

# Local Railway Items from Area Papers - 1899

*03/01/1899 Ottawa Journal Locksley*

The P.S. Railway is now running.

Pembroke is now connected with the O.A. & P.S.

Connection with Toronto by way of the Bancroft road is expected.

Pembroke Jan 2. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1.20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business.

Not satisfied with affording the town a competition line to the east, the company now propose extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Olo, thus completing a direct line to Trenton on Lake Ontario, which will be of immense advantage for the shipment of lumber, ties and pulp wood and will open up a considerable mineral belt.

Connection with Toronto.

By connecting with the Iron Dale and Bancroft and Central Ontario, the distance between Pembroke will be shortened by 150 miles by either connection, and a choice of two routes afforded. It is also expected by the P.S. company that the Grand Trunk will extend their branch, already built from Peterboro' to Lakefield, north-easterly about 35 miles to connect with the Pembroke Southern at St. Oso which will further shorten the distance between Toronto via Peterboro'

Ex-Ald. Poulin of Ottawa is one of the principal stockholders in the Pembroke Southern and with whom are associated W. Russell C.E., Robert Gordon, merchant and ex-Mayor Fortin, all of Pembroke. A circumstance to their credit is that the right of way was secured over the entire distance of 21 1-2 miles, without having recourse to arbitration in a single instance.

Messrs. Russell, Poulin and Co. were the contractors and performed their work expeditiously and satisfactorily. The run over the road yesterday was made in 40 minutes, which is considered fast time for a new road.

*05/01/1899 Ottawa Journal New York Central*

Mrs. Pankaw, of New Edinburgh, an elderly woman, was struck by an O. & N.Y. train yesterday afternoon and seriously injured. She was thrown about fifteen feet and landed in a ditch. When picked up it was found that her collar bone was broken and that she had been injured internally.

*05/01/1899 Ottawa Citizen New York Central*

While passenger train No. 50 on the Ottawa and New York railway leaving here at 5.15 p.m. was nearing the Dufferin road crossing it ran down an elderly woman named Mrs. Pankaw. She was thrown about fifteen feet and landed in a ditch. The train, which fortunately was running at a reduced speed, was brought to a stop about a hundred feet further on.--The old St. Lawrence and Ottawa line on which the accident happened has been the scene of similar accidents in the past.--

*05/01/1899 Ottawa Free Press Ottawa and Prescott Prescott*

Benjamin French, late superintendent of the railway, originally known as the "Bytown and Prescott" railway died yesterday morning at the advanced age of 80.--

*06/01/1899 Renfrew Mercury Locksley*

The Pembroke Southern opened for traffic. Pembroke Jan. 3. The new Pembroke Southern Railway was opened for traffic yesterday, the first train leaving Pembroke at 7 a.m. to connect at Golden Lake with the O.A. & P.S. arriving here at 1:20, and although the hour was early and the thermometer very low, the train was well patronized and the company is very hopeful of doing a lucrative business. Not satisfied with affording the town a competition line to the east, the company now purposes extending the line fifty miles further south, crossing the Irondale and Bancroft about ten miles east of Bancroft and connecting with the Central Ontario at St. Ols, thus completing a direct line to Toronto.--more.

*06/01/1899 Renfrew Mercury Locksley Pembroke*

Quite a sensation was caused opposite the Post Office at noon today when the incoming P.S.R. train jumped the buffer at the station and the engine ploughed across the yard and landed about twenty feet over the sidewalk. Strange to say that, notwithstanding the crowd concentrated about the spot at that time, no one was injured. The engine was thrown off her truck, and had it not been for the soft nature of the ground at that spot might have crashed through the Post Office building. The cause of the accident is said to have been the failure of the air brakes to act.

*06/01/1899 Almonte Gazette North Lanark*

A Problematical Railway

Notice has been given that at the next session of the Ontario legislature application will be made for an act to incorporate the North Lanark Railway, from some point on the Kingston and Pembroke Railway at or near Mile Lake, in Renfrew, thence passing through Darling and Pakenham, in Lanark, to some point on the Canadian Pacific Railway or Ottawa, Arnprior and Parry Sound Railway.

## FATAL ACCIDENT AT OTTAWA EAST

County Treasurer Cowan and His Son are dead  
THEIR COACHMAN IS SERIOUSLY INJURED

They Were on Their Way to the Funeral of Chas. O'Gara When Their Horses Ran Away and Dashed into a Parry Sound Train.

Wm. Cowan, County treasurer, 74 years of age, and Holmes Cowan, his son, 48 years of age, were this morning instantly killed at the O.A. & P.S. Ry. crossing on Main street, Ottawa East. The coachman Nathaniel Dumas, 36 years of age, was also killed.

The accident is one of the saddest which has occurred in the city for years. The victims were at the time on their way to attend the funeral of the late Charles O'Gara and were killed when within a stone's throw of the house.

The Accident.

The accident was caused by the team the victims were driving becoming unmanageable and dashing into a passing train.

James Taggart the flag man at the crossing where the accident occurred says that the team turned on to Main street about seventy five yards from the railway track. The team started to run immediately after turning the corner and the driver seemed to lose all control of them. Taggart saw the team approaching at a speed of about ten miles per hour and signalled the driver. At the same time he endeavored to signal the engineer of the approaching Parry Sound train to stop. Both engine and team were approaching so quickly and the collision seemed inevitable that Taggart found it hard to know just what to do. He says he did his best to check the running horses and only got away from in front of them when he saw that to remain there longer met certain death. The team dashed into the train striking between the tender of the engine and the baggage car. Mr. Cowan senior, was thrown violently against the corner of the baggage car. His skull was split and he died instantly. The other two, Holmes Cowan and coachman Dumas, were dragged about 40 feet and badly cut and bruised.

Holmes Cowan was instantly killed and Dumas, the coachman, had part of his skull torn away, his hand severed at the wrist, and the arm broken. He was conscious, however, when picked up and asked to be taken to the hospital. The poor fellow suffered terribly.

From the time the team struck the train until the train was stopped, was only an instant. The victims were dragged about 40 feet up the side of the track. The horses, one of which was instantly killed, had to be dragged from under the train. The remaining horse had to be shot, as its leg was broken. The cutter was destroyed.

Conductor John Stewart of the Ottawa Electric Street Railway, stated to a reporter that he had seen the Cowans in the cutter crossing the Elgin street bridge in the direction of Ottawa East. The horses seemed to be very fiery and were rearing and plunging considerably.

Warden Ballantyne, who was coming out of his house about 50 yards away, saw the train pull up suddenly, and hurried to the scene. He says that when he got there Mr. Cowan and his son were lying by the side of the track dead. The coachman, Dumas, was conscious, and asked to be taken to St. Luke's. The horses were badly cut, one was dead and the other was lying with its leg broken, and Mr. Ballantyne stated that this was the first accident which had occurred at this crossing since he had been a resident there, which is some 20 years.

There was only one person who was an actual eye-witness of the accident and that was James Taggart, the flagman. His story, as far as can be obtained for him, is given above.

Where accident occurred.

The spot where the accident occurred is at the Parry Sound crossing on Main street of Ottawa East. It is hard to see a train approaching from any considerable distance on the north side of the track. The road on which the train approached the track runs directly from the canal. There is a short turn just at the canal on to this road about twenty five yards distance from the track which gives very little time for anyone driving up this road to tell whether a train is approaching or not. In this case the team which turned the corner quickly and started to run, were upon the track before anything could be done. The horses apparently were startled by the noise of the approaching train.

A short time after the accident occurred a large crowd had gathered on the spot. Several people from the city on hearing of the accident drove out.

The Bodies Cared For

(this section omitted)

Coachman's Statement.

Dumas suffered a great deal, but retained consciousness throughout, and when the doctors were through he was quite clear. He did not seem to remember much about what occurred before the accident. He stated to the doctors that Mr. Holmes Cowan was driving, and when the team were turning on to Main Street they started to run away. He remembers the team crashing into the train, but after that all is blank. Dumas is a man of about 36 years of age and unmarried. He has been in the employ of Mr. Cowan as coachman for about six months. Previous to this he was employed with E. Cardinal and other livery firms in the city.

## RAILWAY STATEMENT

What Supt. Donaldson of the Parry Sound Says of the Accident.

Mr. M. Donaldson, general superintendent of the Canada Atlantic and O., A. & P.S. railways makes the following statement relative to the accident:

"No. 50 O., A. & P.S. train left Central depot at 8.30 for Parry Sound engine 609, Engineer H. Brown, Conductor T. Brackens. While passing over the Main street crossing in Ottawa East, Mr. Cowens team ran into the side of the train, striking it between the tender and the baggage car. Mr. Cowan and his son were instantly killed, and the driver, whose name is Germain, was seriously injured. The train was immediately stopped, coming to a standstill in a few car lengths past the crossing, and the facts, as given above, were reported to my office. It would appear the driver lost control of his horses, which was the cause of the accident. The flagman, J. Taggart, stationed at the crossing, used every effort in his power to stop the team, and narrowly escaped being killed in his efforts to do so. The horses and wreck of the sleigh, and the bodies of Mr. Cowan and his son, were found after the collision on the north side of the track, some distance west of the crossing.

"Drs. Hannah, Robinson and Small and the ambulance were summoned by telephone immediately after the accident, and arrived within a few minutes. The injured driver was conveyed to the Protestant Hospital in the ambulance and the bodies of Mr. Cowan and his son were removed to their home by order of the coroner "

The concrete for pier No. 67 [sic] on the Hull side of the Interprovincial bridge will be ready tomorrow. Excavating on the Ontario side continues.

Father and son killed together

County Treasurer Cowan and Holmes Cowan, of the Gilpen House, Meet an Instant and Shocking Death at Ottawa East Team Running Away Crashed into O. A. & P.S. Express, Killing Occupants of Sleigh, except Driver Who is Fatally Injured Killed

Wm. Cowan, Treasurer of Carleton County

Holmes T. Cowan, Proprietor of the Gilpen House

Injured

Napoleon Dumais, Coachman

One of the most appalling accidents that has happened to Ottawa for years and which resulted in the death of two of the city's most estimable and best-known residents, occurred this morning at the Ottawa East crossing of the Parry Sound Railway. County Treasurer William Cowan and his son, Holmes Cowan, proprietor of the Gilpen House, were struck by a westbound express train while driving in a cutter and killed outright while Napoleon Dumais, the coachman was fatally injured.

The accident occurred at 8.35 on the Main street crossing. Mr. Cowan, his son and the coachman Napoleon Dumais, left their home on Nicholas street shortly after eight o'clock to attend the funeral of the late Charles A. O'Gara, son of Magistrate O'Gara, at Ottawa east. They drove a splendid pair of horses and all went well until Landriau's corner at Ottawa East was reached, when near this point the horses became suddenly frightened at some object or more probably at the sound of the locomotive whistle and started to run away. The driver held on to the terrified horses and did his utmost to stop them but his efforts were to no avail. The frightened animals dashed down the street at a terrific pace, around Landriau's corner and made for the railway crossing. Just at this moment the 8:30 west bound train of the O.A. & P.S. railway came around the corner going at a good rate of speed. Seeing that an accident would be inevitable unless the horses were stopped the flag man at the crossing shouted to the coachman to stop, but the efforts of the latter were futile and the terrified animals ran into the the train striking it between the tender of the engine and the baggage car. The sleigh was instantly turned around and struck the baggage car with terrific force, the occupants being thrown a distance of 75 feet and horribly bruised and cut about the head and face.

The horses were cut off from the cutter and killed immediately. The Messrs. Cowan, who occupied the rear seat in the cutter, were killed outright, but the coachman, Napoleon Dumais, while probably fatally injured, escaped death. He maintained consciousness for about a minute exclaiming, "Where am I?" and "My arm is broken," and then lost reason.

As soon as the driver on the engine saw that an accident would happen, he immediately shut off steam and applied brakes, but not in time to avert the collision. The train was stopped, however, after proceeding about thirty feet from the scene of the accident. The dead bodies were at once taken up and placed in the flag house at the crossing, while Dumais, the coachman, was taken to the hospital. Undertaker S.M. Rogers was summoned and moved the bodies of the dead father and son to his morgue on Rideau street, where an inquest will be held this evening,

The train was in charge of Conductoe Bracken and Driver Harry Brown. Both of these officials continued on the trip to Madawaska.

Story of an eye-witness

Albert White a resident of Ottawa East, who was standing near the crossing at the time of the accident, related the following to the Citizen: "I was standing near the flag house on Main street, when I saw the team of horses coming around Landriau's corner at break neck speed. The driver was holding on to the reins tightly and apparently doing his utmost to stop the horses but they kept on running and going faster as they approached the track. The occupants did not appear to make any attempt to jump out of the cutter. At this instant the 8.30 Parry Sound train rounded the curve going at a good rate of speed and I then saw that unless the team could be stopped a bad accident would happen. James Taggart, the flagman was standing near me at the middle of the crossing and he signalled the driver of the cutter to stop, but the latter was unable to do so. Seeing what was going to happen I ran up the street a short distance and jumped for the bridle of the horses as they rushed by, but was too late. The team ran on and just as the engine reached the centre of the crossing the horses ran in between the tander and the baggage car. They were cut off completely from the sleigh, which by this time had turned around and was struck by the baggage car. The occupants were thrown fully 75 feet and when we reached them both father and son were dead. The coachman kept his senses for a minute and then sank into unconsciousness."

The flagman's story

James Taggart, the flagman of the O.A. & P.S Railway at the Main street crossing was seen by the Citizen. He said: "When I first noticed the runaway, the horses were coming around the corner --- and the coachman was jerking them up and shouting "Whoa." As soon as I saw the train coming around the corner I knew that there would be a collision and I waved my flag and shouted to the driver to stop, but he was unable to do so. The team came on faster than ever and the engine had crossed the street when the horses were within twenty-five feet of the team [sic] They kept on and ran in between the tender and the baggage car. The shafts were smashed the horses cut off from the sleigh and badly mangled. The cutter was thrown a great distance and the occupants of the rear seat were killed outright. I did all in my power to stop the team and prevent the accident but was unable to do so."

W. Humpas, of Ottawa East, was near the crossing and saw the accident. The horses were running away and the driver was attempting to stop them. The occupants of the cutter were holding on but did not appear to make an effort to jump out. Mr. Humpa's story of the accident corroborated those of Messrs. Taggart and White.

Gates are needed

The crossing of the Parry Sound railway is situated in the centre of the village of Ottawa East, and although freight trains, expresses and shunting engines are passing up and down at all hours of the day and night no gates have ever been put up, although the necessity was an urgent one. At the side of the road is a little flag house and a watchman stationed there is supposed to give the signals and keep the track clear. The village council of Ottawa East intended to place gates at the crossing and this was one of the improvements suggested during the recent election campaign.. The gates will now be put up, but not until two lives have been sacrificed on account of insufficient protection. Had there been gates at the crossing the horses might have been killed but the occupants of the cutter would probably have escaped with slight injuries.

O.A. & P.S. Official Report

Mr. M. Donaldson, General Superintendent of the Canada Atlantic and the O.A. & P.S. railways, makes the following official statement relative to the accident at the Russell road crossing this morning:

"No. 50 O.A. & P.S. train left Central Depot at 8.30 for Parry Sound, engine 600, Engineer H. Brown, Conductor T. Bracken. While passing over the Main street crossing in Ottawa East, Mr. Cowan's team ran into the side of the train, striking it between the tender and the baggage car. Mr. Cowan and his son were instantly killed and the driver, whose name is Dumais, was seriously injured. The train was immediately stopped, coming to a standstill -- lengths past the crossing, and from the facts, as given -- reported to my office, it would appear that the driver lost control of his horses, which was the cause of the accident. The flagman, J. Taggart, stationed at the crossing, used every effort in his power to stop the team, and narrowly escaped being killed in his efforts to do so. The horses and wreck of the sleigh, and the bodies of Mr. Cowan and his son were found after the collision on the north side of the track some distance west of the crossing.

"Drs. Hanna, Robinson and Small and the ambulance were summoned by telephone immediately after the accident, and arrived within a few minutes. The -- was conveyed to the Protestant Hospital in the ambulance and the bodies of Mr. Cowan and his son were removed to their home by order of the coroner."

Survivor's Story.

Coachman Dumais Tells How the Accident Happened.

Coachman Dumais, the only survivor of the shocking affair, lies at the Protestant Hospital. The poor fellow's sufferings were terrible and made even those accustomed to such scenes shudder as they watched by him. Dumais regained consciousness shortly after 12 o'clock but was so weak that he could only speak in whispers. Mr. William Cowan was driving, Dumais states, and the horses were travelling at an ordinary rate of speed

when suddenly something frightened them, they took hold of the bits and dashed off down Main St. at a terrific rate. Mr. Cowan did his utmost to stop the now uncontrollable animals, but all of no avail. Dumais stood up in the sleigh and did his utmost in checking the horses, but even with his assistance the animals could not be pulled up. The occupants could hear the approach of the fast moving train. Every yard brought them nearer the track. The horses became terrified at the noise of the locomotive and Mr. Cowan realized that the only thing that could save them from destruction was to get over the crossing. But the iron monster was the more speedy and the engine had passed over the crossing when crash went the horses, sleigh and occupants into the rear end of the baggage car. The horses were hurled to the side and the car struck the sleigh with awful force. Dumais, when he first saw the engine, made an attempt to get out of the sleigh and was about to jump when the collision occurred. To this he probably owes his life. His head is frightfully cut and his right arm it is thought will have to be amputated. The Messrs. Cowan were instantly killed, and it is a source of consolation to their relatives to know that death came with such awful suddenness that there practically was no pain whatever.

Sad Scene at the Homes of the Deceased

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Grief at the Court House

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Inquest Opened

An Inquest in the sad affair was opened at Rogers' morgue by Coroner Freeland this afternoon. The jury is composed of Messrs. A.P. Fournier, George Hollingsworth, High carson, W.R. Striud, H. Baldwin, George Mcgregor, John Davison, Patrick Brankin. John Thompson, H. Bobier, Samuel Davison, Frank Ladouceur and E. Ladouceur.

Biographical sketches

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**07/01/1899**    **Ottawa Free Press**                      **Renfrew**                                      **Elgin Street**

At the Elgin street depot of the C.A.R. Co., operations for raising the frames of the new car shops are in full swing/ About 40 men are laying the tracks into the building, which will be completed in almost a month. A portion of the old freight house has been torn away to make way for the new building.

**07/01/1899**    **Ottawa Free Press**                      **Canada Atlantic**                              **Roundhouse**

The work of putting glass in the skylights at the car shops at the Deep Cut is almost completed, but until the apparatus for heating the building arrives no further work will be accomplished.

**09/01/1899**    **Ottawa Free Press**                      **Buckingham**

The Buckingham branch, C.P.R.. From the station to the village, closes today for the winter.

**10/01/1899**    **Ottawa Journal**                              **Canada Atlantic**                              **Ottawa, Main Street**

It is expected that the fatal accident at Main Street crossing in Ottawa East will result in the installation of gates at the crossing.

Mr. N. G. Roche, the reeve of Ottawa East, expressed himself forcibly to the effect today that the Canada Atlantic Railway company should immediately place gates at the crossing. The reeve stated that he wonders accidents have not previously happened at this exposed crossing. " level crossings," he continued, "are beyond all doubt most dangerous without guard gates. Gates should have been placed at the crossing long ago. The Canada Atlantic Railway company shall have to fix gates at this fatal place immediately. If they do not do so at once, so far as I am concerned, the village will compel them to."

Speaking to-day of the circumstances surrounding the accident by which Mr. William Cowan and his son, Holmes, lost their lives on Saturday, Warden Ballantyne stated that if there had been gates at the crossing, where the accident occurred there would have been no one killed. " This Main street crossing," said Mr. Ballantyne, "is one on which gates should have been placed some time ago as the traffic has been steadily increasing, and consequently the danger has too. There have been several narrow escapes both with vehicles and bicycles at this crossing. The traffic into the city from Gloucester to By ward market all passes over this crossing and it is only a miracle that some fatality has not occurred previous to the sad accident of Saturday."

#### EVIDENCE TAKEN

Coroner's Jury Hear Witnesses re the Ottawa East Accident

The Inquest upon the remains of the late Messrs. Wm. and Holmes T. Cowan, killed in Ottawa East Saturday by a Parry Sound train, was resumed at Rogers' morgue last evening, but again adjourned till Friday for further evidence. Coroner Freeland conducted the inquest. Mr. J. C Grant looked after the interests of the family of the deceased and Mr. F. Chrysler represented the O., A. & P.S. Ry.

The witnesses examined were Jas. Taggart, flagman at the fatal crossing; Dr. R. P. Robinson, who examined the remains to ascertain the cause of death; Hiram Brown, engineer of the train which killed deceased; John F. Lytle, fireman; Thos. Bracken, conductor; John Cameron, baggageman; John Otterson, brakeman; M. Donaldson, general supt. of the O. A. & P. S. Ry and Thos. Deevy, a boy who saw the horses driven by Messrs. Cowan running away. The evidence was in effect the same as that already published. The horses of Messrs. Cowan ran away, and though the flagman at the crossing attempted to stop them they rushed into the train, striking it between the baggage car and tender. Mr. Wm. Cowan's left, arm and shoulder were fractured, almost all the ribs were torn from the spinal column and the skull was fractured in several places. Death was due to paralysis of the brain and spinal column caused by concussion.

Mr. Holmes T. Cowan's death was caused by a severe fracture extending around the back of the head from one temple to the other.

The evidence showed, that the usual crossing signals were given and that the train was not running more than 8 or 9 miles an hour.

**10/01/1899**    **Ottawa Journal**                              **Buckingham**

BRANCH CLOSED - The C.P.R. branch railway line from Buckingham Basin to Buckingham town was closed yesterday for the winter.

**10/01/1899**    **Almonte Gazette**                              **Canada Atlantic**                              **Ottawa**

Charles Armstrong, yardmaster of the C.A.R., Ottawa was run over by an engine last Wednesday and died a few hours later in St. Luke's hospital.

**11/01/1899**    **Ottawa Citizen**                              **New York Central**

Carried 25,000 people

Ottawa & New York Ry. Doing a Large Passenger and Freight Business

The Ottawa and New York railway since the opening of its line from this city to Cornwall on the 29th of July last has carried 25,391 passengers, a remarkably good showing considering that the road is a new one and that the line is incomplete. Traffic has been almost wholly of a local nature and is showing a gratifying increase.

The amount of freight carried since July is understood to have exceeded 25,000 tons.

The opening of the new road has had the effect of brightening up the business of the towns and villages on the line and has also brought a big trade to Ottawa. When the bridge across the St. Lawrence at Cornwall is completed a direct line will then be opened between this city and New York and the competition will undoubtedly be keen.

The officials of the line state that the outlook for the year's business is excellent and the traffic so far has exceeded their expectations. A number of new stations will be put up as the traffic increases.

12/01/1899 *Ottawa Citizen* *New York Central*

Mrs. Pankaw, of New Edinburgh, who was struck by a train on the O. & N.Y. line a week ago, and seriously injured, is now out of danger and progressing favorably towards recovery.

12/01/1899 *Ottawa Citizen* *New York Central* *Ottawa*

The Ottawa and New York Railway Co. have decided to expropriate a large tract of land situated in Stewarton in the vicinity of the property on which they propose to erect their workshops. The property consists of about seven acres of land and is situated on the Hurdman's Bridge road and belongs to the estate of Archibald Stewart. Negotiations for its purchase have been in progress for several months, but the parties have been unable to reach an agreement and the company will now expropriate it under the railway act. The company will use the property for a part of their car shops and for general purposes.

The necessary proceedings will be instituted at once.

13/01/1899 *Almonte Gazette* *Montreal and Ottawa*

The Montreal and Ottawa RR. expropriated some land at Ottawa owned by Mr. T.W. McDermott and Dr. R.P. Robinson, and refused to pay the price asked for it. Arbitration followed, the M. & O. RR. Co. appealed from the decision of the arbitrators, and it was left to Judge Falconbridge to decide the value of the land and he decided in favor of the award made by the arbitrators. The M. & O. R.R. Co. will have to pay \$3,200 for the land, with the costs of all proceedings.

13/01/1899 *Ottawa Citizen* *New York Central*

Mr. George B. Moffatt of New York, chairman of the Board of Directors of the Ottawa and New York Railway Co., is in the city. Mr. Moffatt stated that nothing definite about the company's plans could be stated till the decision of the railway committee on the projects of the company was rendered.

Mr. Moffatt expressed himself as being well satisfied with the year's showing in both freight and passenger departments. As soon as they are sure of their ground the company will push ahead with their building operations.

13/01/1899 *Almonte Gazette* *Carleton Place* *Stittsville*

At the Ottawa assizes on Tuesday, in the case of Mrs. Hasteley of Carleton Place against the C.P.R. Co. for damages for the death of her husband, Brakeman Hasteley, in the accident at Stittsville on October 14th, 1897 at the close of the plaintiff's case Justice Armor dismissed the action, with costs, holding that the deceased disobeyed an order given him by the conductor, and but for that disobedience the accident would not have happened.

13/01/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

Now in a position to erect their poles - city would like the wires to be strung on Ottawa Electric wires but expect opposition--

The plant of the Metropolitan Company will cost in the neighborhood of \$280,000. It will have a capacity of 3,000 horsepower but only 2,000 of this will be utilized at first. The main power house is to be located at Britannia, where Mr. Thos. Lindsay says he has more power than he knows what to do with. The power cost \$20,000, but he has since been offered \$80,000 for it. There will be a distributing power house on the canal basin where the power, brought in in high voltage, will be reduced.

The power at the Chaudiere has long since all been taken up --More.

13/01/1899 *Ottawa Journal* *Hull Electric*

The Hull and Aylmer Electric Railway Company has decided to give a faster service between Hull and Aylmer, and with that object in view the gearing on the cars is now being changed. One car, no. 12, has already been equipped with the new gear and has shown a speed of 40 miles an hour. This, it is said, is accomplished without any greater consumption of power.

The principle in the change of gear is that the pinion on the armature is reduced and the gearing changed to meet this reduction. The advantage to the company is that where three cars now give a 25 minute service, two cars with the new gear give the same service. A saving of 14 minutes on a round trip will easily be made.

13/01/1899 *Ottawa Citizen* *New York Central* *Edwards*

Edwards

The people living near the O. & N. Y. railroad here are bothered with pack pedlars.

14/01/1899 *Ottawa Free Press* *Canada Atlantic* *Roundhouse*

The machinery for the new Canada Atlantic Railway shops at the deep cut has arrived, and as soon as the new heating apparatus can be placed in the building, work can resume.

14/01/1899 *Ottawa Free Press* *Renfrew* *Elgin Street*

The work of erecting the frame for the new car shops at the Elgin street depot will be completed by the beginning of next week.

14/01/1899 *Ottawa Citizen* *Canada Atlantic* *Ottawa, Main street*

Ottawa East Fatality

More evidence touching the death of the late Wm. Cowan and his son.

The adjourned inquest into the death of the late William Cowan and Holmes T. Cowan was resumed last night before Coroner Freeland at Rogers undertaking establishment.

The first witness called was Thomas Donoghue, an Ottawa East boy, who was on the south side of the O.A. & P.S. tracks at the scene of the accident last Saturday morning. (Jan 7) He said he saw Cowan's team coming down Main street. The horses were at a trot opposite Fourth street. When the team passed the post-office they were galloping. The train whistled when it was middle way between the semaphore and the crossing. The flagman was in the middle of the road and when the team came closer he waved the flag and shouted. The flagman had walked up the road to meet the team.

James Brown, fitter in the C.A.R. roundhouse, was at the shoemakers shop on Fifth avenue and heard the flagman shouting. The horses were then galloping and he thought at the time that the team was going to knock the man into the engine. The flagman was about seven or ten feet from the rail at the middle of Main street. In answer to a question from Juryman Hollingsworth as to whether the flagman did all in his power to stop the team, the witness answered; "Well, he did more than I would have done."

Mr. John H. Roberts, conductor on the Parry Sound railway, was on Sixth street, Ottawa East, on that morning. He saw the horses running and saw the team then about 65 or 70 feet from the crossing. He did not actually see the collision, but he was sure that the engine had cleared the crossing before the team struck the train. The steam was turned off the engine. In answer to questions from Mr. J.C. Grant, witness said that when steam is turned off there is no unusual escape of steam unless the cylinder cocks are turned. He did not see any unusual escape of steam at that time.

Mr. Albert White, fireman, was leaning against the side of the flagman's shanty. He saw the team trotting the post-office. The flagman was in the centre of Main street about eight or ten feet from the track. When the horses did not seem to be stopping the flagman proceeded up the road a little way to meet them. In answer to Mr. Grant, witness said that the team was trotting when they struck the train. It appeared to him that when he noticed the horses there were two men holding the lines. When the team came opposite the shanty witness jumped out and grabbed at the horses' heads and they swerved to the right.

Mr. James Ballantyne, of Ottawa East, gave evidence to the effect that he had been a member of the County Council and the Council of Ottawa East, and he had never heard of any notification having been given the railway company to put gates at that place.

The inquest was adjourned till the night of Wednesday next week.

The North Lanark Railway

For three weeks now a notice has appeared in our columns to the effect that at the approaching session of the legislature application will be made for an act to incorporate the North Lanark railway with the power to construct, layout and build a railway from some point on the K. & P. railway, at or near Mile lake, in Renfrew county, to some point on the C.P.R. or O., A. & P.S. Railway at or near Arnprior. The route of the proposed road has been surveyed by Mr. A. Bell, C. E., of Almonte, acting for a number of capitalists interested in iron mining. Mr. Jas Bell, of Arnprior, is one of the promoters of the project, and in an interview with a reporter of the Arnprior Watchman stated that the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass, particularly Darling township, is rich in iron ore and other minerals and it is proposed to transport this ore to Arnprior, where it will be smelted and shipped to the Old Country. The company is at the back of the proposal are said to possess sufficient capital to build the road without any bonuses from the municipalities through which it will pass. As the road will pass through the rear of Darling township and also through McNab and Blythefield townships, it is too distant from this place to be a lively interest with our citizens, though the development of mining in Darling Township is a matter of importance to several of our citizens and a matter in which all would be interested.

18/01/1899 *Lanark Era**Lanark County Electric*

At the same time comes a report from Perth that there is a probability that a railway will be run from Perth out to the iron mines at Playfair, which are likely to lie opened up again.

19/01/1899 *Ottawa Journal**New York Central**Finch*

A small party from here took in the O&NY excursion to Ottawa on Wednesday 11th inst. to witness the performance of the Circus Girls at the Russell Theatre. They report very highly of the performance and had the pleasure of seeing the vice-regal party. The train was billed to arrive here at 1.30 a.m. but instead of that it was 6 a.m. before Engineer Murray blew his whistle for Finch.

19/01/1899 *Ottawa Journal**Canada Atlantic**Ottawa Main Street*

THEIR DEATH WAS ACCIDENTAL

VERDICT AT THE INQUEST UPON THE MESSRS. COWAN

Coroner's Jury Last Night Heard Additional Evidence and Then Brought in a Verdict - Crossing Gates Recommended

A verdict of accidental death was brought in by the jury last evening at the inquiry into the death of the late William and Holmes T. Cowan. The verdict was to the effect that the late William and Holmes T. Cowan came to their death as the result of a collision with the Parry Sound train on the morning of January 7th and that the death was accidental. The jury also recommended that the proper authorities should be compelled to erect a fence on the line between the railway property and Fifth street westward and also that the proper authorities should be compelled to have gates, placed at the Main street crossing in Ottawa East.

The evidence produced at last evening's sitting was not very important and threw no light on the accident. Michael Kealy, a hackman testified to having been a short distance ahead of the Cowans on the way to Ottawa East the fatal morning. He was about 100 yards ahead of them and had crossed the railway track as the train approached some distance down. Cowan's team as far as he could judge were not running away but were trotting along at a good pace as they approached the track.

H. J. Roche, a resident of Ottawa East stated that he had seen both the train and the team approaching. The team did not appear to be going quickly. He saw the flagman waving his flag and standing, in front of the team.

