraphed to in regard to the disposition of the body. Two bodies are still unrecovered..

THE CORNWALL DISASTER

Another Body Recovered - Site of Pier to be Thoroughly Examined.

Cornwall, Ont., Sept. 21. (Special.) The St. Lawrence gave up one more victim of the bridge disaster to day. Early this afternoon a dead body was found floating a short distance below the wreck. It was placed on the tug Beaver and brought to Cornwall where it now lies in the undertaking rooms of M. A. McDonald & Co. The body is badly decomposed, but has been identified as that of Harry Davis, of Pittsburg, Pa. His friends have been communicated with, and the body will be disposed of according to their wishes. As far as known, there are now only two bodies under the wreck, those of Baumer and Craig. Arrangements are being made for the removal of the wreckage and for a thorough examination of the site of the pier. Mr. Robert C. Douglass, [sic] the Canadian government engineer, is still here, Work on the north channel bridge is progressing steadily.

22/09/1898 *Ottawa Journal**New York Central**Cornwall*

The body of yet another victim of the bridge disaster at Cornwall was recovered yesterday. It was that of Henry Davis of Pittsburg, Pa.

22/09/1898 *Montreal Star**New York Central**Cornwall*

ONE MORE BODY

That of Harry Davis One of Cornwall Bridge Victims Found

(Special to the Star) CORNWALL Ont September 22 - The St. Lawrence gave up one more victim of the recent Ottawa and New York Railway bridge disaster yesterday. Early in the afternoon a dead body was found floating in Canadian waters about a mile below the scene of the wreck. It was placed on the tug Beaver and brought to Cornwall. The body though badly decomposed has been identified as that of Harry Davis of Pittsburg Pa. Davis was a painter by occupation and was killed along with his mate. His relatives in Pittsburg have been communicated with and the body will be disposed of according to their wishes. As far as known there are now only two bodies under the wreck Those of Beaumer and Craig. Arrangements are being made for the removal of the wreckage and for a thorough examination of the site of the pier. Mr. Robert C. Douglas, the Canadian Government engineer assisted by Mr. T.L. Weller of the Cornwall Canal staff of Engineers is still busily engaged at the scene of the disaster. Work on the cantilever span of the north channel bridge is progressing steadily..

23/09/1898 *Eastern Ontario Review**Vankleek**Vankleek Hill*

Seven full car loads of freight came into town in five days last week over the C.A.R.

23/09/1898 *Renfrew Mercury**Belleville**Perth*

The C.P.R. engine house, which has modestly stood its ground, without intruding itself on public notice, for the past thirty-eight years, has been reshingled. Perth Courier.

23/09/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. company are building a very fine residence for section man Farrell. It is at the side of the track near the station.

The C.P.R. company have put in a second tank and stand pipe at the station here. The company now has an abundant supply of water here.

A very nice job has been made of repairing a portion of the road leading to the C.P.R. station. Graveling and grading has caused the improvement.

23/09/1898 *Almonte Gazette**New York Central**Cornwall*

Capt. Wm. Leslie of Kingston, is negotiating with the company constructing the bridge across the St. Lawrence River at Cornwall to secure the work by raising the sunken iron span. He has looked over the wreck, and is confident that with the aid of steel pontoons, the arch can be raised and towed to shallow water, where it will be beached and ultimately recovered. The undertaking will be a hazardous one, but the bridge company evidently considers it feasible, as Capt. Leslie has been summoned to New York to consult with the directors.

24/09/1898 *Montreal Star**New York Central**Cornwall*

No attempt has yet been made to remove the debris of the fallen bridge in the south channel at Cornwall

24/09/1898 *Ottawa Free Press**Ottawa Electric*

Car No. 49 derailed.

27/09/1898 *Ottawa Free Press**New York Central*

The official inspection of the Ottawa and New York railway was made today. A special train left at 8.40 this morning having on board Mr. E.B. Johnson, government inspector; Mr. Geo. Parker, president of the New York and Ottawa Construction company; Mr. C.B. Hibbard, president and general manager of the New York and Ottawa railway, and Mr. F.D. Anthony, chief engineer.

The road was inspected from Ottawa to Cornwall in compliance with government regulations. The roadbed was found to be in excellent shape. The ballasting has been completed and the road is in fine condition for speed. When the bed becomes thoroughly settled the company intend putting on a fast train which will cut down the time between Cornwall and Ottawa considerably below any previous year. The great advantage, however, will be apparent when the bridge over the St. Lawrence is completed, and the fast service put on to New York. Already the road has worked up a big traffic with local points between Ottawa and Cornwall, and the cheap Saturday rates are proving a boon to merchants.

28/09/1898 *Montreal Star**New York Central*

An official inspection of the Ottawa and New York Railway between Ottawa and Cornwall was made on Tuesday.

28/09/1898 *Ottawa Journal**New York Central*

O. & N.Y. INSPECTION. - The Ottawa and New York Railway was officially inspected yesterday by Government Inspector E.V. Johnston. Mr. Johnston expressed himself as highly satisfied with the road. On the return trip first class time was made from the G.T.R. crossing to the city. The distance, 52 miles was covered in 55 minutes.

29/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

INTERPROVINCIAL BRIDGE WORK

The casing on pier No. 2 of the interprovincial bridge has been completed this week. This pier is in 72 feet of water. All the pier work will be finished in December. The approaches on the Hull side have been started and the work is being rapidly pushed.

29/09/1898 *The Record, Chesterville**New York Central**South Finch*

A large number from this village and vicinity took advantage of the cheap rates offered by the O&NY and took in the Central Canada exhibition held in Ottawa Sept 16 to 24th. They returned in high spirits and speak well of the entertainment at the Capital and seem to have got "their money's worth."

29/09/1898 *The Record, Chesterville**Winchester*

Advertisement of a great excursion to Kingston on Tuesday Oct. 18 on the occasion of the consecration of the Most Reverend C.H. Gauthier DD. From stations between Dalhousie Mills and Merrickville.

30/09/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The C.P.R. company have greatly enlarged their platform at the depot here, It is now much more convenient

30/09/1898 Eastern Ontario Review Canada Atlantic Maxville

A few days ago Mr. D. McDougall, of Maxville , had five cattle killed by a freight train.

30/09/1898 Ottawa Citizen Canada Atlantic Hawthorne

A quantity of freight was shipped from the diamond (Hawthorne) last week to Montreal by the C.A.R. wayfreight.

30/09/1898 Ottawa Citizen New York Central Hawthorne

Mr. Robert Nicholson, having completed work on the lock switch plant at the diamond, (Hawthorne) returned last week to Montreal where he goes to Quebec to superintend business for the Canadian Switch Co. of Montreal.

30/09/1898 Cornwall Freeholder New York Central Cornwall

Bridge Disaster

George Bloxom, one of the men who was badly injured in the recent O&NY bridge disaster, had his leg amputated at the Hotel Dieu Tuesday morning. The leg was broken at the ankle and badly lacerated and a consultation of the medical men resulted in a verdict that it would have to go. The bones were terribly crushed and would not knit. The leg was cut off a short distance below the knee. All the injured men are doing well.

Mr. Douglas of the Department of Railways and Canals, who has in charge the investigation of the piers and foundations of the Cornwall bridges, on behalf of the Government, will have the necessary machinery on the ground next week. The operations will be looked after by Mr. Weller of the Canal Engineering staff here. _

A medical gentleman, who bothers himself a little over psychological problems, was talking to one of the bridge victims who still remains in the Hotel Dieu, the other day, and asked him to say what he thought about when he was falling. "Well Doctor," said the victim, "it would take, me an hour to tell what passed through my mind in a second." "When you got to the bottom of the river," again queried the doctor, "did you make any resolve?" "Oh yes!" "Well, what was it?" "Well, doctor, I made up my mind I would hold my breath till I bust."

The removal of the wrecked spans of the south channel bridge is a pretty heavy job, a huge gamble in fact, and though a number of interested parties have visited the spot hardly any two of them agree as to the means to be pursued to take the enormous mass of steel out of the river. It is likely the contract will be let within a day or two and the operation will be viewed with much interest as the conditions are very peculiar. Mr. Thomas, manager of the Sooy Smith work, has been in town this week getting ready to clear off the debris from the old pier and to rebuild it. He will probably begin work very shortly, it being the intention to lose no time in completing the bridge.

30/09/1898 Renfrew Mercury Chalk River Renfrew

The garden of the C.P.R. station here has been looking beautiful for some weeks. The season has been particularly favorable for the growth and coloring of the grass, and the beds of flowers laid out by florist Scrim are handsome. There has been much debate whether the white caps that have been growing so plentifully within the enclosure are mushrooms or toadstools. Perhaps there are both. Anyway, some folks who have hopped over the fence and plucked some of them are living yet.

01/10/1898 Montreal Gazette New York Central Cornwall

Raising of the Sunken Bridge a Work of Great Difficulty

Cornwall, Ont. September 30. - Mr. Douglas, of the Department of Railways and Canals, who has in charge the investigation of the piers and foundations of the Cornwall bridge, on behalf of the government, will have the necessary machinery on the ground next week. The operations will be looked after by Mr J.L. Weller, of the canal engineering staff here. The removal of the wrecked spans of the south channel bridge is a pretty heavy job, [sic] a huge gamble in fact, and though a number of interested parties have visited the spot, hardly any two of them agree as to the means to be pursued to take the enormous mass of steel out of the river. It is likely the contract will be let within a day or two, and the operation will be viewed with much interest as the conditions are very peculiar. Mr. Geo. E. Thomas, manager of the Sooy Smith [sic] work, has been in town this week getting ready to clear off the debris from the old pier, and to rebuild it. He will probably begin work very shortly, it being the intention to lose no time in completing the bridge.

03/10/1898 Ottawa Citizen Ottawa Electric

A COLLISION

Car No. 240 crashed into an express wagon on Rideau street, near the corner of Mosgrove, Friday night. The driver, who is said to have been a little the worse of the ardent, turned off short and tried to cross the track in front of the car. The wagon was demolished, the horse injured, but the occupants of the rig escaped with the loss of their tempers.

04/10/1898 Montreal Gazette New York Central Cornwall

Although the Government officials who examined the wreck of the railway bridge at Cornwall have been very reticent about the matter, it is the general impression here that the cause of the disaster was established to be the defective foundation of the piers. It would appear that the river bottom having been reported by the divers who examined it to be firm and enduring, the foundation was built upon it without further test. Subsequently scouring took place at some unsuspected soft spots, and the concrete foundation became unprotected by rip-rapping. The pier was undermined by the swift current, and finally toppled over. Warned by the disaster at the United States end of the Cornwall bridge, the chief engineer of railways and canals, before his departure for the coast, decided to have the foundations of the piers at the Canadian end of the bridge tested by boring. This will determine whether the concrete has properly set under water, and whether the river bottom on which it rests is sufficiently solid to make the foundation of the piers secure. The appliances for these borings are now being brought into position, so that work will be commenced very shortly.

04/10/1898 Montreal Star New York Central Cornwall

It is generally believed that the Dominion officials who examined the wreck of the Cornwall bridge are of the opinion that the cause of the disaster was the defective foundation of the piers. The piers on the Canadian side of the river are to be thoroughly tested by boring.

05/10/1898 Montreal Gazette New York Central Cornwall

CORNWALL BRIDGE.

Collins Bay Company Secures the Contract to Remove the Wrecked Portion.

Cornwall, October 4 (Special) Last night the New York & Ottawa Company awarded to the Collin's Bay Towing and Wrecking Company, the contract for the removal of the two spans and pier of the N. Y. & O. R. bridge, which lie in the south channel of the St. Lawrence river. The terms of the contract call for the removal of the wreck this fall. Captain Leslie left at once for Kingston, with the intention of organizing work this week. It is understood that an effort will be made to raise the centre span bodily with steel pontoons. Steel shields will have to be put down in every case to protect the divers from being swept away. In the matter of the south span, which was badly broken up and twisted, dynamite may have to be used. The masonry and crib of the pier have also to be removed. The undertaking is a huge one.

Flower Station

A heavy thunderstorm passed over here on Friday last. The lightning entered the railway station, burning a large file of railway messages, and also charring and blackening part of the cupboard on which the file was hanging.

06/10/1898 *The Record, Chesterville**Ottawa Electric**Ottawa*

Conductors discharged.

Nineteen Electric Road Men No Longer in the Co's Employ.

Ottawa Oct. 1. There was quite a flurry in electric street railway circles this morning. Nineteen men received notice that their services were no longer required. Among the dismissed were several of the oldest men on the road who are charged with carrying passengers free.

Several prominent union men were dismissed. Two of the dismissed men informed the Free Press that the charge of carrying friends free is true and can be made against almost every conductor on the road. A number of the men discharged were receiving 15 cents an hour, and it is stated will be replaced with men at 13 cents an hour.

It is usual, after the rush of summer and exhibition week to lay off some of the spare men, but the dismissals this year have been in an unusual scale.

07/10/1898 *Eastern Ontario Review**Belleville**Perth*

A library and reading room has been started in connection with the C.P.R. shops at Perth.

07/10/1898 *Ottawa Free Press**Canada Atlantic**wood*

The Canada Atlantic railway company has bought a large sand hill from Thos. Mackay at Eastman's Springs. The hill is about a mile from the main line and switches have been built in to it and trains are hauling sand to Ottawa East, where it is used for filling up the ravine between the tracks of the O.A. & P.S. and those of the C.A.R. When the place is filled up it will give additional space for the grounds connected with the shops, the construction of which is now going on. The company is also constructing a large coal chute over the C.A. tracks at the deep cut which will be used for coaling engines.

07/10/1898 *Almonte Gazette**Kingston (CP)**Kingston*

Great Excursion to Kingston.

Seven special trains have been engaged from the railway companies by Rev. Father Stanton, Smith's Falls, for excursionists from various points who decide to attend the consecration of Archbishop Gautier in St. Mary's Cathedral, Kingston, on Tuesday, 18th October. Thirty Archbishops and Bishops and 350 priests will be present at this magnificent and imposing ceremony. The special band of the Ottawa University will be on the Ottawa Excursion train connecting at Carleton place with the excursion train which leaves Almonte station at 4a.m. Tuesday, and arrives in Kingston at 9 a.m.. The return fare from Almonte to Kingston, \$1.70, Almonte tickets good to go on all regular a.m. and p.m. trains on 17th Oct., and valid until 20th Oct. midnight. Returning, the Almonte special will leave Kingston at 4:00 p.m., and will arrive at Almonte at 7:45 p.m. via C.P.R.. 18th inst. At 3 p.m. in the City Hall, Kingston, Archbishop O'Brien, Halifax, N.S., Archbishop Gautier, Kingston, and the Grand Pres. C.M.V.A. Hon. M. F. Hackett, Stanstead Quebec will address the large assemblage present. Nothing will be left undone to make this the cheapest and most enjoyable excursion ever offered to the public. C.P.R. coaches will convey passengers into Kingston. At Sharbot Lake there will be no delay for passengers traveling from Almonte to Kingston. Intending passengers from Almonte and vicinity are earnestly requested to notify the station agent at Almonte of their intention of going to Kingston on or before Wednesday, 12th Inst. This notice is necessary in order that sufficient car accommodation may be provided for their comfort.

10/10/1898 *Ottawa Journal**Canada Atlantic**Coteau*

MET DEATH UNDER THE CARS TERRIBLE

FATE OF JOSEPH LEMIEUX OF CASSELMAN

He was Coupling Cars, at Coteau When he Slipped and was Terribly Mangled

Joseph Lemieux, 18 years of age, a brakeman on the Canada Atlantic railway, was killed on Saturday night at 12 o'clock at Coteau Junction by being crushed under the wheels of five freight cars.

Lemieux was in the act of coupling the car and when moving with the train as it came together tripped and fell beneath the wheels, five cars passing over him before the train was stopped. Both legs and his right arm were severed close to the body and other injuries incurred. The unfortunate man was picked up by his companions and taken to Montreal with all haste, where he was placed in Notre Dame hospital, in which place he died early yesterday morning.

The deceased Lemieux was a brother of Louis and Daniel Lemieux. of this city, and employees of the C. A. R. He had only been on the road a few weeks, and during that time had proven himself a capable young man. His parents reside in Casselman. where the remains will be taken after the inquest which will be held in Notre Dame hospital to-day..

12/10/1898 *Ottawa Journal**Canada Atlantic*

ORDERED THE ENGINEER OFF

O. & N.Y.OFFICIAL PUT OFF THE O. A. & P.S. PROPERTY

He was Taking Levels for the Proposed O. & N.Y. Terminal -The Matter was Afterwards Arranged

Mr. J. C. McGonagle, construction engineer of the O. & N.Y. Railway, was ordered off the C.A.R. and O.A. & P.S. Railway property near the Canal Basin to-day. Mr. McGonagle was surveying and taking levels for the O. & N. Y. freight terminal here, and in order to get the levels he had to go on the Canada Atlantic property. The matter was finally arranged when it was brought to the attention of the C. A. R. Company that under the Railway Act the engineer had a right to go on the property. The right was admitted by the C. A. R. Company, and the explanation made that the customary courtesy of asking for permission from the C.A.R. Company had not been done.

Mr. McGonagle is at work again this afternoon taking the levels.

At the C. A. R. the Journal was informed that the section men would order off any person having engineering instruments on the property and having no permit.

12/10/1898 *Ottawa Free Press**New York Central*

The engineering staff of the Ottawa and New York railway commenced work this morning surveying the route of the proposed independent freight terminal which the company intend establishing in Ottawa.

The company has had permission for some time to enter the Central depot by giving the Canada Atlantic company a week's notice but decided to delay entrance until the freight terminal was obtained as it would prove inconvenient to have the freight and passenger terminals too far apart. An official of the company stated this morning that the freight terminal would have been obtained long ago, and the shops and round houses erected had it not been for vexatious obstruction which the company has had to fight from the beginning. It is understood that most of the property required for the freight terminal has been secured, including the property of the Granite company, Mr. John Heney and T.G. Brigham. Any property which is being held at too high a figure will be expropriated at once. The company have permission from the government to lay a track beside the Canada Atlantic tracks and the work of survey started today.

The car shops will be started in a few weeks as soon as the property is secured. It is probable that the freight line will be completed by the first of November.

To Raise the Pier

Capt. Leslie, on behalf of the Collins Bay Towing and Wrecking Co., has taken the contract of removing the wrecked spans of the new railway bridge at Cornwall. and the work is to be completed this fall. The captain feels quite confident that the centre span can be raised bodily and entirely recovered with steel pontoons. But in the case of the other one dynamite will in all probability be used as it is badly broken and twisted. The remaining crib and masonry of the collapsed pier are to be removed also.

13/10/1898 *Ottawa Citizen**New York Central*

The New York and Ottawa Railway Company has men at work laying out the ground for the location of their freight sheds at the canal basin.

14/10/1898 *Eastern Ontario Review**Montreal and Ottawa*

One of the finest sleeping cars in America has been placed on the C.P.R. short line between Ottawa and Montreal and is connected with the afternoon train. The sleeper is lighted with electric lights, has two state rooms, a smoking room and eight sections.

14/10/1898 *Montreal Gazette**New York Central**Cornwall*

CORNWALL BRIDGE.

Government's Examination of the Foundations Begun.

Cornwall, Ont., October 13 R.C. Douglas, of the Department of Railways and Canals, and J. L. Weller, resilient engineer of the Cornwall canal, with a staff of men, have commenced the boring of pier No. 7, under the; north spans of the O. & N. Y. cantilever bridge, with a view of testing the masonry, concrete and bottom on behalf of the Dominion Government. Work on the cantilever spans over the north channel is proceeding steadily and it is expected that the briege will be finished in aliout six weeks.

14/10/1898 *Montreal Srar**Canada Atlantic**Coteau*

LEMIEUX'S DEATH

Excusable homicide was the verdict rendered by the Coroner's jury at the inquest on the death of Joseph Lemieux, who was killed by an engine of the Canada Atlantic at Coteau Landing on Sunday.

15/10/1898 *Ottawa Journal**Canada Atlantic**Deep cut*

The Ottawa East Council last night decided to write to Mr. J.R. Booth asking him to meet the council on a suitable date to arrange for a way for foot passengers across the tracks at the Deep Cut and to rectify the condition of the bridge at the head of Nicholas Street. As the matters are now the Ottawa East people are practically prevented from crossing the tracks and are thus greatly inconvenienced and the planks in the bridge are not in too safe a state.

Superintendent promised to have the whistles abated. All trains entering and leaving the city both night and day generally blow their whistles... More.

18/10/1898 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Car Company are building a lunch car for the St. Albans Lunch Car Company. The car is to be shipped in the course of a few weeks.

20/10/1898 *Ottawa Free Press**New York Central*

The Ottawa, Arnprior and Parry Sound railway company have made a new bid in their effort to prevent the Ottawa and New York company from building an independent freight terminal to the canal basin. The Free Press published last week about the Ottawa and New York agents buying and serving notice of expropriation of properties belonging to John Heney, the Granite Company, T.G. Brigham and others in order to secure a right of way into the proposed site for the freight sheds. This morning Christie, Greene and Greene issued a writ in the High Court of Justice in behalf of the Ottawa, Arnprior and Parry Sound Co., asking for an injunction to restrain the Ottawa and New York company from building a freight line, and also for a declaration that the lands involved are not subject to expropriation under the terms of the Railway Act or otherwise. The writ also asks for damages.

The Ottawa and New York company have an order from the Dominion government giving them the privilege of expropriating property and building the line, and it will be interesting to see whether the courts will interfere with an order of the government or not. Part of the lands for which expropriation papers have been served were to be used for the purpose of earning the bonus granted by the city of Ottawa, and as the work has to be completed by July of next year, the delay occasioned by legal proceedings may prove annoying. It is understood that the Ottawa, Arnprior and Parry Sound company appealed the order of the Railway committee giving the rival line the privileges objected to, but that the government sustained the committee.

20/10/1898 *Ottawa Citizen**New York Central**Cornwall*

Mr. F.D. Anthony, chief engineer of the Ottawa and New York railway is in the city. He says the Collins Bay Wrecking Co. will today make a start at raising the sunken superstructure of the collapsed Cornwall bridge. A fleet of twelve steel pontoons will be used, of which six are already on the scene of the wreck, besides a powerful derrick, scow and barge.

21/10/1898 *Ottawa Citizen**New York Central*

The Ottawa, Arnprior and Parry Sound Railway, through their solicitors, Messrs. Christie, Greene & Greene have issued a writ in the High Court of Justice against the Ottawa and New York Railway asking for a declaration of the lands over which the O. & N.Y. propose to enter the Central depot are not subject to expropriation under the Railway Act or otherwise. The property involved in the case was recently purchased for the purpose of entering the Central depot and erecting freight sheds. Plaintiffs also ask for damages for the work already done and for an injunction to restrain further operations.

21/10/1898 *Ottawa Free Press**New York Central*

The application of the Canada Atlantic railway for an in junction to prohibit the Ottawa and New York railway from proceeding with their terminal arrangements was refused in the high court of Justice, Toronto, this morning. The matter will now go to arbitration.

21/10/1898 *Ottawa Journal**Kingston (CN)**Lyn*

Brockville Oct 21. The excitement over the attempted train wreck on the Grand Trunk between here and Lyn on Tuesday evening has not subsided, and although the police are working carefully on the case no developments have been made. Chief Rose hinted yesterday that a slight clue had been obtained, but further than that he would not say anything. It is possible that some arrests may be made before many hours. The railroad company has sent on Detective Holman to assist in the investigation.

21/10/1898 *Almonte Gazette**Winchester*

A number of Carleton Place men have secured employment at the double tracking if the C.P.R. between Smith,s Falls and Montreal.

The project of building a line of railway to be known as the Carp, Almonte & Lanark Railway is again being boomed in sections most interested in its construction. The proposed line would leave the O.,A. & P.S. at Carp and run through to Almonte, Lanark county, and connect with the C.P.R. near Madoc. It is claimed by the promoters of the scheme that aside from opening up one of the finest sections of new country it would also furnish the shortest and quickest route between Toronto and Ottawa. A number of Almonte people are deeply interested in the scheme, including, among others, Dr. Raines and Messrs. W.M. Stafford and Andrew Bel., C.E. Several efforts have been made to get Mr. J.R. Booth to take stock in the company, but he declines. This is only because he has, as he stated to a Citizen reporter in an interview on the subject, all the railroads on his hands at present that he can conveniently attend to and does not care to assume any more business at present. He spoke very favorably of the proposed route, however, and said that if it were constructed it would in all probability prove a success. The charter for the road was granted some time ago and the route surveyed. It is there for probable that the construction work will be commenced in a very short time

THE APPROACH TO CENTRAL DEPOT

MR. HIBBARD SAYS MR. BOOTH'S STATEMENTS ARE NOT CORRECT.

Ottawa & New York Co's Version of the Standing of the Dispute With the Ottawa & Parry Sound.

In answer to an inquiry from a Journal reporter, Mr. Hibbard, president of the Ottawa & New York Railway said:

"Yes, I have read Mr. Booth's letter in Saturday's Free Press, and was considerably surprised, and almost amused, at his statements. He either has willfully mis-stated facts or has failed to keep himself informed as to the actual conditions existing with reference to the Ordnance lands. "

Central Passenger Station.

"At a hearing on June 11th last, an order was issued by the railway committee authorizing the use of the central passenger station by the M. & O.Ry. (the Canadian Pacific's new short line to Montreal) and our company for three months, or until the first meeting of the railway committee after September 1st upon the deposit in advance of \$1,500 per month by each company, with the further proviso that, if, during that period, we failed to agree upon terms for the permanent occupancy of the Central Union Passenger Station, the question would be again heard and acted upon by the committee.

"We have endeavored to agree on a basis for the permanent use of the station, but have failed, and the matter will, undoubtedly have to be dealt with by the railway committee.

Yet Mr. Booth says 'at the present time there is no matter in dispute between the O.A. & P.S. Ry. Co., and any other company respecting the approach and the use of the Central Passenger Station.' I assume that the Canadian Pacific Railway company is in the same position as ourselves upon this matter.

High rental.

"A glance at the figures will show any business man of Ottawa that \$3,000 per month to be paid by the C. P. Ry. And the O. & N.Y. Ry. for the use of the station, or \$36,000 per annum is simply outrageous, being equal to 4 per cent. on \$900,000 for a property on which he pays a rental of \$1,100 a year, and which did not cost to prepare for use an amount exceeding \$100,000 of which \$50,000 was contributed by the city of Ottawa, and the larger portion of the lands are occupied by freight terminals and not for the purposes of the so-called Central Passenger Station.

Explanation of Injunction Proceedings.

On Sept. 27th, after two hearings before the railway committee, one on June 16th and the other on August 5th, the committee issued an order authorizing the O. & N.Y. Ry. To lay a track from the head of the Deep Cut to the north side of Maria street, then diverging easterly to its freight terminal property, said track to be laid 100 feet east of the westerly running track of the O.,A. & P.S. Ry., reasonable compensation to be made the O.,A. & P.S. Ry. Subsequently we wrote asking what compensation would be acceptable to the O.,A. & P.S. Ry.Co. and received reply that they were not prepared to name any terms, as an appeal would be taken from the order. We, therefore, gave notice of arbitration proceedings in accordance with the provisions of the Railway Act, and it was to restrain these arbitration proceedings that the motion for the injunction was made by Mr. Booth's road last week, and which was refused.

"I wish to point out that this order of September 27th, refers exclusively to freight terminals, and was issued for the purpose of enabling our company to reach lands purchased between Maria and Besserer streets for freight houses and yards.

O. & N.Y. Claims.

"We had purchased property fronting on Little Sussex and Besserer streets over a year ago for Freight houses but were prevented from reaching them by the erection of large freight sheds by the O.,A. & P.S. Ry., although in distinct violation of the terms of the Crown Leases, and having now purchased other lands east of Mosgrove street, we merely seek an entrance to them upon reasonable terms, and that our requirements are reasonable is evidenced by the action of such a judicial body as the Railway Committee.

As to O.,A. & P.S. Tactics.

"Let me call attention to the fact that the O.,A. & P.S. Ry. are pursuing the same tactics with regard to this order of the Railway Committee, as followed under their leases, viz: ignoring it entirely and constructing a coal shed on the Ordnance lands, in a manner calculated to block the carrying out of the order of the committee, same as was done in the construction of their freight sheds.

"In my letter to the O.,A. & P.S. Ry. I stated 'as soon as we can arrange for the laying of this track, we will commence the running of our trains to the Central Passenger Station, the exact date of which I will advise you later.'

Second Station Not Desired.

"We have never had any intention of attempting to construct another passenger station, as this clearly shows, as we decide to conform our arrangements to the known wishes of the citizens of Ottawa, but business men will see quickly and clearly, another station could be built with all its approaches, for one time the capital represented by the exorbitant demands of Mr. Booth.

"We always deprecate discussions of this character in the press, but as Mr. Booth has endeavored to create false impressions in the minds of the citizens of Ottawa, we cannot refrain from stating facts which indicate he is not desirous of, and is not acting in a manner to ensure the results desired, or purposes intended, by the Crown, and the people of this city, in the Liberal terms named him for the use of the Ordnance lands for railway purposes.

The people along the line of the proposed Carp, Almonte and Lanark railway are bestirring themselves with a view to putting the project into early effect. The line would branch from the O.A. & P.S. road at Carp and run through Lanark county to Almonte and tap the C.P.R. near Madoc. It is claimed for it not only that it would open up an exceptionally valuable piece of new country but would provide the shortest possible route between Ottawa and Toronto. The promoters have had their charter for some time and the surveys of the route have been completed.

The O. & N.Y. railway have applied for an injunction to restrain the O.A. & P.S. from erecting buildings or carrying on any work on the their proposed route. The motion will be argued at Toronto on November 4th.

Mr. Chas. E. Robitaille, formerly train dispatcher of the C.P.R. at Buckingham, Que., and who is cousin of Mr. Emille Robitaille of Rideau street, has arrived from Quebec and has been appointed station agent at Chelsea for the Gatineau Valley railway.

27/10/1898 Ottawa Free Press Hull Electric

An important question is to come up at the next meeting of the Hull Electric Co'y. A project is on foot to alter the cars now in use so that they can be run at 40 miles an hour. By doing this less cars will be required and therefore less men. It will be decided at the next meeting of the directors.