Daniel Holmes, another hackman, gave unimportant evidence which concluded the case.

After being out a short time the coroner's jury brought in the verdict noted above.

19/01/1899 *Ottawa Citizen**Canada Atlantic**Ottawa, Main street*

Verdict of the Jury in the Cowan Fatality

Two recommendations

Gates at Main Street Crossing and a fence around railroad property.

The adjourned inquest into the death of the late Wm. Cowan and Holmes T. Cowan was resumed last night before Coroner Freeland in Rogers undertaking establishment.

Michael Keeley, cab driver, was about half way between Slattery's corner and the track when the accident happened. The Cowans were ahead of him. He had followed the Cowan team from the Cowan residence and kept about 100 yards behind. His team was trotting. He saw the Cowan team going from the post office to the track, and they were going easily. He heard one whistle before he turned from Fifth street on to Main, but he did not know where the train was, and he halted up slightly. He saw the flagman in front of the horses with something in his hand.

After cabman Dan Holmes and Robert Pettapiece had given evidence, Mr. H.J. Roche, commercial traveller, of Ottawa East testified. He was on the tracks at the crossing on the morning of the accident. He saw the train about three quarters of the distance between Main and Centre streets down the tracks. He looked around and saw Cowan's team near the post office. He saw the flagman after he had crossed the first track and was on the second track.

This finished the evidence, and the jury, after a short deliberation, returned the following verdict.

"We, the undersigned jurymen, have come to the conclusion that Wm and Holmes T. Cowan came to their deaths on the 7th day of January, at about 8.30 o'clock, a.m. on the P.S. crossing on Main street, Ottawa East, through a collision with the O.A. & P.S. railroad train, and believe the same to have been accidental.

"We would recommend that the proper authorities be compelled to erect a fence on the line dividing the railroad property from Fifth street westward from Main, and also that they be compelled to erect gates on the Main street crossing.

20/01/1899 *Ottawa Journal**North Lanark*

ABOUT TO TAKE PRACTICAL SHAPE

MOVEMENT RESPECTING NORTH LANARK RAILWAY

Statement That There is Ample Capital at the Back of It - Will Serve Good Mining Country.

At the approaching session of the Legislature application will be made for an act to incorporate the North Lanark railway with the power to construct lay out and build a railway from some point on the K. & P railway, at or near Mile Lake, in Renfrew county, to some point on the C.P.R. or O.A. & P. S. railway at or near Arnprior. The route of the proposed road has been surveyed by Mr. A. Bell, C E., of Almonte acting for a number of capitalists interested in iron mining. Mr. Jas. Bell, of Arnprior, is one of the promoters of the project and in an interview with a reporter of the Arnprior Watchman stated that the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass particularly Darling township, is rich in iron ore and other minerals and it is proposed to transport this ore to Arnprior, where it will be smelted and shipped to the Old Country.

The company at the back of the proposal are said to possess sufficient capital to build the road without any bonuses from the municipalities through which it will pass.

The C.P.R. tried their water crane for filling their engines at the station from the waterworks system on Monday and Tuesday. It is not the crane of usual pattern, but one of experimental character; and, as it caused a very severe shock to the pipe system, the gauge flying from zero to 200 lbs. on Monday and 150 lbs. on Tuesday, the committee caused the water to be shut off until some better machine was provided. The K. & P.R. crane is fitted with a slow screw valve, and its effect upon the pressure is hardly noticeable.

--In 1899 the Ottawa and Gatineau road carried 97,500 passengers, an increase of over 11,000 in comparison with the previous year.--

## RAILWAY FOR NORTH LANARK

OTTAWA January 21- At the approaching session of the Legislature application will be made for an act to incorporate the North Lanark Railway with the power to construct, lay out and build a railway from some point on the K and P Railway at or near Mile Lake in Renfrew county to some point on the C.P.R. or O. A. and P. S. railway at or near Arnprior The route of the proposal [sic] road has been surveyed by Mr. A. Bell C. E. of Almonte acting for a number of capitalists interested in iron mining.

Work on pier No. 6 of the Interprovincial bridge will be delayed for a few weeks as the stone from Nepean Point, which was to have been used, has been found unfit for the purpose. The stone will be brought from Terrebonne.

## SUN LIFE GETS A ST. RAILWAY

## JUDGMENT IN ITS FAVOR RENDERED BY JUSTICE ARMOUR

Action was on Bonds of Cornwall St. Railway and it is Likely Sun Co. Will Assume Possession of Line.

(Special to The Journal.)

Cornwall, Jan. 24. A most important judgment was handed out on Saturday by His Honor Mr. Chief Justice Armour in the matter of an action for foreclosure brought by J. T. Kirkpatrick and D. B. MacLennan, Q.C. of Cornwall, trustees for the bond holders of the Sun Life Assurance Co. of Montreal, against the Cornwall Electric Street Railway Company, limited. The company has been in financial difficulties for some time, partly caused by the building of large extensions, to their line. Being unable to pay their interest coupons, they were sued by the bondholders for the whole amount of the bonds, \$100,000, and overdue interest. The company defended, principally on the ground that the mortgage did not cover property acquired after the execution of the mortgage. The case was tried at the Ottawa assizes on January 12, when judgment was reversed. The result is a judgment for the bondholders. Chief Justice Armour giving an order for the usual decree of foreclosure with costs. A. B. Aylesworth, Q.C., of Toronto, and C. H. Cline, of Cornwall, represented the bondholders and Leitch and Pringle, of Cornwall the company. It is likely that the Sun Life will assume possession of the road at once.

## THE NEW RAILWAY WILL GET BONUSES

## SMITH'S FALLS WILL PUT UP \$25,000

What is Said About the Proposed G.T.R Line from Kingston to Ottawa.

A prominent Smith's Falls resident who was in the city recently, states that the G. T. R. company will have no difficulty in getting a \$25,000 bonus from Smith's Falls for the proposed Kingston, Smith's Falls, Richmond and Ottawa railway. Other places along the line of the railway are expected to put up bonuses.

It is stated on good authority that the line will go ahead as the G. T. R. feels the necessity of having direct connection with Ottawa. The line will also run through good section of country.

Among the many advantages of the proposed line for Ottawa is this, that the Capital will then be in direct communication with Kingston, and when the summer tourist traffic is on Ottawa will be more accessible. Kingston gets the large majority of tourists who take in the Thousand Island trip, and these tourists are very numerous. With good railway connection to Ottawa many of these tourists can be attracted to the Capital and can go down the Ottawa to Montreal or else go by rail.

Another feature is that Ottawa will get direct advantage of cheap rates on the G.T.R. Recently the G.T.R. gave special rates from Montreal and intermediate points to Toronto, and from Sarnia and intermediate points to Toronto, but Ottawa was not included. When the new line is built Ottawa will get the advantage of all G.T.R. low rates.

Considerable interest in the proposed railway has been aroused as a result of several items in The Journal about the road.

## INTERLOCKING SWITCH SYSTEM

## WILL BE PUT IN AT THE DEEP CUT

Representative of the Switch Company Here in Connection With the System

Mr. William H. Young, representing the Union Switch and Signal Company of Swissvale Pa. is in the city in connection with the interlocking switch system which is to be put in at the junction of the railway lines at the Deep Cut. The interlocking system is now in use at nearly all junctions lines in the States. Collisions are impossible with the system. Mr. Young says his company will have the interlocking system in place by May 31st. and work will be begun in April. The plant, he says will be the finest in America.

In the interlocking switch system a building is erected at a point where it commands a view of the tracks on all sides for some distance. A derailing switch is put on each track about 500 feet from the junction. Further down the track from the derailing switch is put a home signal and some distance beyond is the distance [sic] signal. The distance signals are usually green and the home signals red. When a train is approaching the junction and it is signaled to cross, the track is all clear and the interlocking system which connects with all the other tracks shows danger signals on all those lines and any other train attempting to approach would be derailed.

## IT'S A BIG TERMINAL COMPANY

Details of the Scheme Laid Before the Civic Railway Committee

SCHEME WHICH IF CARRIED OUT WOULD BOOM CITY PURCHASE OF LARGE BLOCK OF LAND INVOLVED

ALSO A MAGNIFICENT CENTRAL DEPOT

ALL RAILWAYS CENTERING HERE ARE BEHIND SCHEME

A "REAL BIG THING"

The mystery as to what the civic railway committee discussed last week at that private meeting is not a mystery any longer.

To-day the Journal, secured the details of the scheme which Chairman Davidson laid before the committee last week under promise of secrecy.

When a few days ago the Journal published an outline of the proposal which was all that could be secured then, it credited a member of the committee with saying that while he could not give away what was done at the meeting he would say that "the scheme was one of the biggest things Ottawa had yet heard of."

The scheme is a big one, and if it goes through Ottawa, will have something to blow about.

The scheme is one in which all the railways entering Ottawa are interested, it is nothing less than the formation of a private company which proposes to buy up the rights of the Canada Atlantic, Parry Sound, Canadian Pacific and Ottawa and New York railways to the central depot facilities, and then operate the terminal, charging! each railway company according to the number of trains handled daily.

Large Land Purchase.

The scheme also includes the purchase of a large quantity of land. As the Gatineau Valley Railway and the Pontiac and Pacific Junction Ry. will use the central depot as soon as the Interprovincial bridge is built, a considerable quantity of land will naturally be required, especially as the terminal company proposes to handle the freight of all the roads mentioned, charging them on the basis of quantity handled.

The Terminal Co's idea is to buy up all the property from the government reserve at the canal west to Nicholas street, clean from the Deep Cut down to Besserer street and from Besserer up to Mosgrove street. From Mosgrove street westward to the Central depot the land would be purchased right up to Rideau street, giving a frontage on Rideau street from Mosgrove street to Sappers' Bridge. This would as will be seen make a very large block of land, sufficient to accommodate large freight sheds, many tracks, etc.

The Terminal Co. proposes to continue the excavation of the canal bank commenced by Mr. Booth right to Nicholas street, thus giving 400 feet to be used for railway tracks, etc. With few exceptions there are no houses of any account facing the west side of Nicholas st. From Besserer to Theodore street with the exception of the cold storage building, which it is proposed not to disturb, there are only a couple of rows of old frame tenements. South of Theodore street between Theodore and the Cut there are several good brick houses, but not many. The expense of buying or expropriating the land will be lighter than most people would think.

A magnificent union depot will be erected by the Terminal Company if the scheme goes through, a building that would not be second to any in Canada.

The Journal's informant states that the Terminal Company is composed of directors of the various railway companies and that the Canadian Pacific were the original suggestors.

The facts as outlined above were laid before the civic railway committee, but as they could not see that the committee had anything to do with the scheme they referred the company to the city council.

The Journal was told to-day that Mr. D'Arcy Scott was to have represented the Canadian Pacific Company before the committee, but was called away to Toronto on business.

Developments will be watched with interest.

24/01/1899 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

Mr. W. W. Young, of the Union Signal and Switch Co. of Swissvale, Pa., is in the city arranging for the installing of one of the company's switch plants at Ottawa East, where the C.P.R., C.A.R. and O. & N.Y. roads cross.

This plant, which is in operation in the railway yards in Toronto and other large centres, is a complex and ingenious arrangement. By it the entire system of switches is brought under the control of one man, stationed in a central tower giving full view of the tracks and switches under his control. The different signals, switches derails, etc. are distinguished in the usual way by the standard colored lights and discs. Each switch is connected to the central tower with levers numbered and colored correspondingly. These are ranged in rows and under the immediate control of the operator. When he wishes to clear a line he works the levers attached to the switches along that line, some of which may be a long distance off. The switches are interlocked both in the tower and at the track, so that the latter is made absolutely safe, which is shown by the connecting signals. Should the operator make a mistake or neglect his duty, the switches through the signals show this end and the oncoming train is brought to a standstill.

24/01/1899 *Ottawa Citizen**North Lanark**Arnprior*

The North Lanark Railway, incorporation of which is to be asked for at the next session of the Ontario Legislature, is a scheme now dividing interest in Arnprior with Mr. Mcleod Stewart's undertaking. The railway, if built, is certain to be of immense benefit to Arnprior, as it will open up a section rich in mica, corundum, copper, feldspar, soap stone and white marble. There is also hematite and magnetic iron ore, said by experts to be of better grade than is found in the mines of Bilboa in Spain, whence comes the English supply. Along the line of the proposed road, which is from Mile Lake on the K. & P. Ry. to Arnprior, timber of various kinds is to be had, while there will be considerable to haul in the way of farm produce. Mr. Andrew Bell, C.E. has gone over the route and finds no great engineering difficulties. Behind the promoters is the necessary capital. The scheme carried to a successful issue means a smelting works for Arnprior.

25/01/1899 *Ottawa Citizen**Ottawa Electric**Ottawa Car*

The Ottawa Car Company are favoring their friends with a polished steel paper knife with a nicely shaped celluloid handle.

25/01/1899 *Ottawa Free Press**Canada Atlantic**Deep Cut*

A new switching plant will shortly be placed at Ottawa East where the New York and Ottawa, C.P.R. and C.A.R. cross before entering the Central Depot. Mr. W. Young, agent for the Union Signal & Switch company, was in the city yesterday making arrangements for the immediate erection of the new plant.



TERMINAL CO. SCHEME IS A GREAT ONE

ENDORSED BY R. & L. COMMITTEE

Details Explained Yesterday by Ald. Scott.

PRACTICALLY THE SAME AS ALREADY ANNOUNCED IN JOURNAL

Purpose is to Have the City as Well as the Railways Take Stock in Proposed Company

At the meeting of the railway and lighting committee yesterday afternoon the plans of the proposed terminal company were laid on the table by Ald. D'Arcy Scott, who stated, that the scheme was one which, if carried out, would benefit the city to an enormous extent. Those who attended the meeting were Chairman Davidson and Ald. Raphael. Campbell, Starrs, Slinn, Masson, and His Worship the Mayor. The plans presented by Ald. Scott was the only business considered. It showed the terminal facilities now occupied by Mr. Booth and those occupied by the other roads. It was also explained that Mr. Booth had the use of these for \$1,100 per year, which was thought by the committee, to be a very low rental.

Ald. Scott explained that the question of giving terminal facilities to the other roads had been disputed before the railway committee several times, and his opinion was that the city should take the matter up, for by so doing it would be able to secure one of the finest central stations on the continent. He explained that at present Mr. Booth, although handling freight on the ground now occupied by him, had no right to do so and might at any time be prohibited by the government. This would be a great hardship to Mr. Booth and would also be detrimental to the city as it was in the interest of the city to have freight sheds in a central locality.

Details of the Scheme.

Ald. Scott then laid down his idea as regards the forming of a terminal company as follows: That a terminal company should be formed of the railways entering the central depot and the corporation, each to hold an equal share of stock in the company and have representatives on the board of directors. The city would have the privilege of sending representatives to this board which would elect their president and appoint a general manager, who would have full control of the management of the terminal company and would have servants under him, who would be paid as employees of the company. Each railway company entering the central station would pay a rental on a wheelage basis, thus giving a revenue, which would pay for all expenses in connection with the management of the terminus. It was suggested the city should raise the money for their stock in this company by issuing bonds, the interest on which would be paid out of the revenue derived from the terminal company. Arrangements would be made in the case of any new road coming in, the railway companies would give up a portion of their stock in this company to the new road, so as to place it on an equal footing with the other roads.

Ald. Scott! also explained that at present the city only had power to take stock in railway companies and would have to get power from the government to take stock in the terminal company. The new terminal company would have to make a new arrangement with the government, as at present the companies occupying the central depot site had no power to handle freight on that property. The proposed new company would have the right to handle freight and passengers. Mr. Booth would have to be well remunerated for his share in the property, as he at present held the property by lease. The matter of entrance; for the railways. Ald. Scott stated, had been one long, disputed, and he believed that nothing could be done until the city took a hand in the matter and formed a company on the basis outlined above.

The railway committee of the Privy Council had thrown out suggestions of this scheme, and he thought that the sanction of the government would be forthcoming if steps were taken in that direction. He accordingly asked that the chairman of the railway and lighting committee should bring the matter before the council and ask for authority to confer with the railway companies to see if they would agree to the scheme.

Ald. Campbell Approves.

Ald. Campbell thought that the plan would be an excellent one if it could be carried out so as to cause no loss to the city, and asked Ald. Scott if it was the intention to run it on money making lines.

To this Ald. Scott replied that he would suggest that it should not be run on money making lines, but that the company! should be managed so as to pay all expenses.

Ald. Masson enquired if anything had been done to ascertain the likely cost of such a scheme.

Ald. Scott replied that nothing had been done as it was thought necessary to see if the railway companies would consent to being parties to the scheme before making any estimates.

City Solicitor McVety stated that it would be a good idea to have an estimate of the original cost and what the running expenses would be before going further.

Ald. Scott replied that it would be impossible to state the cost of running expenses until it was ascertained what facilities the railway companies would require.

Endorsed

The following resolution was then passed by the committee:

Moved by Ald. Campbell, seconded by Ald. Starrs, "That this Committee is of the opinion that the formation of a terminal company, composed of the municipality of the city of Ottawa and the different railway companies whose lines run into the city of Ottawa, or whose lines may at any time hereafter run into the city of Ottawa, to acquire, manage and govern terminal facilities, both passenger and freight, where all railroads running into the city would have equal rights, would be of great and lasting benefit to the city of Ottawa.

"That the scheme be reported to council with a recommendation that this committee be authorized to interview the different railway companies whose lines at present run into the city to ascertain whether they would be willing to join such a company.

"And to take any necessary preliminary steps in the formation of such a company.

"Your committee further suggests that should a terminal company be formed that it would be in the interests of all parties concerned that the city of Ottawa, the Dominion government! as well as all the railways in connection with said company, have the privilege of electing a director or directors forming a board, having the running or supervision of the terminal company."

It's a Big Scheme.

The property now occupied by Mr. Booth consists of two hundred feet along the canal bank from the head of the Deep Cut to Maria street bridge, where the property widens, and includes all over to the Granite works and up to Besserer street. The new company it is proposed should acquire the property along the canal right through to Nicholas street from the head of the Deep Cut up to Besserer street and the frontage on Rideau as far as Little Sussex. This latter would furnish a fine sight for a grand central passenger depot, while the other property would furnish first class accommodation for freight. Ald. Scott in outlining this plan showed that where the property included James, Wilbrod and Court streets, these streets would have to be closed up. He also stated that an application was before the railway committee of the Privy Council by the Ottawa and New York Railway Company to allow them to build a track along the side of the property now occupied by Mr. Booth up to the Granite Co.'s property, on which they have an option.

The proposed scheme if carried out, Ald. Scott stated, would give a railway entrance to the city without! a single level crossing, which was very desirable.

27/01/1899 *Eastern Ontario Review* *Hull Electric*

The Hull & Aylmer Electric Co have decided to refit their cars so they can run at 40 miles an hour.

27/01/1899 *Eastern Ontario Review* *Maniwaki*

Next summer the Gatineau Valley Railway Co. will build 28 additional miles, extending the road to Maniwaki

## OTTAWA'S PROPOSED TERMINAL COMPANY

Ald. Scott, the Originator of the Project, Explained it at Length to the Civic Railway and Lighting Committee Yesterday. Scheme to be Reported to Council with a Recommendation that Companies and Government be Interviewed.

The railway and lighting committee discussed the terminal company project yesterday afternoon, and came to the conclusion that it is all that has been claimed for it - one of commanding and not easily exaggerated importance to the city of Ottawa. Ald. D Arcy Scott, with whom the idea originated, explained it at considerable length. The object is to build a passenger depot that all the railway companies may use in common, together with the provision of sufficient accommodation for all the freight leaving and entering the city. Ald. Scott wants the city to assume entire responsibility and full control, but, barring the preference, he would have the directorate formed of representatives from the various railways interested, the civic corporation and the government. An extensive plan, showing the terminal facilities now possessed by Mr. Booth's roads, was submitted. It also showed the entry into the city of the other railroads along the canal reserve.

## What Should be Done.

Ald. Scott, in opening up the subject, said that the Booth lines occupied 15 acres of land on the canal basin, for which he paid the government \$1,100 a year. But according to the terms of the lease, Mr. Booth was not permitted to have freight sheds upon it. "I think it is advisable that all the lines should have freight sheds in the central part of the city. My idea is that a terminal facilities company should be formed, as it would be best both for the city and the railways. The land south of Besserer street and west of Nicholas street as far as the deep cut could be obtained very reasonably, and could readily be adapted to the uses of the tenants of the company, which I have in mind. The various freight sheds might be located on Besserer street, and the passenger station on Rideau street, between the Sappers' bridge and Little Sussex street. The N.Y. & O., the C.A.R. and the O. & P.S. now come into the city without meeting with a level crossing. In order to avoid having any level crossings whatever the city could grant permission to close up James, Court and a small portion of Wilbrod street. I should advise making Besserer street, between Little Sussex street and Nicholas street, the northern bounry of the company's property."

"I think," continued Ald. Scott, "that the city should make a move in the matter, because it would be a good thing not only for Ottawa but for the companies interested. The city should be the moving factor in establishing the company; private interests should be sedulously excluded. I don't want to see the city accept this undertaking with an idea of making money out of it, although even that could be done if thought desirable. If left to individual interests I would suggest that it be governed by a board of management composed of representatives from each railway and with one or perhaps more representatives from the city. Not only the railways entering the city at present, but other lines that may touch Ottawa in the future, should be allowed all the advantages that the company may afford on certain fixed terms. I have no doubt but that Mr. Booth will consent to an amicable arrangement when shown that freight facilities can be established in this part of the city. For relinquishing his rights to the city, Mr. Booth should be dealt with fairly, even liberally."

## Mr. Booth's Attitude.

"There is no doubt that the railway committee, in case Mr. Booth is not willing to accede to the city's demands, will give permission to use Mr. Booth's right of way to about Osgoode street in order to allow the company access to private property. The terminal company will have to make arrangements with the government for freight in addition to the passenger facilities, and, when this is accomplished I have no doubt but that Mr. Booth will surrender his rights. Under any circumstances Mr. Booth will have to be dealt with for that poition of his road between Ann and Osgoode streets. As matters stand to-day Mr. Booth can be crowded out to-morrow from using the land he now leases from the government as far as freight is concerned.

"The city now has power to take stock in railroad companies. But I am not aware that It enjoy similar privileges in regard to terminal companies. If the city has not the power, I think it can be obtained from the Legislature. A company such as the one proposed can be incorporated by the Dominion Government. The railway companies obtain their charters from this source, and I am unaware of any objection to a terminal company being incorporated by the Federal government. The money necessary to carry out the enterprise can be raised upon bonds, the city getting credit in stock for the streets that will have to be closed up. Mr. Booth should get credit for any privileges he surrenders.

## The Accommodation Offered.

"No estimate has as yet been made of the cost of carrying out the terminal project as outlined. Each company using the passenger station and, freight sheds should be charged a proportionate rate for the privileges involved on a wheelage basis - so much per car. The amount raised in this way would be sufficient to pay the cost of management, the interest on the bonds, etc. The city's representative and the railroads representatives will meet together and form a board of management. The board will elect a president and settle upon a general manager, who will be independent of the railroads. The general manager will be permitted to appoint his own servants. These servants should be those of the terminal company, and not those of any individual railway, so that all the roads will get the same terms. When a new railroad comes in an arrangement will be made so that a number of shares can be given to the new-comer. Any new road can then pay on the same basis as those already using the company's facilities.

## Only Scheme Worth While.

"Unless some scheme of this kind is consummated," asserted Ald. Scott with emphasis, "I am convinced that we shall never have a central station in Ottawa where all railroads can come in on equal terms. Without appearing to dictate, I should suggest that the committee present this matter to council, asking for authority to confer with the management of the various railroad companies with a view to securing their views upon the scheme. I think that never was the time more propitious for securing to the merchants and the travelling public the best shipping faciities and the most convenient means for leaving or entering the city. My idea is that the city council should take the initiative step in securing so great a desideratum. Providing the railroads are agreeable, such an enterprise should be successful. The government might like to have a representative on the board of management, because a good deal of government land will be utilized. There cannot possibly be a better yard or station anywhere on this continent than the ones proposed. And this because the entrance is right in the heart of the city and owing to the entire absence of level crossings along the approach. There will be no money made out of the project so far as the city is concerned: I would not advise that it be run along money-making lines, although I feel certain that, ff necessary, it could be so operated."

## Aldermanic Opinions

Not much general discussion took place.

"I don't think it advisable," remarked Ald. Campbell, that the city should take any stock in an enterprise of this character and magnitude "

"I fear," responded Ald. Scott, "that if the project is left entirely in the hands of the railway companies there will be too many jealousies to make the arrangement pleasant to all concerned. There is a station at St. Paul run along the lines indicated."

"Are there any in the Dominion?" asked Ald. Massen.

"The Union station at Toronto is run by the C.P.R., and the G.T.R. jointly," pursued Ald.

Scott. "A general manager is appointed who is not the servant of either line."

"Would it not be well to have some estimate as to the probable cost?" queried City Solicitor McVeity. "That might enable the council to consider the matter more intelligently."

"It would be almost impossible to get an accurate, even an approximate, estimate," explained Ald. Scott. "As to the matter of freight sheds, for example it might be thought well to erect two buildings, one for outgoing and one for incomiig freight, or, again, it might be deemed advisable to have separate freight sheds for the accommodation of the various lines."

## The Committee's Decision.

The committee formulated the following declaration in regard to the subject under consideration:-

"That your railway and lighting committee is of the opinion that the formation of a terminal company, composed of the Municipality of the City of Ottawa and the different railway companies whose lines run into the city of Ottawa, or whose lines may at any time hereafter run into the city of

Ottawa, to acquire, manage and govern terminal facilities, both passenger and freight, where all railroads running into the city would have equal rights, would be of great and lasting benefit to the City of Ottawa.

"That the scheme be reported to council with a recommendation that this committee be authorized to interview the different railway companies whose lines at present run into the city and the Dominion Government to ascertain whether they would be willing to join such a company and to take any necessary preliminary steps in the formation of such a company.

"Your committee further suggests that, should a terminal company as above be formed, it would be in the interests of all parties concerned that the city of Ottawa, the Dominion Government, as well as all the railways in connection with said company have the privilege of electing a director or directors forming a board having the running or supervision of the Terminal Company."

*27/01/1899 Ottawa Journal Ottawa Terminal*

MR. J.R. BOOTH IS SILENT

He Refuses to Say Anything About The Terminal Company

Mr. J.R. Booth was asked today to make a statement for publication about the proposed terminal company. Mr. Booth refused to make any statement.

*27/01/1899 Ottawa Journal Ottawa Terminal*

A TERMINAL RAILWAY STATION.

The proposition which Ald. Scott has before the civic railway and lighting committee differs from the existing condition in two things.

The existing condition is that the Booth system has the terminal rights as to passenger traffic, subject to giving, other roads accommodation on certain conditions. The new idea is, first that these terminal rights shall be transferred to an independent company composed of representatives of all the railways and of the city; secondly, that the canal bank shall be made the freight as well as passenger terminus of all the roads.

The proposition looks inviting from its completeness and compactness. There is no difficulty about working terminal companies satisfactorily. Ald. Scott quoted the Union station in Toronto and the St. Paul station as examples. A still more notable sample exists in Boston, where the Great South Railway Station, the largest in the world, was opened on the first of January by the Boston Terminal Company composed of trustees representing the several railway corporations which furnished the funds, principally the Boston and Albany, and the New York, New Haven & Hartford. The city co-operated with the railway companies by re-arranging the street system about the station, at an enormous cost. Twenty-eight railway tracks enter this great terminal station which will be used by 710 passenger trains a day.

If cities like Boston and St. Paul and Toronto find advantages in a joint terminal arrangement, Ottawa is not likely to go far astray in believing that the arrangement has advantages. This in fact was what most people contemplated when the Central Station was first mooted. The rulings, too, of the railway committee of the Privy Council in the differences arising between the Booth roads and other companies have affirmed the principle that all roads are entitled to accommodation at proportionate rates of payment. It does not seem much further to go to shape the matter as Ald. Scott proposes.

If Mr. Booth were to agree to the scheme, he would surrender a control which is undoubtedly of material value to his roads. On the other hand he would doubtless gain advantages from the freight terminus. At present he may lose the freight accommodation he has at the Central Station, and certainly will not get more. But nevertheless be entitled to a large compensation for the pioneer work he has done in opening the way to the Central Station. We mean that over and above the actual expenditure he has made, he is entitled to a big consideration in cash or in stock in the terminal company in recognition of the fact that he planned and inaugurated the whole terminal possibility.

There is objection to any one road jutting down freight sheds and blocking streets along the canal bank, for but a partial accommodation to the business of the city, but if all the railways can unite to reserve the eastern canal bank from the Central Station to the Deep Cut, and concentrate there the freight business of the city, the public advantage would more than offset the drawbacks

*27/01/1899 Almonte Gazette Kingston, Smiths Falls and Ottawa*

It is expected that Smith's Falls will give a bonus of \$25,000 to the new road to be built by the G.T.R. between Kingston and Ottawa.

*27/01/1899 Ottawa Journal Hull Electric*

A POETICAL CONDUCTOR

A conductor on car No. 14 of the Hull-Aylmer line is satisfied with using nothing less than verse when asking for repairs for his car. The other day a pane of glass was broken in the door of his car and the conductor put the following note in the book that is kept at the repair shops for the purpose of entry of desired repairs:

In the north-east door of the "Cannon Ball."

There's a glass that's cracked and about to fall:

As soon as possible insert a pane.

And exclude from the motorman the snow and rain.

*28/01/1899 Ottawa Citizen Portage du Fort and Bristol Branch*

The Portage du Fort and Bristol Branch Railway will apply for Dominion incorporation next session. The scheme is to construct a railway from Quyon village through Onslow and Eardley to Hull and thence by bridge to the city of Ottawa; also to acquire the rights, franchise, works and approaches of the Deschenes Bridge Company, a line of railway from a point at or near the Deschenes Rapids to the township of Nepean, into the city of Ottawa; also with power to erect a railway and general traffic bridge across the Ottawa River at or near the village of Portage du Fort. The proposal is to extend the railway through to the town of Pembroke.

*28/01/1899 Ottawa Citizen Hammond*

An amendment to the charter of the Central Counties Railway Co. will be applied for next session to authorize the company to construct section two of the said railway from a point near the village of Hawkesbury to connect with the Rockland branch of the railway or with the Canada Atlantic, in the township of Cambridge.

*28/01/1899 Ottawa Citizen Russell, Dundas and Grenville Cou*

An act of incorporation will be applied for next session for the "Russell, Dundas and Grenville Counties Railway Co." for the purpose of constructing a railway from the village of South Indian in the County of Russell, thence through portions of the Counties of Cambridge and Russell, the Townships of Winchester, Mountain and Matilda in Dundas and the Township of Edwardsburg in the County of Grenville, and ending at or near the town of Prescott.

*30/01/1899 Ottawa Journal Canada Atlantic Ottawa Main Street*

DUMAIS IS INSANE

The Result of Injuries Received in the Cowan Accident.

Dumais, the coachman who was injured in the Cowan fatality is now insane and it is feared he will never recover his mind. He has become violent and has to be watched night and day. His hand was amputated and the arm is not healing up as well as it should owing to Dumais' actions. He takes no care of it, strikes the wound and has it in a worse condition than it should be. He shouts and in every way acts like a madman. He is confined in one of the private wards of the Protestant Hospital but his cries at times can be heard throughout the wing of the building.

**02/02/1899    Kemptville Advance                  Russell, Dundas and Grenville Cou**

Application will be made for the incorporation of the Russell, Dundas & Grenville Counties Railway to construct a line of railway from the village of South Indian, in Russell County, through portions of the townships of Cambridge and Russell, Winchester, Mountain, Matilda and Edwardsburg, ending at Prescott.

**03/02/1899    Eastern Ontario Review                  Montreal and Ottawa**

Mr. C.W. Spencer states that in the spring the fast trains between Ottawa and Montreal via Vankleek Hill will make the trip in 2 hours and 15 minutes. That is 68 minutes from here to either Ottawa or Montreal.

**03/02/1899    Cornwall Freeholder                  Cornwall Street**

The Street Railway - Cornwall Electric Street Railway said that they plan to pick up their cars from Ottawa at the O.&N.Y. station soon. These cars were delivered last year from Ottawa.

**03/02/1899    Eastern Ontario Review                  Vankleek                                  Vankleek Hill**

There were 20 car loads of freight shipped from the C.A.R. here last week. They consisted of grain and produce of all kinds.

**03/02/1899    Renfrew Mercury                          Pontiac Pacific Junction**

It is expected work on the extension of the P. & P. J. line will begin in the month of March, when the rock cutting which requires to be done will be undertaken. Shawville Equity.

**04/02/1899    Ottawa Citizen                          Canada Atlantic                          Central Depot**

ALL IS READY

Erection of Central Depot May Soon Begin.

PLAN FOR NEW STATION

Mr. Booth Asks the Government to. Grant Him Possession of the Property. The government has received notice from Mr. J.R. Booth of his desire to obtain possession of the militia stores building at the earliest possible moment in order to begin the erection of the new Central depot. It is quite likely that this permission will be granted within a few weeks and the new depot will be erected forthwith. Said a prominent C.A.R. official today "If we obtain possession tomorrow we will commence the depot tomorrow."

The plan for the new station, it is announce today, is practically decided upon. After considering the plans submitted by several architects, the one shown by the accompanying cut is the most favored and officials of the company state that it will likely be accepted.

The new depot will be built of stone. It will be four stories in height. It will extend back to Sappers bridge. The entrance will be from a level with the street or bridge. The second floor of the depot, which will be on the level of the street, will contain a large general waiting room, capable of accommodating 1,000 people, with ladies parlors adjoining, also restaurant and ticket offices.

The train sheds and baggage room will be on the ground floor, and elevators will carry passengers to and from the train sheds.

The companies' offices will be in the third and fourth floors. A library for the employees of the road will be located on the third floor. Already \$2,000 has been subscribed for the procuring of books, etc.

The depot will be after the design of the Hotel Frontenac, Quebec, and will likely be constructed of Nepean sandstone, of which the parliament buildings were built.

**04/02/1899    Ottawa Journal                          Hull Electric**

Application will be made at the next session of the Dominion Parliament for an act giving effect to an agreement dated the 9th January 1899 whereby the Canadian Pacific Company covenants to sell and convey to the Hull Electric Company the branch railway between Aylmer and the main line of the CPR in Hull for one hundred thousand dollars and for other purposes.

**04/02/1899    Montreal Star                          New York Central                          Cornwall**

THE CORNWALL BRIDGE

The Piers of the Collapsed Section Have to be Completely Rebuilt

(Special to the Star)

CORNWALL Ont February 4. - As a result of the investigations made by the New York and Ottawa Company in the south channel pier No. 3 which remained standing after the deplorable accident of September 6th whereby twelve men lost their lives has to be taken down and rebuilt, the construction company being determined that the bridge will not be turned over to the Railway Company until everything is perfectly substantial and satisfactory. This will somewhat delay the completion of the bridge and necessitate considerable additional expense. The contract for the stone and iron superstructure have not yet been let but will be immediately. The company are about to begin getting out the material which they will turn over to the contractor when the contract has been let. It is thought the work will be completed in time to allow the completion of the iron work before next autumn.

**07/02/1899    Ottawa Citizen                          Maniwaki**

Complaints still continue to come in from the Gatineau about the service given by the Ottawa and Gatineau Railway. On Friday night the train, it is said, was held an hour to accommodate the people who were attending the races. Parties able to form an opinion say that there was only one passenger who was on board who was at Aylmer on that day, and on account of one passenger it appears that train was held to the discomfort of the other passengers and to the delay of the mails all along the route.

Work on the new Canada Atlantic shops at the deep cut will be recommenced this week. The heating apparatus has arrived and is being put in place. The furnace and heating plant is the largest of its class in Canada, and was specially designed for the company by the manufacturers. It will heat the round house, the car shops and the boiler makers apartments.

A building 26 feet long by 14 feet wide has been erected and in this the plant will be placed. It consists of a 35 horse power engine, which operates an immense fan, which turns at the rate of 250 revolutions a minute. The fan is 16 feet in diameter and has 15 blades, each 10 feet 10 inches broad. The engine and fans are erected on a brick base 6 feet 2 inches in height, and extending three feet under the floor of the heating rooms. Connecting the heating rooms and the round house is an air passage 4 feet 4 1-2 inches square and in through this a current of the foul air from the buildings will be carried on through a coil consisting of 1800 pipes, which are heated from the engine. From these pipes the air current is forced into a galvanized iron pipe, 40 inches in diameter, and tapering to 36 inches, which runs through the entire building, distributing the purified hot air evenly to all parts of the structure. At intervals along the large heat conveying pipe are placed elbows, and through these heat will be carried to the pits for the purpose of thawing out engines. By this means, an engine, when coming in, can be thawed out and ready for cleaning in an hour, whereas by the method used formerly a locomotive very often will stand for a day without being properly thawed. Nineteen engine pits will be furnished with heat in this manner. An underground pipe will connect the heating rooms and the large works, and this pipe, besides furnishing the large building with heat, will also supply twelve blacksmiths' fires in the forge. By means of the new heating plant the air in the work rooms will be rendered exceedingly dry and a continual supply of warm air will be distributed throughout the works. In the summer the air passage connection will be placed in such a position as to absorb the foul air in the building and also return a draft of pure fresh air from outside.

07/02/1899 *Ottawa Free Press* *Renfrew* *Elgin Street*

At the Elgin street depot the new shop is nearly completed. The wall have been grouted with concrete and men are employed tearing away the old freight sheds. The machinery for the building will arrive shortly.

08/02/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The supply of power for the Metropolitan company will involve the construction at Britannia of an immense canal costing in the vicinity of \$90,000. Tenders for the work will be received up to the 20th inst. and the contract will be awarded within five days from that date. Work will be commenced immediately and rushed to an early completion, enabling the company to supply light. Heat and power to the residents by the end of August. The canal, which will contain the power for the immense power house just below Britannia, will be one of the largest works constructed in this vicinity for years.

From the head of the Deschenes rapids down to their base there is a fall in the water of over ten feet. The power house will be located near the foot of the rapids and, by putting in the canal with its embankments and dams, the company will be enabled to secure and maintain the water at the same level as it is in Deschenes lake, thus counterbalancing the loss of power caused by the fall in the rapids from their head to the base.

There then follows a detailed description of the canal.

08/02/1899 *Lanark Era* *North Lanark*

APPLICATION TO PARLIAMENT

NOTICE IS HEREBY GIVEN that an application will be made at the ensuing session of the Ontario legislature for an act to incorporate the North Lanark Railway with power to construct, lay out and build a railway from some point on the Kingston & Pembroke Railway at or near Mile Lake, in the township of Blythfield, in the county of Renfrew, thence passing through the townships of Darling and Pakenham, in the county of Lanark, to some point on the Canadian Pacific Railway or Ottawa, Arnprior & Parry Sound Railway at or near the town of Arnprior, in the county of Renfrew, and with power to equip and operate the same or any part thereof by steam or electricity, and if by electricity with power to acquire water powers and other property to operate the same and also with power to sell the surplus electricity for light, heat and power purposes

GREIG & JAMIESON,  
Solicitors for Applicants,  
Almonte, Dec. 27th, 1898

08/02/1899 *Ottawa Journal* *Renfrew* *Deep Cut*

Charles Armstrong, of Ottawa East, yardmaster of the CAR, was run over by a shunter at the semaphore near the Deep Cut at 6 o'clock this morning. Died. more.

09/02/1899 *The Record, Chesterville* *New York Central*

Cornwall Feb. 3. The result of the investigations made by the O&NY in the south channel of the St. Lawrence River before the river froze up that pier no. 3 which remained standing after the wreck of the bridge last fall, has to be taken down and rebuilt, the construction company being determined that the bridge shall not be turned over to the railway company until everything about it is safe and sufficiently beyond the shadow of a doubt. This will, of course delay somewhat the completion of the bridge.

The Ottawa and New York Company have a couple of gangs of men at work getting out logs to corduroy a portion of their track near Newington, and between the Post Road and Back River. These sections run through a wet swamp and have been sinking somewhat since they were constructed. The logs will be cut 25 feet long and will be put across the embankment, and should make it perfectly solid. The distance to be gone over is about 3,000 yards.

09/02/1899 *Ottawa Free Press* *New York Central* *Cornwall*

A refreshment room has been opened on the Ottawa and New York railway at Cornwall Junction, for the accommodation of passengers to and from Grand Trunk points.

10/02/1899 *Ottawa Free Press* *Britannia Power Canal* *Metropolitan Electric*

Request for tenders from contractors.

10/02/1899 *Ottawa Free Press* *Other*

Report of railways in Quebec (public works) includes:

- Canada Atlantic - 53 miles
- Pontiac and Renfrew - 5 miles
- Ottawa and Gatineau - 56 miles
- Ottawa Valley - 6 miles
- Pontiac Pacific Junction - 71 miles

10/02/1899 *Eastern Ontario Review* *Montreal and Ottawa*

Mrs. Speel of Montreal gave birth to a child on the C.P.R. train arriving in Ottawa Saturday night. Both are doing wwell at the Ottawa Maternity Hospital.

14/02/1899 *Ottawa Free Press* *Pontiac Pacific Junction*

Mr. Jos. Murphy, of the P. & P. J. Ry., was taken sick on Saturday morning on his engine. He was brought to his home in Aylmer and is still seriously ill.

14/02/1899 *Ottawa Free Press* *Montreal and Ottawa* *Plantagenet*

C.P.R. to erect a summer hotel at the springs. More.

15/02/1899 *Ottawa Journal* *New York Central*

Extension of Time.

The O. N. Y. Ry. wrote requesting the council to ask the Legislature to extend by one year the time of the civic by-law bonusing the railway. The bonus was given conditional on the running of through trains and the erection of workshops in the city by July 1. but everything has been put behind by the Cornwall bridge accident. It was decided to accede to the railway's request, the railway to pay all expenses.

15/02/1899 *Ottawa Free Press* *Renfrew* *Elgin Street*

The Canada Atlantic railway car shops are completed and work is started on 500 cars including grain, refrigerator and cattle cars to meet the constantly growing traffic on the Booth system.

16/02/1899 *Montreal Star* *Winchester* *Green Valley*

THE TORONTO EXPRESS WRECKED

About Fifty-Eight Miles West of Montreal, and Ten People Injured

There was a serious accident on the Canadian Pacific this morning.

The Toronto express due here at 7.50 o'clock ran off the track three miles west of Green Valley a small station in Glengarry County. There were no fatalities but eight passengers and two train hand received injuries more or less severe. The other passengers had a thrilling experience and incidentally a severe shaking up.

The injured according to the official report are: Miss F. MacDougall, Toronto, slight cut on chin; Mr. Boltmaun, Montreal, slightly shaken up; Mr Frank Murphy, of Her Majesty's Theatre, leg badly cut; Mrs Frank Murphy slightly injured; Mr. A. Jack Westmount, slightly hurt on arm and leg; Mr John Kerr, Perth, Ont., spine seriously injured and nose cut; Mr. R. Rogers Queen's Hotel, Toronto, badly shaken up; Walter Snell, Montreal, chef of the Buffet car, wrist bruised and badly shaken up; H. Miron brakeman, Montreal, slightly hurt in leg.

The C.P.R. naturally enough is reticent about the accident which owing to the level character of the country and the friendly co-operation of snow bank did not prove as serious as the early reports indicated. There were no embankments for the train to roll over and to this fact the passengers ran ascribe their escape from almost certain death.

The Toronto express left the Queen City last night in charge of Conductor Lucy, an experienced employe. It was hauled by engine 625 the engineer being H. Dutil, Montreal. The passengers were rudely awakened at 6.15 this morning when without a moment's warning the train jumped the track. Five cars including the sleeper turned a somersault and landed on the north side of the rails. The engine and tender were more fortunate.

Above the noise of the crash of glass could be heard the shrieks of the lady passengers. One lurch after leaving the road and the train came to a standstill. The ladies were assisted through the broken windows, and their hysterical fears were calmed. Conductor Lucy, who was badly shaken up displayed great presence of mind. He was passing from the second class to the first class car when the train took a flying leap. He caught the platform railing and a moment later found himself in a snow bank. He sent the engine to Green Valley Station where intelligence of the accident was telegraphed to Montreal.

There was no little excitement after the accident. All on board probably one hundred and fifty in number received a severe shaking up. The official list only contains the names of those who received severe injuries but there are many unrecorded cuts and bruises. Flying fragments of glass were largely responsible for the casualties. Green Valley is a station 58 miles west of Montreal. The passengers after an hour's delay were transferred to the baggage car and conveyed to St. Annes where they were re-transferred to a train sent out from Montreal. They reached this city at 9.45 a.m. Ambulances were in readiness to convey several of the most seriously injured to the hospitals. Dr. Girdwood, the C.P.R. surgeon was notified of the accident before seven o'clock. He went out on the wrecking special and met the incoming train at St. Annes.

The accident is supposed to have been caused by a broken rail. An investigation will be held.

Dr. Girdwood the C.P.R. surgeon who went out on the wrecking train to the scene of the accident attended to the injuries of the passengers. He officially states that the patients were all doing well. Beyond a severe shaking up and a few bad cuts, none of them received much injury.

MR. FRANK MURPHY INJURED

Mr. and Mrs. Frank Murphy, of this city, were in the wreck. The latter escaped uninjured, but the former was pretty badly cut up. They were returning from New Orleans, where they had passed the greater portion of last week, and were among the passengers in the first of the sleepers. Mrs Murphy, in speaking to a Star reporter concerning the accident, said it was marvelous that no fatalities had occurred. The car in which they were was completely overturned, but beyond a severe shaking-up and a few cuts and bruises, nearly all the passengers escaped without further injury. There were a few, however, who were seriously hurt, and Mr. Murphy was one of these. The lower portion of his body, she said, was one mass of cuts, and it had been found necessary to call in Dr. Girdwood to dress them.

Mrs. Murphy added that the passengers in the first class car were completely hemmed in after the accident, so much so, in fact, that the train hands, in order to liberate them, were forced to smash in the doors. Mrs. Murphy praised the train officials for the coolness they displayed after the accident, and for the manner in which they looked after the interests of the passengers. The latter were brought to Montreal in the baggage car. Among other passengers on the train were Messrs. A.B. Wade, Belfast, Ireland, and James Stuart, Hamilton. Both gentlemen escaped uninjured. They are at present at the Windsor

17/02/1899 *Ottawa Citizen* *Winchester* *Green Valley*

C.P.R. EXPRESS WRECKED

It Was Derailed at Green Valley and About a Dozen on Board Were Injured

Montreal. Feb. 16. The C.P.R. express from Toronto, due here at 8.50 this morning, met with an accident at Green Valley, fifty-eight miles above Montreal. Five cars were derailed, and the passengers were very badly shaken up and about a dozen, including trainmen, were injured.

The sufferers include Miss F. MacDougall, Toronto; Mr. R. Rodgers, of the Queen's hotel, Toronto; John Kerr, Perth, Ont.; D. Boltman, Montreal; A. Jack, Westmount; Mr. Frank Murphy, manager of Her Majesty's Theater, Montreal, and Mrs. J. H. Holt, also of this city.

The passengers, after an hour's delay, were transferred to the baggage car, and conveyed to St. Anne's, where they were retransferred to a train sent out from Montreal. Dr. Girdwood, the C. P. R. surgeon, was notified of the accident before seven o'clock. He went out on the wrecking special and met the incoming train at St. Anne's. He officially states that the patients were all doing well. Beyond a severe shaking up and a few bad cuts, none of them received much injury.

The accident is supposed to have been caused by a broken rail.

## BADLY SHAKEN UP

C.P.R. Toronto Express Leaves the Track - The Injured Passengers.

The Toronto C. P. R. express due here at 7.50 o'clock yesterday morning, ran off the track near Green Valley, Glengarry county.

Eight passengers and two train employes were more or less injured. These are Miss F. MacDougall, Toronto, slight cut on chin; Mr. D. Bolmaun [sic], Montreal, slightly shaken up; Mr. Frank Murphy, of Her Majesty's Theatre, leg badly cut; Mrs. Frank Murphy, slightly injured; Mr. A. Jack, Westmount, slightly hurt on arm and leg; Mr. John Kerr, Perth, Ont., spine seriously injured and nose cut; Mr. R. Rogers, Queen's Hotel, Toronto, badly shaken up; Walter Snell, Montreal, chef of the buffet car, wrist bruised and badly shaken up; H. Miron, brakeman, Montreal, slightly hurt in leg.

This official list only contains the names of those who received severe injuries, but there are many unrecorded cuts and bruises caused especially by flying fragments of glass.

It was 6.15 o'clock a.m., when, without a moment's warning, the cars jumped the track, The engine and tender kept to the rails. After one lurch on leaving the road, the train came to a standstill. The noise of the crash of window combined with the shrieks of the lady passengers rendered the scene a dismal and tragic one.

Conductor Lucy, who had charge of the train, displayed great presence of mind. He sent the engine to Green Valley station where intelligence of the accident was telegraphed to Montreal. After an hour's delay, all the passengers, about 150 in number, were taken to the baggae [sic] car and conveyed to St. Ann's, where they boarded a train sent out from Montreal. They reached the city at 9.45 a.m. Ambulances were in readiness to convey several of the most seriously injured to the hospital.

Dr. Girdwood, the C. P. R. surgeon, had been notified of the accident before 7 o'clock and had gone out on the wrecking special to meet the incoming train. He stated that beyond a severe shaking up and a few bad cuts, none of the passengers received much injury.

The accident is supposed to have been caused by a broken rail. An investigation will be held.

Mr. Frank Murphy, whose name appears in the list of the injured, was in the sleeping car with Mrs. Murphy at the time of the accident, and for a moment he was stunned by the shock. Upon becoming fully conscious, his first thought was for Mrs. Murphy, whom he saw lying on the aisle by the side of an upturned seat. She was not seriously hurt, suffering mostly from some severe scratches on the right arm.

The interior of the car was a pandemonium. Everybody was shouting for rescue, and in response to the call for assistance, a porter rushed forward and crashed in two or three windows. Mr. and Mrs. Murphy were dragged through these, as was likewise Mrs. Green, of Winnipeg, who was suffering from severe contusions in the face.

Mr. Murphy is under the care of Drs. Girdwood and Roddick, and he will not be able to leave his bed within the next ten days.

The C.P. R. company naturally enough are very reticent about the accident, which, after all, did not prove very serious. There were no embankments for the train to run over, and to this fact the passenger can ascribe their escape from almost certain death. Green Valley is 58 miles west of Montreal.

17/02/1899

Cornwall Freeholder

New York Central

Hawthorne

The Ottawa & New York has opened a station at Hawthorne, the junction point of the Canada Atlantic, five miles out of Ottawa.

21/02/1899

Ottawa Journal

Renfrew

acetylene

## TESTED THE NEW HEADLIGHT

MR. A. HOLLAND'S DEVICE SHOWN AT THE C.A.R.

The Machine was Successfully Tested and Showed up Well in Comparison With Other Lights

Mr. Andrew Holland's device for acetylene locomotive headlights was given a successful test in the C.A.R. car shops last evening. Mr. Holland installed his device and compared it with a Well's kerosene burner. The test was a great success and demonstrated the superiority of acetylene gas as an illuminant particularly for locomotive headlights. The test was conducted in the presence of Messrs. J. Olgivie, G.W. Robb, M. Donaldson and E.J. Chamberlin.

The plant used was of the same principle as that now in use on the P. and P. J. railway for headlight purposes.

The machine used is composed of a water reservoir and condenser connected by means of several check barrels to the carbide chamber from which leads a pipe to the burner. Steam can be used instead of water and the effects are said to be much better. When placed on an engine the carbide receptacle is placed beneath the running board of the engine and the water chamber is placed near the fireman's seat but so arranged as not to take up much room. If steam is used a pipe is connected with a steam valve and run thence to the carbide chamber. The gas generated passes along a pipe or tube to the headlight. It burns with steady brilliancy and its illuminating power is remarkably high. Tested beside the gasoline or kerosene, burner the acetylene light was probably twice as good and it is also cheaper. The C.A.R. officials were delighted with the light and were well satisfied with the test.

After the test the machine was carried out and placed on Mr. Holland's sleigh and one of the burners was kept lighted and as the rig passed up Elgin street the acetylene light compared very favorably with the arc lights.

23/02/1899

Ottawa Citizen

Maniwaki

Hull

Mr. W.R. Kenny, solicitor for the Pontiac and Pacific Junction and Ottawa and Gatineau railways is engaged in searching titles of land in Hull over which the approach to the Interprovincial bridge by the railways will be constructed, After the land is secured, work on the construction of the line will be commenced and completed by the time the bridge is completed in the fall.

24/02/1899

Eastern Ontario Review

Vankleek

Vankleek Hill

Mr. A. Lajeunesse, has started a freight delivery wagon to and from the C.A.R.

24/02/1899

Ottawa Citizen

Canada Atlantic

The C.A.R. will order twelve consolidated freight locomotives shortly.

24/02/1899

Ottawa Citizen

Renfrew

Ottawa East

The (C.A.R.) company will shortly commence the erection of a large building for the purpose of drying the wood used in the construction of cars. The building will be fitted throughout with a system of hot air pipes. Its dimensions will be about 50x40.

## IT DOES RAPID WORK

## PAINTING MACHINE TESTED YESTERDAY AT C.A.R. YESTERDAY

The test was Successful and Machine has Been Adopted by the Railway

A new painting machine has been adopted by the Canada Atlantic Railway for use in their work shops. By its use, a box car can be painted in from 15 to 30 minutes, while a man would take about 4 hours to do the same work. The apparatus was given a satisfactory trial yesterday by Mr. C.A. Bruyere, foreman in the C.A.R. paint shops. One side of a car was painted in 7 minutes, a car truck in 1 minute, and the end of a car in 2 3-4 minutes.

The painting machine consists of a brass can which holds about 3 quarts of paint. It is set into operation by from 60 to 80 pounds of compressed air. A rubber tube extending from the machine which compresses the air is attached to a pipe at the top of the paint holder.

The paint passes upwards through another pipe in the paint apparatus and on being met by the current of compressed air, is sent spraying over the object that is to be painted. The can is furnished with handles whereby a man can carry, handle and regulate it with ease. When filled with paint it weighs about 9 pounds.

## Effective Work.

The paint sprayer is very practical and apparently does its work better than any ordinary man who follows painting as a calling. Two coats of paint applied by the sprayer are equal to three coats put on by hand. It sends the paint into all cracks, joinings and nail holes. It may be used not only for painting, but for varnishing and whitewashing. The machine will be employed by the Canada Atlantic Company on box cars, the outside of vans, and the trucks of passenger cars. By its use, the necessity of brushes is done away with.

It is expected that this machine will soon be generally adopted by painters for painting the outside of houses, fences, etc..

## Another Use.

The compressed air machine by which the paint sprayer is worked, is used for a variety of other purposes. By it are tested all the iron pipes and joints made in the shops. This testing is done in a simple manner. If it is necessary to see whether a hollow iron joint is air tight one end of the joint is fastened to a tube through which the air passes. Over the other end of the joint soap suds are drawn. If a bubble is formed and remains covering the end of the joint it is an indication that the joint is air tight. If the bubble bursts, the contrary is the case. By the air are also worked machines for sand papering wood, and drills.

24/02/1899 *Almonte Gazette**Chalk River**Carleton Place*

Our neighbours in Carleton Place are excited this week over an official circular received there that the entire staff of C.P.R. trainmen and yardmen were to be transferred to Smith's Falls, which hereafter was to be designated a divisional centre for the traffic to the Northwest. An effort is being made to prevent such a loss to the junction town.

24/02/1899 *Ottawa Citizen**Britannia Power Canal**Metropolitan Electric*

The Metropolitan Electric company have received fourteen tenders in all for the contract of the construction of the canal at Britannia. Mr. John Aylen, the engineer, is engaged at present examining and comparing the tenders and his report will be forwarded to the directors in the course of a day or two. The directors will then award the contract and the work will be proceeded with at once.

25/02/1899 *Ottawa Free Press**Canada Atlantic**locomotive*

The Canada Atlantic and Ottawa, Arnprior and Parry Sound railway companies have ordered twelve new consolidated freight locomotives for grain transportation from Depot Harbor to Montreal.

28/02/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Mr. Bartlett, formerly inspector for the O.E.R., but now superintendent of electric railways, Quebec, is in the city for a few days. He is here to see the Ottawa Car company in connection with some cars they are engaged in building for the Quebec road.

28/02/1899 *Ottawa Journal**Ottawa Electric**Ottawa Car*

## CARS FOR VANCOUVER

Six being Manufactured by the Ottawa Car Company

The Ottawa Car Company have at present under construction six new cars for the Vancouver electric railway and also several cars for the Montmorenci Railway Company. These cars are all longer than the usual street car. Each car is 50 feet in length, and is furnished with a double truck similar to that on the big car used here at night as a combined passenger and mail car. The car company are also very busy with ordinary custom work. The cars at present being manufactured will be the second shipment which has been made to the Pacific coast. The company is becoming popular throughout the Dominion for the high class of work they turn out.

02/03/1899 *Ottawa Citizen**Ottawa Suburban*

## TO BUILD NEXT SPRING

Ottawa Suburban Railway Co. Will Begin Operations if Charter is Obtained.

If the Ottawa Suburban Electric company, of which Mr. Geo. E. Kidd is solicitor, secures a charter from parliament at the ensuing session, it is expected that work on the line will be commenced during the summer at as early a date as the necessary arrangements can be made. The company has a strong financial backing and the work when commenced will be rushed to completion. It is proposed that the line shall run on the Richmond road as far as Skead's Mills, crossing the river near the Remoux rapids to Windermere, near Chelsea. The road will also be extended from the Experimental Farm into the city, probably by way of Centre street and along the canal to the city post office. The company has had extensive plans prepared and will be ready to commence operations soon after their charter is granted..



## A BIG SCHEME

C.A.R. Workshops to be Operated by Electricity

PLANT AT CHAUDIERE

The Electric Current Will From There be Transmitted to Ottawa East

Ottawa has entered upon a most important chapter of her industrial history. Yesterday Mr. J.R. Booth signed and closed a contract with the Canadian General Electric company, of Toronto, by the fulfillment of which the C. A. R. machine shops and new car works at Elgin street will be supplied with electrical power generated from the Chaudiere at Mr. Booths mil. [sic] The work will be completed in two months time.

Mr. J.J. Ashworth, of Toronto who represents the Canadian Electric company, gave a Citizen representative the particulars of the contract just closed. The company will install two three - faced generators, each of 200 horse-power capacity, at the Chaudiere mill. These combined will give 4,000 volts electromotive force. The power will be transmitted to the works, three and a half miles distant, by an overhead line. At the car shops two motors of 130 horse-power each will be installed. Besides furnishing power for the car works and machine shops this energy will operate the locomotive transfer tables, the traveling cranes and the entire lighting system of the different works and adjoining yards. For the latter purpose 100 enclosed arc lamps will be put in service the total outlay will be \$30,000.

Less Costly.

It is estimated that this power can be furnished at about one half the cost of the present motive force. As the power is constant and adapted to so many diverse purposes it will affect a considerable saving in this respect also.

It is understood that on the satisfactory completion and operation of this system, Mr. Booth will enlarge the car shops and works and extend the power plant.

Mr. Ashworth states that Mr. Booth's enterprising example will certainly be followed by other concerns, looking for a saving improvement in the production of power.

"Ottawa certainly possesses wonderful resources in the power producing line," states Mr. Ashworth, "but until that power is properly handled and transmitted the benefit of it will never be reaped. By the system just contracted for even the power generated at Chats Falls and other distant points can be transmitted to Ottawa manufacturies, etc., at small cost. Thus the city can levy toll on outside points, and develop within its natural limits. Mr. Ashworth has great faith in Ottawa as an important railway center and manufacturing town and advises strongly the proper utilization of the abundant water power to bring about this end.

06/03/1899

Ottawa Free Press

New York Central

Commencing Monday March 6th and until further notice, the trains of the O. & N.Y. Ry will arrive at and leave from St. Patrick street crossing instead of Sussex street depot as heretofore. St. Patrick street cars pass the crossing.

The Ottawa and New York railway company is using the freight building at the St. Patrick street bridge for a temporary station, while repairs are being made to the New Edinburgh bridge.

06/03/1899

Ottawa Journal

New York Central

Bridge is Dangerous.

Hence Ottawa and New York trains will change their terminus.

The Ottawa and New York Railway trains will for the next few weeks leave St. Patrick street bridge instead of the old Sussex Street depot. This has been necessitated owing to the bridge across the Rideau at New Edinburgh being in need of repairs.

This bridge has for the past year been considerably out of order and has been patched up in order to keep it in a condition suitable for traffic. It has now become dangerous and the Ottawa and New York Company in order to avoid any danger of accidents have decided to have their terminus at St. Patrick Street bridge until the necessary repairs are completed.

O&NY advertisement. Timetable on and after Feb 13, 1899. Shows trains leaving and arriving Ottawa, St. Patrick Street crossing, then Hawthorne.

08/03/1899

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

The Interprovincial Bridge is commencing to bear more the semblance of a bridge than formerly. On the Hull side two of the piers are finished, while the third, the channel pier, is only half completed. It is fifty-four feet nine inches in height. Intervening between this and the first pier on the Ottawa side will be a clear span of 500 feet. The coffer dam for the channel pier on the Ottawa side is sunk, and already contains 24 feet of concrete. On top of this is 34 feet of water. Mr. Collingwood Schreiber has ordered all the water to be pumped out, but the contractors are afraid that the coffer dam would not stand the strain of so much water pressure from without. So that this pier will not be proceeded with at present. The two other piers on the Ottawa side are almost complete. A large gang of men are at work upon one which juts out from the rocky embankment at Nepean Point, and seems, for the most part, to be embedded in it. This pier is being constructed out of limestone taken from the embankment and quarried on the spot. Some more of the cliff has yet to be blasted away.

08/03/1899

Ottawa Citizen

Canada Atlantic

Deep Cut wood

The residents of Ottawa East want the Canada Atlantic coal chute at the Deep Cut removed. They claim that the affair is a nuisance, from the fact that dust and smoke from it ruins everything in the vicinity, and that it is impossible to draw a loaded sleigh over the roadway there on account of the coating of coal dust on the snow. The trains of coal are hauled up on to the chute and the coal dumped from there so that the dust and light material blow in all directions, and, it is said, ruin clothing hung on the lines and property of all kinds.

--petition--

08/03/1899

Ottawa Free Press

Ottawa Electric

Ottawa Car

The Ottawa Car company have started building operations on two cars intended for use on the electric railways of Vancouver, B.C. The new cars will be 42 feet long and will each contain a smoking room, lunch room and parlour car as they are to be used on a line 24 miles long. The Ottawa Car Co. are also building four cars for the Quebec Electric road.

09/03/1899

Ottawa Free Press

Britannia Power Canal

Metropolitan Electric

Mr. Thomas Lindsay, one of the directors of the Metropolitan Electric Co., has recovered from his recent severe illness. The directors will therefore meet tomorrow afternoon at four o'clock to award the tenders for the new works at Britannia.

09/03/1899

The Equity, Shawville

Pontiac Pacific Junction

Wednesday's Ottawa Citizen says: The Pontiac and Pacific Junction Railway company is arranging to increase rolling stock for the extension of their line from Aylmer to Hull and Ottawa. A number of new locomotives and several passenger cars to replace those now in use will shortly be ordered.