27/10/1898 Ottawa Free Press New York Central

The Ottawa and New York company issued a writ asking that the Ottawa, Arnprior and Parry Sound railway be restrained from further interference from the land required for the right of way of the proposed independent freight terminal. It is alleged that the Parry Sound company have commenced the construction of a coal chute on the ordnance land at the head of the "deep cut", designed by the Ottawa and New York for their car shops and the writ asks for an injunction to restrain further interference and also that the Parry Sound company be ordered to remove the obstruction. The company also asks the authority of the court to take immediate possession of the property surveyed for the freight line. The New York company propose reaching their freight shed independent of the Booth system, and will get in the freight line over the C.P.R. short line from Hurdman's bridge, to the head of the "deep cut", where the independent line begins. The line will run to a point north of the Maria street bridge.

28/10/1898 Eastern Ontario Review New York Central Ottawa

The C.A.R. has been refused an injunction to prohibit the O. & N.Y. from proceeding with their terminal arrangements at Ottawa.

28/10/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

A very heavy train, loaded with passengers, went through here to Ottawa on Monday morning, There were two baggage cars. On board was an opera company on their way to Ottawa.

28/10/1898 Almonte Gazette Carp, Almonte and Lanark

The Carp, Almonte & Lanark R.R.

Monday's Ottawa Citizen had the following: "The project of building a line of railway to be known as the Carp, Almonte & Lanark Railway is again being boomed in sections most interested in its construction. The proposed line would leave the O.,A. & P.S. at Carp and run through to Almonte, Lanark county, and connect with the C.P.R. near Madoc. It is claimed by the promoters of the scheme that aside from opening up one of the finest sections of new country it would also furnish the shortest and quickest route between Toronto and Ottawa. A number of Almonte people are deeply interested in the scheme, including, among others, Dr. Raines and Messrs. W.M. Stafford and Andrew Bel., C.E. Several efforts have been made to get Mr. J.R. Booth to take stock in the company, but he declines. This is only because he has, as he stated to a Citizen reporter in an interview on the subject, all the railroads on his hands at present that he can conveniently attend to and does not care to assume any more business at present. He spoke very favorably of the proposed route, however, and said that if it were constructed it would in all probability prove a success. The charter for the road was granted some time ago and the route surveyed. It is there for probable that the construction work will be commenced in a very short time."

29/10/1898 Ottawa Journal New York Central

The OA&PS appears determined that the O&NY shall not reach Central Depot unless they accede to OA&PS terms.

Some weeks ago the O&NY purchased a property near the Central Depot for the purpose of erecting freight sheds and gaining a connection with the Central Depot. The OA&PS however are of the opinion that they can prevent this, and with this end in view a writ was issued in the High Court of Justice this morning by Christie, Greene and Greene acting for the OA&PS against the O&NY claiming unstated damages and asking for an injunction restraining the O&NY from:

1. Commencing, carrying on proceeding with or continuing any expropriation proceedings under the Railway Act.
2. From trespassing upon occupying or interfering with in the whole or in part the lands and premises now in the lawful occupation of the plaintiffs under their grants etc.
3. From locating, building or constructing a railway line upon or over the said lands and premises or upon or over any parts of the property.

And for a declaration that:

1. Defendants have no right to expropriate.
2. The said lands are not liable or subject to the expropriation provisions of the Railway Act.
3. Defendants have no right to build or construct or locate a line over the said lands.

Mr. C.B. Hibbard could not be reached for comment.

31/10/1898 Ottawa Citizen Ottawa Electric

Electric car No. 40 on the Somerset street line struck a horse belonging to Mr. W. Boyce about 7.30 o'clock Saturday night at the corner of Cambridge street. The animal was thrown into an open drain and badly injured.

01/11/1898 The Record, Chesterville New York Central Ottawa

O&NY Buildings.

The construction of the Ottawa and New York Railway machine shops will be begun as soon as the Central station question is settled. The shops will start near the Deep Cut and will be of considerable size. A big freight shed will be built on the company's land near the granite company's works on Nicholas Street.

02/11/1898 Lanark Era Carp, Almonte and Lanark

The project of building a line of railway, to be known as the Carp, Almonte and Lanark railway, is again being boomed and a number of Almonte people are interesting themselves in the matter

02/11/1898 Ottawa Journal New York Central

Albany NY. Nov 2. Supreme Court Justice Chester rendered a decision today, which, if it is sustained by the higher courts will prevent the connection of the New York and Ottawa Railroad at Long Lake with the Adirondack Railway at North Creek and thereby frustrate a plan for shortening the riding distance from New York City to Canada by 59 miles.

02/11/1898 Kingston Whig Standard Carp, Almonte and Lanark

The project if building a line of railway to be known as the Carp, Almonte & Lanark railway, is again being boomed in the sections most interested in its construction. The proposed new line would kleave the Ottawa, Arnprior & Parry Sound railway at Carp and run through to Almonte and then connect with the Canadian Pacific railway near madoc.

04/11/1898 Eastern Ontario Review Canada Atlantic

The C.A.R. company will not increase the wages of the men at present but will give them new rules to work under, The new rules are in compliance with the request of the men.

04/11/1898 Almonte Gazette Locksley Golden Lake

Arthur Durrell, brakeman on the Pembroke Southern R.R. met with an accident Friday at Golden Lake, by which three ribs, a shoulder blade and his left arm were broken.

04/11/1898 Almonte Gazette Chalk River Arnprior

Arnprior News

On Monday evening a locomotive was derailed at the lumber switch, and a wrecking crew came up from Ottawa to right matters,

04/11/1898 *Almonte Gazette*

Kingston (CP)

Sharbot Lake

The Perth Courier says: What came near being a fatal shooting happened at Sharbot Lake last week. As the K. & P. train was pulling out of the village, bound south, a rifle bullet crashed through a window in one of the coaches going out through a window in the opposite side. In its flight through the car it grazed the back of the neck of a lady passenger, but beyond giving her a scare it caused no greater harm. It is thought the shot came from a careless hunter.

04/11/1898 *Ottawa Citizen*

New York Central

Before the Deputy Clerk this morning Mr. C.B. Hibbard, president of the Ottawa and New York Railway was examined for discovery in the case of the O.A. & P.S. railway v. the O. & N.Y. railway.

04/11/1898 *Almonte Gazette*

Locksley

The Pembroke Southern railway has notified the Ontario government that 10 miles of the road has been built. This road is to run from Pembroke to Golden Lake, to connect with the Ottawa and Parry Sound road. It will be twenty-two miles in length.

04/11/1898 *Huntsville Forester*

Renfrew

During the season of navigation now closed the Ottawa and Parry Sound railway has carried twelve million bushels of grain and one hundred thousand tons of flour, glucose, pork, etc., from Parry Sound via Ottawa and its eastern connections.

04/11/1898 *Montreal Gazette*

New York Central

Cornwall

CORNWALL BRIDGE.

Disaster Was Caused by Poor Foundation for the Piers.

Ogdensburg, N.Y., November 3. Expert engineers investigating the cause of the recent collapse of the pier which allowed two sections of the New York and Ottawa railroad bridge to fall in to the St. Lawrence river, while in course of erection report that the pier was built on hard pan of insufficient strength to stand the huge weight. A diamond drill operated in the bottom of the river at the base of the fallen pier bored through two feet of hard pan, then struck into muddy deposit of clay formation. Through this the drill sunk without striking hard bottom. Further investigation is being made.

04/11/1898 *Renfrew Mercury*

Renfrew

Renfrew

Business must be booming at the O.A. & P.S. station at Renfrew. A long new siding is being laid down this week; and the bright woodwork of a new cattle-slip shines out and shows from the other end of Elizabeth street.

05/11/1898 *Ottawa Free Press*

Maniwaki

Mr. H.J. Beemer, speaking of the rumored proposal to convert the Gatineau Valley railroad to an electric line as far as Wakefield, said today that there is little probability of it being done. The company are devoting all their energy to building the Interprovincial bridge, and intend extending the road on the present basis as soon as possible.

05/11/1898 *Ottawa Free Press*

Canada Atlantic

Central Depot

One hundred men are employed ballasting and improving the yard at the Central C.A.R. depot.

05/11/1898 *Ottawa Citizen*

New York Central

An important meeting of the railway committee of the privy council will be held on Tuesday to consider an application by the O. and N.Y. railway and the C.P.R. for an adjustment of the terms for the use of the Central depot.

By an order of the railway committee on the 11th of June last the C.P.R. and the O. and N.Y. were allowed to enter the Central depot on a deposit of \$1,500 per month as security for compensation. It was thought by the railway committee that the roads would reach some agreement in the meantime, but all efforts in this direction having failed, the matter will now be settled definitely by the committee.

The O.A. and P.S. railway will also move to rescind an order of the committee made on Sept. 27 of last year empowering the O. and N.Y. to lay a track over the O.A. and P.S. property in order to reach the freight terminal purchased by the O. and N.Y.

07/11/1898 *Ottawa Free Press*

Montreal and Ottawa

Interprovincial Bridge

The work on the pedestals of the Interprovincial Bridge piers on the Hull side is about completed and will be finished by the end of the month.

Work on the piers has been suspended for a day or so on account of the foreman Adgate having to leave the city.

07/11/1898 *Ottawa Journal*

Montreal and Ottawa

Interprovincial Bridge

WORKSTOPPED ON PIER NO. 2

OWING TO DECISION OF CHIEF ENGINEER SCHREIBER

A Question of Copper [sic] Dams Progress on Provincial Bridge

Work on pier No. 2 of the Interprovincial Bridge has been suspended going to a decision of the chief engineer of the department of railways and canals, regarding the placing of concrete in the bottom of the piers.

Mr. Schreiber, chief engineer of the department, says he did not stop the work, but told the bridge company that if they did not comply with certain requirements of the department respecting the putting in of concrete he would not pass the bridge when completed. It was necessary, he said that he should be able to inspect the concrete after it had set and with the copper dam in use he would not be able to do this as the concrete would be covered with water. This precaution, he said was necessary owing to the height of this pier which is higher than most bridge piers, and also owing to the late accident at Cornwall having been caused through the concrete not having been properly "set." So far everything in connection with the construction of the bridge had been satisfactory to the department.

Mr. H. J. Beemer, president of the Bridge Company, says they have taken every precaution, and will continue to do so. They are anxious to build everything with the approval of the department.

The matter is now under consideration.

THE CENTRAL STATION

Among business to come up before the railway committee of the government to-morrow is an application for a hearing by the C. P. R. and Ottawa and New York railway upon the subject of terms in the Central railway station and approaches, of which Mr. Booth is in possession. 'Mr. Booth's name is need for short ; the leases are all made out to the Ottawa, Arnprior and Parry Sound Railway Company. Upon the course of the railway committee will depend the terms not only upon which the C. P. R. and the Ottawa and New York roads can use the station and approaches, but also in a short while the Gatineau Valley road, and later on the Kingston, Smith's Falls and Ottawa. Possibly, in the future, other roads. The question which the railway committee has to decide is whether a large piece of public property, affording a unique railway avenue to the heart of the capital of Canada, shall become of its full public usefulness to the capital - a national asset or be allowed to be used by Mr. Booth's railway interest to secure exorbitant advantages over all other railways and injure the public interest. The railway companies and others who are directly interested know the details of the question, but the public has not recently had any full statement of the conditions of Mr. Booth's leases. This is a good time to review them.

Mr. Booth's lease of the canal reserve and central station site is in three parts. That is simply for technical reasons. All three leases state the same conditions. In quoting them, the main lease, namely, that covering the old canal basin and central station site, will be used here. The leases are clear enough that Mr. Booth must accommodate all other railways than his own, and upon reasonable terms. 'But there is something more than the leases, and something better. Namely, the order-in-council passed by the government authorising the leases. This document expressly emphasises the public interest in the property

The order-in-council, the first official document in the case, was passed on May 10. 1895. It sets forth that Mr. Booth (that is, the O., A. and. P.S. road) was pressing for a lease of the canal reserve, and proceeded:

"The minister (of railways) states . that the scheme of bringing railway accommodation nearer to the business centres of the city is one which has been warmly advocated by the corporation (of the city of Ottawa), which has entered into an agreement with this company to pay them the sum of fifty thousand dollars towards the erection of a "Central Union Passenger Depot," with approaches on the east bank of the canal, and has co-operated with the company in seeking the government concession of the use of the canal land for that purpose.

"The minister, under these circumstances, and in view of the importance attached to the scheme, in the public interests, by the city of Ottawa, as evidenced by its action in the matter, recommends that authority be given for the grant of a lease to the company. ***". said lease .to contain the following main conditions

(6.) That it is expressly to be understood that all railway companies, now or hereafter desiring to avail themselves of the said property, and of the Central station to which it is to be the approach, shall be entitled to the use of the same on fair and reasonable terms and conditions to be determined, if necessary, by the railway committee of the Privy Council."

It will be noted that a chief reason given by the government for leasing the property to Mr. Booth was the wish and interest of the city of Ottawa. It is hardly necessary to say that while the city of Ottawa had and has the heartiest good-will to Mr. Booth's magnificent railway enterprise, the true and paramount interest of the city in the matter was and is that not Mr. Booth's railways alone but all railways shall come into Ottawa on the best conditions. And as the government expressly recognised this fact in its original decision to yield up the canal bank to railway purposes, so now the city has good reason to expect, that the government will again expressly recognise that the canal bank is not an asset of Mr. Booth's, further than that he is entitled to fair pay for what he has done and may do, but a public asset, available to all railways on thoroughly equitable terms.

The order-in-council was passed on May 10. 1895.. The first lease to Mr. Booth followed on June 6 . It was for the canal reserve from the head of the deep cut to the Maria street bridge, at \$200 rental. The second lease was signed on July 31. giving the canal reserve from Maria street bridge on to the old canal basin, at \$400 per year. The third and final lease was on March 2; 1896. It surrendered to Mr. Booth the old canal basin, and the rest of the reserve down to Sappers' bridge, at \$500 a year. Thus for a total of \$1,100 a year, Mr. Booth got the full half mile of ordnance lands from the heart of Ottawa out to ;the head of the deep cut, where he was able to strike right off out into the country.

As already said, the terms of the leases in all essential respects are the same. They lease the land to Mr. Booth for 21 years, with option of renewal by him for 21 years further, and then, for 99 years. But he is placed clearly in the position of a trustee. If he fail to observe any condition of the lease; he loses it. Whether he observes the lease or not the government can expropriate him at any time at 18 months' notice. He is not to assign, transfer or sublet any portion of the property without government permission. In the main lease, as well as the order-in-council, it is important to notice, the phrase is repeatedly used "the Central Union Passenger Depot" Mark the word "Union." Mark too the words "passenger depot." Clause 17 of the main lease and similar clauses in the other leases say:

"That the said lessees shall at all times during the said term permit any railway company wishing to avail itself of the said lands as an approach to said station, to use the said station and the lands herein demised upon reasonable terms and conditions to be determined if necessary by the railway committee of the Privy. Council."