Work on the Aylmer Hull extension will be commenced in a few weeks. The ties are now being distributed and excavating and grading will start as soon as the snow goes. The line will skirt the banks of the Ottawa river and will run parallel with the Aylmer Electric railway to the interprovincial bridge. It is expected that the work will be completed early in July and the entire length of the road from Ottawa through the Pontiac district to Pembroke will be 113 miles, eleven miles less than the C.P.R. between these two points.

As soon as the road is completed the company will increase its service running two trains per day each way between this city and Pembroke.

**10/03/1899 Renfrew Mercury Chalk River Renfrew water**

Two mechanical experts in the C.P.R. works in Montreal were not satisfied with the tests made of the water taking apparatus put in at the station here in connection with the town waterworks system, and which had been condemned by the waterworks committee as putting too great a strain on the pipes. Two of them, Messrs. Horsey and Fulton, visited town on Wednesday and superintended another test; but again the gauges jumped from 50 to zero and then to 100 lbs. pressure as the water was turned on and off again.

**10/03/1899 Renfrew Mercury Canada Atlantic shop**

The Canada Atlantic Railway has decided to install the Pintsch system of gas lights in all their first class cars. This light has been in all Wagner and Pullman cars, but not in the first class cars heretofore. The light is strong and the gas burns without odor. Each car has a gas cylinder of its own. There is no danger from fire or suffocation.

**10/03/1899 Ottawa Journal New York Central Hawthorne**

An accident which caused much inconvenience to about fifty passengers occurred on the Ottawa and New York railway line about four miles out of the city, near Hawthorne at 8.05 this morning. The train left Ottawa sharp on time at 7.50 o'clock, and while running at a fair rate of speed, one of the tires on a rear driving wheel of the engine broke in two. The result was a great jarring and grinding before the engineer could stop the train, which went some distance before finally being brought to a halt.

Some of the passengers were considerably frightened, but no one was injured. The conductor sent for a wrecking crew. The conductor of the wrecked train had the coaches brought back to within two miles of the city and then placed on a siding and it is stated that he refused to bring the passengers back within the city limits.

Fifteen to twenty passengers walked back to the city, but there are still about thirty stalled on the siding. To those who wished for it the conductor refunded tickets.

The incoming Ottawa and New York was also delayed. Owing to the broken wheel the engine could only be moved a few feet at a time. Up to the time of going to press the track had not been cleared. Conductor J.S. Bucklin had charge of the train.

**10/03/1899 Renfrew Mercury Locksley**

The \$20,000 debentures for the bonus of the Pembroke Southern Railway have been sold to a Toronto firm for 105.15. They bear a four per cent interest.

**10/03/1899 Renfrew Mercury Renfrew Ottawa East**

Mr. J.R. Booth has arranged to have the C.A.R. machine and car works at Ottawa operated by electricity generated at his saw mill on the Chaudiere, three and a half miles away. About 300 horsepower will be generated at present. It is said that the cost of the power will be about half the cost under present steam methods. The cost of installing the plant will be \$30,000.

**11/03/1899 Ottawa Free Press Pontiac Pacific Junction**

An immense quantity of ties are being hewn this winter in Pontiac county. They are being prepared to replace worn out ties in the P. & P. J. Ry. road bed and also to be used in the extension of the road from Aylmer to Ottawa.

**11/03/1899 Ottawa Free Press Renfrew Ottawa East**

During the past week the new Canada Atlantic work shops at the Deep Cut have been the scene of some extensive work. Everything is in full swing for the completing of the great works before the setting in of the spring trade.

The staff of men has been increased in the new buildings and the erection of four lines of shafting for the purpose of operating the great machines in the shops has begun. Men are preparing the pits for the engines. The transfer table has been put in place.

The Big Steam Hammer

The foundation of the immense steam hammer is being built and the machine will arrive next week. It will be placed on a base 8 feet by 8 feet composed of piles driven 12 feet into the earth and supported by foundations of solid stone and concrete 8 feet in depth. The machine will be 16 feet high, and the hammer, which will weigh 12,000 lbs., will have a striking capacity of 50 tons. The machine will be operated by a large steam cylinder and will be constructed on the most improved principle. Four Bradley hammers will also arrive and be placed next week.

As soon as the frost is out of the ground the work of filling in the gully to the south side of the buildings will be commenced.

The Rideau Round house

In the Rideau Round house everything presents a very busy appearance. The engines are being fitted up for spring and repairs are also made inside the building. The new fan heating system recently placed in the building is giving the best of satisfaction. Mr. Booth has decided to equip the buildings at the Elgin street depot with a similar apparatus at a cost of \$3,000. A new floor has been placed in the round house and the men are now in most comfortable quarters.

Mr. Booth has announced his intention of placing five new stalls in the round house when spring opens.

**11/03/1899 Ottawa Free Press Renfrew Elgin Street**

At the Elgin street depot the car shops are nearly completed and in a week or so everything will be in readiness for the turning out of first class cars. The men in the mechanical workshops are erecting first and second class passenger coaches, fixing engines and doing general repair work in order to meet the demand for cars.

**11/03/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge**

Business is brisk at the Interprovincial bridge this week. About 20 extra men have been placed on the work on the Ontario side and the abutment will be completed in about a week. The building of the pedestals has commenced and will be completed without delay. Mr. J.P. Dunne stated today that, although there was 22 feet of anchor ice around pier No.2, he did not think the pier would be affected by it in the spring. Work on the Quebec side will be recommenced in about two weeks.

**13/03/1899 Ottawa Free Press Sussex Street Rideau River**

The New York and Ottawa Railway company have completed the building of four new piers for the protection of their bridge across the Rideau at New Edinburgh.

**14/03/1899 Ottawa Citizen Locksley**

Passengers who arrived in the city last night tell of the first accident on the Pembroke Southern Railway, which runs from Pembroke to Golden Lake where connection is made with the O.A. & P.S. line. The train left Pembroke yesterday morning at seven o'clock and when at a short distance out of town, at a point known as "Begg's Farm," ran off the track into a field in consequence of the spreading of the rails. The coaches were partially overturned and traffic on the line was suspended until the wreck was cleared.

**14/03/1899 Ottawa Citizen Renfrew Elgin Street shops**

The first run which the fire brigade have had in thirteen days took place yesterday afternoon to the Canada Atlantic workshops, caused by the ringing of box 134. On arriving there it was found there was a small fire in the blacksmithing part of the shops, which was put out before very much damage was done. The blaze was caused by sparks from the forge setting fire to the woodwork surrounding.

Pembroke. March 15. - The Pembroke Southern Railway Company had another accident Monday morning, but happily there were no serious results. The morning express had got about two miles out of town when the engine jumped the track and carried the passenger car and one baggage coach along with it. The rolling stock was somewhat damaged, but no lives were lost, in fact, no one was at all hurt. The wrecking train was soon on the spot and the work of getting the engine and cars back on the track has been occupying the attention of the crew all day.

During the past four days the Dominion Government has been testing the quality of the concrete placed for the foundation of pier No. 2 of the Interprovincial bridge. Cores are being taken out of the pier with a diamond drill and yesterday a diver was sent down in order to ascertain the solidity of the concrete. So far everything has resulted most satisfactorily and no fault has been found in the construction. Some doubt was entertained as to the probable settling of the cement as it was not placed on a dry surface, and this has led to the test being made. The construction of the pier was begun last fall and hopes were entertained by the bridge company for its completion by this spring. A coffer dam constructed of heavy beams and about eighty feet in depth was sunk. Into this mixed concrete was deposited by means of a water tight iron clam which was operated by means of a derrick. Before operations were commenced, however, the rock at the bottom of the river was sounded with a drill and everything was found to be in first class condition. Considerable difficulty was experienced in settling the coffer dam, as the rock was found to be uneven. The difficulty was overcome, however, by a diver going down in the uneven parts and placing large bags of cement until the whole surface of the rock was level. The work then went ahead until twenty five feet of concrete had been placed in the dam, and then the government, in order that this might set, had the work suspended. Mr. Collingwood Schreiber, deputy minister of railways and canals, speaking of the work, said: The Cornwall bridge disaster has been the means of causing the close scrutiny to be observed in the construction of pier No. 2 and everything done must be up to standard or it will not be sanctioned by the government engineer. The specification calls for the concrete for the foundation of the pier being placed on a dry base as this is the surest and safest way, and this has not been done by the bridge company. Of course the concrete as it has been put in the cofferdam turns out hard, and satisfactory, the work will be passed, but it must be up to the standard.

The P. & P. J. Railway Company are erecting a large building at Aylmer in connection with the locomotive shops. The building is about 80 feet in length by 30 feet in width and will be used as a temporary repair shop, since when the road is extended in the spring the whole plant will be removed to Hull.

DID \$12,000 DAMAGE  
DESTRUCTIVE FIRE AT THE CAR WORKS.  
Carpenter and Machine Shops Gutted. Insurance Only Amounts to \$7,757. Hard Work for Brigade.

A fire which caused damage to the extent of \$12,000 occurred in the Ottawa car shops at the corner of Kent and Slater streets this morning about, one o'clock.

The entire carpenter and machine shops are gutted, making it necessary to re-build. The fire was exceedingly hard to fight owing to the building being sheeted with iron. This allowed the fire to burn between the walls, where the firemen could not get at it. There was also a double roof between which the fire burned without interruption for some time.

Had it not been for this the damage would have been much less. The building is insured to the amount of \$7,750, making an actual loss to the company of \$4,250. The insurance is carried by the following companies: Northern, \$1,500; North British and Mercantile, \$2,500; Liverpool, London and Globe, \$2,500; Mercantile Fire Insurance Co., \$1,250.

The Fire.

The fire was first noticed by Watchman Wilson, who saw a small flame in the building at the corner of Kent and Slater streets. He at once sent in an alarm, and then rang up Mr. Wylie, the manager of the car works. By this time the flames had spread over the shavings in the carpenter shop to the elevator, where the draught gave the fire great headway. The building was a mass of flames in two minutes from the time the fire was first seen. The brigade was a little slow in responding owing to the heavy condition of the streets caused by the snowfall of the evening. The men from No. 2 arrived on the scene first, and were followed by Chief Provost, who at once seeing that the fire was a bad one, sent in a general alarm. The Lafrance engine was on the ground in a short time and was attached to the hydrant at the corner of Kent and Albert. By the time the engine got to work the men from No. 2 and No. 3 had four streams playing on the flames. Two streams from the Lafrance did excellent work when they got started, eight minutes from the time the first, alarm was sent in.

The fire was hard to get at owing to the construction of the building, and while it was kept under control it burned for over two hours.

Origin.

The origin of the fire is a mystery to Mr. Wylie who states that there was nothing in the shop which would cause fire.

The firemen did excellent work in keeping the fire within the one building, for had it spread to the adjoining shop the loss would have been much heavier.

The fire will cause a great deal of loss to the company, owing to this being their busy season. Temporary shops will be run up at once, however, in order that the orders now on hand may be filled.

Mayor Payment and Ald. Desjardins were at the fire. His Worship seemed to like watching the firemen at work. Notwithstanding the late hour a large number of people got out to look at the burning building.

Messrs. Ahearn & Soper, Ottawa, have just been awarded the contract for the equipment of what will be one of the longest electric railways in Canada. The railway will operate between Quebec and Ste. Anne de Beaupre, a distance of twenty-eight miles. The line will afford easy access to the famous Catholic shrine at Ste. Anne. Large excursion trains, each carrying from eight to twelve hundred people, leave Ottawa each summer. The road will be operated by Quebec parties, and the power will be furnished from the Falls at Montmorency. The cars will be constructed and equipped in Ottawa.

Last Monday the Pembroke Southern railway train, when a short distance out of Pembroke, left the track and ran into a field. The cars were canted over, but no one was seriously hurt. The spreading of the rails caused the accident.

The C.P.R. fast train from Ottawa and Montreal has been running at over a mile a minute for several days during the past two weeks. It came from Ottawa one night in 55 minutes.

Owing to the change in time in the arrival of the C.A. R. train at night the evening paps=ers do not reach here. They will likely be sent now by C.P.R. and transferred here for Hawkesbury.

**17/03/1899**    **Ottawa Citizen**                      **Other**                                      **Arnprior**

According to present indications Arnprior is to have further railway facilities. Mr. W.J. McKeown, of that town, now in the city, states that a line is being projected to Mile Lake a distance of thirty miles. This will tap splendid deposits of iron ore and afford shipping facilities. Besides this a good supply of pulp wood is available for manufacture, and the lumbering and agricultural interests will also be served by this line. It is stated that the chief promoter is Mr. Jas. Bell of Almonte, who has the necessary capital at his call. This road, with the resources it opens up, is bound to create a boom in Arnprior. The O.A. & P.S. has already given the town a considerable impetus.

**18/03/1899**    **Ottawa Free Press**                      **New York Central**                      **Central Depot**

The Ottawa and New York Railway Company will commence to run passenger trains to and from the Central depot on Monday. No arrangements have yet been made with the C.A.R. in regard to freight trains.

**20/03/1899**    **Ottawa Free Press**                      **New York Central**                      **Newington**

An American company has received an option of a large track of bog land on the O. & N.Y. near Newington and intends to turn the product of these bogs into peat. There is an almost inexhaustible supply.

**20/03/1899**    **Ottawa Citizen**                              **New York Central**                      **Central Depot**

The Ottawa and New York Railway commenced running its trains to and from the Central depot this morning according to the privilege granted them several months ago by the railway committee of the Privy Council. Trains will leave Ottawa for Cornwall and intermediate points at 7.40 a.m. and 5.10 p.m. and arrive at 10 in the morning and 7.30 p.m.

**20/03/1899**    **Ottawa Citizen**                              **Ottawa Electric**

#### ELECTRIC CARS COLLIDE

Icy Tracks Responsible for an Accident at the Post Office

The electric cars were delayed for about half an hour this morning on Sparks street, owing to a collision. Riideau street car No. 356, in charge of Motorman O'Neill, was just leaving the corner of and Elgin streets when the mail car was run out from the post office alley. O'Neill applied the brakes on his car at once, but owing to the icy condition of the track they did not take effect and the collision resulted. The feniems of both cars were badly smashed and several windows broken-.

**20/03/1899**    **Ottawa Free Press**                      **Renfrew**                                      **Elgin Street**

The Canada Atlantic Railway Company will build a gas reservoir at the Elgin street depot . It will be used for storing the gas for burning in the new Pintsch light. At present a portable reservoir is being used for bringing the gas from Montreal where it is manufactured.

The Canada Atlantic Railway Company's new vestibule train has not yet made a run, as some additional improvements will be made to the coaches. The wheels on the trucks will be removed and steel tired wheels placed in their stead. The original wheels for the train were ordered from the Krupp Steel Manufacturing Co. of Germany, but were lost on the steamship Labrador,

**21/03/1899**    **Ottawa Journal**                              **Britannia Power Canal**                      **Britannia**

#### CONTRACT SIGNED

The Metropolitan Electric Co., yesterday signed contracts with Messrs. Brewder and McNaughton for \$127,000 the cost of the proposed improvements at Britannia. Work will be commenced right away

**21/03/1899**    **Ottawa Free Press**                      **Renfrew**                                      **Ottawa East**

Mr. Booth wrote asking permission to erect poles on Sherwood street, from Oregon street south to the aqueduct on the Canada Atlantic railway track. He is building an electric line on the C.A.R. and O.A. & P.S. railways, from the Chaudiere to the workshops of the company, and as there are few wires on the street mentioned, he does not see that any existing interest would be prejudiced.

**21/03/1899**    **Ottawa Citizen**                              **Ottawa Electric**

Car 58 broke down.

**22/03/1899**    **Lanark Era**                                      **North Lanark**

The bill which is passing through the legislature to incorporate the North Lanark railway company consumes sixteen printed pages. The proposed line is to start at or near Mile Lake, in Blythfield, and is to pass through Darling and Pekenham to some point on the O.A. & P.S. or C.P.R. railways. Alfred Wilson, of Toronto, William J. Rintoul, David Barr and Robert Jordan, of Darling, W. Wiley and Andrew Bell of Almonte, John Stuart, of McNab, Hugh F. McLachlin and James Bell of Arnprior, together with all such other persons and corporations as shall become shareholders in the company, are to be the body corporate and politic by the name of "The North Lanark Railway Company."

**22/03/1899**    **Ottawa Citizen**                              **North Lanark**

The railway committee today passed the North Lanark Railway company's bill with a few slight changes

**22/03/1899**    **Ottawa Citizen**                              **Renfrew**

The O.A. & P.S. Railway company issues a writ in the High court of Justice against the St. Anthony Lumber company, claiming an injunction to restrain the defendants from carrying on their works or operating on Rock Creek or from raising the water thereon by driving timber, thus endangering the bridge and line of railway constructed by the O.A. & P.S. Co.

**22/03/1899**    **Ottawa Journal**                              **Ottawa Electric**                              **Ottawa Car**

#### TO REBUILD AT ONCE

PLANS OF NEW CAR CO BUILDING READY.

The Structure Will be Larger Than the Building- Destroyed by the Recent Fire.

The Ottawa Car Company's building st the corner of Slater and Kent sts. which was badly damaged by fire recently, will be replaced by a larger structure, and the work of removing the burned portion is now going on rapidly. It was noticed at the recent fire that the iron covering of the building was useful in confining the fire. The new building will have a similar covering. ' Mr. W. W. Wylie, the manager, has had plans prepared for the new building. It will be 79 feet by 99 feet and three storeys high; special care will be taken to lessen the danger from fire. The building will be entirely open on the inside, so that in the event of a fire the firemen will be able to reach with their streams any portion of the building. They were unable to do this in the burned building. The insurance has been settled.

The Car Company has a lot of work on hand, but no serious delys is likely to result from the fire. Arrangements have been made with .Messrs. Davidson and Thackray and others for the supply of material, and the work will go ahead.

The company is seriously considering the advisability of sending an open and a closed car of the latest design to the Paris Exposition.

**22/03/1899**    **Ottawa Journal**                              **New York Central**

Timetable in effect March 20 1899. Trains leave Ottawa Central Depot.

An Ottawa paper says:- There are a number of big locomotives in the C.P.R, shops in Montreal, which are having the finishing touches put on them before being sent out. The engines will run on the Montreal and Ottawa line, and some wonderful tiome is expected when the iron monsters are opened up. The Locomotive 306 which has been overhauled in Montreal, has arrived in the city and will run between Ottawa and Montreal until the big flyers are ready for service. The competition between the C.A.R.. and the C.P.R. on the Montreal runnis becoming keener every day and some railroad men say they will not be in the least surprised to see the distanc covered in two hours.

On Monday morning the Pembroke Southern train had got as far as Biggs' farm, when it commenced to go off the track, owing to the spreading of the rails. The train consisted of engine, one car of brick, one way freight car and the combination passenger car. Strange to say, the car loaded with brick kept the track, but the rest of the train went off, the engine being stopped about four feet from the rail, but was not ditched as the Ottawa papers had it. The train was got on the rails by about six in the evening.

The following bills were read a third time and passed:  
the Smith [sic] Falls, Rideau & Southern Railway Company.

It is expected that the extension to the company's powerhouse at the Chaudiere will be completed in a few months. In some cases rock has been cut to a depth of forty feet in order to provide for the foundation of the extension and the passage of the water. The new dynamo will be capable of generating about 1,200 horse power electricity.

A representative deputation from Arnprior, Pakenham townships and this town went to Toronto this morning to urge the claims of the North lanark railway to a provincial subsidy. Mr. Claude McLaughlin, of McLaughlin Bros., Arnprior, was amongst the number.

The small locomotive of the Hull Lumber Company that attracts such attention during the summer is being overhauled in preparation for the season's work. The tiny engine is the last of a number formerly used about the Chaudiere.

PAKENHAM NEWS

On Tuesday evening as the five o'clock express passed through at about forty miles per hour the mail was thrown off at the station here. The bag rebounded and fell on the track and the wheels of the train passed over it, cutting it and the mail matter up in fine style. It is a wonder the mail bags are not burst more frequently, as they are thrown out on the Fly everyday. This is one of the places where there is no competing line, and we have no resident member of Parliament or we might not be so much neglected by the mighty C.P.R.

A gang of C.P.R. bridge repairers are at work on the railway bridge here.

The C.P.R. fast train from Ottawa to Montreal had been designated. The "Capital Flyer" the fast train from Montreal to Ottawa is designated the "Metropolitan Limited." These trains are timed to cover the distance in 2 hours and 30 minutes. The fast trains cross here and this is the only stopping place.

The Central Depot at Ottawa on Monday morning last presented a busy scene. There were three trains for Montreal all standing side by side. The C.A.R. left at 8.25 a.m.; the Capital Flyer on the C.P.R. at 8.30 and the C.P.R. local at 8.35. The Flyer had a sign board stating "This train stops at Vankleek Hill , Vaudreuil and Montreal." Many of the officials of both roads were on hand to look after their respective interests.

The last big pier on the Ottawa side of the Interprovincial Bridge was completed today. The corresponding structure on the Hull shore is nearly finished and a few more smaller piers remain to be laid. The masonry work will commence in a few weeks, as soon as the water goes down, and early in the summer everything will be in readiness for the ironwork. This will not be completed, however, until fall when the top will be put on as quickly as possible.

TERMINAL CO. NOT TO GO ON  
MR. BOOTH WILL GIVE FACILITIES WITHOUT IT

The Railway Terminal Company scheme proposed by Ald. Scott some time ago, will not be carried out just yet. At a meeting of the railway and lighting committee on Thursday evening letters were read from the officials of the various roads. All with the exception of Sir William Van Horne of the C. P. R. expressed a willingness to meet and discuss the matter. The C. P. R. magnate however wrote that in his opinion such companies were unworkable.

Ald. Scott, who was unable to attend the meeting wrote that as he had had a conference with Mr. Booth and found thati it was Mr. Booth's intention to give all the facilities which could be given by the terminal company, It would for the present at least be as well to let the matter drop. This suggestion was adopted and the committee will report to council accordingly.

The work on the Metropolitan Electric Co's power house at Britannia will commence tomorrow morning. Messrs. Brewder and McNaughton, the contractors, have just completed the buildings to house and board 200 men. The buildings comprise a dining hall with a seating capacity of 200, a sleeping house and an ice house, furnished with refrigerators. The company has laid in a large stock of ice. The derricks are being arranged today and about 60 men will be started on the excavations in the morning. By the 18th of the month 300 men must be employed according to the contract. Mr. Patrick Cain, formerly of the Lachine Canal, is in charge of the work for Brewder & McNaughton, while Mr. John Aylen will oversee the work for the Metropolitan Electric company.

Street railway committee met with Messrs. Benjamin Batson, Arthur Seybold, Joseph Kavanagh, Gerald Bate and G.W. McCullogh. --submitted terms--

Line of railway from Protestant Hospital up Rideau and Wellington to Elgin or Bank (to be double tracked), down Elgin to Exhibition Grounds, this main line to be completed and equipped by September next. Branch lines along Slater street to Richmond road in Upper Town and down Cumberland, King or Dalhousie in Lower Town to be completed and equipped by September 1890. -- the company to provide for necessary crossings if horses are used but if the cars were to be run by electricity the city to assume the costs. --

Provision to be made for a line of workmen's cars.

More. Too expensive for the city which was waiting for another offer from Toronto

The Ottawa and New York Railway Company will commence the erection of its car shops in Ottawa East as soon as the litigation over the expropriation of the Stewart estate is terminated. This will probably be done in a short time, as the case will be heard at the ensuing high court. The final plans for the shops have been completed and approved, and while they will not be extensive at first preparations so as to permit of an enlargement at any time when the growing business of the road makes it a necessity. These shops will consist of a roundhouse, car shed and general repair shops. For the present, no manufacturing will be done in Ottawa as the company now has about all the rolling stock that is needed. The cars and engines, however, are on the American side and will not be pressed into use until the bridge at Cornwall is completed and a through service established.

It is expected that the bridge over the St. Lawrence at Cornwall will be completed early in the autumn, as the work on the piers and foundations will be rushed with the opening of spring.

The Metropolitan Electric company will in a few weeks place an order amounting to \$350,000 for the machinery in the power house to be erected at Britannia. The power house, when completed, will be second to none in Canada and will be thoroughly equipped with the most improved machinery. The plant will include twenty water wheels of 240 horsepower each, four large generators, two small generators and switch boards, regulating machinery and appliances and safety devices.

Work on the foundation of the power house will be commenced immediately and the erection of the superstructure will be started early in the season. The temporary houses which are being erected are well under way and a large ice house for storage purposes has been erected. The work of cutting the canal was commenced today.

Ald. Fripp will move for an extension of the Metropolitan Electric's charter--

**THE CORNWALL BRIDGE**

Pier Building Will Begin Within a Few Weeks.

It is expected that the bridge over the St. Lawrence at Cornwall will be completed early in autumn, as the work on the piers and foundations will be rushed with the opening of spring..

**PLANS READY**

O. & N.Y. Workshops Will Soon Be Erected.

The Ottawa and New York Railway company will commence, the erection of its car shops in Ottawa East as soon as the litigation over the expropriation of the Stewart estate is determined. This will probably be done in a short time, as the case will be heard at the ensuing high court. The final plans for the shops have been completed and approved, and while they will not be extensive at first preparations will be made so as to permit of an enlargement at any time when the growing business of the road makes it a necessity. The shops will consist of a round house, car sheds and general repair shops. For the present no manufacturing will be done in Ottawa as the company now has about all the rolling stock that is needed. The cars and engines, however, are on the American side and will not be pressed into use until the bridge at Cornwall is completed and a through service established.

The committee on street and road improvements has heard the arguments in the present agitation respecting the running privileges asked by the Pontiac and Pacific Junction Railway company on Guy street. Mr. Beemer, who is representing the company in the fight, was unable to be present. The company's case was presented, however, and the committee will report to council at tonight's meeting.

The village of Britannia is a busy place at present. A large force of mechanics in the employ of Messrs. Brewder & McNaughton, the contractors for the construction of the Metropolitan company's power canal, has been at work for some time putting up buildings to accommodate some 300 men and erecting steam plant to facilitate the construction of the canal. The whole work has to be completed by November 13th and the contractors are laying their plans accordingly and putting on a force and plant that will assure its completion by that date. Considering that they will have to move 114,000 cubic yards of solid rock and 28,000 yards of earth, besides laying a large quantity of masonry and concrete and 1,000,000 feet of timber, the time allotted them is short, and their force will necessarily be large. This contract covers the building of the power canal, the masonry dam to regulate the water in it and the foundation of the power house.

The power house work will be let in a separate contract. The plans and specifications are nearly ready, and tenders will be called for before long. It will be a large and handsome structure 450 feet long.

The poles for the company's power line from Britannia to Ottawa and for its lines in the city, are delivered on the ice on the upper Ottawa, having been got out by Ritchie Bros. of Aylmer, and by Lindsay & McAndrew of Renfrew. The poles will be put down and the wiring of the city commenced as soon as the frost is out of the ground.

More.

The deputation which went to Toronto to urge the claims of the North Lanark Railway to a provincial subsidy returned without success.

Messrs. Brewder & McNaughton yesterday turned the first sod for the Metropolitan Electric Co's new works at Britannia. Several derricks are in operation and 60 men are excavation for the foundation of the power house.

The Ontario Legislature concluded business on Friday last and was formally prorogued on Saturday afternoon. There was a rush of legislation during the last hours of the session. Mr. Caldwell's bill to incorporate the North Lanark Railway was read a third time.

The Interprovincial bridge company on Saturday last completed the work of placing the concrete in pier No. 2 of the bridge. The cofferdam has been filled with cement to a depth of 70 feet. Mr. Adgate, managing contractor of this branch of the work, stated to the Free Press that in all probability placing the remainder of the stone work on the piers on the Hull side would commence right away. The pedestals on the Ontario side of the river have been completed, also the large abutment for the support of the iron work. No work is in progress on the Hull side of the river.

B&W Map Guide Published

Mr. E.A. Geiger of the B&W Railway has just completed arrangements for the issuance of a map guide which shows in a very clear and concise way the route of the road and also the various avenues by which a canoe or rowboat trip may be made over the Rideau chain of lakes. The map was drawn by Mr. Fred French, and after being reduced, will be used by Mr. Geiger in advertising the railway and the unequalled fishing and hunting advantages of the vicinity.

P. & P. J. will begin its construction soon.

Four hundred men may find employment on the extension.

The Pontiac and Pacific Junction will commence in about three weeks the construction of its line from Aylmer to Hull. The land has been thoroughly surveyed and being level and largely free from rock can be easily worked. From two to four hundred men will be employed and the work, it is expected, will be completed in about four months. It has not been definitely settled as of yet through what portion of Hull the road will pass on its way to the Interprovincial bridge.

07/04/1899 *Ottawa Free Press**Ottawa Terminal**acetylene*

Mr. J. Holland's patent acetylene gas headlight for locomotives was again successfully tested yesterday afternoon, this time on the C.P.R. The engine running on the "Soo" line from here to Montreal, which leaves here at 4.25 a.m. was equipped with one of Mr. Holland's headlights, yesterday morning and the light used. It was on the return trip, however, that the practical test was made. When the train arrived here at 1.40 this morning the light was burning brilliantly and had given the test of satisfaction on the trip up. Mr. C.W. Spencer, general superintendent of the C.P.R., who was at the Union depot when the train arrived, was greatly pleased with the new light.

12/04/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

A contract aggregating nearly \$200,000 is being closed this week with the Dominion Bridge company of Montreal, for the iron and steel work on the Interprovincial bridge between Ottawa and Hull.

The contract will include the construction of five immense spans in addition to a great deal of heavy trestle work.

It will be built of the finest grade of steel throughout and the structure will be ready to be placed in position as early in the fall as possible. In the meantime, the stone and masonry work will be rushed to completion in order to be ready for the iron and steel structure.

13/04/1899 *Ottawa Free Press**Canada Atlantic*

Description of the new vestibule train running between Ottawa and Montreal.

13/04/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The 2 street cars which the Ottawa Car Co. were building for the Quebec Railway have been completed and were shipped on Tuesday. The new cars are handsome and up to date and are the same as are running on the Bank street line.

14/04/1899 *Almonte Gazette**Chalk River**Almonte*

An action for \$10,000

A C.P.R. surveyor was here this week making measurements and gathering information for use in connection with the suit of Mrs. Peter Dunn against the C.P.R. Co. \$10,000 damages for the death of her husband, who was killed by a train at the Main Street crossing here in September last. Mr. M. J. McFarlane, barrister, has the case in hand for the plaintiff. He has had Mr. E.T. Wilkie, C.E. make plans for use at the trial, with the objects of showing how extremely dangerous the crossing is when trains are run at a high rate of speed. The suit will be heard at the assizes at Perth, which open on the 24th inst. The case is one that is creating great interest in town.

14/04/1899 *Renfrew Mercury**Chalk River**Renfrew water*

The C.P.R. this week erected another crane for taking water for their engines, at the station here (Renfrew), from the town waterworks system. This one is operated with a screw valve, and does not exert such a jerk on the piping. With one or two slight changes it is probable that this crane will be accepted by the waterworks committee and the taking of water here will begin.

15/04/1899 *Ottawa Free Press**Britannia Power Canal**Metropolitan Electric*

Work on the Metropolitan Electric Coy's works at Britannia is going ahead rapidly. About 75 men are excavating and over 20 horses hauling out the earth. Mr. John Aylen, the company's engineer is personally supervising the work.

17/04/1899 *Ottawa Citizen**Britannia Power Canal**Metropolitan Electric*

The scene of operations at the Metropolitan Electric company's works at Britannia is one of bustle and activity. This morning there were 75 men at work removing the shallow layer of earth which covers the rocks at that place so that the drills and shovels can be operated as soon as they are placed in position. A gang of carpenters are at work constructing the frame for the big steam shovel with which the earth and rock will be thrown out of the trench. The shovel is of extraordinary capacity and will be set on rails so that it can be moved about along the canal in the same manner as a railway track. It will be operated by a steam engine which has already been placed in position and the connecting pipe laid.