A comparison was given recently between Mr. Booth's charge to the Ottawa and New York road for terminal facilities, namely \$18,000 a year, and the C. P.R.'s charge to the Gatineau road for much greater facilities, namely \$5,000 a year. Mr. Booth offers the O. and N. Y. road one station and half a mile of track for passengers only, and upon public land. . The C. P. R. gives the Gatineau road two stations (Ottawa and Hull) and three miles of track .including a half million dollar bridge,! .for passengers and freight both ; and the C P. R. uses no public property. The only escape from the conclusion, that Mr. Booth is exorbitant in that the C P.R. is extremely charitable, in fact goes on from year to year presenting large sums of money free gratis to the Gatineau railway just out of pure goodness, of heart. This idea is the less probable when Mr. Booth's other tactics in connection with the canal reserve are considered. Unable to pay Mr. Booth's charges, the Ottawa and New York railway sets about getting a track of its own down the canal bank.: to reach private property acquired by it near the central station.Mr. Booth objected. The government heard the disputants, and issued permission to the O. and N. Y. to go ahead, compensation to be paid to Mr. Booth for the use of the land. The O. and N. Y. people asked Mr. Booth what he wants; he declined to name a sum, and went into court to get an injunction to stop the O. and N. Y. although the government had decided the matter, and although Mr Booth's leases, from the government stipulate that he shall abide by such government decisions.

In explanation of his action, Mr. Booth publishes a claim that his leases forbid any use of the canal reserve except for "approaches to the central station." He is emphatic about this. And there is one clause in his lease which would bear him out forcibly if it were considered by itself, and not in conjunction with several other clauses which state that the government is the arbiter and interpreter of the lease. The clause to which we refer is No. 3 in the main lease, as follows :

"That the said lessees (the O.A. and P. S. railway company) shall not without the license or consent of our minister of railways and canals aforesaid, use the said lands or any part thereof or suffer the same or any part thereof to be used for any purpose other than the construction and operation of such approaches and of the railways of any other railway company or companies which may be permitted to use the said lands as hereinafter provided and for the purposes incidental to such construction and operation."

Now, if as Mr. Booth argues against the O. and N. Y. road, this clause prevents any use of the canal reserve except for approaches to the Central station, what are we to think of Mr. Booth's erection of a big freight shed on the reserve? He is placed by the above clause in the same position as

other railways, regarding the use of the reserve. If they have no right to anything but approach to the Central station, neither has Mr. Booth. If Mr. Booth has the right to more, so have they. If Mr. Booth can bring freight in on the canal bank, so can they, and if he can build freight sheds on the public property, why not they on their own private property? Yet Mr. Booth erected a freight shed on the public land and without the government permit called for by his lease either while he denied the right of other roads to even bring freight to their own private terminus. That, was some time ago, and the O and N. Y. road charges that another similar move is on now, according to the following passage in Mr. Hibbard's recent letter :

"Let me call attention to the fact that the O. A. and P. S. railway are pursuing the same tactics with regard to this order of the railway committee, as followed under their leases, viz., ignoring it entirely and constructing a coal shed on the ordinance lands in a manner calculated to block the carrying out of the order of the committee, same as was done in the construction of their freight sheds."

Mr. Booth has a right to feel that as the construction and probably the conception of that railway entrance to Ottawa were due to his foresight, enterprise and energy, he is legitimately entitled to a profit from it. He is. He ought to have a large return. In fixing the conditions upon which other railways come in, the government will do well to give Mr. Booth a first-class profit. But the public has also a right to expect that the public interest, which was the government's avowed reason for making Mr. Booth a trustee of the public property, will be clearly and resolutely maintained by the government, that neither exorbitant charges nor unjustifiable obstruction to other railways shall be tolerated, nor the canal reserve be allowed to become a mere business asset for any person, regardless of public interests and obligations.

07/11/1898 Ottawa Citizen Hull Electric

The Hull and Aylmer electric cars are now provided with headlights which will make the motorman to see distinctly many hundred yards ahead. Five lamps of 14 candle power are placed together before a very strong reflector.

08/11/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

INTERPROVINCIAL PIERS. Forty or fifty small concrete piers are now building on the low lands in Hull for the approach of the Interprovincial bridge. A new pier of the same dimensions as No. 6 will be built by Mr. Beemer in shallow water on the north shore. This pier is not shown on the plans, and is not included in the contract.

08/11/1898 Ottawa Citizen New York Central Cornwall

THE CORNWALL BRIDGE

The Collapsed Structure Being Raised from the Bottom of the St. Lawrence River

Cornwall, Nov. 8 - Capt. Leslie, of the Collins Bay Wrecking Company, has a large staff of men at work removing the ruins of the collapsed O. & N. Y. bridge from the south channel of the river, and is making steady progress. The center span has already been examined, and, as at first supposed, is but little damaged being only slightly injured by its fall to the bed of the river. It will be raised by means of pontoons, and then towed to shallow water, where it can be taken apart and entirely recovered. As the entire span weighs only a little over 500 tons, and as the buoyancy of the water will amount to considerable the wrecking company consider that they will not experience any great difficulty in raising it. They will use twelve pontoons, each having a lifting capacity of 60 tons or all together an aggregate power of 720 tons. On account of the swiftness of the current at the place of the accident a steel shield will have to be put down in order to protect the divers and enable them to make a thorough examination and fix the pontoons in their places. Considerable work has already been done towards clearing away the shore span, which was utterly demolished, but the company is having considerable difficulty in separating the massive iron work. Dynamite is being used extensively, but as it is impossible to place it so that it will be very effective it seems its use is not of as much benefit as at first expected.

09/11/1898 Ottawa Journal Canada Atlantic Central Depot

ENTRANCE TO CENTRAL DEPOT

BASIS WILL BE DECIDED UPON TO-DAY.

Railway Committee is Considering the Cases of the O., A. & P.S. ; O. & N.Y. and C.P.R.

The O., A. and P.S. road to-day applied to the railway committee for a reconsideration of the order permitting the O. and N.Y. railway to construct a track along the canal reserve to the freight terminals of the O. and N.Y. company. In this question is involved the use of the land leased to the O., A. and P.S. for Central station approaches, etc. Mr. E.B. Osler and Mr. J. Christie appeared for the O., A. and P.; Judge Clark for the C.P.R., and Mr. Z. Lash, Q.C., for the O. and N. Y.

Mr. Osler called attention to the order issued in August of the railway committee granting permission to the O. and N. Y. Railway Company, to reach their freight terminals by constructing a track along the land leased to the O., A. and P.S. railway. He said this land was leased for the purposes of providing a passenger terminus and he claimed the committee was being asked to dedicate the land for a different purpose. He admitted that the present company use the approach for freight purposes. He said they were using the land for freight purposes but when the land was necessary entirely for passenger business the company would be prepared to change it. He said the whole question involved a case of law and he questioned the jurisdiction of the committee.

Mr. Lash, Q.C., for the O. and N. Y. company confined his remarks to replying to Mr. Osler's contentions that the committee could not grant the request and that if it did then the leases would be voided. Mr. Lash claimed that until the railway committee defined the lands which the railway could expropriate then the company applying had no foundation. The land in question; he said, could be expropriated for the purpose. Mr. Lash claimed that the Parry Sound road had prevented the O. and N.Y. getting in and wanted to further delay the company. Mr. Lash summed up his case that the land was not dedicated to the O., A. and P.S. company and that it was leased under a contract for certain purposes. Other railways, he said, could use the land ordered by the railway committee and the fact that the land is leased for passenger purpose does not exclude freight Obstruction Alleged.

Mr. Lash then said the Parry Sound company obstructed the O. and N.Y. when endeavoring to reach land near Sussex street and then the O. and N.Y. secured other property and, now the O., A. and P.S. company is constructing a coal shed across the approach to the last acquired land. This was done contrary to an express order of the railway committee, said Mr. Lash.

"That's not treating the order, of the committee with respect, said Mr. Blair.

"The statement is absolutely untrue, said Mr. Osler and Mr. Christie.

Mr. Lash said he would be surprised to find it was not true.

Judge Clarke here interposed and asked that the committee in making any order stipulate that the railways be allowed to use the land for freight purposes until required for the passenger traffic.

Mr. Osler said the coal shed and trestle were projected long before the O. and N.Y. had put a spade in the ground and are off the land under the jurisdiction of the committee. He claimed they had not infringed upon the land for which the O. and N. Y. railway have given notice of expropriation.

Mr. Mulock said it would be better say for the committee to decide a district policy in regard to the use of the station in order to prevent future complications.

The committee meets against this afternoon.

09/11/1898 Ottawa Citizen New York Central

The Ottawa and New York Railway carried 1,200 people last week on their line between this city and Cornwall. For the past month the passenger traffic has averaged 130 per day. The freight traffic is also increasing rapidly. The company has recently ordered two new Pullman trains and two heavy engines.

Dispute about routes.

PPJ-HER issue before the Railway Committee

Exerpts.

PPJ application was for three crossings, one at Aylmer, one at Bisson's and one in Hull. PPJ wants to continue its line from Aylmer south of the HER along the Ottawa and across the Hull station of the CPR. HER objection was that the crossings were needless as the company could follow another route - one mile shorter from Aylmer to Hull.

HER had offered the PPJ the use of the Hull tracks on condition that the PPJ pay 2 1/2% per annum, half the taxes, capital and repairs according to traffic. PPJ gets a bonus of \$6,000 per mile from Quebec and \$3,200 per mile from Federal Government. Bonding would amount to \$25,000.

Road would cost \$16,000 - easy to see why PPJ wanted to build its own road.

Beemer claims it would be unsafe to send electric and steam cars over the same tracks. had originally been intending to purchase the CPR but had been forestalled by HER.

PPJ also wanted to cross the CPR at Hull and CPR claimed that a high level crossing would have to be put in.

09/11/1898 *Ottawa Citizen**New York Central*

The case in which the Booth lines and the Ottawa and New York railway are interested came up before the railway committee this morning. Mr. Osler Q.C. and Mr. Christie Q.C. appeared for the Booth system Mr. Lash Q.C. and Mr. D'Arcy Scott for the Ottawa and New York road. Mr. Booth was present as also Messrs. Parker and Hibbard of the O. & N.Y.

At the outset Mr. Osler suggested that the question of the use of the terminals at the Central station might, for convenience, be taken up first. Mr. Booth conceded the right to the C.P.R. and the O. & N.Y. to use the terminals, and the only question at issue was the amount to be paid and the accommodation wanted. He suggested that the question of terms should be referred to Mr. Schreiber or other union engineers for his report before the committee took action on the application.

Mr. Blair said it might be well to take up the cases in the order they stood on the paper.

Accordingly the application of the Parry Sound railway for a revocation of the order permitting the O. & N.Y. to build a separate track along the canal bank to get access to their freight terminals on Besserer street was taken up first.

Mr. Osler, at considerable length, argued that the railway committee, in granting permission last August to the O. & N.Y. to build an independent track, had violated the leases held by Mr. Booth, and infringed on the jurisdiction of the governor-in-council. The governor-in-council had dedicated this strip along the canal bank for a certain positive purpose. Mr. Booth had covenanted with the crown to excavate the whole strip hence the railway committee had no right to interfere with a crown covenant. Mr. Booth was under an obligation to build a retaining wall along the east side of the strip leased but the action of the committee in August had rendered that impossible. He admitted that the freight sheds of the Booth lines were on the reserve on sufferance only, and until the crowd [sic] demanded their removal. Mr. Booth was subject to call by any railway company for accommodation for passenger purposes and the leased strip could be used for passenger traffic only.

Mr. Blair thought it reasonable that the O. & N.Y. should have access to their own lands over the strip.

Mr. Osler, continuing, said that there was no urgency on the matter. He therefore urged that if the committee had any doubts as to its legal position the opinion of the supreme court might be secured. He claims that the action of the railway committee was void, as no order in council had been passed authorizing the O. & N.Y. company to lay the tracks in question.

O. & N.Y. contentions

Mr. Lash Q.C., for the O. & N.Y. said Mr. Osler had emphasized the point that the committee had violated a lease from the crown. His reply to that was, no lease from the crown could repeal the railway act. Under the railway act, he claimed that the O. & N.Y. company had proceeded properly, and that the committee had ample jurisdiction. Continuing, Mr. Lash said it would evidently suit the purposes of Mr. Osler to have this question postponed indefinitely. He had urged that this point be referred to the supreme court. Mr. Osler's clients had placed every obstruction in the way of the O. & N.Y. company, and seemingly desired to continue that obstruction. He held that there was no reasonable doubt about the validity of the order and thought the company should dismiss the application. What Mr. Osler said in relation to freight rights of the Booth system was diametrically opposite to their previous contention.

Mr. Blair - Sometimes counsel are driven into admissions. (Laughter).

Mr. Lash, in conclusion, pointed out that after the O. & N.Y. railway had acquired land for freight terminals the Parry Sound railway, contrary to its lease, constructed a building across the strip which the committee had allowed the O. & N.Y. company to take.

Mr. Blair - What kind of building?

Mr. D'Arcy Scott - a coal chute and trestle.

Mr. Blair - Well, that is not treating the order of the committee with respect.

Mr. Christie - The statement about the building is absolutely true.

Mr. Lash - I am surprised to hear that remark.

Mr. Mulock - There is a misunderstanding somewhere.

Mr. Blair - I shall certainly cause an enquiry to be made.

Judge Clark for the C.P.R. said the chief objective of the lease of the reserve was for the purpose of a central union passenger station. He thought permission to the O. & N.Y. to run a freight track should be limited until such time as it might be required for passenger purposes.

Mr. Lash said he had no objections to this change.

Mr. Osler contended that the coal chutes were being erected at the spot chosen long before the O. & N.Y. came in, but the building had been delayed owing to a squatter being on the lands. He claimed that the Parry Sound railway was not within thirty feet of the O. & N.Y. strip.

Mr. Lash asked for a speedy decision, Mr. Blair said the committee would take the case up immediately but he could hardly promise a decision this week.

Mr. Mulock said considering Ottawa's growing importance as a railway centre, the point should be made perfectly clear now as to the ultimate use of the property.

The committee then adjourned.

THE ELGIN ST. EXTENSION

BLOCKED BY DECISION OF THE RAILWAY COMMITTEE

Which is to the Effect That the Necessity for Crossing C.A. Tracks has not Been Shown

The application of the Ottawa, Electric Railway Company for permission to cross the C.A.R. tracks on Elgin street was refused by the railway committee this morning on the ground that there is no necessity for this extension, of the line.

Mr. A. Ferguson appeared for the Ottawa Electric Railway Company, Mr. F.H. Chrysler for the C.A.R., Mr. John Christie for the O.A. P.S. and Mr. Taylor McVeity for the city.

Mr. Ferguson presented a plan showing the proposed extension of this Elgin street tracks across the C.A.R. tracks. He reviewed the agreement between the city and the company regarding the extension, and said that the city ordered the extension and the company now requested the committee to grant the right to cross. He reviewed the circumstances in connection with the Elgin street extension, and claimed the question was debate-able [sic] whether the company should now be compelled to make the crossing.

Mr. Taylor McVeity said the city wanted the contract carried out and the crossing constructed. He said it is now used as a crossing for vehicles and pedestrians, and he claimed it would not be much more dangerous to have the cars cross.

Mr. F. H. Chrysler said the C.A.R. company was concerned with the necessity for the crossing, and if that was established then the terms could be considered. He said the railway company had endeavored to lessen the necessity for more than one track across Bank street, but had to have more tracks across Elgin street as it would be a shunting yard. He said it would be against the public interest to endeavor to lessen the traffic on Bank street in order to increase the traffic of Elgin street, where the danger would be great.

Mr. Blair said sufficient had not been offered to prove the necessity for a crossing and consequently the application was dismissed;

09/11/1898 *Ottawa Citizen**Pontiac Pacific Junction*

There was a great crowd of railway men and railway lawyers at the meeting of the Railway Committee yesterday afternoon. The Ministers present were Mr. Blair, chairman, Mr. Mills, Mr. Tarte, Mr. Mulock and Sir Henry Joly. The greater portion of the sitting was taken up in considering the P. & P.J. railway to cross the tracks of the Hull Electric and the Canadian Pacific railways. Mr. Ferguson, Q.C. and Mr. Belcourt, M.P. appeared for the P. & P.J.; Mr. Osler Q.C. for the Hull Electric Company and Judge Clarke for the C.P.R. Mr. Ferguson stated that this application had been partly heard at a former meeting when the suggestion was made that the case should stand over to see if the P. & P. J. could dispense with some of the more dangerous crossings. He had now to announce that the company proposed to build along the Ottawa River, but would not construct level crossings at Bisson's where the crossing would have been over the Canadian Pacific main line and another crossing of the Hull Electric at Hull. Three level crossings were still unavoidable, one in the station yard at Aylmer, a crossing over the Deschenes lumber siding and a crossing of the Hull Electric branch line on Brewery street, Hull.

Mr. Osler's objections.

Mr. Osler said the route chosen by the P. & P. J. was unnecessary and uncalled for. The back route would be a mile shorter and was quite practicable. It would cost more for grading but less for right of way and balancing one against the other the back route was the preferable as it would do away with the dangerous level crossings. He strongly objected to the proposed crossing in the Aylmer yard, because it was an acute angle.

Mr. Blair inclined to the opposite view, as the electric cars at that point must necessarily be running slow.

Mr. Osler said, however, that the electric cars would be running at full speed at that point. Continuing, he objected to the interposition of a railway between the electric road and the river front.

Mr. Blair - That point does not impress me as being a strong one.

Mr. Osler - But it impresses our company as being a serious detriment to their business. He said the Hull Electric Company had offered to allow the P. & P. J. to use its tracks between Aylmer and Hull, the P. & P. J. to pay a rental of 2½ percent, per annum and its share of the taxes. The reply of the Pontiac Company was that the offer of the Hull Company was so indefinite as to the extent of which it could use the tracks that it could not be entertained. Continuing, Mr. Osler said this was a stock jobbing matter. The Pontiac Company would get bonuses to the amount of \$9,200 per mile, and if the road were built for \$16,000 or \$17,000 per mile, and bonded for \$25,000 per mile, the difference between the cost of the bonds and the bonus would represent so much profit to the Pontiac Company.

Mr. Ferguson thought this was a branch of the matter with which the committee had nothing to do.

Mr. Osler. But I propose they shall have something to do with it.

Mr. Ferguson's argument.

Mr. Ferguson said the northern route was entirely out of the question. The Pontiac Company, in the first place, did not hold a charter for the back route. Then the grades on the Hull Electric road were unsuitable for a steam road. The Pontiac Company, as an independent trunk line, running through an extensive stretch of country, should have an independent entrance to Hull and Ottawa. He objected to the Pontiac Company's trains being run simply at the convenience of the Hull Electric Company.

Mr. Tarte expressed the opinion that it would be more dangerous to run the steam cars over the whole of the electric road rather than to cross only at two points on the level.

The report of Mr. H.F. McLeod on the northern route was read. He said such a line would be 7.55 miles long and would cost not more than \$130,000.

Mr. Ferguson, resuming his speech, said Mr. Osler had talked about the financial arrangements of the Pontiac Company. The Hull Company had spent a large sum of money uselessly on their road, and now wanted to tax another company in order to meet their expenses. The Hull Company had not paid, and it was doubtful whether it would ever pay, as it had been built in advance of the needs of the country.

Mr. Beemer heard.

Mr. Beemer said it would be utterly impossible to sandwich in express trains between electric cars running every few minutes. He would not undertake such a service.

Cross examined by Mr. Osler, Mr. Beemer admitted that a portion of the electric road was formerly operated by the C.P.R. as a steam road; \$60,000 was voted by the provincial Legislature for the purpose of purchasing the line from the C.P.R. when the Hull Company intervened and bought the line, necessitating the construction of an independent line by the Pontiac Company. The estimated cost of the line was from \$110,000 to \$115,000, outside the extras for the overhead crossings.

Mr. Osler, resuming his speech, said this scheme was not in the public interest at all; it was simply a scheme to make money for the promoters.

There was not sufficient traffic for two roads, and therefore the Hull Company objected to its property being destroyed.

Mr. Belcourt said Mr. Osler had endeavored to lead the committee away from the application before it. The Pontiac road was senior to the Hull road. When the Hull Electric railway was built that company knew the Pontiac charter existed, and therefore that company could not now set up the plea that its business was being interfered with. He submitted that the committee had no right to order the Pontiac company to deviate its line 1½ miles to the north.

The committee reserved its decision.

Work on the Interprovincial bridge has been resumed. Mr. Beemer today denied that the work on pier No. 2 had been shut down by the government on account of defective concrete. Pier No. 2 is the most extensive work of its class in Canada and is built 76 feet below the surface of the water. About 25 feet of concrete has been placed in the pier and it is of such immense dimensions it was thought advisable to cease work in order to give the material a chance to set. It was also proposed by Mr. Schreiber that the coffer dam should be pumped out and the remaining 50 feet of pier built on a dry surface. Some time will elapse before this can be done. In the meantime, Mr. Beemer says, everything is turning out satisfactory to the government and the bridge company are fulfilling their contract according to the specifications. No fault has been found by either the government inspector or the company's man. The coping for pier No. 4 has arrived and will be placed by next week.

The Hull Aylmer electric cars are now provided with powerful headlights, which will enable the motorman to see distinctly "five acres" ahead. Five lamps of 16 candle power are placed together in a very strong reflector. As a motorman said, "Any man who will not see it deserves to be killed."

The O&NY are grading the yard at the station and improving the way to the freight shed.

Central Depot Entrance -

EQUAL RIGHTS FOR ALL LINES

DECISION OF THE RAILWAY COMMITTEE YESTERDAY

The Booth System Will Use the Approaches and Station on the Same Basis.

The railway committee at yesterday afternoon's session ordered that the approaches to the Central depot should be used by all roads equally on a wheelage basis.

The approaches to the Central depot were leased to the O. A. and P.S. railway, to be used as a Central depot by all roads. The O., A. and P. S. railway company demanded from the C P. R. \$1,500 a month rent for the use of the station and an equal sum from the O. and N. Y. railway. The O., A. and P. S. was paying the government \$1,100 a year.

The question was fully argued yesterday afternoon, and the committee gave the decision as above. Further, the committee allowed the C. P.R. to cease paying rent to the O., A. and P. S. company; but to pay on a wheelage basis and to bear a proportionate share of the operation and maintenance expenses. The O. and N. Y. company if it uses the station and approaches was ordered to pay \$250 a month rental to the O., A. and P.S., and also pay on a wheelage basis and bear a proportionate share of the operation and maintenance expenses. Any money paid over to the O. A. and P. S. by the C. P. R. and O. and N.Y. for rent is not paid absolutely, but will be subject to disposition on a basis to be agreed upon when the final arrangements for the use of the station are made by the railway companies.

The application argued before the committee was from the C. P. R. and the O. and N. Y. railway for a further hearing as to the terms and conditions on which they may use the Central station and the approaches thereto.

The C P. R. Argument

Judge Clarke explained that it was now about time for the expiry of the interim order by which the C P. R. is now using the entrance to the Central depot. He asked that the committee define the terms under which the C. P. R. could use the depot. He said it would not be necessary for the C.P. R. to be a tenant of the O. A. and P. S. or a tenant of the Crown, but that the committee should say what rights the C P. R. would have and what terms. Judge Clarke explained that a clause in the lease of the property to Mr. Booth stipulated that the railway committee should fix the terms upon which the other railways could use the depot and he contended that any decisions of the committee made under this clause had the same effect and power as if they were embodied in the contract in the first place. He said the land had not been leased to Mr. Booth so that he might make a large profit upon its use.

An Unreasonable Rent

In dealing with the rental, \$1,500 monthly, now being paid by the C. P.R. to the O., A. and P. S. Judge Clarke said the amount was unreasonable. He suggested that the committee order the companies using the property to contribute to its maintenance on a wheelage basis and in addition an amount to be applied to pay an amount of the expense of the capital account

The O. and N.Y. Case.

Mr. Lash on behalf of the O. and N.Y. said his company had tried to arrive at a fair settlement with the O. A. and P. S. regarding rental, but had been unsuccessful. He contended that the committee had first to decide a matter of principle and afterwards fix the terms. He claimed the lease of the property to the O.A. and P. S. was a lease to that company plus the C. P. R. plus the O. and N. Y. and other roads. To Mr. Mills he said in reply to a question that any terms or facilities which the O. A. and P. S. had in the Central depot property would not be interfered with by the other companies.

The Defence.

Mr. Osler for the O., A. and P. S. said the railways had not given a statement of the accommodation they want and for how long. The O., A. and P.S. offered, he said, to submit the matter to the companies to have them make proposals and then if they cannot arrive at an agreement have a referee appointed to report to the committee.

A general discussion followed regarding the basis upon which the depot should be used.

Mr. Blair remarked that there seemed to be an indisposition on the part of some one to have the parties come together. He did not state the quarter in which the indisposition was apparent.

Mr. Blair said he could not uphold the contention of the O., A. and P. S. that the other roads should pay on the basis of what it would cost them to get an equally good entrance. His colleagues concurred in this view.

Judge Clarke asked that the interim order should be continued but that the companies using the road should pay for its use on a wheelage basis. He said they were paying on a basis of \$18,000 a year, a sum which he said he believed was sufficient to cover the whole cost of maintenance, of the station.

Mr. Osler, said his company would be prepared to allow the C.P.R. to continue to use its entrance and would be content to rely upon the reliability of the C P. R., but they would require a deposit of \$3,000 or \$4,000 as a guarantee for rent from the O. and N.Y. railway. He said his company would be prepared to submit a plan for a Central station within a fortnight

Estimated Expenses.

Mr. Lash in replying to Mr. Osler's contentions said an engineer had prepared an estimate of the expenses of the materials used in the approaches to the Central depot and had estimated that \$18,000 would cover all. The interest on capital would bring the amount to about \$22,300. Of this amount he said a fair distribution on a wheelage basis between the four roads would mean that the C. A. R. and O., A. and P. S. would pay about \$13,000; the C. P. R. about \$6,000. and the O and N.Y. about \$2,500.

Mr. Osler wanted the O. and N. Y. road to deposit \$500 as a guarantee for the rent but Mr. Tarte objected to what he termed the "smallness" that prompted the demand.

Mr. Booth Speaks.

Mr. J. R. Booth asked to be heard, and said his company was prepared to make a statement regarding the cost of the Central station, but he had been advised it would not be necessary at the committee. He said the committee should consider his lease, what he had done, was doing and what he has yet to do under the lease, and then, state what it was worth to the other companies for the use of the terminal facilities.

Mr. Blair remarked that if Mr. Booth's company wanted to impress this committee that they did not want to block an amicable arrangement they should not take any hostile steps.

Mr. Booth denied any desire to be hostile. He asked the committee to consider the benefit he had conferred upon the city, and he wanted peaceful enjoyment of his right. He said he would never have moved from Elgin street had he anticipated such a decision from the railway committee

The committee then decided upon the order as outlined above.

Now that the question relative to the entrance to the Central depot by the railway lines running into Ottawa has been largely determined by the action of the railway committee of the privy council, work on the new union station will be commenced at an early date.

Speaking to the Citizen today, Mr. J.R. Booth stated that the new depot would be located on the site of the present one, and work would be started as soon as the militia department secured other quarters for militia stores and vacated the premises.

It is understood that the department is now negotiating for the purchase of the Salvation Army building on Queen street, and if the deal is effected they will take possession of their new quarters at an early date. To meet the demand for railway accommodation work will therefore be commenced as soon as the arrangements can be made, and the union station will be one that will meet the increasing requirements of the various roads running into the city, and be worthy of Ottawa as a growing centre of railway operations. The corporations by which it will be used being the wealthiest in the country, and the city already having contributed \$50,000 for the purpose, the new station will be constructed on an elaborate scale, such as will meet the requirements for years.

The Ottawa and New York railway will commence running into the present central station as soon as the railway committee of the privy council gives its decision on the question of freight terminals.

The Railway Committee of the Privy Council at its session yesterday afternoon practically disposed of the long standing difficulty between the Parry Sound, Canadian Pacific and Ottawa and New York railways relative to the use of Central Depot. The outcome of the arguments in the case is the establishment of the principal that each of the outside companies will come into the depot on the payment of their proportionate share of the maintenance. The details of the arrangements of the companies yet remain to be settled and pending this an interim order has been issued with the above effect. The C.P.R. will use the station and pay monthly their share of the running expenses which are to be estimated on a wheelage basis. The fact that this road has paid \$1,500 per month for the use of the station is regarded by the committee as sufficient security for their share of the rental until the matter is finally determined.

The Ottawa and New York Railway will use the station on paying their proportion of the running expenses with the other companies on a wheelage basis, and pending the final adjustment of affairs will pay \$250 per month security for rental.

The O.A. & P.S. Co. will submit to the C.P.R. and the O. & N.Y. Co.s a scheme relative to the amount to be paid by them for the expenditure already made by Mr. Booth in securing the entrance to the Central Depot. As far as the principle is concerned the difficulty is practically settled and in a few weeks it is hoped the complete details will be effected,

Suggestions to the committee

At the meeting of the Railway Committee yesterday afternoon Judge Clarke appeared for the C.P.R., Z.A. Lash, Q.C. and D'Arcy Scott for the O. & N.Y. and B.B. Osler, Q.C., and John Christie for the O.A. & P.S.

Judge Clarke explained that the application before the committee was for a further hearing relative to the terms and conditions upon which the Ottawa and New York Railway Company and the C.P.R. should have access to the Central Depot. In opening Judge Clarke devoted some attention to the question which had been raised earlier as to whether the C.P.R. and other companies shall or shall not be direct lessees from the crown in precisely the same way as the Parry Sound Co.

As a suggestion to fully cover the ground Judge Clarke suggested that an order be issued by the terms of which the C.P.R. and Ottawa and New York companies shall be entitled to use the line in question. If that were done the C.P.R. would attend to their subsequent rights.

Under such an agreement the rights of all parties concerned would be fully guaranteed. As to the terms upon which the C.P.R. and the O. & N.Y. shall have the use of the station approaches Judge Clarke thought that there were two main points to be considered, the interest on the capital expended in building the line and the proportionate cost of maintenance. The amount of \$1,500 per month was far too much but had been agreed to as a temporary arrangement. As to the capital account and the proportionate shares thereof it was important to ascertain the exact figures of the investment. From this too the cost of the freight terminal must be eliminated. The O.A. & P.S. Co. having declined to supply any information as to the cost of building the line in question, the C.P.R. had prepared an estimate of the cost of building the road and terminal in question.

Mr. Z.A. Lash, Q.C., who appeared for the O. & N.Y. stated that his company had endeavored to secure information as to the amount expended by Mr. Booth in the construction of the Central Depot and the approaches thereto. They had been met by an absolute refusal to supply these figures.

So far as the case of the O. & N.Y. was concerned the first and most important point to be ruled upon were questions of principle.