Another engine is on the ground and will be set up this week. This one is to operate the steam drills by means of which the rock is to be honeycombed for blasting. The drills are of the most modern type and are very speedy. Besides these, Messrs. Bruder and MacNaughton have a great quantity of hand drills, scrapers, cars and other excavating machinery on hand so that the work will be rushed both day and night as soon as the steam shovel is in place. Tomorrow, about fifty teams will be put on to cart away the earth which will be used for levelling up the grounds and making necessary embankments along the canal.

The contractors have all the timber necessary for the works piled up on the ice of the Upper Ottawa and this will be floated down as soon as the ice has cleared away. The frost is nearly all out of the ground on top of the rock so that the excavating operations are carried on with ease.

There is a miniature village beside the works made up of substantial modern buildings erected for the accommodation of the workmen. There is a blacksmith shop, carpenter shop, cook house and dining room, store and storehouse, icehouse, barn for the horses and an office. The cooking and dining apartments are very comfortable and convenient and will accommodate a night and a day gang of about 300 men each.

The canal itself will be about 3,000 feet long, extending across a point which juts out into the river just opposite the Deschenes rapids. It will be 150 feet wide and about 14 feet deep, and will be principally rock cut.

Mr. P. Kane has charge of the men for Bruder and MacNaughton and Mr. John Aylen is making the surveys and taking the levels.

19/04/1899 *Ottawa Citizen**New York Central**Cornwall*

THE CORNWALL BRIDGE.

O. & N. Y. Ry. Will Resume its Construction Shortly.

The Ottawa and New York railway will resume work on the construction of its bridge at Cornwall in about two weeks. Very little work will be required to complete the structure on the Canadian side of the river and this part of the work, it is expected, will be completed in about a month. The main portion of the work is on the south side of the river, where the piers which were built last summer and collapsed will again have to be erected. It is hoped to have the bridge completed and ready for traffic early in November. The company expects to increase its rolling stock and institute a much better service as soon as the through service is established.

21/04/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The spring floods on the Ottawa river have caused work on the Interprovincial bridge to be suspended for about a month. Mr. G. Adgate, managing contractor for the stone work, stated to the Free Press today that the concrete in pier No. 2 would be hard enough by that time to admit of the stone work being placed on it.

21/04/1899 *Cornwall Freeholder**Cornwall Street*

The two street cars, that had been in the Ottawa & New York railway yard all winter, are in the Water street shops getting fitted for trucks and electric machinery.

**21/04/1899 Almonte Gazette Chalk River Almonte**

A C.P.R. solicitor was here this week getting evidence for the defence in the suit of Mrs. Dunn vs. C.P.R. Co.

**21/04/1899 Renfrew Mercury Belleville Perth car shop**

Work was again commenced at the car shops here, at full blast, on the first of the month, and at present there are about 300 men employed.

**21/04/1899 Almonte Gazette Belleville Perth**

The men in the erecting shop in connection with the C.P.R. carshops, Perth, went out on strike last Thursday, because they considered they had been imposed upon. Shortly afterwards the differences were amicably adjusted and the men went back to work on Friday.

**21/04/1899 Eastern Ontario Review Canada Atlantic Dalkeith**

The C.A.R. night train last Saturday night did not arrive until after ten o'clock. A freight car got off the track at Dalkeith.

**22/04/1899 Montreal Star New York Central Cornwall**

#### THE CORNWALL BRIDGE

Contracts Let for Reconstruction of the Wrecked Spans

THIS TIME THE PIERS WILL HAVE TO BE BUILT ON BED ROCK

(Special to the Star)

CORNWALL April 22 - The Union Bridge Company of Philadelphia has secured the contract for rebuilding the Ottawa and New York International bridge on the South Channel, St. Lawrence, which collapsed on September 6 last killing twelve men and wounding twenty to thirty. The rebuilding of the foundations has been given to the Degnon MacLean Construction Company of New York who have just completed the foundations of the Brooklyn side of the new East River bridge. Mr. A. A. Stewart chief engineer and J.E. Taber superintendent of construction have arrived and gone over the work. It is now generally believed that the cause of the fatal collapse was caused by too many chances being taken with the nature of the bottom. The investigations in the north channel so far as is known go to show that the action of the current for unnumbered years has scoured the clay thoroughly and the piers are standing on solid rock but on the south channel, where the fatal accident took place, the same thing did not occur, the current there being much slower. When the cribs for holding the concrete were anchored on the site of pier No. 2 and 3. a diver was sent down and tried the bottom to an extent that was considered satisfactory, and the substructure was begun. Then the iron men went to work and had just finished erecting three spans on September 6 when pier No 2 collapsed, carrying with it the two south spans completely wrecking the first and landing the other almost intact on the bottom.

The depth of blue at the site of the piers is between thirty to 40 feet, and the contractors will have to go down by a pneumatic process. There is thirty feet water in the channel and a current of at least eight miles an hour. The reconstruction of pier No. 2 will be undertaken first, and it is expected will be completed in July. The pulling down and rebuilding of No. 3 will take until October; at least that is the limit set under the contract. The Union Bridge Company will erect the shore span, as pier No. 2 is ready for them, and will only be the work of a few weeks. The work of removing the debris of the wreck was let to the Collins Bay Company, and was prosecuted by Captain Leslie last autumn until the river froze up. The centre span was hauled down the river some distance, being buoyed with pontoons, and a good deal of the wrecked span was landed on shore, dynamite being used to break it into pieces. Captain Leslie expects to be down next week with his tugs and fleet of barges, and pontoons, and will get to work at once under more favourable circumstances than when he quit last November. The loss in the collapse of the bridge [sic] will run on the million mark.

**26/04/1899 Ottawa Free Press Cornwall Street Cornwall**

Two new electric cars for the Cornwall road, which arrived from Ottawa last fall and were stored at the O. & N.Y. station, are being fitted up. They will be ready in a few days.

**27/04/1899 The Equity, Shawville Locksley**

The train service on the Pembroke Southern Ry. has been somewhat demoralized during the past few days, a bad washout on the line being the cause. The washout is at Quad's Creek, near Golden Lake, and is over a mile in extent - the water being in some places over two feet deep.

**28/04/1899 Renfrew Mercury Belleville Perth car shop**

Thursday last week, a strike by part of the erecting gang in the C.P.R. car shops took place, and made quite an excitement throughout the town. The strike arose out of the claim of the men that extra work was sought to be placed upon them over their contract duties in building the cars by asking them to bring in heavy sills from the yard, when the practice had been to have these pieces, which weighed about 600 pounds, placed conveniently near their work. Next day, the men and the managing foreman met at the shops and the matter was arranged by the foreman cancelling the claims of the erecting gang, and work went on as usual. - Perth Courier.

**28/04/1899 The Times, Niagara on the Russell, Dundas and Grenville Cou**

#### SECOND READINGS

The following private bills received a second reading.:

To incorporate the Russell, Dundas and Grenville Counties Railway Company. - Mr. Edwards.

**28/04/1899 Almonte Gazette Chalk River Almonte**

The suit of Mrs. Peter Dunn vs. C.P.R. Co. was settled. Mrs. Dunn getting \$1,000 and costs.

**28/04/1899 Renfrew Mercury Chalk River Carleton Place**

An old lady entered the C.P.R. station, Arnprior, a few days ago and asked for a ticket to Morphy's Falls. She wanted to go to Carleton Place, which many years ago was known as Morphy's Falls. - Arnprior Chronicle.

**29/04/1899 Ottawa Free Press Britannia Power Canal Metropolitan Electric**

Works at Britannia. The place is now a veritable hive. Full description.

The men and teams are removing rock and are assisted by several steam drills and a steam shovel. A track is being laid, it being the firm's intention to load the rock directly from the excavation to the cars.--

**29/04/1899 Ottawa Free Press Renfrew Ottawa East**

Work in the car shops at the Rideau round house is going forward at a brisk pace. The shafting for the machinery is now all set up, and sheeting the exterior of the great building will soon be commenced.

On Thursday the first engine for repairs was placed in the building. The hydraulic hoist has arrived and during the past two days the foundation and steel girders for the support of this machine have been set up. Several of the larger hammers and other machines for use in the structure are expected to arrive daily. Yesterday the men were employed setting up an "eye bolt" cutter. This is a most modern machine, having been patented in 1897. It is the only one of its kind in Canada. The mains used to carry the water to the hydrants in the works are being constructed and fire appliances are being built.

**29/04/1899 Ottawa Free Press Renfrew Elgin Street**

At the Stewarton depot the machinery in the new car building shop is in full operation. The demand on the line for freight cars is increasing, and pretty extensive work is contemplated. The construction and repair of a number of fine passenger coaches is under way.



**01/05/1899**    *Ottawa Citizen*                      *Britannia Power Canal*                      *Metropolitan Electric*

A great change has taken place at Britannia. The former scene of restful stillness is now the site of throbbing life and bustle. Work on the Metropolitan Electrical company's canal there is in full swing and the shouts of workmen and the hum of machinery are heard from morn till night. The machinery to be scene [sic] includes a steam shovel and drills. The latter are necessary owing to the large amount of rock cutting and the steam shovel is used to hose(?) the excavated rock out of the cutting. The buildings for the accommodation of the large staff of workmen and for the supplies form a miniature village. These include a blacksmith shop, where the tools used on the rock are sharpened and scrapers, wagons and picks are repaired, a store and storehouse, and dining and sleeping apartments for the men. Excellent food is prepared under the supervision of Mr. John Lish.

There are three drawings"

- steam shovel and rock drill at work at Britannia.
- workmen's boarding houses erected by the Metropolitan Electric Co.
- steam engine at work operating a rock drill.

(the latter has a locomotive boiler outline with a long stack.)

**01/05/1899**    *Ottawa Citizen*                      *New York Central*                      *Hawthorne*

Hawthorne. A good local passenger trade is being carried on daily at the diamond by the Ottawa and New York railway and it is hoped that a station will soon be erected.

**02/05/1899**    *Ottawa Free Press*                      *Britannia Power Canal*                      *Metropolitan Electric*

Visit of civic delegation - fully described.

**04/05/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *locomotive*

The Canada Atlantic railway has added to its rolling stock two expensive locomotives to be used on its fast express service between Ottawa and Montreal. The engines, which cost \$15,000 each, arrived this morning and will be put into service immediately. They were constructed at the Baldwin locomotive works in Philadelphia, and are of the most modern kind and of the Atlantic type.

Technical details --

The company is having eight large consolidated engines built at the Baldwin works for use in the freight department of the road.

**04/05/1899**    *Ottawa Journal*                      *New York Central*                      *Cornwall*

O. & N.Y, SAFE BLOWN OPEN

BURGLARS GOT \$300 AT CORNWALL

A Clever Pieceof Safe Cracking Which Might Have Been Done by Fare and Holden

Cornwall May 4. Burglars broke into the Ottawa and New York station here last night and blew open the safe and carried off \$300.

Entrance was effected by prying open the door with a steel bar taken from the Bridge Company's shops. A hole was neatly drilled in the top of the safe and the door was blown off. Judging by appearance of the office this morning the explosion was a great one, and the job was executed by clever safe crackers.

Every part of the building, including Engineer Fisher's office, was ransacked.

The agent and his assistant were working at the station till one a.m. It is suspected here that the job may have been done by Pare and Holden, who escaped Monday night from Napanee goal [sic].

**04/05/1899**    *Ottawa Citizen*                      *New York Central*                      *Cornwall*

Safe crackers secured \$300 from the safe at the Ottawa and New York railroad station here this morning. The job is thought to have been executed by Pare and Holden, the Napanee crooks who broke jail there on Monday, as men answering their description were seen along the railway line yesterday. It is also laid to their charge as it was the work of experienced crack men. No clue has been obtained. A steel bar was used to pry the station door and the safe door was blown off with gun powder. Valuable papers were strewn about but only the money was taken.

**08/05/1899**    *Ottawa Citizen*                      *New York Central*                      *Ottawa*

The Ottawa and New York railway, through a city real estate agent, is negotiating the sale of the property acquired by it for freight terminals and situated in the vicinity of Besserer, Little Sussex and Mosgrove streets, and will seek a new location. This action has been necessitated largely by the urgent need of proper freight terminal facilities which the company does not now possess. The land above mentioned was well suited for the purpose but the right of access has not yet been granted. Last fall the whole matter was argued at length before the railway committee of the Privy Council and it was hoped that an immediate decision would be rendered. But the railway committee takes its time to deal with such matters and the question is still hanging fire, a situation not altogether advantageous to any of the roads whose interests are involved in the issue.

The Ottawa and New York railway holds an option on land near the Canadian Granite company and litigation to compel the specific performance of an alleged agreement to purchase it is now in progress, but the road does not wish to acquire additional property which may eventually prove an incubus through failure to secure rights of access so far denied to the property already in its possession.

The upshot of the whole affair, it is understood, will be that the present terminals will be abandoned and sold out and new property acquired.

Negotiations looking to this end are now commencing. The vicinity of the upper end of Nicholas street will probably be the new location of the terminals.

**09/05/1899**    *Ottawa Citizen*                      *Canada Atlantic*

There is great activity at present at the car shops of the Canada Atlantic railway, and the industry, which is becoming one of the foremost in Ottawa is being constantly developed. Twenty-five stock cars have been completed and work has just commenced on the construction of twenty-five refrigerator cars. Each of these will be 35 feet in length and will have a weight of 60,000 pounds.

Material is also being prepared for the immediate commencement of work on 500 box cars to be used in the grain and general freight traffic of the road.

**09/05/1899**    *Ottawa Citizen*                      *Canada Atlantic*                      *locomotive*

The new locomotives purchased by the Canada Atlantic railway were put into service yesterday morning between Ottawa and Montreal.

**11/05/1899**    *Kemptville Advance*                      *New York Central*                      *Cornwall*

Burglars blew open the safe at ther O. and N.Y. railway depot at Cornwall and succeeded in getting \$3000. It is thought that Pare abd Holden, who broke jail at Napanee, were the perpetrators.

**12/05/1899**    *Ottawa Journal*                      *Vankleek*

Central Counties Railway.

A bill respecting the Central Counties Railway was put through. It makes the point at which the railway may begin an extension westward along the Ottawa to Hawkesbury. instead of Vankleek Hill, and also authorises the construction of a line from Vankleek Hill to the Quebec boundary.

Besides the bonding power of the company is fixed at \$15,000 per mile. . and -power is given to lease, purchase, sell to or amalgamate with the C.P.R., C.A.R. and Great Northern

*12/05/1899 Ottawa Free Press Canada Atlantic locomotive*

In the Rideau round house the new engines numbers 219 and 220 which were placed on the line about a week ago, are giving good satisfaction and have made several fine trips on the road.

*12/05/1899 Ottawa Free Press Renfrew Ottawa East*

Part of the machinery of the Canada Atlantic workshops at the Rideau round house was set in operation Friday. A gasoline engine of 75 horse power has been placed in the building. It will, for the present, be used to operate the tappers, drillers and other small machines.

The electric wires and other apparatus will be in place by the end of next week and by that time the power house at the Chaudiere will also be finished. The Buffalo Forge company's men have been setting in the remainder of the forges and regulating the hot air to be used in the operation of them.

The C.P.R. company's four men are putting in several heavy pieces of shafting and erecting an eight spindle drill a piece of heavy machinery which arrived at the works last week.

The engines which, during the last two weeks have been undergoing repairs in the building are nearly completed and will be on the road again in about two weeks. At present the work is carried on but slowly as the machinery used for the building of engines has not been set in place.

The foundations for the electrical apparatus which will be used to operate the machinery has been built and everything is ready for the introduction of the motor.

*12/05/1899 Ottawa Citizen Chaudiere*

It is understood the location of the extension from Stewarton to the Chaudiere has been decided upon and will cross the Richmond Road at a point previously mentioned in the Citizen in close proximity to the branch of the St. Lawrence and Ottawa Railway, thus making one crossing serve for both lines, thereby reducing the danger for accidents from the existence of such necessary evils as railway crossings.

*12/05/1899 Ottawa Journal Russell, Dundas and Grenville Cou*

The committee also passed the bill to incorporate the Russell, Dundas and Grenville Counties Railway Company which is to run from South Indian to Prescott

*12/05/1899 Ottawa Free Press Renfrew Elgin Street*

At the Elgin street depot about 30 new cattle cars have been built recently in the car works. The painting and wood work on these cars, which are of 60,000 lbs. capacity, have given employment to a large staff of men.

Next week the building of 26 refrigerator cars will be commenced.

The company have introduced into the building portable machines such as saws, bits, augurs and other contrivances for the building of rolling stock. These machines are operated by compressed air and are designed for speed. About 1,000 cars are daily coming and going to and from the yards and the scene presented is a busy one.

*13/05/1899 Montreal Gazette New York Central Cornwall*

Work on the Cornwall Bridge.

Cornwall, May 12. (Special) A. A. Stewart, chief engineer of the Degnon-McLean Construction Company, has taken charge of the work of rebuilding the piers for the south bridge of the N.Y. & O. Nearly all the machinery for the work has arrived, and a good deal of the lumber and other supplies. The Canadian Construction Company has the contract for the stone. The machinery is very heavy, especially that for supplying air to the pneumatic caissons, which is the same as was used for the foundations of the new Brooklyn bridge, just completed by the Degnon-McLean Company. It will take some days to get the machinery in position, when a large force of men will be set to work

*13/05/1899 Ottawa Journal Maniwaki Venosta*

Hit by a locomotive.

About a mile south of Venosta the engineer of the up Gatineau Valley train saw a couple of men on the track ahead on Thursday evening walking in the same direction as the train was going. He whistled and one man left the track. The other paid no attention. The engineer, whistled again without effect, then whistled down brakes and reversed his engine, but while still going at a good rate of speed struck the man who was flung 20 feet into the ditch, an apparently inanimate heap.

As soon as the train stopped, officials and passengers ran back and found the victim lying unconscious with a cut between his eyes, another on the side of his head, and his arm doubled under him, apparently broken. The comrade who had been with him, and who seemed half-dazed, said the injured man was a farmer named Jack Hayes who lived near by. Hayes wasn't deaf, but he "had had a drop or two".

The passengers and train crew were debating whether to get Hayes taken home or carry him on the train to Aylwin, ten miles, where the nearest doctor was, when the victim rolled over, staggered unaided to his feet and with an amiable grin remarked:

"Gee, what yer makin' thish fuss 'bout me fur annyway?"

He was shakey and would have fallen again but several pairs of hands caught him. Drawing back the supposed broken arm he said angrily:

"Lem'me 'lone, or I'll punch some o' yer necks."

There was a shout of relief and a rush for the train, which steamed off, leaving Hayes sitting by the track feeling his head cautiously.

*13/05/1899 Ottawa Journal Ottawa Suburban*

Mr. Morrison introduced a bill to incorporate the Ottawa Suburban Railway Company.

*15/05/1899 Ottawa Free Press New York Central St. Lawrence bridge*

Mr. A.A. Stuart, chief engineer of the Dagnon-MacLean Construction Co. of New York, has arrived in town and taken charge of the work of the construction of the piers in the south channel of the New York and Ottawa railway bridge. The Canadian Construction Co. (Daly and Reid) have secured the contract for supplying stone for the piers. Capt. Leslie of the Collins Bay Co. has also arrived with his tugs and is now at work blowing up with dynamite the old bridge which collapsed and is now lying at the bottom of the St. Lawrence.

*16/05/1899 Ottawa Citizen Russell, Dundas and Grenville Cou*

Private Bills Passed

The following private bills were read a third time and passed:

To incorporate the Russell, Dundas and Grenville Counties Railway Company. Mr. Edwards.

*18/05/1899 Ottawa Citizen New York Central Cornwall*

Cornwall, May 12. A.A. Stewart, chief engineer of the Degnon-McLean Construction Company has taken charge of the work of rebuilding the piers for the south bridge of the NY&O. Nearly all the machinery for the work has arrived and a good deal of the lumber and other supplies. The Canadian Construction Company has the contract for the stone. The machinery is very heavy, especially that for supplying air for the pneumatic caissons, which is the same as was used for the foundations of the new Brooklyn Bridge, just completed by the Degnon-McLean Company. It will take some days to get the machinery in position, when a large force of men will be set to work.

*18/05/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric*

Operations are being pushed forward on the work of the Metropolitan Electric company at Britannia. About five hundred feet has been excavated so far on the canal but the work has been retarded considerably owing to the depth of water. As soon as it goes down sufficiently the force of men will be greatly increased. The company will shortly put in a big cable for hoisting purposes instead of carting away the earth as at present. The new arrangement will greatly facilitate the work.

**19/05/1899** *Almonte Gazette* *Other*

It is proposed to build an electric railway from Pembroke to Beachburg.

**19/05/1899** *Brockville Recorder* *Brockville*

Poor Condition of CPR Loop Line

It is rumoured Monday that the CPR intends discarding its west end track for its own traffic, but will use the tunnel exclusively in getting to the waterfront. It is also said that cars to and from the BW&SSM will be ferried from the upper dock to the lower one by the CPR boat.

Some time ago, the local board of trade took up the question of an improvement in the Abbott street and long trestle bridges of the CPR loop line, both of them being reported in a dangerous condition. At the time of action it was reported that the CPR was about to abandon this line altogether and a meeting of the board was called for tonight to talk over the matter. The question, however, seems to have reached the ears of the CPR officials as Superintendent Mooney of the BW&SSM was yesterday notified by Mr. H.B. Spencer that the bridges would be put in order at once.

**20/05/1899** *Ottawa Free Press* *Renfrew* *Elgin Street*

At the Elgin street depot several handsome passenger coaches were turned out last week and the erection of several more is under way.

At the new car works about 200 stock cars have been built and these are giving excellent satisfaction on the road. The building of the refrigerator cars is going ahead rapidly, and about 25 will be sent out of the works at once.

**20/05/1899** *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

At the Rideau round house the shafting for the new buildings has been set up and several heavy pieces of machinery have been added to the works. The blacksmiths' forges have all been erected and in another week will be in running order. The foundation for the electric motor which will be placed in the east end of the works is being completed. Next week two extra tracks will be built into the works. The drainage system for the buildings has been laid and a gang is employed filling in the ground at the foot of the works. In the round house business is dull at present on account of the precautions taken to have the engines well repaired for the spring work. No break downs have occurred so far this season.

**22/05/1899** *Ottawa Citizen* *Maniwaki*

The Ottawa and Gatineau inaugurated its Sunday service yesterday. A large number of fishing parties took in the trip.

**25/05/1899** *The Equity, Shawville* *Pontiac Pacific Junction*

The P. & P. J. Company have a construction train at work hauling ties, and a force of men at work making repairs on the road.

**29/05/1899** *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

It is understood an extension of no little proportion is shortly to be made to the new C.A.R. workshops. It will consist of about three hundred feet of additional building to the southern end of the shops. The necessity for the extension has made itself felt on account of the acquirement of more machinery than was at first anticipated, in order to cover a larger scope of the repairing line.

The erection of a building for the making of boilers is also under consideration. This will likely be constructed on the west of the shops.

What with the present facilities and the proposed ones, the people of Ottawa may expect to see here in the very near future no less an industry than that for the manufacture and construction of a locomotive complete in every respect.

There are now five large locomotives in the shops undergoing repairs. They are taken almost wholly to pieces and the work parts being replaced by new ones.

**29/05/1899** *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The interprovincial bridge company is working on the Ontario side of the river. Filling in has commenced and a dry wall is being built.

No work has been done on the Hull side of the river as the company's machinery is all under water. The flood is going down rapidly and work on the Hull side will be resumed in a couple of weeks.

The iron work for the bridge is being constructed at Lachine by the Dominion Bridge Co., and will be placed on the piers in September.

A map showing the amount of work done on the piers up to April 20th, 1899 has been completed in the company's engineering department.

**30/05/1899** *Ottawa Free Press* *Portage du Fort and Bristol Branch*

Before the Railway Committee this morning the first order taken up was the bill respecting the Portage du Fort and Bristol Branch Railway Company. This road is to run from Hull to Pembroke, skirting the Ottawa river as far as Portage du Fort and crossing at that point to the Ontario side whence it proceeds to Pembroke. Full account.

**31/05/1899** *Lanark Era* *North Lanark*

A meeting of the directors of the North Lanark railway was held in Arnprior on Thursday last, at which Messrs. Jas. W. Wylie and A. Bell, C.E., Almonte; D. Barr, Hall's Mills; W. J. Rintoul, Tatlock John Stewart, Waba and Alfred Wilson, Toronto, were present. The meeting was for organization and the following officers was appointed; President, Mr. John Stewart, Waba; Sec.-Treas., Mr. Jas. Bell, Arnprior, and the latter was given power to open stock books and dispose of stock. Mr. And. Bell, C.E., was authorised to make a preliminary survey of the route.

**31/05/1899** *Lanark Era* *Ottawa Electric*

The Ottawa Electric Railway company has obtained legislation from parliament allowing the running of cars on Sunday.

**01/06/1899** *Kemptville Advance* *New York Central* *Cornwall*

The blasting at the Cornwall bridge is killing a great many fish and the Indians are reaping a harvest. A sturgeon weighing 85 pounds was killed last week.

**02/06/1899** *Renfrew Mercury* *Chalk River*

The C.P.R. is running special refrigerator cars for the transshipment of butter, leaving different districts on different days. That from this section will be a train leaving Pembroke fortnightly. It will leave the county town on Wednesday morning, take up goods at intermediate stations, remain at Ottawa until Thursday morning, and then go on to Montreal.

**02/06/1899** *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

The garden plot at the C.P.R. station has been made to look very attractive, the flower beds having recently been planted with a beautiful collection of flowers from Mr. C. Scrim's greenhouses.

**02/06/1899** *Cornwall Freeholder* *New York Central* *Cornwall*

Four weeks ago, a body was found in the St. Lawrence river at Cazaville, Quebec and may have been one of the missing bridge victims. The locals buried the man by the river without positive clarification.

**03/06/1899** *Montreal Gazette* *New York Central* *Cornwall*

Body of a Victim of the Bridge Accident Secured

Cornwall, Ont., June 2. - A report comes from Fort Covington, N. Y., that a body of a man supposed to be one of the victims of the Cornwall bridge disaster, was found at Cazaville. The body was buried on the river bank without an inquest being held or the coroner notified.

**05/06/1899** *Ottawa Citizen* *Canada Atlantic* *Ottawa*

The Intercolonial Railway company will, this afternoon, run a train of seven new vestibule cars into Ottawa. These have just been turned out by the manufacturer, and are about to be placed in active service. They will be on exhibition tomorrow morning.

**06/06/1899   Ottawa Citizen   Portage du Fort and Bristol Branch**

The Portage du Fort and Bristol branch railway got through the railway committee this morning after a struggle over the clause fixing the point of junction between the proposed new line and the Pontiac Pacific Junction. The principle had been confirmed at a previous meeting of the committee that the P.F. & B. should not be allowed to build a parallel line into Ottawa or Aylmer, but should obtain running rights over the P. & P. J.

On behalf of the P. & P. J. it was contended that the junction should be made at Shawville, while the P.F. & B. people wanted the junction at Quyon, claiming that engineering difficulties made Shawville an undesirable point; the P. & P. J. protested that they should not be subjected to competition between Shawville and Quyon, the most remunerative part of the route. An offer on Mr. Beemer's behalf to secure an engineer's report on the Shawville junction was rejected, and the committee decided, on division, to make Quyon the point of union: and this bill, as amended passed the committee.

Messrs. Belcourt, Champagne and Poupore voted with the minority.

**06/06/1899   Ottawa Free Press   Portage du Fort and Bristol Branch**

Bill passes committee.

**06/06/1899   Ottawa Free Press   Pontiac Pacific Junction   Hull**

The Hull city council met last night. Mr. H.J. Beemer wrote asking a bonus of \$50,000, together with freedom from taxation for the establishment of the Pontiac and Pacific Junction and Gatineau Valley railway workshops, repair shops, round house and all other necessities of a terminal point for two lines of railway. This independently of the labor and expenditure of construction, will give permanent employment to nearly 50 men, many of whom will necessarily take up residence in the vicinity of the work. A commodious and expensive union station would be built in the heart of the city at the junction of the two lines. The letter was sent to the finance committee.

**06/06/1899   Ottawa Journal   Canada Atlantic   Central Depot**

A GOVERNMENT TRAIN

Eight Intercolonial railway coaches are on exhibition at the Central depot. These coaches will compose a train to be run between Montreal and Halifax and with which the Canada Atlantic will connect from Ottawa. The coaches are two first classes, two sleepers, a dining car, a postal and express car, a baggage car, and a colonist car.

The interiors are elaborately finished and beautifully upholstered. The smoking and toilet compartments are particularly neat. The entire equipments of the cars are up-to-date in every respect. They are lighted by gas.

**07/06/1899   Lanark Era   Beachburg**

A charter has been applied to build a railway line from Ottawa to Pembroke. The proposed line is to follow the river more closely than the P.P. & J. Railway, and to cross the river at or near Portage du Fort and thence direct to Pembroke. It is claimed that such a line would be twenty eight miles shorter between Pembroke and Ottawa than the C.P.R. The railway committee of the House of Commons have reported in favor of granting the charter.

**08/06/1899   The Equity, Shawville   Portage du Fort and Bristol Branch**

A charter from Quyon to Pembroke.

Very pleased and satisfied were the expressions which marked the countenances of the Portage du Fort, Clarendon Front, Bristol and Quyon gentlemen who returned home from Ottawa on Tuesday evening. And their reasons for feeling elated were undoubtedly good. The railway charter in which these gentlemen were interested, asking for the right to build from Hull to Pembroke, via Quyon and Portage du Fort, passed through the Committee stage of the House of Commons, after a spirited discussion in which a number of members took part. Mr. Poupore, who is anxious to see the P. & P. J. completed, so that his constituents in the western end of the county, who are contributing their share of the bonus and are reaping no benefits, shall have the railway facilities which are justly their due, opposed the paralleling of the P. & P. J. with a competing line and urged as a compromise that the point of junction of the proposed railway should be at or near Shawville instead of Quyon. Mr. Mackie, M.P. of North Renfrew, Mr. Casey and others contended for the route as proposed in the bill, on account of a saving in distance between Pembroke and Ottawa, and the immense water power of the Chats Falls, which in that way could be tapped and utilized, and opposed the Shawville junction idea on account of alleged engineering difficulties. Mr. Blair was opposed to chartering a railway that would closely parallel a road which had been heavily subsidized by Government aid. A vote was finally taken and resulted in favour of the charter extending as far as Quyon, with the provision that if the new company cannot succeed in securing running powers over the P. & P. J. R. from that point eastward, they shall have power to construct a line of their own.

**09/06/1899   Almonte Gazette   New York Central   Cornwall**

A dead body supposed to be one of the victims of the Cornwall bridge disaster, was found last week in McLeod's Bay, on the Quebec side, opposite Cornwall.

**09/06/1899   Ottawa Citizen   Prescott   White Bridge**

Four cars of a C.P.R. freight train were derailed on the Prescott line at the White Bridge over the Rideau near Hartwell's locks last night by the axle of a car breaking. The line was cleared for traffic today.

**09/06/1899   Almonte Gazette   Portage du Fort and Bristol Branch**

Pontiac's New Railway.

Last Tuesday the Portage du Fort and Bristol Railway bill passed the railway committee of the House of Commons at Ottawa with some amendments. The company will only be incorporated from Quyon westward to Pembroke, and to reach Hull and Ottawa will obtain running rights over the Pontiac and Pacific Junction Railway from Quyon down to Hull. Another provision for an extension into Ottawa was struck out on the suggestion of the minister of railways. There was quite a vigorous fight as to the clause locating the line. The P. and P. J. Railway company wanted the junction of the two railways made at Shawville, while the Portage du Fort company wanted the Junction at Quyon. The P. and P.J. Company said that if Quyon was adopted their business would be seriously jeopardized, because the section of the line between Shawville and Quyon was one of the best paying. The Portage du Fort company contended that the engineering difficulties made Shawville as a junction point almost an impossibility. Finally by a vote of 35 to 15 it was decided to make Quyon the point of junction. Among the local members who voted in favor of Quyon were Messrs. Bourassa, Mackie and Proulx. Messrs. Belcourt, Champagne, Rosamond and Poupore voted against it.