At the suggestion of the Hon. Mr. Blair, Mr. Osler, on behalf of the O.A. & P.S. was next heard. His clients were not present in a hostile and unreasonable spirit. They were, however, impressed with the infinite nature of the propositions put forward by the applicants. Mr. Osler suggested that an not unreasonable scheme would be to hand the matter over to competent engineers to value the privileges now sought. The applicants could then say how many sidings and just what accommodation was sought for.

On a wheelage basis.

Judge Clarke explained that the accommodation sought for would fluctuate with the requirements of the service. The C.P.R. would pay its proportion of the expense. There should be no difficulty in arranging the whole thing on a wheelage basis.

Hon. Mr. Blair - It seems to me that the companies could well exhibit a greater disposition to get together in this matter.

Mr. Osler - Let them prepare a scheme and we will meet them fairly.

Mr. Lash stated that all the O. & N.Y. asked was that the committee settle the principle and the details could be arranged afterwards.

Judge Clarke suggested that the interim order be continued until a definite proposition could be arrived at. The rival companies would endeavor to settle the difficulty among themselves, and each submit a scheme to this end.

Mr. Blair enquired how long it would be before the companies could do this.

Mr. Osler stated that the C.A.R. would make the station proposal in a fortnight or three weeks. He thought that in the meantime the O. & N.Y. should put up \$4,000 security as a search of the registry office failed to show that they had any property in sight.

Mr. Lash resented the insinuation that the O. & N.Y. was not a strong financial institution. On the contrary, they had gone ahead with their work and expended thousands of dollars in carrying it forward. The O.A. & P.S. had refused to furnish any information relative to the question at issue and he had computed the total operating expenses to be \$23,000 per year. Of this amount, he thought the C.P.R. should be \$6,000, the O. & N.Y. \$2,500 and the O.A. & P.S. and C.A.R. \$13,083. The O. & N.Y. proposed that their road should pay its proportion of the running expenses and their proposition was a fair one which should be accepted by the committee. The company should not be asked to make a deposit because of Mr. Osler's sneers as to its financial standing.

Mr. J.R. Booth asked the committee to consider the terms of his lease of the property and of the enormous expense incidental to the construction of the approaches thereto. What had been done was in the best interests of the city. The O.A. & P.S. Company asked for the peaceable enjoyment of what it was entitled to. He had no objection to other companies entering the Central Depot providing he was repaid for the expenditure he had made on the property.

After a few incidental remarks by counsel the above interim order was issued and the committee rose.

Mr. C.B. Hibbard, president of the New York and Ottawa railway, informed the Free Press this morning that he will not run trains into the Central station until after the decision of the railway committee on the application for freight terminals.

He wishes to inaugurate the passenger and freight business at the same time. The application by the company for an order to obtain immediate possession of the property required, will be heard in Toronto tomorrow.

The C.A.R. have had very heavy freight the past week. There are large shipments of lumber from Hawkesbury.

The O.A. & P.S. company has conceded to Mr. J.A. Campbell, sufficient ground near the station here for the erection of weighing scales. Arnprior Watchman.

The work of constructing the new machine shops for the Ottawa and New York railway will be commenced at as early a date as possible after the present matters at issue are settled. The shops will be located on the grounds purchased by the company in the vicinity of the Deep Cut and will take up a large space. The works will afford employment for a large staff of men. A large freight shed will be constructed on the property of the company adjoining the Canadian Granite Company on Nicholas street, and work on this will be commenced as soon as the question of approaches thereto is determined.

CAUSE OF THE BRIDGE DISASTER

Statement Made by a Local Engineer to a Journal Reporter

An engineer who has had considerable experience in bridge work and who is in a position to know something about the Cornwall bridge disaster says it was caused by the breaking of the rock foundation. This foundation, he says, was only eighteen inches thick and was over a strata of clay. The enormous weight of the pier and super structure caused the foundation to give way and bring down the bridge. The theory that the concrete was the cause of the accident he does not credit claiming that it could not break after setting.

The railway committee of the privy council has promptly decided the application of the P. & P. J. railway to cross the tracks of the Hull Electric Railway with their proposed new line between Aylmer and Ottawa. The necessary permission has been granted.

Toronto Nov. 11. In the private chambers Chief Justice Meredith heard four motions by the principals in the case of the Ottawa, Arnprior and Parry Sound railway v. Ottawa and New York railway. The trouble arises over a strip of land along the canal leased by the O.A. & P.S. railway but now claimed by the O. & N.Y. railway under an order from the Railway Committee of the Privy Council. B.B. Osler, Q.C. appeared for the plaintiff and B. Blake Q.C. for the defendants.

The plaintiffs moved for a judgment and for an injunction restraining defendants from prosecuting their expropriation and taking possession of the land. This was followed by a motion by the defendants for possession of the strip in question prior to the prosecution of the expropriation proceedings under the provisions of the Railway Act. A motion was also filed by the defendants for an injunction restraining the plaintiffs from interfering with them in attaining such possession and from building trestle tracks etc. across the right of way.

After hearing argument the Chief Justice enlarged all motions until Thursday next in any event and thereafter until the decision of the Railway Committee of the Privy Council upon the re-hearing before them last Wednesday is given.

The construction of the Ottawa and New York railway machine shops will be begun as soon as the Central station question is settled. The shops will stand near the deep cut and will be of considerable size. The big freight shed will be built on the company's land near the Granite company's works on Nicholas street.

People along the line of the proposed Carp, Almonte & Lanark Railway are bestirring themselves with a view of putting the project into effect. The line would branch from the Ottawa, Arnprior & Parry Sound Railway at Carp, and would run through Lanark county to Almonte, and tap the Canadian Pacific at Madoc. It is claimed for it, that it would not only open up an exceptionally valuable piece of new country, but would provide the shortest route between Ottawa and Toronto. The promoters have had the charter for some time, and a survey of the route has been completed.

Mr. Andrew Holland of the firm of A. Holland & Sons, Sparks street has gone to Aylmer today where he will test the new acetylene gas headlight for locomotives. The test will be made upon one of the P. & P. J. locomotives.

Archie Davis, of Aylmer, presented a thoroughbred hen to a man at Campbell's Bay station, on the P.P.J. Ry. some time ago. Yesterday morning, however, the hen roosted on the brake beam of a box car on the down train and arrived home without turning a feather. When the man at Campbell's Bay hears this story he will doubtless say in his haste that "all men are liars." and blame the boys on the P. P. J. Ry. for having put his choice fowl in a bouillon. The story, however, is true.

Pembroke Nov. 15. The first train on the Pembroke Southern pulled into town early last evening. There were no preparations made to greet its arrival, but its brilliant light throwing its rays far into the night attracted the attention of pedestrians on Main street.

Today eight car loads are expected by the Pembroke Furniture Company. Empty cars are also to be brought for the lumber company who intend making a large shipment by the new road.

UNION DEPOT

Mr. J.R. Booth Says it Will Cost \$130,000

PLANS BEING PREPARED

A Description of the Proposed Structure to be Built Next Spring,

Mr. John R. Booth stated to The Citizen to-day that the new union station will cost in the vicinity of \$130,000, plans for which are now being prepared. He reiterated his previous statement that work will be commenced just as soon as the militia stores are removed to the new building which they propose to erect, or to some other quarters. Mr. Booth states that the increased traffic of the three roads running into the Central depot will necessitate new quarters with very large accommodation.

Mr. Booth added that, notwithstanding all that has been said to the contrary, he wishes to have every road running into the Capital to use the Central depot on an equal basis without preference to any. The building will be of stone and brick, and plans for it now being prepared by officials of the road will be considered with those already submitted, and the one best suited to the requirements will be selected. The station will extend from the present building at the canal basin over the vacant lot of land to Rideau street, with an entrance from Sapper's bridge. Trains will run into a large over-head covering in the rear of the station. The lower floor will be used for spacious waiting rooms, ticket offices and a dining hall, while the upper apartments will be used for offices of the railroad corporations. Mr. Booth emphatically denies the statement that he is pursuing a vacillating policy in reference to erecting the station, and states that he is as anxious as anyone that the work should be proceeded with when the necessary arrangements and details are carried out. He fully expects to commence the work early in the spring and rush it to completion.

17/11/1898 The Equity, Shawville Pontiac Pacific Junction

The Railway Committee of the Privy Council have granted the application of the P. & P. J. R. Co. to cross the tracks of the Hull Electric Railway Co. with the proposed new line from Aylmer to Hull.

18/11/1898 Almonte Gazette Locksley

Trains have been running into Pembroke over the Pembroke Southern R.R.

18/11/1898 Eastern Ontario Review Canada Atlantic Central Depot

The long drawn out fight of the C.P.R. and O. & N.Y. Co. for an entrance into the Central station at Ottawa seems to be nearing a close. The whole question was finally thrashed out before the Railway Committee on Wednesday, with the result that the outside companies are to be allowed access to the centre of the city on payment of a proportionate share of the maintenance and the details will be settled later. The C.P.R. will pay its share to be estimated on a wheelage basis and the O. & N.Y. will pay \$250 per month pending the final adjustment of the details, and will secure immediate access to the central depot,

18/11/1898 Eastern Ontario Review Montreal and Ottawa

A new time table went into effect on C.P.R. here on Monday last. The train from Montreal to Ottawa will pass here about 11.10 instead of 11.22 as formerly. The afternoon train from Ottawa to Montreal will in future stop only at Vankleek Hill and Vaudreuil. The morning now does not stop between here and Ottawa.

18/11/1898 Renfrew Mercury Locksley Pembroke

The first train on the Pembroke Southern pulled into the county town on Monday evening. There were no preparations made to greet its arrival.

18/11/1898 Renfrew Mercury Locksley Pembroke

It is expected that the rails will be laid to the bridge by next week. In the meantime the foundations are being laid for the station, which is to be built of brick, a little to the south side of the bridge. The building will be about 52x30, and will be built with due respect to the want of the travelling public. The freight shed, on McKay street, 100x30, is well under way, and work will soon be commenced on the roundhouse, which is to be situated near Hunter street. Pembroke Standard.

18/11/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The morning train on the C.P.R. left Montreal on Wednesday ast 10 minutes late and arrived here 3 minutes ahead of time. The 57 miles was covered in 62 minutes and stops were made at Montreal Junction and Vaudreuil. This waas running at a rate of over a mile a minute.

18/11/1898 Eastern Ontario Review Canada Atlantic

It is rumored that the C.A.R. will put on an early morning train from Hawkesbury to Coteau to connect with the G.T.R. train for Montreal. This would land Vankleek Hill passengers in Montreaol at about 9 o'clock in the morning. The evening train returning leaves Montreal at 5 o'clock and reaches here at 7.30. It is also reported that the afternoon train will run to Alexandria so that the C.A.R. fast trains will not have to stop at Glen Robertson. Time will thuis be saved. On the Hawkesbury branch this would necessitate two trains - a freight and passenger, instead of at present, a mixed train.

18/11/1898 Renfrew Mercury Eganville Eganville

The name of the Eganville branch railway has been changed on the timetables of the C.P.R. from the A. & N.W. Ry. to the Eganville branch of the C.P.R., and the name of the junction to Eganville Junction. A new timetable went into effect on Monday, the afternoon train leaving here ten minutes earlier, or at 3:50, instead of at four as heretofore. The trains on the main line, with which our branch connects, have not been changed. Eganville Enterprise.

18/11/1898 Eastern Ontario Review Vankleek Vankleek Hill

Material has been received at the C.A.R. depot to make extensive repairs to the station and surroundings.

19/11/1898 Ottawa Journal Ottawa Terminal

When the new Central station is built and the various railroads have made arrangements as to running rights etc. it is likely all CPR trains will run into Central station. This will bring the through traffic from the west right into the heart of the city. The CPR may build a line from the present CPR Union depot to the Central depot. Several routes have been surveyed but the one which will be followed has not yet been chosen.

22/11/1898 Ottawa Free Press Canada Atlantic

The work of ballasting the C.A.R. yards is completed and a number of men are employed sinking four new underground drains. A new signal house is being erected for the accommodation of the switchmen for the winter.

Double bricking the round house has been completed. On account of the inconvenience arising from the lack of space in the roundhouse, five new arches will shortly be erected, making accommodation for a few more engines. The work on the coal chute will be finished this week. In the new machine shop everything is ready for the machinery, which will arrive shortly. The frame work of the new repair shop is completed, and a number of men are employed sinking piles for the erection of the new hydraulic hoist. This machine will be used for lighting [sic] locomotives and will be capable of hoisting 150 tons. The company will use this shop for making and repairing engines and for the construction of all machinery to be used on the line. About forty engines are now in the shop for repair.

A new additional machine shop will shortly be erected by the Canada Atlantic Railway Co. at the deep cut. The building material has arrived and work will be commenced in the course of a few weeks. This shop will be used for the repairing and cleaning of engines and will contain all the latest modern appliances for handling locomotives.

22/11/1898 Ottawa Free Press Ottawa Electric Ottawa Car

The Ottawa Car Co. yesterday completed two fine new cars for the Cornwall street railway and shipped them to that place over the O. & N.Y.

23/11/1898 Ottawa Journal New York Central

Mr. George Parker, President of the NY&O is in the city giving evidence in a lawsuit now going on in Ottawa. Speaking to a Journal reporter Mr. Parker says that the work on the railway bridge at Cornwall is going ahead satisfactorily since the terrible accident in the south channel. One span of the north channel bridge has been placed and another is being put in place this week. Mr. Parker is hopeful of a favourable decision on the O&NY case now before the railway committee.

24/11/1898 The Equity, Shawville Locksley

The first train on the Pembroke Southern Railway pulled into town on Monday evening of last week.

25/11/1898 Renfrew Mercury Kingston (CP) Renfrew water

Mr. Folger of the K. & P.R., was in town this week, completing arrangements with the town officials for the taking of water for the railway. There has been some delay in securing the proper "crane", but that is to arrive this week. Getting water before the train starts will shorten the time of the K. & P.R. run by some twenty minutes or more.

CORNWALL BRIDGE.

Work of Removing the Wreck Progressing Satisfactorily.

Cornwall. Ont., November 25. Mr. Hendershot, of Thorold, who had a subcontract from the Sooysmith Company in connection with the building of the bridge piers, has secured a contract from the N. Y. & O. Co. to rip-rap the piers, as an additional security against the ice in winter. He has a large force at work on the north channel and has sub-let the work in the south channel to Campbell & Brennan. About 2,000 yards of field stone will be required for the work. The steamer Stranger has been purchased from Capt. Oliver Gillespie by Hugh Campbell and Thos. Brennan and will be used in carrying stone to pier No. 3 of the railway bridge in the south channel.

Capt. Leslie has succeeded in attaching six pontoons to the wrecked span in the south channel and will likely have the rest of the floaters in position in a day or two. If they do their work as expected they should take the immense mass of iron to shallow water in short order.

26/11/1898 *Ottawa Free Press**Vankleek**Hawkesbury*

The Canada Atlantic round house at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines which was completely destroyed.

28/11/1898 *Eastern Ontario Review**Vankleek**Hawkesbury*

Fire broke out in the C.A.R. round house on Wednesday (26/11) night about nine o'clock, completely destroying the building and rendering useless the engine and tender which had just been housed a short time before. It appears that the watchman, who had been working in the round house, had occasion to go over to some cars a short distance away. He had only been gone a few minutes when he noticed flames shoot up from the middle of the round house just about where the cab of the engine would be. He made a dash for the round house, jumped into the cab of the engine intending to run the engine and tender out and save them, when part of the burning ceiling fell on him and he had to jump to save himself. Fortunately he escaped uninjured. Owing, it is supposed, to the presence of oil about the building, in an incredible short time it was completely enveloped in flames. The passenger cars standing close by the side of the round house were in danger of being fired, but were pushed out of harm's way. The fire engine was brought out but from the first it was evident nothing could be done to save either the building or engine, besides it was found there was danger of explosion of the boiler or of some casks of oil which were in the building. A little over half an hour after fire started the wall towards the east end fell in, followed by the end of the building about ten minutes later, and about 9.45 the whole building was level to the ground leaving the engine and tender exposed. After the building fell the fire engine was brought into use to put out what remained of the fire. The loss will be in the neighborhood of \$10,000.

01/12/1898 *The Equity, Shawville**Montreal and Ottawa**Interprovincial Bridge*

The sixth pier of the Interprovincial bridge was commenced today. Work has also been commenced on the large abutment to pier one at Nepean Point. This is for the purpose of holding the span. The work on the approaches on the Hull side is being rapidly carried to completion.

01/12/1898 *The Equity, Shawville**Pontiac Pacific Junction**acetylene*

A permanent messenger has been placed on the P. & P. J. Railway by the Dominion Express Company. This official will look after all the express matter, and if needs be, procure articles of any kind that parties may require to get from Ottawa, and have them brought up same day. This may be done by handing the money and a memo of what is required to the messenger, and he will attend to the purchase.

The P.P. passenger train is now provided with an acetylene gas head light, installed by Mr. Andrew Holland. The exceedingly brilliant light is easily distinguishable from the old oil lamp.

01/12/1898 *The Equity, Shawville**Pontiac Pacific Junction*

Wednesday's Ottawa Journal says: - the P. & P. J. Railway Company is now awaiting the signing of the order permitting them to cross the Hull Electric Company's tracks and then work will be continued on the proposed line from Hull to Aylmer.

Several thousand feet of rock cutting has already been done, and it is likely rock cutting will be continued all winter.

02/12/1898 *Eastern Ontario Review**Lachute**Lachute*

The safe in the C.P.R. station at Lachute was blown open last week. The burglars secured \$100.

02/12/1898 *Eastern Ontario Review**Vankleek**Vankleek Hill*

It is stated around town that the C.A.R. will put a free bus in service in town. The move has been under consideration by the company for some time.

02/12/1898 *Eastern Ontario Review**Montreal and Ottawa*

From Vankleek Hill to Ottawa in 60 minutes - that is the time a special train with Lord Strathcona and Mount Royal on board made on Friday last. The time from Montreal to Ottawa was 2 hours and 12 minutes. The train left Windsor station at 12.38½ p.m., arriving in Ottawa at the Central station at 2.51 p.m. covering the distance, 111 miles, in two hours, twelve and one-half minutes. This includes the five minutes taken up to starting and slowing down as well as the taking of water at Vankleek Hill.

02/12/1898 *Ottawa Citizen**Renfrew**Elgin Street***NEW C.A.R. CAR SHOP**

Building to be Erected at Once and Five Hundred Freight Cars Constructed This Winter

The Canada Atlantic Railway company are tearing down a number of the small store rooms in the Elgin street and on their site will erect a large shop for the erection of freight cars for the spring trade. About five hundred cars will be constructed this winter.

A large

02/12/1898 *Ottawa Citizen**New York Central**Embrun***THE EMBRUN ACCIDENT**

Friends of the Two Young Men Killed Given Damages

Cornwall Dec 1. The cases brought against the Ottawa and New York Construction Company and Balch and Peppard by the friends of J.W. Rombough and George W. Greene, two of the men who were killed in the Embrun accident in June last, were completed here this evening. The cases have occupied the court all week and it was not until a very late hour tonight that the jury were ready with their verdict. The verdict was for \$4,000 damages, allowing \$2,500 for the plaintiffs in the Rombough case and \$1,500 for the plaintiffs in the Green [sic] case. Although the actions were brought against the two companies, Balch & Peppard and the New York and Ottawa Co., the jury exonerated the N.Y. & O. Co. from any blame and placed all the damages on the shoulders of Balch & Peppard. The friends of the young man Chrysler, who was killed in the same accident, brought an action also but it was thrown out yesterday morning, the judge holding that they had no cause of action, whatever. There are several legal complications between the two companies and the case will, in all probability, be appealed. MacClennan, Q.C. and Cline for Rombough. Mogo and Beatty for Greene. Caeselle, Q.C. and Anglin for Balch & Peppard. Leith, Q.C. and Pringle for N.Y. & O. Co.

02/12/1898 *Renfrew Mercury**Vankleek**Hawkesbury*

The Canada Atlantic roundhouse at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines, which was completely destroyed.

02/12/1898 Renfrew Mercury Kingston (CP) Renfrew water

The taking of water by the K. & P.R. engines from the Renfrew water works system, instead of stopping at Reid's Lake, permits the line to cut some minutes off the time of arrival and departure of the trains from Renfrew.

02/12/1898 Ottawa Citizen Renfrew Madawaska

The company is also erecting a large number of private dwelling houses at Madawaska for the accommodation of the employees there.

02/12/1898 Ottawa Citizen Canada Atlantic Coteau wood

A large coal chute, similar to the one here, is being built at Coteau and will be operated by a 15 horse power gasoline engine.

05/12/1898 Montreal Star Lachute Pointe au Chene

THE "SOO" TRAIN IN A SMASH
(Special to the Star)

MONTEBELLO, Que., December 5 - The Soo express which left Ottawa at 4.25, ran into a train of freight cars at Pointe au Chene about daybreak this morning. The engine of the express was thrown from the track and badly wrecked and three freight cars were smashed into splinters. The passengers on the express were badly shaken up and the engineer and fireman had a narrow escape. The express left Ottawa twenty-five minutes late and had been delayed still further by a violent wind storm which lasted all night. Just as dawn was breaking and the train was bowling along at the rate of forty miles an hour the engineer noticed a train of empty ears about five hundred feet ahead upon the main track. The emergency breaks were applied, but the distance was too short. The engine of the express crashed into the freight cars smashing three of them into kindling wood. The locomotive left the track and turned partially on its side between the siding and the main track. Telegrams for assistance were sent to Ottawa and at ten o'clock a relief train arrived at the scene. The passengers were taken back to Montebello while the wreck was removed from the track.

05/12/1898 Ottawa Journal Lachute Point au Chene

SOO EXPRESS IN A WRECK
RAN INTO A FREIGHT TRAIN NEAR MONTEBELLO

The Soo express which left Ottawa for Montreal at 4.25 ran into a train of freight cars at Pointe au Chene about day break this morning. The engine of the express was thrown from the track and badly wrecked, and three freight cars were smashed into splinters. The passengers on the express were badly shaken up and the engineer and fireman had a narrow escape. The express left Ottawa twenty five minutes late and had been delayed still further by violent wind storm. The freight cars were on the main track.

05/12/1898 Ottawa Journal Canada Atlantic De Beaujeu

A PITCH IN AT ST. POLYCARPE
C.P.R. AND C.A.R. FREIGHT TRAINS COLLIDE
The Station House, C.P.R. Engine and Some Freight Cars Were Completely Wrecked and Several C.P.R. Men Injured

A CPR freight train pitched into a CAR freight train at St. Polycarpe Junction yesterday morning and wrecked an engine, a number of freight cars and the station house at the junction. Several CPR men were somewhat injured. The CPR engine is a total wreck, several freight cars are ruined and six loaded cars belonging to the CAR were damaged. One car loaded with hay was completely demolished and two others loaded with structural iron for the Hawkesbury pulp mills were very badly damaged. None of the CAR train hands were hurt. The CPR train from Toronto to Montreal had to come by way of Ottawa yesterday.

05/12/1898 Ottawa Citizen Canada Atlantic De Beaujeu

RAN INTO A FREIGHT
C.P.R. Train Cuts a C.A.R. Freight in Two Causing a Wreck at St. Polycarpe

Sunday morning at 3 o'clock a C.P.R. train going east ran into a Canada Atlantic freight which was crossing the diamond at St. Polycarpe Junction, cutting through it and knocking part of the train off the track. The engine and part of the C.P.R. train also left the track, and struck the station, moving it about three feet. The tracks at that point were blocked for some time yesterday, but the C.A.R. company had everything removed for the passage of the Montreal train leaving here yesterday morning at 8 a.m. The exact cause of the collision is unknown but was probably caused by the failure of the working of the C.P.R. signals. The C.A.R. train was moving slowly, and was almost stopped when the other engine crashed through the centre with the above results. The trainmen on the C.P.R. engine had a narrow escape but fortunately no one was injured.

05/12/1898 Montreal Star Canada Atlantic De Beaujeu

Bad Pitch-In Between Canadian Pacific and Canada Atlantic Trains at St. Polycarpe

OTTAWA December 5 - A Canadian Pacific Railway freight train pitched into a Canada Atlantic train at St. Polycarpe Junction yesterday and wrecked an engine, about ten freight cars and the station home. The C.P.R. engine is a total wreck; several C.P.R. freight cars are smashed and six loaded cars belonging to the C.A.R. were badly damaged. One car loaded with hay was completely demolished and two others loaded with structural iron for the Hawkesbury pulp mill were very badly damaged. None of the Canada Atlantic train hands were hurt but several C.P.R. suffered injuries. The station is also wreck. The CPR train from Toronto to Montreal had to come by way of Ottawa yesterday.

06/12/1898 Ottawa Citizen Hull Electric Gilmours Mills

Some time ago the Hull City Council requested the Hull Electric Co. to run two cars between Gilmours Mills and the railway station. A reply was received yesterday that the company could not do this without building another track.

06/12/1898 Daily Mail and Empire Locksley

The Line Completed
Engineer Asked to Inspect the Pembroke Southern Railway.
Mr. Robert McCallum, engineer of the Public Works Department, has been notified by telegraph that the Pembroke Southern railway is completed and ready for inspection. The new line runs between Golden lake, on the Ottawa, Arnprior and parry Sound railway, and the town of Pembroke, and is about 27 miles in length. The contractors were Messrs. Poulin, Russell and Co. of Pembroke. Mr. McCallum was asked to make his inspection to-morrow, and was told that a special car would be in waiting to convey him from Ottawa to Golden Lake. He will, however, not be able to leave for a day or two, as owing to Sunday's storm it will not be possible to thoroughly inspect the line at present.

06/12/1898 Ottawa Citizen Lachute Point au Chene

The Soo express, which left Ottawa for Montreal at 4.25 yesterday morning, collided with a train of freight cars at Point au Chene about daybreak. The engine and three freight cars were thrown from the track and badly smashed. The passengers were shaken up severely, but no one was injured. A wrecking crew was sent out from Ottawa.

07/12/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Construction work on the Interprovincial Bridge is, for the present, practically confined to excavating for the shore pier on the hull side, the mason work of which will be proceeded with during the winter. Of the five water piers four have been complete. Operations on the fifth have been suspended pending completion of some arrangement with the chief engineer of the Railways and Canals Department for testing the work already done upon it. More. Cornwall collapse, diamond drilling, so far well executed.

07/12/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

About the time of the Cornwall bridge collapse, and when the concrete work of this deep pier of the Interprovincial bridge had reached a height of 25 feet from the bottom, or within 50 feet of the surface, the chief engineer of railways and canals directed that work on it should be discontinued until the structural quality of the concrete already laid had been tested. And to enable this to be done, it was proposed that the crib-work should be pumped out. Now the crib, while it could probably be rendered water-tight for the purpose, would, if pumped out, collapse to a certainty, from the pressure of water outside. Thus the contractors found themselves confronted with a serious problem, and pending its solution, have stopped work on the pier altogether.

Cores taken out with a diamond drill show the concrete work of the other water piers, constructed in the same way, to be properly set, the material having formed a perfect bond throughout. Neither is there any question as to the stability of the foundation upon which the deep pier is laid; it being solid rock, carefully levelled off. So that the conditions are altogether dissimilar to those obtaining in connection with the Cornwall bridge. The contractors are probably living in hope therefore that some test more feasible of application than that of pumping out the crib work will be assented to by the chief engineer, his object being solely to ascertain, in the public interest, the character of the work. If not, of course they will have to comply. But it will mean that a second crib-work must be built and sunk around the present one, and the space between the two filled in solidly with concrete a pretty expensive and slow-going job.

08/12/1898 Ottawa Journal Canada Atlantic Deep Cut wood

The residents of Ottawa east who have to pass along Nicholas Street at the foot of Deep Cut have a grievance against the CAR. They complain that the recently erected coal chutes are a nuisance to passers by as, when the engines are being loaded with coal the dust floats across the street and anyone who happens to be passing is covered with coal dust. A petition is in circulation for presentation to the village council to have the chutes removed. Several ladies complain that their hats and dresses have been destroyed by the falling dust from the coal. The council of 1899 will be requested to take action on the matter.

08/12/1898 The Record, Chesterville New York Central Cornwall

The Cornwall Bridge

Some of the pontoons of the wrecked span removed.

Cornwall 2 December. The anchor span of the north bridge of the O&NY on the north side of the channel has been completed and cleaned up, and the false work removed. Nothing now remains to finish the bridge but to throw the cantilever span across the gap of a couple of hundred of feet or so as to connect with the work already finished on the south side. Mr. Hendershot who has the contract for rip rapping the piers of the Cornwall railway bridges has nearly completed his work on pier No. 8 in the north channel.

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

09/12/1898 Eastern Ontario Review Vankleek Hawkesbury

The engine and tender damaged by the fire which destroyed the round house two weeks ago, has been taken to Ottawa to be repaired, It is expected that it will be on the old route again soon.

09/12/1898 Ottawa Free Press Pontiac Pacific Junction acetylene

Mr. A. Holland, who has lately been making a test of his acetylene gas generators on the P. & P. J. Ry. for the purpose of utilizing the light for locomotive head lights, has received work from the master mechanic of the road that the apparatus is working admirably, the frost not appearing to affect the gas in any way.

09/12/1898 Almonte Gazette Belleville Perth

The Perth car shops has an order for 300 box cars, 60 coal cars and 50 flat cars. The capacity of the shops is 12 cars a day. A good winter's work is assured.

09/12/1898 Eastern Ontario Review Renfrew

James McFall of Plantagenet, section man on the Ottawa, Arnprior & Parry Sound railway, while propelling a hand car near Kearney a few days ago, fell underneath it, the wheels running over his face and the back of his head. He was taken to Ottawa Saturday last in charge of his father, and was taken to the Water street hospital.

A BIG SCHEME

To Connect City With Summer Resorts by Trolley

RIVER TO BE BRIDGED

A Company of Local capitalists Will Apply to Parliament For Incorporation

The city of Ottawa and its suburbs will soon be connected with a new line of electric railway if an application to be made at the next session of the Dominion parliament receives a favorable consideration.