*12/06/1899 Ottawa Citizen Renfrew*

Through the kindness of the minister of railways nearly one hundred senators and members of the house of commons enjoyed a day's outing Saturday at Golden Lake on the Parry Sound division of the Canada Atlantic system. The trip was made on the magnificent train of the Intercolonial railway, which has been on exhibition here for some days, and which, in a week or two, will run regularly between Montreal and Halifax. It consists of Wagner sleeping, dining and first class coaches finished in the most elaborate style. A new Baldwin locomotive was loaned by Mr. Booth to haul the train.

The minister of railways was represented by Mr. Luther B. Archibald, superintendent of the I.C.R. sleeping car service. Mr. L.K. Jones, secretary of the department of railways and canals, and Mr. H.A. Price, district passenger agent at Montreal. The officials of the Canada Atlantic railway who assisted the I.C.R. representatives in looking after the welfare of the guests were Mr. Morley Donaldson, mechanical superintendent; Mr. J.E. Walsh, assistant general passenger agent, and Mr. Carter, travelling passenger agent.

The train made a fast run to Golden Lake, a distance of 85 miles from the capital, where a stay of about one hour was made. The visitors were charmed with the beautiful scenery along the line, and especially with the lovely expanse of water which was the objective point of the journey. Golden Lake is twelve miles long and derived its name from the autumnal tints of the sumac trees which cover the hills on the north shore. The station on the lake as at the junction of the Parry Sound road with the Pembroke Southern railway, a line just completed to Pembroke, 20 miles distant, which gives that town a competing line with the C.P.R.

After lunch on the homeward trip, the party assembled in the first class car, and Senator Vidal was installed as chairman. Mr. Fraser of Guyslow (sic s/b Guysboro), moved, and Dr. Sproule seconded, a hearty vote of thanks to Mr. Booth for his kindness in placing the line at the service of the parliamentary party for the day.

Senator Primrose supported the motion.

All the speakers extolled Mr. Booth for his enterprise and the energy with which he had pushed his railway on to Georgian Bay.

Mr. Donaldson, in an able manner, acknowledged the compliment to Mr. Booth.

On motion of Mr. McMullen, seconded by Col. Prior, the minister of railways was thanked for initiating the trip and providing for the comfort of the excursionists. The representatives of the two roads were not forgotten. Several speeches were made and there was some good natured badinage between the ministerial members and the opposition.

For instance, Mr. Fraser, in alluding to the splendid train equipment, invited the parliamentarians to visit the Maritime Provinces and to see how the comfort of railway passengers is looked after. Dr. Sproule neatly turned the laugh on the member for Guysboro, by reminding him that Ottawa furnished the major portion of the funds to purchase the cars and added Ontario did not begrudge it.

The party returned to Ottawa at 4 p.m. greatly delighted with the trip and the courtesies extended to them.

*12/06/1899 Ottawa Free Press Prescott White Bridge*

A large number of people visited the scene of the C.P.R. wreck at the White bridge yesterday across the Rideau. Four cars loaded with coal left the track, one going into the river. The cars were badly smashed and there is coal scattered in all directions. An engine and a wrecking crew were engaged all day yesterday clearing away the wreckage.

*12/06/1899 Ottawa Journal Renfrew*

Account of an excursion in a vestibuled Wagner Palace car arranged by the Minister of Railways and John Booth between Ottawa and Golden Lake. See Ottawa Citizen account of the same day.

*13/06/1899 Ottawa Free Press Canada Atlantic locomotive*

Six heavy consolidated locomotives are under construction at the Baldwin locomotive works in Philadelphia. The engines will be used on the O.A. & P.S. division of the Canada Atlantic railway. They will be of the latest modern type, and it is expected, will arrive in Ottawa in the course of a month.

*15/06/1899 The Equity, Shawville Pontiac Pacific Junction*

Editorial - if the P. & P. J. had finished its line there would have been no need to charter another railway to run parallel

*16/06/1899 Ottawa Journal New York Central*

Advertisement - three trains daily into Central Station in each direction.

*17/06/1899 Ottawa Citizen Chalk River Arnprior*

Arnprior is to have a new C.P.R. station, one which will be in every way up to date. Work has been received from the head office in Montreal that work will be commenced on the new structure at once. The station will be similar to the one at Renfrew. It will be of gray stone, lighted by electricity throughout, have large first class waiting rooms and splendid offices for the station and baggage agent.

This information will be received by the people of Arnprior with no little pleasure. The present station is one of the poorest on the line, and had been an eyesore to the townspeople for years.

*19/06/1899 Ottawa Citizen Carleton Place Ottawa, Broad Street*

The C.P.R. new flyer, the Imperial, made her first trip into Ottawa yesterday. The train arrived on time and kept to the timetable throughout this division. The Imperial carried a large number of passengers.

*20/06/1899 Ottawa Free Press Ottawa Terminal*

The first train of the new "Imperial Limited" service passed through the city Sunday westbound at 1.25 p.m.

*21/06/1899 Ottawa Journal Sussex Street Rideau River*

The old St. Lawrence and Ottawa Railway bridge now owned by the CPR across the Rideau River near New Edinburgh will be replaced shortly by a new steel truss bridge. The contract for the steel structure has been let, and the work will be begun in a short time.

The new bridge will be an ordinary four steel truss structure - each truss one hundred feet long. The Hamilton Bridge Works Company, of which Messrs. Berbridge and Dingman, are local agents, will supply the steel. The estimated cost is \$10,000. The stone piers which support the present structure will be used for the new structure.

*23/06/1899 Almonte Gazette Locksley*

The rumor that the Pembroke Southern railway had passed into the hands of the Quebec Bank and was likely to become the property of the C.P.R. has been officially denied.

*23/06/1899 Ottawa Citizen New York Central*

An interesting case in reference to the scale of rates chargeable by railway companies and involving other points has been entered in the county court by Mr. W.A.D. Lees, against the Ottawa and New York railway. Mr. Lees, in his professional capacity as a barrister, travels each way between Ottawa and Russell once a week. He alleges that the accommodation provided by the railway is not equal to the passenger charges and on applying for a reduction was refused. Mr. Lee now claims \$198 for tolls and charges "unlawfully, extortionately and unjustly levied on and taken from him for passenger travel between Ottawa and Russell and for damages for such extortionate charges." In addition to \$44.95, the amount of passenger fares paid by him, Mr. Lees also claims \$148.65, three times the above under section 290 of the railway act. The case will largely rest on the claim that the fare by-law of the company has not been approved by the governor in council and, consequently, it is alleged, that it has no legal right to charge fares at all.

Mr. Lees states that it is not the company's money that he wants, but the establishment of an equitable rate of fares.

*23/06/1899 Renfrew Mercury Chalk River Almonte*

A rather good joke is told on the Almonte people who gathered on Sunday afternoon to see the new Imperial Limited C.P.R. train pass that station to the west. There is always a good crowd at that station, and this day was no exception. Now Almonte is not to be a stopping place for the Imperial, but the mail bags are to be picked up from a crane by an attachment at the side of the mail car. The old mail carrier hitched his mail-bag to the crane, and the Chief of Police importantly told the crowd to "move back;" that there would be a mail bag thrown from the train. The crowd of course moved back. The train came thundering along - and passed by, without so much as throwing out a mail-bag or even deigning to gather up the bag which the mail carrier had hung up! The old man took down the bag, and said that he did not believe that there was anybody on that train!

*26/06/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

The water in the Ottawa river has now lowered sufficiently to allow the interprovincial bridge company to work on pier No. 6. Pier No. 2 will not be completed for some time yet. The bridge builders expect that it will be ready for the iron work by September.

*26/06/1899 Ottawa Citizen Canada Atlantic Hawthorne*

The Canada Atlantic Railway Co. has completed the spur line into the new sand pit purchased lately near Hawthorne and will soon commence to haul sand to the city to grade up the grounds surrounding the shops in Ottawa East to give more yard room there. The pit is about eight miles from the city.

*27/06/1899 Ottawa Citizen Pontiac Pacific Junction Hull*

A meeting of the special committee appointed by the Hull city council to consider Mr. Beemer's proposal re. the establishment of the P. & P. J. railway car works in the city, will be held tomorrow afternoon. The committee will draw up an agreement to submit to Mr. Beemer, and after his approval has been secured, a by-law calling upon the necessary bonus money will be drawn up and submitted to the people. The council is inclined to deal liberally with the promoters of the project.

*28/06/1899 Ottawa Free Press Ottawa Electric*

The switch at the Union depot was open this morning and car 41 of the OER which was being tested, ran off the track.

*29/06/1899 Ottawa Citizen Pontiac Pacific Junction Hull*

The special committee appointed by Hull city council to deal with the proposal of Mr. H.J. Beemer, to establish car works in Hull, has made its report, and authorized City Solicitor Champagne to draw up an agreement for approval by the council and Mr. Beemer.

The committee recommend that a bonus of \$80,000 be granted and exemption from taxation for fifteen years provided at least 50 men are given employment in the new works and also that a Central Station be erected in Hull.

Entrance will probably be secured to the Interprovincial Bridge for the Pontiac Pacific and the Gatineau Valley railways. The bonus asked for by the company was \$50,000. The following acted on the committee: Mayor Barrette, Ald. Ste. Marie, Carriere and Burns.

*30/06/1899 Ottawa Free Press Ottawa Suburban*

A bill for the incorporation of the Ottawa Suburban Railway company occupied the attention of the railway committee of the Commons this morning but was not finally disposed of. More.

*30/06/1899 Almonte Gazette New York Central*

Mr. W.A.D. Lees of Ottawa has entered action against the Ottawa & New York Railway Company to make the company offer its second class rates between Ottawa and Russell village.

SLAP IN FACE

O.E. Ry Find They Do Not Own the Earth

MR. BLAIR'S REBUFF

Company Denounced in Its Opposition to Ottawa Suburban Railway

Ottawa's electrical octopus again this morning attempted to enmesh the railway committee of the house of commons. There are indications, however, that its tentacles are losing their old-time grip. When "an act to incorporate the Ottawa Suburban Railway company" came up, Mr. Ferguson was of course present to object on behalf of the Ottawa Electric [sic] Street Railway company. Notwithstanding the fact that the new company only seeks to carry passenger from one point in Ottawa to outside points, and not from point to point within the city limits, the Ottawa company, as has always been the case, objected to even the most distant encroachment on its preserves. The Ottawa company has a good thing, and it does not intend that anyone else shall enjoy any portion of the harvest of silver shekles that is constantly being made. In the estimation of those who constitute the company it owns the city, and does not intend, if at all possible of that proprietary interest.

But the day of emancipation is at hand.

The minister of railways and canals gave utterance to an expression of opinion which must be viewed as extremely significant. He thought that the pretention of the Ottawa company that no other company should be allowed to develop the surrounding district just because it has the exclusive authority to operate street cars within the city limits, was being unduly strained. It was preposterous, he said, for the Ottawa company to hold that all other companies should forever be excluded from locating in the city. And not less significant was the emphatic protest made by Mr. Cochrane (Halton). "Throw the gates said he "you don't want to fossilize by permitting no one in here but yourselves."

Bridge Scheme, Opposed.

One of the purposes of the new company is to build bridge across the Ottawa above the C.P.R. bridge, and Mr. Beemer, as was to be expected, appeared to oppose this undertaking; he has had an Interprovincial bridge under way for ten years, the time for the completion of which is constantly being placed at a later date, and he wants all the traffic to cross over the structure.

"Some people have a good deal more on their hands than they can look after to all appearances," observed Mr. Cochrane, as Mr. Beemer resumed his seat, and in that expression he voiced the opinion of not a few.

No definite decision was reached, as the committee rose at one o'clock. But two amendments were offered to clause which reads as follows "The company may lay out, construct and operate a railway of the gauge [sic] of four feet eight and one-half inches from a point in or near the city of Ottawa, thence through the township of Nepean to the Ottawa river at or near the Remous rapids; and thence by a bridge over the Ottawa river at or near the Remous rapids; and thence by a bridge over the Ottawa river to the township of Hull, in the province of Quebec, and thence to Kingsmere, Meach's Lake and Chelsea, all in the said township; and may also lay out, construct and operate branches to the city of Hull, and to Hog's Back and Graham' Bay, in the said township of Nepean, and also to the village of Fitzroy Harbor, in the township of Fitzroy." Mr. Ferguson wanted these words inserted:

"Provided that the company shall not construct or operate a railway or street railway on any of the streets, squares, highways, roads on other public place in the city of Ottawa or in the village of Hintonburg." As it is the intention of the Suburban company to secure permission from the government to run its line down the western side of the canal reserve so that the city station may be erected behind the city hall, this amendment would, of course, knock the calculations of the promoters on the head. The Hon. Mr. Blair protested against any such action. He thought that those who wished to develop the neighboring district should be permitted to enter the city, and gave it as his opinion that the Ottawa company, in attempting to forever exclude all other lines, was straining its advantage unduly. He suggested that the amendment should read "Provided that the location of the line shall be approved by the city council and by the Governor-General in council." . It was to be assumed, he said, that the city council would have some regard for its contract obligations, which fact would sufficiently safeguard the interests of the Ottawa company, while in view of the expressed intention of the promoters of the Suburban company to run its line along the canal reserve, there could be no objection, as was indeed imperative, to leaving the location subject also to the governor-in-council.

The Promoter's Side.

Mr. George Kidd, who represented the Ottawa Suburban company, said that the primary objective of the undertaking was to afford railway facilities for the many excellent water powers that lie in all directions about Ottawa, and which, at the present time are not served in this way. The intention was to run a line from the center of Ottawa around the city via the canal to cross the Ottawa River a mile above the city and then through the province of Quebec to Old Chelsea and Meach's Lake. The water powers at this point would be served. A branch line would run from a point near the bridge to Britannia and then on to Fitzroy, the splendid water at the Chats rapids being thus brought into communication with the open market. The same thing applied to the branch that would be constructed to Hogs Back. The tram lines, in all would measure over 50 miles, and two of the promoters were alone capable of constructing the work without borrowing money. Unless these electric lines were built the water powers in question would never be given railway facilities, as it was utterly impossible to construct steam lines through so mountainous a district owing to the excessive grades.

"A Hog's Back Arrangement."

Mr Ferguson appearing on behalf of the Ottawa Electric Co. said the bill sought to incorporate a company which would seemingly operate a street tramway in Ottawa and the township of Nepean, and would then cross the Ottawa at a point one half mile from the city and then into the township of Hull. So far as the city of Ottawa was concerned, his company had a contract with the city council giving it exclusive control of streetcars in the Capital, and the bill would consequently seriously interfere with and prejudice its interests. Only this session had the government passed a bill giving the Ottawa company power to construct a line to Bell's Corners, nine miles from the city. This extension would cover not only the ground that the present company sought to cover on the Ontario side of the Ottawa River, but also a further distance to Bell's Corners. On the urgent solicitation of those living along the Richmond road between the city and Bell's Corners, as well as those resident at Britannia, the Ottawa company had reduced the time for extending its line from Hintonburg. Two of the petitioners in the present bill were among those who sought to induce the Ottawa company to expedite matters. So far as Ontario was concerned, there was no necessity for the new line. The policy of parliament had been not to construct lines of railway over territory that was already served, and the proposed line from Ottawa to Britannia would undoubtedly parallel for a considerable distance the projected line, already chartered between Hintonburg and Bell's Corners.

"Put shortly," said Mr. Cochrane, "you have power to operate in Ottawa, and now you want to prevent anyone operating in the surrounding territory. You don't want a new line to Hog's Back. So far as I can see it is a hog's back arrangement with you." (Laughter.)

"We have spent our money," rejoined Mr. Ferguson, "in building lines in the city of Ottawa and in the vicinity, and we have already been granted power to still further extend the lines in other directions. Is it fair to interfere with those rights which have already been conferred upon us? Is it fair to pre-empt territory that we are disposed to serve so soon as the population of the district will warrant a new line being built?"

"You have no power to build to Hog's Back," said Mr. McMullen.

"Only in this way," replied Mr. Ferguson. "Unaid [sic] agreement with the township of Nepean. one of the companies now amalgamated with the Ottawa company had power to build in certain directions as soon as the population of the territory would warrant such an enterprise, and hence the Ottawa company has power to build to this very point, Hogs Back."

"It seems to me," said Sir Charles Tupper "that the province of Quebec, in the neighborhood of Hull, is fully served by the P. & P.J. railway as far as Breckenbridge, and by the O. & G. V railway to Wakefield. Between Chelsea and Breckenbridge, across country, there seems only to be a distance of tight [sic] miles. Would it be desirable to permit the construction of another line between these two points? As for Ontario, our steam lines and the Ottawa Electric company seem to serve the people very successfully and as the population increases the lines of the latter will extend. It seems to me that it would only be embarrassing the railways already in operation to permit the chartering of another. In addition."

"I don't purpose," spoke up Mr. Cochrane, "any longer being so careful of these gentlemen who have schemes of their own on foot; they can look after those themselves. I don't take as much stock as I used to in vested rights. These gentlemen prate about their vested rights, but, instead of doing something for the people, they sit on them, and would prevent, if they could, any one else taking a hand in the development of the city and district. Let us have these lines to the water powers by all means.

30/06/1899 Ottawa Journal Ottawa Suburban

CHINESE WALL SAYS AN M.P.  
IS WHAT THE O.E.R. WANTS AROUND OTTAWA  
Opposition by the City Street Railway Committee to a New Suburban Electric Line

The Ottawa Suburban Railway bill came up at the railway committee to-day There was a very small attendance and the business was carried on in a quiet and conversational style. The incorporators are F.A. Heney, R.H. Cowley, Geo. Kidd, Geo. C. Holland, all of Ottawa; Donald McGillivray, Vancouver, and Geo. H. Leeson, Calgary. The head office is to be in Ottawa, and the capital stock is placed at \$1,000,000.

What the company asked to-day was to construct and operate a railway from a point in or near Ottawa, through the township of Nepean to the Ottawa river at or near the Remoux Rapids, and thence by a bridge over the Ottawa river to the township of Hull, in the province of Quebec, and thence to Kingsmere, Meach's Lake, and Chelsea, all in the said township; and also to lay out, construct and operate branches to this city of Hull, and to Hog's Back and Graham's Bay, in the said township of Nepean.

Ottawa Electric Opposes.

Mr. A. Ferguson, Q.C., appeared in opposition to the bill in the interests of the Ottawa Electric Street Railway, and Geo. E. Kidd was present in favor of the bill.

Mr. Ferguson said that the company might operate a tramway in the city of Ottawa and interfere with the rights of the Electric Street Railway. The Ottawa Electric Co. had a contract with this city council giving it exclusive control of street cars in the Caplta, and the bill would very seriously interfere with their rights. The government had also given this railway power to run to Bell's Corners, and this bill would also interfere with their rights in that direction. There was no necessity for a railway of this kind on the Ontario side.

Mr. Cochrane said that the Ottawa Electric Railway had got power to operate exclusively in the city and now they wanted to get the same privileges for this surrounding territory. They did not want a line to Hog's Back and they opposed a road to Bell's Corners.

Mr. Ferguson argued that the Ottawa Company had power to build in these directions and parliament did not generally give two charters over the same territory.

Sir Charles Tupper spoke in favor of Ottawa Eleotrio Railway.

"No Chinese Wall."

Mr. Cochrane did not see that the Ottawa Company should be privileged to build a Chinese wall around the city and prevent for all time to come any other road from entering the city. Mr. Ferguson suggested an amendment not only to shut the new company out of the city but also to prevent it getting access to the city.

Mr. Blair would not like to do any thing that would interfere with the existing road, but he would ask if it was fair to shut out for all time to come such suburban roads as might wish to touch the city. The city ought to have the privilege which the roads afforded. He suggested an amendment granting the new company entrance to the city in such terms as the city council would decide and to be approved by the Governor-General-in-Council.

This point was under consideration when the committee adjourned.

30/06/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric

Further description of the work of Brewder and McNaughton which was just completing a railway contract in Port Arthur.

--As part of the channel has been blasted the required depth, 10 feet, the steam derrick has been moved to another section, where, along with two similar derricks, the immense slabs of rock will be loaded on to train cars and hauled away.

Hauling the Rock

A second track is being laid, and when this is completed, there will be nearly two miles of track on which to haul the rock from the field of operations to the different embankments. There are already 28 cars in use, and as they can each carry 30 cubic feet of stone, it can be seen that the work can be proceeded with much better than when only horse carts are in use.

30/06/1899 Almonte Gazette Chalk River Arnprior

Arnprior News

Already the Imperial Limited has been stopped twice at the signal tower.

30/06/1899 Almonte Gazette Chalk River Almonte

Will Build an Elevator.

Messrs. C.W and H.B. Spencer, superintendent and assistant superintendent for this division of the C.P.R. were here last week, and gave Messrs. Conn & West authority to go ahead and build an elevator at the south end of the present feight shed. We understand that the firm will erect a modern elevator, with at least 30,000 bushels capacity, to be fitted up with modern appliances, and to be driven by either an electric motor or a gasoline engine. Work will be begun on the new building next week. Their intention is to handle all kinds of course grain; and they will also erect a cold storage shed in connection with the elevator for use in their business of shipping dressed meats and other lines of farm produce. This should prove a valuable addition to our town's facilities for doing trade with the farmers, and it is to be hoped that the enterprise of the pushing young promoters will meet with the reward it deserves.

30/06/1899 Almonte Gazette Chalk River Almonte

Very Narrow Escape.

At six o'clock on Monday evening those who had gathered at the station here where eyewitnesses of a thrilling occurrence. The two local trains cross here at that hour. Mrs D. H. Davis was crossing the track to the station platform just as the train from the north was coming in. Keeping her eyes on the train while hurrying across, she stumbled and fell prostrate across the track. Her chin struck the rail next to the station platform and she lay there between the rails stunned, while the train was coming in at a fairly rapid rate. Mr Archie Greig was near at hand, and, taking in the situation at a glance, jumped to the rescue. Master Jack Illingworth helped him, and the two by a supreme effort managed to carry Mrs Davis, half unconscious, on to the platform just in the nick of time, as the engine was but a few feet away when their dangerous task was accomplished. Mr Greig was pale with excitement after the occurrence. He risked his life to save another, and he was successful, and deserves high praise for his prompt action. Mrs Davis was quite ill for a time after the accident, and has her arm in a sling as one result of the bruises she received, but is thankful she escaped so well.

03/07/1899 Ottawa Citizen Canada Atlantic locomotive

Six new consolidated locomotives for use on the C.A.R. freight service will arrive from the Baldwin works in a few weeks.



Conditions on which Beemer to settle there.

Mr. H.J. Beemer at last night's meeting of the Hull city council presented his statement of conditions in connection with the \$80,000 bonus. The company will guarantee that the extension of the Pontiac and Pacific railway and the Gatineau Valley railway will be made into the city of Hull forming a junction at the approach to the Interprovincial bridge.

That a union station will be built at the said junction at a cost of at least \$4,000.

That the work and repair shops, roundhouse and shunting yards of the two companies will be established in the city of Hull.

That the companies will employ in connection with the repair shops, yards and trains services at least forty men for the first two years and after the first two years at least fifty men per day who shall reside in Hull.

With regard to taxation, the company will be exempt for at least 25 years.

The by law authorizing the bonus will be submitted to the rate payers on July 20th.

The Senate has killed the Portage du Fort and Bristol Branch railway bill, the object of which originally was to construct a line from Ottawa to Pembroke through the counties of Ottawa, Pontiac and Renfrew. The Pontiac & Pacific Junction Railway opposed the bill on the ground that this proposed line would parallel their road and as a result the Commons railway committee amended the bill providing that the company must accept running powers over the P. & P.J from Ottawa to Quyon. The P. & P. J. promoters wanted Shawville made the Junction but the Portage du Fort people would not agree to that and were backed up by the Commons. This former carried their opposition to the Senate and succeeded in having the bill defeated.

The Canada Atlantic railway company, owing to its increasing traffic, will this fall commence the erection of large car shops in addition to those already put up. The new shops will be located near the Rideau roundhouse, where the machine shops and repair works of the company are now situated.

The new buildings which have been put up this spring at the foot of Elgin street and which are now being used by the company, will be discarded after the proposed new structure at Ottawa East is up. They will then be used by the company for storage or may be available for manufacturing purposes. The site is an excellent one for such use as the railway at the door would afford easy and cheap transportation.

When the new car shops, which will be erected and equipped at a heavy cost, are completed, all the works of the company will be adjacent to each other instead of being half a mile apart as at present. They will consist of erecting, woodworking, drying and painting shops, and will run by electricity.

In order to make a foundation a great amount of filling in will have to be done and work on this will commence in the near future in time for the erection of the shops to start in November and be completed early in the spring.

## BRANCHES REFUSED

Suburban Co. may not Build on Quebec Side.

However Company may Enter Ottawa

Such is Effect of Amentment Moved by Mr. Blair. Running Rights Over Ottawa Co's Tracks.

There was lively meeting of the Railway committee of the Commons this morning. The bill for the incorporation of the Ottawa Suburban Railway Company occupied almost the entire sitting. Most of the debate turned on a clause dealing with the location of the line, which had not been disposed of when the committee rose at 1 o'clock. But it had been decided by that time that the new company should not be allowed to cross into Quebec.

The Suburban Company's application was double-barrelled. One part was to run from Ottawa two or three miles west, bridge the Ottawa, and run in to Quebec to Kingsmere, Chelsea and Meach's Lake, That was knocked out on the ground there were enough railways already on the other side. The other part asked power to run to Hog's Back, south, and to run west to Bell's Corners and up the shore of the Ottawa to Fitzroy Harbor.

Objections to Bill.

Mr. Ferguson, QC., on behalf of the Ottawa Electric Railway Company and the Gatineau Railway and P. & P.J. Ry., opposed the bill. He denied that the Ottawa Electric Railway Company was opposed to every railway that wanted to enter Ottawa. However, the route clause in the bill before the committee gave authority to run street cars through the streets of Ottawa, and Hintonburgh with both of which municipalities the Ottawa company had 30 year agreements, and for that reason the [sic] bill was opposed. He also opposed the branch via Bell's Corners, claiming that only this session the Ottawa company had been given 1-2 years in which to build a line to Bell's Corners. This line would surely supply all demands of that district.

With regard to the branches in Quebec, extending to Kingsmere, Meach's Lake and Chelsea from a bridge across the Ottawa at Remon's Rapids. Mr. Ferguson said they ran within a radius of 8 miles in which there were already three railways, and that these railways were sufficient for all demands of the section. These railways were ample to serve [sic] all developments of water power, and the claim on which the extensions were asked were therefore not well founded.

An Amendment.

Mr. Bergeron [sic] moved an amendment striking out the portion of the bill authorising the bridging of the Ottawa and extensions to Kingsmere, Meach's Lake, Chelsea and Hull..

Other Side

Mr. Geo. E. Kidd. the promoter of the bill, said the primary object of the bill was the development of water powers at many points the railway would reach. He added that for 3 or 4 years the people of the suburbs had been asking the Ottawa Street Railway Company for suburban service, but had always been refused it. He denied that any trouble would arise from the company entering Ottawa, asserting the only object was to enter the city and not to run a street railway service.

With regard to the extension to Fitzroy Harbor, Mr. Kidd said there was inimitable water power at the Chats, and that the people of Fitzroy and Torbolton were so anxious for the extension of the line that they had promised bonuses. I [sic] the people wanted this branch why should it be refused. And why should- a Chinese wall be built around Ottawa? He admired the Ottawa Co. for the work it had done, but thought it should not oppose every line coming into Ottawa. The various objective points of his line were summer resorts and as such in need of easy-access to Ottawa.

Mr. Beemer spoke next, arguing that the Gatineau and P. and P. J. roads could serve all the needs of the Quebec side and the Chats power.

Minister's View.

The minister of railways said there seemed to be two questions to be decided, first as to whether the bridge should be allowed to be built second, as to whether the new company should be allowed to enter Ottawa. He considered there was ample reason for refusing the bridge, the country it served being well served already, but held there was no good reason for excluding the new company from Ottawa. Any good scheme with financial backing should be allowed to enter the city. The committee ought to be able to give all rights asked for and still protect the rights of the Ottawa Electric Company. He moved an amendment that the company should be allowed to build to a point at or near the southerly limits of the city and to enter the city to a central point over the Ottawa lines, the terms of this arrangement to be adjusted by the railway committee of the Privy Council. [sic]

Quebec Lines Refused.

Finally Mr. Bergeron's amendment refusing the bridge and the Quebec extensions was put and carried on a show of hands. Mr. Belcourt voted with the majority. The discussion proceeded on Mr. Blair's amendment.

More Objections.

Mr. Ferguson, on behalf of the Ottawa Co., still objected to the route clause. He raised the point that Mr. Blair's amendment might allow the Suburban company to run steam trains on.

the Ottawa Co.'s tracks. Any way his company had a monopoly of the city by contract and should be protected.

The minister did not agree with Mr. Ferguson's view, saying it was strained and the effect of it would be to shut out all applicants for suburban running. He thought that all details to the running arrangements into the city could be safely left in the hands of the railway committee. He agreed that only electricity should be allowed to be used in the city.

A long jangle followed over the question of rights and over the question as to whether the road should be made an electric one exclusively. The clause was once declared carried, but it was re-considered, and when the committee rose at one was still unsettled..

05/07/1899 *Ottawa Citizen**Chalk River**Arnprior*

Workmen at Arnprior are busily engaged in getting out stone for the new station which will shortly be erected there.

05/07/1899 *Lanark Era**North Lanark*

The survey of the North Lanark railway is now being made, Messrs. And. Bell, of Almonte, and E.T. Wilkie of Carleton Place, being the engineers at work. The Arnprior Watchman said that it is expected that the work of construction will be commenced this fall.

TURNED DOWN AGAIN

Hon. Mr. Blair Once More Gives the Ottawa Electric Company a Cold Chill.

Again was the Ottawa Electric Railway Street Railway company given a black eye by the minister of railways and canals this morning. When "an act to incorporate the Ottawa Suburban company" came up before the railway committee of the house of commons, he spoke in favor of its being granted entrance to the city, and moved an amendment providing that the railway committee of the privy council be left to arrange the details that should govern the company's rights to run through the city to a central point over the Ottawa company's tracks. Once was this amendment carried, but a reconsideration was granted. The committee then arose without reaching a decision.

Mr. Ferguson, as representing the Ottawa Electric company, and Mr. Kidd, representing the promoters of the bill, once more stated their respective positions at great length very much the same as were advanced at the first session last week.

"There are two questions that require to be settled," observed the Hon. Mr. Blair: "first, whether we shall permit the construction of a bridge, and whether the new company shall be permitted to enter Ottawa. There is, in my judgment, ample reason for refusing the bridge as the country to which it would lead is already well supplied by railway lines. But there is absolutely no good reason for excluding the company from Ottawa. If the proposal is to enter the city by the west bank of the canal I think that considerable difficulty will be experienced. The railway department has already had several such applications, but has refused them all, feeling that both banks, in the interests of the canal itself, cannot very well be given over to railways. Notwithstanding, any good company, with proper financial backing, should be permitted to enter the city. This committee should be able to give all the rights asked for, and still protect the rights of the Ottawa Electric company." On this latter point the minister moved an amendment which provided that the company should be permitted to build to a point at or near the southerly limits of the city and to enter the city to a central point, over the Ottawa company's track, the terms of the arrangement to be adjusted by the railway committee of the Privy Council.

"I cannot see," remarked Mr. Casey, "why the Quebec extension should be refused inasmuch as the Beemer roads are pursuing a dog-in-the-manger policy while not being themselves able to give the public a satisfactory service."

"It is absurd," exclaimed Mr. Cochrane, "that near a city like Ottawa the Ottawa company alone should be permitted to cross the Ottawa river."

"It would be a very serious matter," remarked Mr. Rostock. "If freight were permitted to run over the streets."

"That is not our intention," replied Mr. Kidd.

"Do you intend to build the road?" asked Mr. Bergeron.

"Yes," retorted Mr. Kidd. "and we won't have to discount a vote to do it."

Mr. Bergeron's amendment was finally carried on a show of hands, Mr. Belcourt voting with the majority.

Mr. Lariviere then claimed that as the remainder of the bill related only to Ontario, it should be left to the provincial parliament. But this objection was unheeded.

Mr. Ferguson objected that Mr. Blair's amendment might allow the new company to run steam trains on the Ottawa company's tracks, as the charter sought power to operate by team [sic] as well as electricity. On account of the agreement between the city and the Ottawa company, ratified by parliament, the proposed amendment would constitute an invasion of the Ottawa company's rights that could not and should not be granted.

Mr. Blair asserted that Mr. Ferguson's objection was strained. The effect of such an interpretation of the agreement, he said, would be to shut out all applicants. All the details of an entrance to the city he felt could safely be left in the hands of the railway committee of the privy council. "Only electricity," he said, "should be allowed to be used on the streets of the city."

A long discussion followed. Once was the clause declared carried, but, being reconsidered, the committee rose with the problem still unsettled.

06/07/1899 *Ottawa Citizen**Hull Electric**Conroy mills*

The two big saw mills owned by Messrs. Robert and J. Conroy, Deschenes were totally destroyed by fire last evening. The Deschenes company's power house and the grist mill were only saved after the hardest sort of work by the residents of Deschenes.

-- The mill had been struck by lightning.--

In addition to the destruction of the mills, two immense water wheels, being erected for supplementary power in the Deschenes power house, were also burned.--

Conroy to rebuild mill.--

While traffic on the line of the Hull Electric company was impeded owing to the collapse of the wires, the company turned out a staff of men who worked all night and this morning at 5.30 a.m. the cars were running.--

07/07/1899 *Almonte Gazette**Chalk River**Almonte*

Tuesday last nine special trains of immigrants passed through on the C.P.R. Eight trains carried Doukhobors and one Galicians. Each train had ten coaches, and the number of immigrants on board totalled 3,500.

07/07/1899 *Renfrew Mercury**Pontiac Pacific Junction**Shawville*

Mr. Hibbard C.E., and a staff of assistants arrived here on Thursday evening last, and on the following morning began the survey if a line of railway from a point a short distance east of the railway station, thence across the country in the direction of Portage du Fort. The object of the survey, we understand, is to demonstrate to the railway committee of parliament that a practicable route can be found for a railway from or near Shawville to Portage du Fort. On Saturday Engineer Dunn reported that the surveying party were getting a good line without difficulty. - Shawville Equity.

07/07/1899 *Renfrew Mercury**Portage du Fort and Bristol Branch*

The Senate railway committee last week rejected the application of the Portage du Fort and Bristol Branch Railway Company for permission to build from Quyon to Portage du Fort crossing thence to Pembroke. The vote was taken on the preamble of the bill, which was defeated by 12 to 8. The opposition proceeded from the Pontiac and Pacific Junction Railway.

07/07/1899 *Renfrew Mercury**Eganville**Eganville*

Superintendent H.B. Spencer of the C.P.R. says that the new Arnprior station will be put up with all possible haste - so says the Ottawa Citizen. He told us the same story five weeks ago - that the new station at Eganville would be pushed ahead at once. Still no work has been commenced.

07/07/1899 *Renfrew Mercury**Locksley*

The Pembroke Southern Railway is in first class condition - well ballasted and level. On Friday the distance of twenty miles between Pembroke and Golden Lake was made in thirty minutes. We noticed that the officials were obliging to the ladies, assisting them off the train at stopping places on the route.

08/07/1899 *Athens Reporter**Westport*

About 3,100 boxes of cheese were brought in here yesterday over the B&W and shipped to Montreal.

10/07/1899 *Ottawa Citizen**New York Central**Cornwall*

The north section of the bridge of the Ottawa and New York railway is completed and the iron placed in position. The section over the south channel will not be finished before November.

10/07/1899 *Ottawa Free Press* *Montreal and Ottawa*

The utility of the C.P.R. short line between here and Montreal was evidenced yesterday and last night. Yesterday morning a wash out occurred at St. Augustine a station on the north shore line, 30 miles west of Montreal, which prevented all traffic on that line. In consequence of the washout, the Imperial Limited, both east and west bound, were run over the short line, arriving here and at Montreal on time, after going round by Chaudore Junction. Both the east and the west "Soo" trains were also run over the short line this morning. The train from Montreal arrived at the C.P.R. depot twenty minutes ahead of the regular north shore time. The damage has now been repaired and traffic resumed.

12/07/1899 *Ottawa Citizen* *Ottawa Electric* *Aylmer*

A gentlemen interested in the Ottawa Electric Railway Company is authority for the statement that the corporation will soon take the preliminary steps to secure entrance to Aylmer, and thus obtain a share of the rapidly growing traffic to that point. Park property would be secured at the summer resort, he stated, and in all probability, the Mulligan or Scott properties would be secured for this purpose. A large hotel would also be erected and various attractions provided. Right of way from the city, it is understood, will be secured over the Pontiac and Pacific Junction Railway Pacific Junction railway, an arrangement with this object in view now being under consideration. It is altogether likely that should an undertaking be arrive at between the two companies the construction work on the railway and interprovincial bridge will be hastened to completion. Nothing definite yet has been arranged in the matter, but nevertheless the scheme looks feasible. Excellent park accommodation can be secured, and with the rapidly growing needs of Ottawa for such accommodation the proposed project should materialize into a paying venture. Those interested, it is understood, are loath to say anything till plans have reached a more satisfactory stage.

12/07/1899 *Lanark Era* *Ottawa Electric*

A by-law has been submitted to the Ottawa City Council requesting that the Ottawa Electric Railway company there be asked to pay five percent of their gross earnings on Sundays for the privilege of running Sunday cars. No employee is allowed to work more than six days per week.

13/07/1899 *Merrickville Star* *Chalk River* *Arnprior*

The C.P.R. intend building a new station at Arnprior

13/07/1899 *The Equity, Shawville* *Portage du Fort and Bristol Branch*

The railway committee of the senate, having thrown out the bill respecting the Portage du Fort and Bristol branch railway, when the report of the committee to that effect came before the senate on Tuesday of last week, Hon. Mr. Vidal moved to refer the bill back to the committee with instructions to consider its clauses. More.

13/07/1899 *The Equity, Shawville* *Hull Electric* *Deschenes*

The two big sawmills owned by Messrs. Robert and J. Conroy, Deschenes were destroyed by fire on Wednesday of last week. Hit by lightning-- Suddenly the big electric light poles which carried the wires supplyin gth epower to the Hull electric road, Hull stores and the Victoria hotel, were seen to totter, and an instant later they fell to the ground with a crash. As suddenly did the lights go out and every car on the line stopped.-- more

14/07/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Imperial Limited, the C.P.R. fast train across the continent passed through here on Sunday last. There was a wash out at St. Augustine on the North shore. Traffic was transferred to the short line.

14/07/1899 *Ottawa Citizen* *Ottawa Suburban*

When the Ottawa Suburban railway bill came up Mr. McIsaac called attention to the fact that the house had sat late the previous night and moved the adjournment of the committee.

15/07/1899 *Ottawa Free Press* *Hull Electric* *Aylmer*

A good sized row is brewing between the town of Aylmer and the Ottawa and Aylmer Turnpike Road company. It is being tidied over at present by the suggestion of arbitration, but several parties acquainted with the details of the existing differences, state that a big law suit is inevitable with the corporation of the town as plaintiffs and the Turnpike Road company and the Hull Electric Railway company as defendants.

It is said the Hull Electric company have threatened to remove their tracks from Main street, Aylmer, and running directly by the river front to the Park on the ground that the Turnpike Road company are forcing them to do so, having had their right of ownership to the road bed of Main street established by a judgment of the Superior court. The ownership is still disputed by the corporation and some of them are now wanting to appeal the judgment.

A prominent councillor informed the Free Press yesterday that Aylmer had rights and was going to assert them at any cost. "The railway company," he said, "is making a bluff about taking their services from Main street. They say it would be a saving to them of several thousand dollars a year to run direct to the Park instead of going through the town. If they try that they will soon find Aylmer up in arms against them, and there are many ways, that need not be mentioned, by which the town can retaliate in good order."

Another councillor, who is not in favor of litigation, has started a subscription among the inhabitants to purchase the road from the Turnpike company and hand it over to the Hull Electric company. Already a large sum has been promised.

15/07/1899 *Ottawa Citizen* *Prescott* *Ottawa West chaudiere*

Work is progressing favorably on the air testing plant at the C.P.R. roundhouse. There will be in all four thousand five hundred feet of pipe in connection with the plant. The brakes on every car will be tested before going out. The company's freight cars are now nearly all equipped with air brakes.

After the testing plant is completed a heating plant will be put in. This will enable the men to heat the cars before they leave the yard.

15/07/1899 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

One of the most extensive schemes which has ever been announced in Ottawa by the Canada Atlantic railway company was started last week. On Monday last, the big steam shovel which has been at work at the upper terminus of the O.A. & P.S. line was brought down and placed in the company's pit at Hawthorne, where it will be used to take out gravel for the filling in of the piece of property known as the "Gully." situated at the Rideau round house. Work will be carried on night and day until completed.

It is the intention of Mr. Booth, as soon as the gully is filled, to move the car shops which have been erected at the Elgin street depot over to the new property and there permanently situate them. Each building will be taken across the canal in sections. The concrete walls which will remain where the car shops were situated will, on account of their being fire proof, be fitted up into large houses for the purpose of storing train oils, etc. A new building of large dimensions is to be used for the finishing and polishing of fine railway coaches, will be built at the Rideau round house. The yards at Elgin street will be cleared up and converted into an extensive grounds for the piling and seasoning of lumber to be used in the building of cars and for the storing of iron.

15/07/1899 *Ottawa Free Press* *Renfrew* *Elgin Street*

Everybody at the car works on Elgin street is busy and about seven new refrigerator and cattle cars were turned out last week. Master Mechanic James Tremble and his gang of men are erecting a new derrick near the site of the old station, and the boiler house for heating of a large lumber drying kiln, has been built. Several new pieced of track for the accommodation of freight cars are being put down, and some heavy consignments of iron for car building have been received.

15/07/1899 *Ottawa Free Press* *Canada Atlantic* *Central Depot*

Mr. Donaldson, general superintendent of the company, and his staff of train despatchers are now comfortably situated in the Central depot, having moved from Elgin street early last week.

**20/07/1899 Ottawa Citizen Carleton Place Ottawa, Broad Street**

The sign board at the C.P.R. station which has been somewhat behind the times has been made into a thoroughly up to date affair. Two small iron poles have been erected from which will hang on large tin signs the destination for each train.

**20/07/1899 Merrickville Star Chalk River Almonte**

Almonte is to have a new C.P.R. station this year. The company intends spending \$30,000 on improvements to their property there.

**21/07/1899 Renfrew Mercury Chalk River Almonte**

It looks as if Almonte will have a new station not later than the year 1900 at all events. Mr. Spencer says that the new C.P.R. station will be an almost exact reproduction of the one at Renfrew, and it will be constructed a short distance east of the present station. - Almonte Gazette.

**21/07/1899 Ottawa Citizen Chalk River Arnprior**

Operations have commenced on the new C.P.R. station here.(Arnprior)

**21/07/1899 Ottawa Citizen Tramway E.B. Eddy**

As soon as Mr. E.B. Eddy returns from his western trip a new system for hauling material from the sulphite factory near the end of the interprovincial bridge to what is known as the "Jumbo" warehouse on Bridge street will be inaugurated. The fifteen teams of horses which do the work at present will be dispensed with and in their place a train of cars over a narrow gauge railway will do the work.

A gang of fifty men has been engaged for the last week constructing the road, putting up the platforms and making all the necessary arrangements for the operation of a miniature railway which will be about one and a half miles long.

The rolling stock will consist of a handsome little steam engine called the "Nettie", after Mr. George Milne's daughter, ten box, eight flat and six coal cars. These will be used in carrying pulp and pulpwood, coal, sulphur and all the materials used in the factories at each end of the line. The locomotive will be in charge of Mr. Alex Chapman, formerly engineer of the Hull Lumber company, and he will have as his fireman Mr. Achilles Drapeau.

Mr. George Milne is superintending the construction of the road, of which Messrs. Kelly and Larose, who are known as the "MacKenzie and Mann of Hull," have the contract. It will be finished by the last of next week and will be a novel venture on the part of the enterprising firm.

The engine bears the coat of arms of the company and each car will have the name E.B. Eddy Co. (Limited) painted on the sides in large gold letters.

**21/07/1899 Eastern Ontario Review L'Orignal Hawkesbury**

Work on the construction of the big bridge of the Great Northern railway at Hawkesbury is retarded just now on account of high water. Mr. A.H.N. Bruce, the engineer of construction, states that the water at Hawkesbury has risen some two feet by the recent rain falls. Where the piers of the bridge go the water is about twenty-seven feet deep and running about ten miles an hour, while at low water it is only 17 feet deep and running about seven miles an hour. Consequently it has been thought advisable to postpone some of the work for a month or so.

It is estimated that the cost of the bridge will be about \$400,000. The section of the bridge across the Grenville canal, according to the profile, is 42 feet above the water, thus allowing all boats to go underneath without any difficulty. The main section of the bridge is 56 feet over low water, with seven spans of 210 feet each.

At the Hawkesbury end there is a tressle [sic] approach of over 2,000 feet in length. Something like 800,000 feet of timber will be used in it. The end next the bridge is 56 feet in height from the base of the rail to the ground and tapers off to twenty-five feet, where the temporary trestle commences. This trestle runs over the streets of Hawkesbury at a height of 24 feet, continuing until the high ground is reached at the back of the town. A staff of men was started at work Monday morning preparing the foundation for this extensive work.

**22/07/1899 Ottawa Journal Ottawa Electric**

Sunday cars tomorrow. Confirmed by 24 July 1899 edition (Monday)

**22/07/1899 Ottawa Free Press Britannia Power Canal Metropolitan Electric**

Messrs. Brewder and McNaughton, the contractors, are making rapid progress with the power stream of the Metropolitan Electric Co. at Britannia. Most of the Deschenes mill men are employed and the rock is being taken out rapidly. The crib work will be commenced next week. The timber for the work is already on the ground.

**24/07/1899 Ottawa Journal Tramway E.B. Eddy**

The E.B. Eddy Company has constructed twenty-five freight cars for use on the new railway line between the sulphite works and the paper mill. The new cars are fourteen feet long, six wide and eight high. The operation of the new line will do away with the waggons and trucks which have hitherto been used to carry freight from mill to mill. Small locomotives will draw the cars. The line, which has an outlet near the match factory runs down along the Ottawa River through the Hurdman lumber yards.

The E.B. Eddy company will soon erect a new steel bridge over a certain arm of the river to accommodate the freight line.

**24/07/1899 Ottawa Journal Renfrew Whitney**

#### UNDER THE WHEELS

##### JAMES A. BULL MANGLED BY A TRAIN

Employee of the O.A. & P.S. Injured Saturday Night, and Died Yesterday

James A. Bull, of 19 Second avenue, a fireman on the Ottawa, Arnprior and Parry Sound Railway, was so badly injured by being run over by a train at Whitney Saturday night that he died yesterday morning. While Mr. Bull was standing on the tender of his engine shortly after six o'clock Saturday night, filling the boiler of the locomotive with water, a shunting engine jolted against the rear end of the train to which the locomotive attended by Mr. Bull was attached.

Fell to the Track.

The collision caused the man to lose his balance and fall to the ground. The train, set in motion by the jolt, passed over him, cutting off his right arm and crushing his right leg. He was pulled out and taken to Ottawa in a special car. In spite of all that could be done for him, however, he passed away yesterday morning.

The late Mr. Bull was 20 years of age and lived at the residence of his father, Mr. Enoch Bull, foreman for S and H. Borbridge, trunk manufacturers. He was a member of the Brotherhood of Locomotive Trainmen..

**24/07/1899 Ottawa Journal Renfrew Whitney**

AN INQUEST TONIGHT - An inquest will be held to-night over the remains of the late J.A. Bull of the O.A. and P.S. Ry., who died yesterday as a result of injuries sustained at Whitney Saturday.

**24/07/1899 Kingston Whig Standard Renfrew Whitney**

His Legs Cut Off

OTTAWA, July 24 - John R. Bull, Gfirst avenue, a fireman on the O.A. & P.S. railway had both legs and an arm cut off at Whitney on Saturday. His engine was taking water when another engine rushed up. He was knocked under the wheels. He died Sunday morning.

JAS. A. BULL'S DEATH.

Inquest Was Adjourned After Dr. Klock Had Testified.

The inquest into the circumstances surrounding the death of James Arthur Bull, on the O.A. & P.S. railway at Whitney, commenced yesterday morning and was proceeded with last evening, but was further adjourned after a short sitting until this evening, owing to a number of employes of the road who had been summoned to give evidence being unable to attend.

The only evidence taken by Coroner Freeland yesterday was that of Dr. Klock, who examined the body and described the injuries which resulted in Bull's death. The left arm was severed and the left leg and right foot horribly mangled. Death, the doctor said, was due to shock. The jury were as follows: H. J. Freil. foreman: I. Rickey, T. Taylor, G. Mann, D. J. Currell, J. K. Reid, R. Sinclair, t. H. Woodland. A. Moreland. J. Valilee. A. D. Helmer.

R. N. Defoe. Geo. McGregor, James McRae, Thomas McMillan.

25/07/1899 *Ottawa Journal**Renfrew**Whutney*

AN INQUEST OPENED.

An inquest was commenced yesterday into the death of James A. Bull, of Second avenue, who was fatally injured at Whitney Saturday night. Dr. Klock gave evidence as to the injuries on deceased. The inquest was adjourned until to-night in order that some important witnesses from Whitney may be present. The jury consists of H. J. Friel, Foreman; J. Rickey, F. Taylor, G. Mann, D. Currell, J. K. Reid, R. Sinclair, I. H. Woodland, A. Moreland, J. Valilee, A. Helmer, R. Defoe. G. McGregor, J. McRae, T. McMillan..

26/07/1899 *Ottawa Free Press**Pontiac Pacific Junction*

Work on the construction of the Pontiac and Pacific Junction Railway from Aylmer into Ottawa, has commenced, and according to what is heard, the extension will be materialized before a time calculated upon by certain parties whom, it is said, do not view the project with a great deal of favor.

The scene of the commencement of the work is Mr. Ritchie's farms, and the route, according to profile, is between the line of the Hull Electric company and the Ottawa river.

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The construction of the former line, while a matter of much interest to Ottawa people, is especially so to the people of Aylmer, many of whom are highly exercised over reported opposition to the line by the Hull Electric company. From the state of things springs the rumor that the work of extension is a bluff on behalf of the company. More

26/07/1899 *Ottawa Free Press**Maniwaki*

A staff of men also started work this morning on the extension of the Gatineau Valley Railway Company from Gracefield northwards to Maniwaki, a distance of some 30 miles. This work will go on steadily until completed.

26/07/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

As to the Interprovincial bridge, Mr. Beemer said the masonry work was practically completed, only half a pier remained to be finished. This would be done as soon as the river subsided a little. The manufacture of the iron superstructure was being proceeded with satisfactorily.

## HELD LIABLE

A.T. Granger Adjudged Guilty of Manslaughter

JURY OUT THREE HOURS

Coroner's Inquest Touching the Death of the Late Fireman J.A. Bull

"That Arthur Thomas Granger, on the 22nd day of July, 1899, at Whitney, Ont., did feloniously and unlawfully kill and slay one James Arthur Bull."

This was the verdict returned by the Jury empaneled to enquire into the circumstances surrounding the death of James Arthur Bull, fireman on the Canada Atlantic, who was run over on Saturday afternoon last. A decision was reached, at 3.15 this morning, after deliberations extending over fully three hours. Twelve of the jurors subscribed their names to the verdict, only two disagreeing. The only other member left early in the evening on account of illness.

The jury found it hard to determine whether the case was one of "mere neglect" or "gross neglect." The circumstances of the case are well known. The special freight trains were proceeding from Depot Harbor to Ottawa. They were in the early stages of the journey about fifteen minutes apart. The first, in charge of Conductor Campbell, stopped at Whitney to take water, backing in at 6.40. The second, under charge of Conductor Young, arrived at 6.48 though there appears to be some divergence of opinion as to the length of time that elapsed between the two arrivals, one brakeman on the first, claiming that the second train came along without any appreciable lapse of time. Granger was the engineer on the latter. Though signaled to stop, there was, in the minds of twelve of the jurors, little evidence to show that he did anything to impede the progress of his train other than to whistle for the brakes, which, according to testimony, had been applied at Conductor Young's instance. The impact of the engine against the van at the rear of the first train knocked Bull beneath the wheels, killing him instantly. Hence, the verdict of manslaughter. A mitigating circumstance was pointed out by those who disagreed in the fact that a curve in the road at Whitney station, together with a number of buildings, obstructs the view, making it impossible for Granger to see the danger ahead.

Conductor Campbell was unable to be present through indisposition, a letter to this effect being read from his physician.

Mr. Charles H. Donaghy was the engineer on the train which stopped at the Whitney station for water. Arthur Bull, the fireman, stood on the rear of the tender to connect the spout of the tank. Just before the second train ran into the rear of his train, McLellan, the brakeman, gave the sign to pull ahead quickly. The train went about half a car's length and then came a crash. At this moment he saw the unfortunate fireman fall. The train continued to move for five car lengths more, and then came to a standstill. The two trains were fifteen minutes apart at Canoe Lake.

Mr. William McLellan, of Madawaska, was brakeman on the same train. His duty was to be on the first car to give signals to the engineer.

Conductor Campbell, in this instance, gave him the signal to go ahead. The conductor was standing on the station platform. It was impossible for the witness to see the train behind. The signal he had given was answered immediately. The train had only moved about sixteen feet when the shock came. Mr. Bull was standing on the rear of the tender placing the water spout when the signal was given. With the crash Bull fell and the train moved about five car lengths.

Mr. S.J. Kingston was the brakeman on the rear car of the first train. His duty was to flag any train following - to go back, if necessary, a mile to protect his train. On this occasion he did not do so; he left his train without a flag. He went back about 200 yards. Seeing the second train coming he gave the signal, which those on board observed. One sharp whistle was given by the engineer. The second train, according to rule, should have been a mile behind. He was unable to take the flag because he didn't have sufficient time. The second train, he judged, was going about eight miles an hour. Even if the signal had been acted upon it would have been impossible to have stopped the train before reaching the train ahead.

Mr. Arthur Granger, of Depot Harbor, was engineer on the second train. Campbell was to have three signals, flags - one on the engine and two on the rear. As soon as he saw the signal made by McLellan he whistled for brakes one short whistle. He then placed the engineer's valve in the emergency position, which at the time had little or no effect, as there were only three cars on the train supplied with air brakes. When he whistled it was the duty of the brakemen to apply the breaks [sic]. It was not possible to see the train ahead as there was a sharp curve with three buildings obstructing the view. Just before he struck the rear of the first train it started ahead a few feet and stopped. There was little damage to either the engine or van. When the engine stopped, witness got off and asked Conductor Campbell if a flag had been sent back and received a reply in the affirmative. Knowing that another train was ahead, he had kept a pretty sharp look out, and went about fifteen miles an hour. Coming into the station he slackened down and was at that time going about three miles an hour.

Mr. Kingston, recalled, said that the rule about protecting the train did not apply when within a station yard.

General Superintendent Donaldson said that it was not necessary for the train to be protected while the engine was taking water in the station yard. If Conductor Campbell had stopped outside the station yard he would have had to protect his train.

Mr. William Young was conductor on the second train. He told the engineer to watch out for the train ahead because he knew his train had few air brakes and the grades were steep down. He was afraid the engineer was going slightly too fast, though not sufficiently fast to make it dangerous...

27/07/1899 *The Equity, Shawville* *Hull Electric* *Aylmer*

As a result of the lawsuit between the Hull Electric Railway Co. and the Aylmer Macadamized Road Co., in which judgment was rendered in favour of the latter, the Electric Co. are removing their tracks from the main street of Aylmer. Hereafter it is the intention to utilize the old C.P.R. track. The outlook for the business men of Aylmer is a blue one, the enlivening influence of the car traffic having a good effect upon business.

27/07/1899 *Kingston Whig Standard* *Renfrew* *Whitney*

## INDICTED FOR MURDER

Parry Sound Engineer Held Responsible for a Fireman's Death

Ottawa, July 27th - "That Arthur Thomas Granger, on the 22nd day of July, 1899, at Whitney, Ont, did feloniously and unlawfully kill and slay one James Arthur bull. "

This was the verdict returned by the jury empanned to inquire into the circumstances surrounding the death of James Arthur Bull, fireman on the Canada Atlantic, who was run over on Saturday afternoon last. A decision was reached at 3:15 on Tuesday, after deliberations extending over fully three hours. Twelve of the jurors subscribed their names to the verdict, only two disagreeing. The only other member left early in the evening on account of illness. The jury found it had to "determine whether the case was one of mere neglect or gross neglect." The circumstances of the case are: Two special freight trains were proceeding from Depot Harbor to Ottawa. They were in the early stages of the journey about fifteen minutes apart. The first in charge of conductor Campbell, stopped at Whitney to take water. Granger's train run into it knocking fireman Bull off the tender on which he was standing at the time. Bull received injuries from which he died.

## ACCUSED OF KILLING FIREMAN

Charges Laid Against Engineer Granger

The Trial in the Police Court To-day

Was Granger to Blame for the Accident?

Fireman James Bull was Killed in Collision. Engineer's Carelessness is Blamed.

Arthur Thomas Granger was to-day charged in the Police Court with unlawfully killing and slaying James A. Bull. Granger was the engineer on the train that collided with another one on July 22nd, on the O. A. and P.S. line at Whitney, The collision was a rear end one and the man that was killed was fireman on the front train.

The criminal action is taken in the court, following the verdict of the coroner's jury. who found Engineer Granger guilty of the man's death.

Crown Prosecutor Ritchie conducted the case against the engineer, while Mr. Hal McGivern, of Messrs. Henderson. McCracken and McGivern, defended Granger.

A Question of Jurisdiction.

Mr. McGivern questioned the jurisdiction of the court as the deceased fireman was struck in another county. Mr. Ritchie pointed out that when a man met with an accident in one jurisdiction, and died in another the courts of either of these jurisdictions had power to try the case. Magistrate O'Keefe decided that he had power to try the case and the trial proceeded.

Mr. Wm. McClelland, who was brakeman on Campbell's special, the train on which Bull was killed, gave first evidence. He saw the whole accident and described it to the court.

The front train, on which McClelland was, consisted of fifteen cars. They left Depot Harbor about five o'clock and arrived at Whitney at twenty minutes to seven o'clock, the same evening.

Story of the Death.

There the train stopped. It was necessary to take water, but the engine was not stopped till the tank on the tender was three or four feet beyond the water tank by the track. Fireman James Bull went back on the tender to attend to the taking of water. The witness, McClelland, was standing on the top of one of the freight cars.

Suddenly Conductor C. A. Campbell gave a signal to start the train. The train was started almost immediately, and went about nineteen feet. Then the rear train dashed down upon them.

The rear train, Young's special, struck the back end of Campbell's train. Bull, the fireman, who was standing on the top of the train, was seen to fall; down between the front car and the engine. The witness ran to him and found him on the east side of the track. His arm and leg was separated from the rest of his body and the man was in great agony.

The rear end of the front train was considerably damaged by the collision. And it was found that the two rear cars of the front train were detached from the rest of the train. The visitors did not know whether this was a result of the accident or whether it came from the accident or from the sudden starting of the train a few seconds before.

Cross-examined by the defence, the witness said that there was a curve and a heavy grade at Whitney station. The trains had to go in there very slowly with brakes on.

The Man Was Dying.

Dr. Klock of the corner of Nepean and O'Connor streets told of his visit to the dying man, John Arthur Bull, at 2 o'clock on Sunday morning. The man was out by the Elgin street depot here and they considered that he Charles Bellamy, the engineer of was taken into a station building there. The man was dying. He had his left arm chopped off two inches from his shoulder and he had other injuries.

Samuel J. Kingston, a brakeman, from Madawaska. told of how he was on the train that was struck. About four minutes before the accident occurred he went back along the track to give a signal to any trains that might be coming. He went back two hundred yards when he saw Young's train approaching. He waved his flag and then jumped down the bank. He heard the coming train whistle for brakes and then it turned the curve. The train was not going at a high rate of speed.

The Engineer's Orders.

Charles Bettamy[sic] the engineer of the forward train, told of the orders he received. They were in technical language to "Run on red by Bank's." He explained that there were four special trains coming through from Depot Harbor. Bank's train was the first, while the one he was on was the second. To run on red meant for him to look out for Bank's train, which had red lights displayed. He was to keep a mile behind the train ahead. and Granger, the engineer on the train that ran into him doubtless had the same orders.

Samuel J. Kingston was recalled and he said that at Whitney station there were no semaphores. There was but one signal board on the other side of the station from, which the water-tank stood.

An Ottawa Conductor.

Wm. Thomas Young, of Ann street Ottawa, was the conductor on the train that ran into the first one. He said that his train was not going fast, but was under control going down the heavy grade into Whitney station. The train was going fast enough, however, to plough its way under the rear coach of the front train and lift it on the "cow catcher" of his train.

Conductor Young thought that Campbell, the conductor on the front train, should have had men posted earlier up the track each way to warn approaching trains. Young did not expect that the other train would be in Whitney. When the accident happened he sent a man back to flag the fourth special train that was following a few miles back.

Albert White, was the prisoner's fireman on the rear train the evening of the death of Bull.

He described in detail the movements of his train before and after the fatal accident,

Did All He Could.

Granger, the prisoner, said White, did everything possible in his power to stop the train and avoid having the accident caused.

Brakesman R. Moore, of Depot Harbor, who was on Granger's train, also gave testimony. His evidence was of a technical nature as to the distances between the different points concerned in the accident. The evidence he gave was not important except the fact that he said the shock of the collision was so light that he felt no shock or jerk whatsoever. This of course is in Engineer Granger's favor.

Henry Barrfield of Depot Harbor, another brakeman, was on the rear of Granger's train. When they came within six or seven car lengths from the front train he heard two whistles for brakes from his train. Like the previous witness, he felt no shock at the time of the collision.

There were two more witnesses that Crown Prosecutor Ritchie wants to examine. He asked for an adjournment. Mr. McGivern opposed this strongly, as he did not want to have a charge like this hanging over his client's head, as he said there was no evidence yet to implicate Mr. Granger. Mr. Ritchie said he had no objection to Mr. Granger being allowed out.

Granger gave his own personal bail for \$400. The case will come up next Tuesday, August 1.

Sympathy for Granger.

Much sympathy is expressed in railroad circles for Engineer Granger, as it is not considered by railroad men that he was at all to blame for the accident. The court was crowded with railroaders interested in the case.

The court adjourned a few minutes before one o'clock. ,



27/07/1899

Ottawa Citizen

Tramway

E.B. Eddy

--To facilitate the work in the paper mills the company have constructed a narrow gauge railway from the paper mills to the sulphate plant, about three quarters of a mile down the Ottawa river. This road runs along the river bank and is entirely within the company's property. A steel bridge will also be erected across a branch of the river where the road runs. Special engines and cars are also being built for use on this line. There will be three different styles, box, flat and ump [sic] and these will be used to transfer the pulp, coal, wood, rags etc., to the paper and other adjacent mills. The operation of this line will ensure a savings of time and expense and will do away with the cumbersome carts now in use. Larose and Kelly are the contractors for the road.

28/07/1899

Renfrew Mercury

Chalk River

Arnprior

A busy scene is presented to the eye on the site of the new C.P.R. station. A large staff of men are engaged completing the excavations and in laying the foundation stones. For this purpose a large derrick is used and the stones, which are of unusual size, are thus lowered into their places. Mr. Munro intends rushing things and already a large amount of the necessary material is on the ground. - Arnprior Watchman.