The new company, which will be known as the Ottawa Suburban Railway and Bridge company, is composed of several of the wealthiest capitalists in Ottawa and elsewhere, and will have a capital account of \$500,000. The names of the prominent promoters of the company cannot be obtained. At the ensuing session of Parliament Mr. Geo. E. Kidd, acting for the new company, will apply for a charter incorporating a company to construct and operate a railway or tramway, operated by steam, electricity or other motive power, from the city of Ottawa through the township of Nepean, in the province of Ontario by Kingsmere to Meach's Lake, in the district of Ottawa, in the province of Quebec; also to construct and operate branches of the said railway or tramway to Hog's back and Graham's Bay in the said township of Nepean and the Town of Aylmer and the city of Hull in the said District of Ottawa; also to construct a railway, foot passenger and vehicular bridge across the Ottawa river from the said township of Nepean to the township of Hull, in the said district of Ottawa, at or near the Remoux Rapids, in the township of Nepean, and to collect tolls thereon subject to the approval of the Governor-in-Council, and for other purposes."

The new line when constructed will be the means of affording direct connection with some of the most desirable summer resorts in the vicinity of Ottawa, while the three islands situated in the Ottawa river at the Remoux Rapids are ideally situated for park purposes. The line will start from a point in the city, providing the government consents to expropriate an avenue for its construction to the experimental farm, then to Skead's Mills, crossing the river at Remoux Rapids, and extending to Meach's by Kingsmere. If a charter is granted the work of construction will be commenced early in the spring and rushed to completion. The enterprise is one of the largest ever started in Ottawa and if accomplished successfully will be a most important step in the direction of developing the suburban points of the city.

10/12/1898 *Ottawa Free Press**Ottawa Suburban*

Reference to the Canada Gazette, proposed charter for a railway by steam or electricity from Ottawa to Meach's Lake, by way of Kingsmere; also to construct branches to Hog's Back, Graham Bay, Aylmer and Hull. More.

13/12/1898 *Ottawa Free Press**Chaudiere**Duke Street*

A new cabin has been built at the C.A.Ry. crossing at Duke street. It is much larger than the old one and contains a fine stove and is very comfortable.

14/12/1898 *Lanark Era**Canada Atlantic**Ottawa*

The new carshops being built by the C.A.R. and O., A. & P.S. Railway Co. in Ottawa will be one of the largest in existence. It will have a floor space of forty acres. Electricity will be the motive power used in the works.

15/12/1898 *Ottawa Journal**New York Central*

The case of Taylor vs. Bruder was taken up this morning. This is an action for damages taken by John Taylor, a Gloucester farmer, against Mr. Bruder for a fire alleged to have been set by Bruder in clearing the right of way for the Ottawa and New York Railway [sic] Company. The claim is that the fire spread into Taylor's property, damaging his crop. The plaintiff claims damages to the extent of \$200. The case was in progress when the court adjourned at 1 o'clock.

15/12/1898 *Ottawa Journal**New York Central**Cornwall*

HEAVY LOSS

Cornwall Bridge Disaster has Been an Expensive One for the O. & N.Y. Ry.

"The loss to the Ottawa and New York Railway Company, sustained by the Cornwall bridge catastrophe, can hardly be estimated," said an official of the road to a Journal reporter last evening. "Had it not been for that accident the road would now be in good running order for the full length of the line. One contract for shipping 10,000 tons of coal was lost owing to the bridge disaster. This is only one item, and a comparatively small one. The road in operation between here and Cornwall is doing a good business both in passengers and freight.

The work of cleaning the debris of the wreck at Cornwall is still going on with all despatch. It is thought that the centre span may be raised without damage.

16/12/1898 *Ottawa Citizen**Locksley**Pembroke*

Work on the Pembroke Southern Railway is being rapidly pushed forward. It is expected that the work of ballasting the road will be completed this week.

16/12/1898 *Renfrew Mercury**Belleville**Perth*

The Perth carshops are likely to be kept busy this winter. Orders are now in for 300 box cars, 60 coal cars and 50 flat cars. The shops are at present capable of turning out 12 cars per day.

17/12/1898 *Ottawa Free Press**Canada Atlantic**Roundhouse*

Work on the new Canada Atlantic buildings at the deep cut have been suspended for a few days, on account of the recent cold snap. The severe frost interfered with the work of draining the immense building. Mr. J.R. Booth, who was seen by a Free Press reporter, stated that the work would be continued in a few days. An immense heating apparatus has been ordered and as soon as this arrives work will proceed again. The work of boarding and grouting the large machinery building has been completed and the foundations for the different mechanical apparatus have been sunk. The glass for the skylights on the buildings, which has been imported from Belgium, will be here in a few days. Considerable trouble was experienced in getting the goods, on account of the unusual size and quantity required.

The ditching in the building is almost completed, and as soon as the heating apparatus arrives, will be proceeded with. The excavating for the new repair shop has been suspended on account of the frost setting in so suddenly. Work on the dump has ceased also and will not be continued until spring opens.

The work of erecting the new addition to the round house will not be completed until April next.

At the Elgin street depot everything is in readiness for the new car shop which will be erected there, and operations will commence in a week or so. Several cars of new machinery arrived yesterday and the remainder will be here in a week or so. Considerable delay was experienced with the machinery, as special plant was required for its manufacture, and this could not be had readily. A large number of hands will be required to work on this building, as it will be rushed up without any possible delay. The company have equipped the line with new hand cars. These cars are all manufactured at the shops in Ottawa, and are of the latest improved design, being fitted up with ball bearing wheels and calculated to run at a speed of 30 miles an hour. Mr. Booth, in conversation with the Free Press, said:- "Very few people realize the extent of the work now going on, and it is only strangers that readily appreciate it. A little disappointment was experienced on account of the season closing in so rapidly, as the work was expected to be further advanced before winter. The extensive operations at Depot Harbour last summer were the means of interfering with the operations of the line at this point also. This work will employ upwards of 600 men during the winter and will be a great boon to the working classes of this city."

An Ottawa paper says that last year the Ottawa and Parry Sound railway company purchased 500 freight cars and last spring it had to rent 500 more to move the grain from Chicago and Duluth which shippers found cheaper to tranship and send across Canada, thereby saving 400 miles in distance than to take around by the lakes. During the past summer the same railway had 85 engines in commission, most of them large moguls, and from twelve to twenty trains passed eastward over the road every day. More remarkable still, the west-bound freight business from New York to Chicago over the Parry Sound route went as high as \$25,000 a month. These figures are indicative of the trend of trade seeking its natural outlet to the seaboard. The same paper calls attention to the fact that of the 440 miles that forms the route from the Georgian Bay to Montreal, 351 miles consist of navigable waters. Twenty miles of canals will be required and the remaining 60 miles of river will need some improvement to make it navigable.

At the Interprovincial bridge work is going on steadily. On the Ontario side of the river about 100 yards of stone for use on the piers have been cut. Excavating for the pedestals is being pushed forward. On the Hull side pier No. 6 is being erected. Preparations for placing the concrete are being made. The pier will be 31 feet long and 13 feet wide at the base, tapering to a width of 8 feet at the top. When the ice on the river is sufficiently strong the work of drawing stone from Nepean Point to the Hull side of the river will be commenced. This stone will be used for building a large protection wall for pier No. 6. The stone at the Point has been found to be exceptionally good for building purposes.

Mr. D.B. Russell of Pembroke, part owner of the Pembroke Southern Railway, is in town. This line, which is nearing completion, is 21 miles in length and runs from Pembroke to Golden Lake on the O.A. & P.S. Ry., thus affording connection with the latter road. By this new route, the distance to Ottawa is 104 miles, exactly the same as by the C.P.R. The company have also completed an up to date station at Pembroke. It is situated in the centre of the town and is one of the finest in the district. The inspectors passed over the road last week and pronounced it ready for traffic, which will be commenced by the New Year if not before. Mr. Russell is engaged in another railway scheme which will be announced later.

The Perth car shops are likely to be kept busy this winter as there are orders for 300 boxcars, 80 coal cars and 50 flat cars. Owing to lack of room in the shops, the cars are being sent to Toronto for painting, which will cause the laying off of a number of painters. The shops are at present capable of turning out 12 cars a day.

The Pembroke Southern railway, which will run from Pembroke to Golden Lake, on the Parry Sound railway, a distance of 21 miles, will probably be open for traffic by the new year. By the new line the distance between Pembroke and Ottawa will be 104 miles, exactly the same as by the C.P.R.

THE CORNWALL BRIDGE.

Wreck of the Collapsed Spans Moved Some Distance.

Cornwall. Dec. 21. The severe cold of the past few days has caused the cessation of the work of testing the foundation of the piers of the O. & N Y. Railway bridge. The scows and drilling plants are now being taken from the river and put away for the winter. Capt. Leslie, of the Collins Bay Rafting Company, who has the contract of removing the wreck of the collapsed bridge from the south channel. has also been compelled to suspend work for the winter, and is removing his plant to Kingston. Although he has not made the progress he at first anticipated, he has succeeded fairly well and now has the wreck in such a condition that it will not cause an ice jam in the spring, as was expected. The span next to the American shore has been almost completely removed and the centre span, by the use of pontoons, has been carried some 800 feet down below the scene of the accident and now lies with the current. Considerable ice goes down this channel in the spring, and it was first thought that it would make a jam and cause considerable damage, but Mr. Leslie feels confident that he has the span in such a position that no damage will result.

MADE GOOD TIME - The Ottawa & New York Railway in connection with the Grand Trunk Ry. have made another record run on a large consignment of oranges. Leaving Portland at 6.50 p.m. on the 21st and arriving in Ottawa at 7.40 p.m. on the 22nd making the run of 420 miles in 25 hours. It was alldelivered to the consignees, the Ottawa Fruit Exchange, in excellent condition by 9 p.m. the same evening. It is stated this is better time than made by the mail.

Pier No. 6 on the Hull side of the Interprovincial bridge will be ready for concreting next week. The frosty weather has had no effect on the work. Steam pumps are working night and day in order to keep down the water. On the Ottawa side excavating continues.

Petition to save the appearance of Major's Hill park.

The pumps for draining the water from the excavation made for pier No. 6 on the Hull side of the Interprovincial bridge will be kept working day and night until the pier is completed.

The Kingston and Smith's Falls railway scheme is said to be dead, and in some quarters the blame is laid on Smith's Falls

30/12/1898

Ottawa Citizen

Ottawa Electric

Ottawa Car

The Ottawa Car Company are at present building seventeen new cars for the Quebec Electric Street Railway Company. The cars are built on the same plan as the last cars constructed for use in this city. They are finished in first class style as to wood work and painting and are elegantly upholstered. The cars are about three feet shorter than those used in Ottawa and five of them are closed cars which will be used this winter, while the other twelve are open and are intended for use next summer. The first cars will be completed about January 1st, and will be shipped as soon as finished.

The company has finished a car for the Palace Car Café Company which has lunch cars on the streets of nearly all the large American and Canadian cities and it is also endeavoring to introduce the scheme in Ottawa having applied to the city council during the year. The car is in reality a large moveable restaurant, containing a small stove, refrigerator and all the necessities for getting up a meal in the shortest possible time. The cooking utensils are all bunched in one end of the car and are shut off from the rest of it by a counter running crosswise. The other end is fitted up with seats along a narrow table projecting from the sides of the car upon which the lunch is served. The car is taken out at night only and is hauled by horses around the city and those who work late or who wish to have something to eat before retiring, board the car and are served with a light lunch at a very small price.

The car which is on exhibition at the Car Company's works, is enclosed by beautiful stained glass windows and is a model of first class workmanship.

30/12/1898

Pembroke Observer

Locksley

Pembroke

P.S.R. Timetable issued

Fast trip to Golden Lake on Christmas

The Handsome New Station - Fine New Engine - Opening Monday.

A visit to the Pembroke Southern Station on Tuesday showed the building to be receiving the finishing touches under the skilled hands of Messrs. William Spalding & Sons and their men prior to the advent of the painters. The interior, like the exterior, is extremely neat, showing beautiful design in paneling and an entirely nice effect generally. There are four apartments in the new building - office, waiting room etc.

Then, following a walk out to the roundhouse, between an quarter and a half a mile distant, and along the track were gangs of men busy putting it in fine order. The tank is situated along the track some distance back from the station and looks very neat in its fresh coloring. The roundhouse is situated almost due south of the cathedral and is quite an extensive affair. At it was the new engine, no. 16, which arrived here on Christmas Day. It is a magnificent engine, polished so bright that many parts reflect like a mirror. In charge were Conductor P. Sullivan, Driver John Findlay and Fireman Dan Smith. The new engine runs at the rate of over 60 miles an hour. The old engine, no. 494, was run out to Golden Lake on Christmas Day and the new engine brought in to take its place. A small party was taken out in a box car, and had the pleasure of being drawn back by the new engine. On this occasion, driver Findlay was absent in Ottawa, and Fireman D. Smith handled the throttle with Eddie Sweeney firing. The new engine ran out to Golden Lake in twenty-eight minutes. The distance from Pembroke is twenty-two and a half miles and the P.S.R. track joins the Ottawa, Arnprior and Parry Sound track about half a mile from the village.

Mr. W.D. Cunneynworth of Owen Sound, the agent who is to take charge, is expected to arrive in Pembroke today.

There has been bustling and bustling around the station here all week and the road will be opened for passenger and freight traffic Monday next, with everything in the best of order. The announcement printed in last observer (missing in microform) about the proposed Toronto, Lindsay and Pembroke Railway Company, has created great interest in this section. Already people have visions of a trough line to Toronto, which will shorten the distance nearly one hundred miles.

The public will hear all about the opening of the P.S.R. in the next Observer.

Beginning on Monday, the trains on the Pembroke Southern will run as follows:-

LEAVE PEMBROKE ARRIVE IN OTTAWA

7.00 a.m. 10.40 a.m.

2.00 p.m. 5.50 p.m.

LEAVE OTTAWA ARRIVE PEMBROKE

8.30 a.m. 12.10 noon

4.25 p.m. 8.10 p.m.

Freight leaving Montreal early in the morning will reach Pembroke the same evening.

In next Observer a full timetable will be given. In the meantime, the public will please, govern themselves by the above timetable.

30/12/1898

Ottawa Citizen

Pontiac Pacific Junction

The last survey of the P. & P. J. Railway Company for the projection of their line from Aylmer to Hull has been made. From Aylmer down to Squaw's Bay the line will run between the river and the Hull and Aylmer electric road. At Squaw's Bay it will cross the electric road by an overhead bridge and, continuing towards Hull, will cross the Aylmer road above the toll-gate, also by an overhead bridge. It will then cross Eddyville and Brewery creek diagonally and skirt the city on the north side running near the baseball grounds. It will then make a junction with the O. & G.V. railway and cross into Ottawa via the Interprovincial Bridge.

31/12/1898

Ottawa Citizen

Deschenes Bridge

Speaker at Dalhousie ward

Ald. Foster's Revelation

Ald. Foster, the next speaker, stated that he had sold his stock in the Ottawa Electric Company in order to be free to vote on the application of the Metropolitan Company for admission to the city. When the vote was taken on the question of admitting the Deschenes Company to the city, the Ottawa Electric Company offered to dispose of the speaker's stock and sell it to him again at ten per cent discount after the Deschenes Company had been shut out.

31/12/1898

Ottawa Citizen

New York Central

Cornwall

RAILWAY DISPUTE SETTLED

Suit of Sub-Contractors on the O. & N.Y. Railway Dismissed by Judge McMahon

Judgment was handed out by Justice McMahon at Osgoode Hall today dismissing the suit of Brevidiere and McNaughton, sub-contractors of the Ottawa and New York railway construction, against Messrs. Balch and Peppard, a dispute as to the excavation work on the railway.