28/07/1899

Almonte Gazette

Renfrew

Whitney

James A. Bull, aged 20 of Ottawa, fireman on the O.A. & P.A.S. RR., had both legs and an arm cut off at Whitney on Saturday, and died next day. He was standing on the tender while the boiler was being filled with water, and by some mistake another engine collided with the one he was on. Bull was thrown on to the rails, and the train being set in motion, the wheels of a car passed over him.

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The jury at the inquest held to inquire as to the death of J.A. Bull, O.A. & P.S. RR. fireman, brought in the following verdict: "That Arthur Thomas Granger, on the 22nd day of July 1899, at Whitney, Ont., did feloniously and unlawfully kill and slay one James Arthur Bull." Granger was the engineer on the rear train, and, though signalled to stop, there was little evidence to show that he did anything to slacken the speed of the train beyond whistling for brakes.

28/07/1899

Almonte Gazette

Chalk River

Almonte

At the station yard here last Friday night Clarence Hunter was coupling a baggage car to a box car when he was caught between the two and had his collar bone dislocated. It might have been much worse.

29/07/1899

Ottawa Citizen

Carleton Place

Chaudiere

The compressed air apparatus at the C.P.R. is about completed and will be moved to the station next week. The C.P.R. company is erecting a large sand house near the round house. It will have a capacity of ten car loads. Sand will be dried by steam and raised up to the top by air. Large chutes will convey the sand to the engine box. This is a great improvement upon the former way which necessitated the carrying of sand in pails to the engine. The house will be ready in about three weeks.

29/07/1899

Ottawa Journal

Britannia Power Canal

Britannia

THE METROPOLITAN ELECTRIC CO'S CANAL

A Largo Sized. Cut Through the Rock. The Machinery and Labor Employed. The harsh clank of the derrick chains and the sharp hiss of escaping steam from the engines, mingle not unpleasantly with the boom of the Britannia rapids. The work of the Metropolitan Electric Company at the village by the lake goes merrily along, and there is no apparent decrease of activity or curtailment of extent.

The work is certainly an immense undertaking. On first viewing it the beholder sees a confusion of railway tracks, men, engines, pumps, steam drills and tons upon tons of solid rock, Yet on a little observation this confusion resolves itself into a concentrated and determined effort to overcome nature's difficulties.

The whole work is to dig a canal out of the living rock, over a quarter of a mile long, one hundred and fifty feet wide at the narrowest part, and with a depth of fourteen feet and over. Yet to do this will necessitate the removal of one hundred thousand cubic yards of solid rock and piling it up along the sides of the cutting. No light, task this, even for the meet modern methods of the nineteenth century.

As to the Canal  
This canal runs parallel to the rapids and with but a few feet of rock between the two. The work at present being done is at the lower end of the cutting. One hundred and fifty men are employed, two pumps are kept going incessantly, two large steam derricks are used and two powerful steam drills keep pounding holes for the dynamite constantly.

Along each edge of the excavation runs lines of track. The two big steam derricks hoist loads of rock up from the cutting into one of the half dozen cars or so on the tracks. When loaded these run partly by gravity as the track slopes down hill, partly by horse-power and partly by steam cable between the rails.

These derricks with their engines are placed upon tracks which they move along as the work advances. The derricks are of the most modern kind, and a load can be lifted and put into a car, the return journey made by the derrick and another load attached ready for lifting, all within the sixty seconds.

All around there are hundreds of tons of rock lying. This has been piled as a rule along the edge of the cutting. The rock breaks off in thin wide ledges usually not more than a couple of inches thick.  
Keeping Water Out.

The nearness of the rapids and the cracks in the rocks makes it necessary for two steam pumps to be kept going night and day to keep the canal dry. The system of pumping is simple. Two wells are dug in the lowest part of the canal, and into these the surplus water is run. It is then pumped out and reaches the rapids through wooden troughs. Each of the pumps has its separate engine.

There are one hundred and fifty men employed. When they are working altogether it presents a busy scene. The Journal representative stood in one place and counted one hundred men all within a very narrow radius. There are blacksmiths, engineers and firemen, foremen, carters, drill men and laborers. The laborers, of course, form the great majority and are English, French and Italian, with a preponderance of the latter nationality. These laborers get paid \$1.25 each day for work from 7 a. m. till 6 p.m., and seem to be content.

Contractors Brewder and McNaughton stay on the work most of the time to supervise. They are busy men. The men live in a camp, built by the company. They are quiet and do not in the least disturb the peace of the pretty village by the lake. The men say they are well treated by their contractors, and in all, the work seems to be conducted on a first-class basis.

29/07/1899

Ottawa Citizen

Canada Atlantic

Ottawa East

The filling up of the gully at the Rideau roundhouse is now fully under way and will occupy about sixty days before it is completed. The steam shovel is at work at the pit at Eastman's Springs and two ballast trains are kept busy hauling the earth to the Rideau yard.

29/07/1899

Ottawa Citizen

Canada Atlantic

Central Depot

On Tuesday last the offices which were in the despatching building at the Stewarton yards of the C.A.R. were moved down to the Central Depot. The rooms back of the station department have been converted into neat and commodious offices. Among the others who will occupy quarters at the new rooms is Mr. M. Donaldson, superintendent. The mechanism which directs trains over the whole system will also be directed from a room at the southeast corner of the station, where the despatchers will be located. The offices of the roadmaster, Mr. J. Graham, is also located in the building.

The changes made recently in the Stewarton offices will permit of some new departments being opened up at the old building. It is expected that the stores office will shortly be moved over into the office vacated by the superintendent.

*01/08/1899 Ottawa Citizen Tramway E.B. Eddy*

The new line of railway running from the sulphate mills to the Chaudiere paper mills is being operated as far as completed. The company is waiting on the Electric Railway company, with which arrangements are being made for the installation of a diamond crossing at Bridge street. When this (is) completed the Eddy line will be extended along by the paper mills parallel to the Hull and Aylmer electric tracks.

*01/08/1899 Ottawa Journal Renfrew Whitney*

WAS GRANGER RESPONSIBLE?

IMPORTANT QUESTION TO BE DECIDED

Preliminary Trial of the Engineer now going on in Court

The preliminary trial of Arthur Thos. Granger, the O., A. and P. S. engineer who is accused of unlawfully killing Fireman James A. Bull in a rear-end railway collision, is not yet over. In the police court this morning the case was again adjourned till tomorrow to allow the presence of Coroner Freeland and Superintendent Donaldson of the Parry Sound road. The court was filled with railway men, for the case is an unusual one and involves the important principle of the liability of an engineer in case of an accident caused by his train.

Mr. J.A. Ritchie, Crown prosecutor, managed the case against the engineer, while Mr. Hal. McGiverin defended him.

[sic] morrow to allow Superintendent Don and O'Connor streets was recalled and said that undoubtedly the deceased had died from the shock of the accident.

There were no more witnesses in court, so the case was left over till tomorrow to allow Superintendent Ion.[sic] aldson to attend. Mr. McGiverin rather objected to this, as he did not think Mr. Donaldson could give any important evidence, as he was not present at the accident.

Crown Prosecutor Ritchie explained that he wanted Mr. Donaldson to interpret some of the running rules of the road. The case was then laid over.

*01/08/1899 Ottawa Citizen Renfrew Whitney*

MANSLAUGHTER CHARGE

The Granger Case Further Enlarged That More Evidence May be Obtained.

At this morning's police court Arthur T. Granger was again arraigned on a charge of manslaughter.

Dr. Klock, who attended James A. Bull, the victim of the railway accident at Whitney on July 2nd, testified that death was due to the shock caused by the injuries deceased received

The case was enlarged for a day, as the Crown desires to secure the evidence of Dr. Freeland, coroner, and Mr Morley Donaldson, superintendent of the O., A. & P. S. railway.

Mr. McGiverin, counsel for the accused, questioned the necessity or value of the last named witness' evidence. but Crown Attorney Ritchie stated it would be of value, inasmuch as plans, etc., would be submitted.

*02/08/1899 Brantford Expositor Renfrew Whitney*

Ottawa Aug 2. - Engineer A.T. Granger of Depot Harbor who was charged by a coroner's jury in Ottawa recently with being responsible for the death of J. A. Bull a fireman on another Parry Sound train was this morning dismissed by Magistrate O'Keefe at Ottawa. Granger's train was following the train upon which Bull was working and collided with it at Whitney. Bull fell under the train and was killed. It was said that Granger had not obeyed signals to stop his train and was therefore responsible for this accident.

*02/08/1899 Ottawa Journal Ottawa Suburban*

BILLS LAID OVER

Before the railway committee of the House of Commons this morning, after the consideration of Hon. Mr. Blair's bill amending the Dominion Railway Act, the chairman asked if the bill respecting the Ottawa and Suburban Railway should be considered. Amidst cries of "lost" the meeting broke up, but before doing so decided to refund the government fees upon this and other bills remaining on the order paper. In the later meetings of the railway committee the suburban bill was strongly opposed.

*02/08/1899 Ottawa Journal Renfrew Whitney*

He Was Not to Blame,

Arthur Thomas Granger, of Depot Harbor, was honorably acquitted in the police court to-day on the charge of killing Fireman Jas. A. Bull through alleged carelessness which caused an accident at Whitney station on the Parry Sound. Mr. Hal. McGiverin defended Mr. Granger, and Mr. J. A.

Ritchie, crown prosecutor, handled the crown's case.

General Superintendent Donaldson, of the C A.R., was the last witness.

*02/08/1899 Hamilton Spectator Renfrew Whitney*

Engineer A.S. Granger, of Depot Harbor, who was charged by a coroner's jury in Ottawa recently with being responsible for the death of J.A. Bull, a fireman on another Parry Sound train, was, this morning dismissed by Magistrate O'Keefe at Ottawa

*02/08/1899 Toronto Evening Star Renfrew Whitney*

GRANGER ACQUITTED

Charge Against an Engineer on the O A & P S Line Collapses

OTTAWA Ont., Aug 2. - Engineer A.T.Granger, of Depot Harbor who was charged by a coroner's jury in Ottawa recently with being responsible for the death of J. A. Bull on another Parry Sound train, was this morning dismissed by Magistrate O'Keefe at Ottawa.

Granger's train was following the train upon which Bull was working and collided with it at Whitney. Bull fell under the train and was killed.

It was said that Granger had not obeyed signals to stop his train and was therefore responsible for the accident.

## AN ACQUITTAL

Granger Not Responsible for Whitney Fatality

At this morning's police court. Arthur Granger was acquitted of the charge of manslaughter, the court not holding him responsible for the death of James A. Bull, fireman on the O. A. & P. S. railway.

The principal evidence was given by Mr. Morley Donaldson, general superintendent of the O., A. & P.S. and C.A. railways. Mr. Donaldson produced a blue print profile showing the track-curve, grade, etc. at Whitney, where Bull was killed. The grade from the west at this point is 1.25 feet in the hundred.

Mr. Donaldson next explained the rules under which the trains ran. He stated there was no sign post or semaphore at Whitney to mark the station yard.

This closed the case and the addresses of counsel followed. Mr. McGiverin said. "I would submit that no case has been made out, and I think the case should be withdrawn. Nothing has been brought out fastening the blame on Engineer Granger. He was not running ahead of time, nor was he going at an undue rate, and when signalled he did everything possible to stop his train."

Continuing, Mr. McGiverin maintained the shock that threw Bull off the tender was caused by the sudden starting of his train, which caused the separation of the van and the last car. Mr. McGiverin also referred to Granger's good record in the past as an engineer, as a point in his favor.

Crown Attorney Ritchie maintained that Granger was responsible, as for one thing he ran into Whitney at greater speed than was permitted. He referred to the fact that the first train had the right of way and hence any fault was on the part of those in charge of the second train. He also referred to evidence to prove that Bull did not fall till after the collision occurred.

He also emphasized the fact that the crew of the first train did everything possible to avoid the accident.

Negligence All Round

Magistrate O'Keefe in summing up the evidence, stated he could not hold Granger guilty.

There was negligence all around, not on Granger's part alone and he was not justified in holding him responsible.

03/08/1899 *Ottawa Citizen**Ottawa Suburban*

Among the measures which fell yesterday in the "slaughter of the innocents" which invariably marks the closing hours of a session was the Ottawa Suburban Railway bill, which goes over till the next session.

03/08/1899 *The Equity, Shawville**Pontiac Pacific Junction*

Work on construction of the Pontiac and Pacific Junction Railway from Aylmer into Ottawa has commenced, and according to what is heard, the extension will be materialized before the time calculated upon. The scene of the commencement of the work is on Mr. Ritchie's farms and the route according to profile is between the line of the Hull Electric company and the Ottawa river.

04/08/1899 *Ottawa Journal**Renfrew**Elgin Car shops*

The old CAR roundhouse, latterly used as a work and repair shop, situated on Argyle Avenue between the canal and Elgin Street was completely gutted by fire between three and four o'clock yesterday afternoon. Several freight cars nearby were destroyed and some iron railway appliances and implements damaged. The loss which amounts to between \$7,000 and \$8,000 is fully covered by insurance. The blaze originated in the engine house at the west end of the building.

04/08/1899 *Ottawa Journal**Renfrew**Madawaska*

Renfrew, Aug 4. - The O.A. & P.S. car shops at Madawaska were burnt down yesterday.

04/08/1899 *Renfrew Mercury**Chalk River**Arnprior*

Work on the new C.P.R. station is progressing well, the foundation being nearly completed. - Arnprior Watchman.

04/08/1899 *Ottawa Citizen**Renfrew**Elgin Street*

An old landmark and a relic of the days when the Canada Atlantic railway first gained access to the city was destroyed yesterday afternoon by fire which broke out shortly after 3.30 o'clock. The building was the old wooden roundhouse of the company, lately used as a workshop, just across from the old depot.

The fire started in a pile of shavings at the eastern end of the building and just in rear of the boiler house which contained the engine used to operate the machinery in the shop. The fire was noticed by nearly all the employees in the building at the same time and the company's hose was put to work at once and an alarm sounded from box 134, corner of Argyle avenue and Elgin street. On Chief Provost's arrival he saw that there was great danger of a bad fire and pulled the second alarm. By this time, although the sections of the brigade then on hand had got down to work, the fire spread with lightning rapidity on the oil-soaked walls and attacked a train of about nine freight cars which were standing on an adjacent siding. Lurid flames and volumes of inky black smoke, rolled up in columns of imposing grandeur and attracted a large crowd.

The Lafrance engine on its arrival was taken to the bridge across the canal leading to Ottawa East and the big intake pipes dropped over the railway into the canal. Two lines of hose were then attached and a full head of steam turned on, and in a few minutes two magnificent streams were being turned on the flames from the engine. Six other streams from neighboring hydrants were utilized, but the building continued to be consumed like tinder for some time.

A locomotive was attached to the burning freight train but the chief saw that the cars already on fire might ignite others if hauled into the yards, so the order was given to have the train left where it was till the fire was extinguished.

About half an hour after the alarm was turned in the firemen began to get the better of the fight and in an hour and five minutes the return blow was struck.

The building is a complete wreck but owing to the fact that the immense quantity of water thrown kept the valuable iron and metal work inside comparatively cool the damage will be considerably less than was at first supposed. The principal machines of value in the building were an axle lather, a wheel press, boring machines and drills, and the engine and boiler used in operating them. There were also five forges and a large quantity of car wheels, trucks, springs and car fittings which if course will not be much damaged.

The burning rolling stock consisted of four Grand Trunk cars, one Philadelphia and Reading car, and one C.A.R. stock car, containing lubricating oils. The others were all loaded with new wheels to be used at the construction shops.

The loss on cars will be about \$3,000 as the company will receive \$250 for the trucks returned to the other roads. The cars are covered by a blanket policy of assurance. When new these cars were valued at \$650. The loss on the building and machinery will be about \$5,000 making a total of \$8,000 which is covered by insurance.

There were twenty men employed in the building principally machinists. Some of the latter lost their coats which they had left off to work, so fast did the flames spread. Mr. Gait, the engineer off the stationary engine, lost a \$10 bill which was in the pocket of his coat.

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The trucks of the train of burned freight cars were hauled away from the side of the destroyed building as soon as the fire was extinguished.

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04/08/1899 *Ottawa Citizen**Chalk River**Arnprior*

The foundation of the new station at Arnprior has been completed and the framework is being put up.

*04/08/1899 Ottawa Citizen Pontiac Pacific Junction*

On the vote for a subsidy of \$3,200 a mile for the extension of the line of the Pontiac and Pacific Junction Railway from Aylmer to Hull, Dr. Sproule said the vote was a needless waste of public money, as a line over the same ground had been sold to an electric company, Mr. Blair said it was true the Pontiac and Pacific Junction company had used this line before it was sold to the electric company, under an arrangement with the Canadian Pacific railway company which formerly owned the road. It was impossible for the Pontiac and Pacific Junction company to obtain running rights over the road now as it was not considered wise to allow the company to run its cars over an electric line on which the cars ran every five or ten minutes. It would be a menace to human life. Dr. Sproule said that when the Hull Electric company was looking for an amendment to its charter last session it was claimed that this line was an outlet for the Pontiac and Pacific Junction road and that an arrangement existed for hauling the passengers and freight of that company line over the line. Mr. Ingram wanted to know if the Pontiac and Pacific Junction company had not begun work on the line it was proposed to grant subsidy to. Mr. Blair said that work had already started on plans approved by the department. There was an arrangement at present whereby freight of the Pontiac and Pacific Junction company was hauled over the Hull Electric company at night, but it was not a satisfactory arrangement. The vote was then allowed to pass.

*05/08/1899 Ottawa Citizen Canada Atlantic*

Heavy steel will soon be laid on the C.A.R. from Bearbrook to Ottawa which will complete the heavy rails to Coteau and will of course permit of faster running time.

The work of filling in the gully at the Rideau yards is progressing favorably and quite an embankment of earth has been made along the eastern side of the curved Parry Sound tracks which bound the gulch on one side. According as the embankment is extended tracks will be laid along its outer edge and on these the loaded ballast trains will run and the earth will be continually dumped on the outer side extending the embankment till the whole gully has been filled.

*05/08/1899 Ottawa Citizen Canada Atlantic Rideau Workshop*

On Tuesday last the hydraulic lifting machinery at the C.A.R. Rideau workshops underwent a severe test when one of the largest compound engines was raised off the rails to repair the trucks. The monster locomotive, No. 693, which weighs 120 tons, was raised about four feet and the wheels removed for repairs. The apparatus with which this was accomplished consists of eight upright iron columns, four on each side, reaching across from the tops of which are four steel girders to which are attached an equal number of twelve-inch cylinders six feet long. From the latter four hangers descend and in lifting the locomotive these attach to cross beams which have been placed under it. The operation of a small pump then puts the hydraulic mechanism in motion and gradually raises the iron monster from the rails.

This was the first of the large class of locomotives to be raised by the machine, which, however, has been in use for some time past on the smaller class of engines.

There are in the Rideau round-house ten of the most modern type of locomotives turned out by the Baldwin works. The height of drivers adapts them more specially for passenger work, but they can also be used for freight hauling purposes. These engines will be found very economical both as to time and fuel as the devices with which they are fitted make the consumption of water and coal minimum, while producing a maximum degree of power and speed. Thus the ordinary locomotive consumes four tons of coal in making the trip to Montreal, while one of these will use only about two tons. The water tank will carry enough to make the trip to Montreal without stops. There are also two hollow staybolts through the sides of the firebox which communicating with the outside air are said to have the effect of making the fuel burn with less smoke, thus increasing the heating properties of the coal. These engines are valued at about \$11,500 each. They are too high to pass under what is called the St. Anne's bridges, but this structure is being rebuilt to accommodate the passage of the new locomotives.

*05/08/1899 Ottawa Citizen Canada Atlantic Ottawa East*

The work of filling in the gully of the Rideau yards is progressing favorably and quite an embankment of earth has been made along the eastern side of the curved Parry Sound tracks which bound the gulch on one side. According as the embankment is extended tracks will be laid along its outer edge and on these the loaded ballast trains will run and the earth will be continually dumped to the outer side extending the embankment until the gully has been filled.

*05/08/1899 Ottawa Free Press Canada Atlantic Ottawa East*

The company are filling around the new shops. At the lower end of Ottawa East the ground is being levelled and filled in, and new lines of tracks laid. This will greatly relieve the pressure in the city yards.

The mechanical shops are also very busy preparing the iron work for the new cars.

*05/08/1899 Ottawa Citizen Renfrew Elgin Street*

The damage by fire at the C.A.R. yards by Thursday's blaze in the old roundhouse will be much larger than at first estimated. The iron work which was contained in the building was very much damaged and it is thought the loss will amount to between \$15,000 and \$20,000.

*05/08/1899 Ottawa Free Press Renfrew Elgin Street*

Twenty-two new box cars for grain are now being built for the western division, and as soon as completed will be immediately used, while the shops will continue building others. A number of 70,000 pound box cars will also be built.

*09/08/1899 Ottawa Free Press Ottawa Electric Britannia*

Ottawa Electric announces construction of extension to Britannia.

Wreck at St. Polycarpe. See accident file. Full account in August 10 edition.  
Also covered in Ottawa Free Press, same dates (August 10 shows a plan of the wreck.

#### C.A.R. FAST EXPRESS JUMPS THE TRACK

Five People Are Dead and Three Injured as a Result of a Wreck at St Polycarpe.  
Two Were Instantly Killed and Three Died Shortly After Being Taken From the Wreck.

#### The Dead.

GEORGE McCUAIG, fireman, Ottawa East.  
EDWARD STARRS. Bay street, Ottawa.  
WILSON O'CONNOR, in company with Starrs.  
JOSEPH ROCHETEAU, Champlain street, Montreal.  
MISS ROCHETEAU. Champlain street, Montreal.

#### The Injured,

ELLEN McDOUGALL, Maniwaki, burned, will recover.  
ELLEN RYAN, Maniwaki, burned, hands and face.  
BRIDGET RYAN, Maniwaki, burned.

The above is a list of the dead and injured in an appalling accident which occurred on the Canada Atlantic railway this morning..

The express train leaving Montreal at 9.40 and due in Ottawa at 12.10, jumped the track at St. Polycarpe, near Coteau, with the above painful result.

George McCuaig, of Canal road, Ottawa East, locomotive fireman, was crushed to death beneath his engine, and one of the passengers killed outright. Three other passengers died shortly after the accident.

The train was composed of an engine, baggage car, second class car, one first class car, two parlor cars and an I.C. R. coach and a sleeper. Only the last two cars remained on the track the other being piled in the wreck.

The train was a through express and one of the fastest run by the road. It left Montreal as usual at 9.40 this morning with a heavy passenger list including, it is presumed, several Ottawa people. It was in charge of Conductor James Clark. The other hands were Engineer Robert Orr, George McCuaig, fireman; Jno. Clarke, brakeman; Wm. A. McQuestion, baggageman, and Alexander Milne, express agent. The engineer was only slightly injured, while, with the exception of McCuaig, the other train hands were fortunate enough to escape.

The part of the road where the accident happened is perfectly level, without ditches, and covered with 72 pound rails. Ten minutes before the accident occurred the express which left Ottawa at 8.45 this morning passed over the spot.

Only meagre details were obtainable this afternoon, and officials of the road here are unable to account for the most fearful calamity that has ever happened on their line.

In addition to the wrecking train from Ottawa, two crews were ordered out from Coteau and the line is expected to be cleared in a few hours. The passengers, as well as those injured, will be brought to Ottawa as soon as possible.

Six doctors were on hand from the neighborhood.

#### The Dead Fireman.

George McCuaig, the fireman killed at St. Polycarpe this morning, was a young man about twenty-two years of age. He resided on the canal road, Ottawa East, and is a son of Mr. McCuaig, employed with Bryson, Graham & Co. He had been employed on the road as fireman for over a year and was a steady and industrious young man. McCuaig left Ottawa at 4.20 last night.

News of young McCuaig's death was quickly conveyed to his parents, who were nearly hysterical with grief over the shocking news.

Edward Starrs, one of the victims of the wreck, was an express man residing with his mother, Mr. Mary Starrs, at 259 Bay street. He had been out of the city for a few days and was returning home from a vacation.

#### Wrecking Train Sent.

As soon as intelligence of the accident was received a wrecking train was quickly made up and left for the scene of the disaster, followed immediately by a number of passenger cars to convey the injured and others to Ottawa. Dr. Powell was quickly summoned and went to St. Polycarpe at 11.30 a.m. in company with Mr. Morley Donaldson, superintendent of the road; J. E. Walsh, passenger agent, and Mr. F. H. Chrysler, the company's solicitor.

#### Passed Over the Switch.

The crew of the Boston express, due in Ottawa at 11.20 a.m. and which left Montreal 90 minutes ahead of the wrecked train, knew nothing of the disaster till their train arrived in Ottawa. Everything was in good shape when this train passed through St. Polycarpe Junction. The junction had recently been fitted with a new style of switch, which heretofore had given entire satisfaction.

#### Returning From the Shrine

The list of passengers included several pilgrims returning from Ste. Anne de Beaupre, who went on the excursion from Ottawa to that place on Monday. None of these, as far as can be learned, were injured. Every one on the train was more or less severely shaken up, but the above is an accurate list of the dead or those who sustained injuries of any account.

#### How It Happened

The accident, it is said, was due to the switch being open, and again it is supposed the cause was the spreading of the rails or a broken rail. As yet no word has been received from the wrecking train sent to the scene of the disaster.

The train with the dead and injured and the passengers is expected to arrive in Ottawa at 5.30 this afternoon. Until then full details of the accident and how it happened cannot be obtainable.

## FIVE KILLED FOUR INJURED

Canada Atlantic Train Wrecked This Morning. One Ottawa Man Killed and Another Injured

This morning when the Montreal and Ottawa express of the Canada Atlantic Railway was speeding into St. Polycarpe station the engine left the track taking with it the baggage car and second class coach.

The fireman, Geo. McCuaig, of Ottawa East, and one unknown second class passenger were instantly killed. The engineer Robt. Orr and five second class passengers were seriously injured. The only information which can be had concerning the accident is a statement given by Mr. C. J. Smith, general freight and passenger agent for the company.

Mr. Smith's Statement.

When seen by a Journal reporter Mr. Smith said:- "The accident, as far as we can learn at present, occurred at 10.35 this morning. The train left the track just outside of St. Polycarpe station which is about five miles on this side of Coteau Junction. The engine, the baggage car and second class car left the track and turned over on their sides, while the first class coach, the Montreal chair car and the Intercolonial sleeper remained on the rails. The fireman, Geo. McCuaig and one unknown passenger were killed, while Robert Orr, the engineer, and five passengers, whose names we cannot get were seriously injured.

"Doctors from Alexandria, Coteau and St. Justine were sent to the scene as soon as possible to attend to the injured.

A Train Sent Out

As soon as the word reached Ottawa," said Mr. Smith, "we sent out a special train with Dr. R.W. Powell, Superintendent M. Donaldson and general passenger agent, J. E. Walsh, to look after the passengers, and attend to the injured. The wrecking train was also sent out at once.

A Mystery.

"The cause of the accident is something which leaves us at a loss to account for. The road for seven miles on either side is level, and heavily ballasted. The rails are also very heavy, and as we considered, the most secure on the line.

Peculiar.

"The peculiar point is that while the engine and the first two cars left the track the remaining three cars remained on. This is the first serious accident to a passenger train which we have ever had."

Three Hours Delay.

The wrecked train was due to arrive in Ottawa at 12.10, but was delayed by the accident, for over three hours.

A RAILWAY SUPERSTITION.

There will be uneasiness among the C. A. employees for some time now owing to a general superstition among the railroad employees that accidents never come singly. In the experience of the road it is said two other accidents usually occur within a short time of the first accident. One of the employees to-day told the Journal that the men noticed this peculiarity and would look for the accidents.

CONTRACTOR STUART ON BOARD.

Contractor Wm. Stuart, of Ottawa, is known to be on the train, but as he was travelling first class it is not thought that he has been injured.

LATER, 2.30 P. M.

Chief Despatcher Duval, of the C. A. R. has received the following report from the wreck: Ned Starrs, of 298 Bay street, Ottawa, and a friend by the name of Wilson O'Connor, along with J. Rocheteau and daughter, of Montreal, have died from the injuries sustained in the accident. O'Connor's place of residence is not known to the railway officials.

Rocheteau and his daughter come from Champlain street, Montreal.

These are injured, but will live: Ellen McDougal, Ellen Ryan and Bridget Ryan, all of Maniwaki. They are badly burned. The special train with the injured will arrive in the city about 4.30.

THE INJURED EMPLOYEES.

Robert Orr, engineer of the C. A. R., who had charge of the train and was injured, lives at 471 Gladstone avenue. He is one of the oldest and most reliable men on the road. He is not fatally injured.

George McCuaig, the fireman, was unmarried, and lived with his parents in Ottawa East.

OER decided on route of line to Britannia.

## THE CONDUCTOR'S STORY

Rescue of the Dead and Dying From the Second Class Wreck

Conductor James Clarke, who was in charge of the ill-fated train, when approached last evening on his return to Ottawa, desired to remain silent, but this morning consented to an interview as to the accident. He said: "My train left Montreal on time, also was on time leaving Coteau and when the accident occurred we were only making our schedule time of about 55 miles an hour.

"On leaving Coteau I went through the second class car picking up the tickets. The first passengers I met in this car were three ladies from Maniwaki coming from St. Anne de Beaupre. They happened to occupy the smoking compartment of the car. I invited them to come to the rear end of the train and left Brakeman McQuestion with them to bring them back. I got through taking up the tickets in the first class coach and was entering the Pullman when I felt the crash. I knew from the way the brakes went on the train was ditched. I immediately made my way out of the train and ran direct to the front end to see if the engineer and crew were safe. Engineer Orr was sitting in the ditch close by the engine. I helped him out into the field and in doing so gave a glance to see where the fireman was. I could not see him.

"I immediately went into the second class car through a window. The car was full of steam. I broke several of the windows. Brakeman McQuestion and Express Messenger Milne entered the car with me. We were the only three people in the car to help the passengers. We did all we could to get the people out and at last succeeded. The heat was terrible and the escaping steam so saturated our clothing that it was soaking wet when we got through.

"There were nine persons in the car. We took out the women and children first. As soon as I entered I noticed Starrs sitting in his seat. He was then dead. O'Connor was sitting in the same seat with him, but still alive. Getting out the women and children we then turned our attention to O'Connor. He died shortly after being taken out.

"After getting everybody out of the car I examined the track. It was in the finest condition, the best bit on the line and could stand any amount of speed. One could not run a train fast enough at that point to derail it. I examined the 'frog.' There was no mark on the point of the 'frog,' but a portion of it was torn out such as might be caused by something dropping from the front of the engine and wedging in the 'frog,' thus derailing the train.

"Had the engine turned to the right instead of to the left no one in the second class coach would have been injured, but turning to the left, as it did, the engine discharged its full boiler of steam into the coach where the passengers were."

Conductor Clarke sent for the Bishop of St. Polycarpe, who came within five minutes after the accident and gave the necessary attendance to the victims before they died.

Conductor Clarke [sic] has been running on trains for 13 years and this is the first serious accident that has ever happened to his train.

## THE EIGHTH VICTIM

Conrand Rocheleau Dies in Water Street Hospital

Conrand Rocheleau, the eighth victim of yesterday's railway disaster, died this morning at 6.30 at the Water street general hospital. The little fellow's death removes the last of the Rocheleau family which left Montreal for Ottawa yesterday and the most of whom were dashed from time to eternity without a moment's warning. Little Rocheleau suffered terribly at the hospital during the night and gradually grew weaker until relieved by death. The body was taken to Montreal this morning and was accompanied by Mr. J. L. St. Jean, of St. Patrick street.

Today everything is quiet along the line of railway. The trains left and arrived on time but the passenger list was not large, owing not so much to the accident as to the fact that travel is rather quiet at present on all the roads..

More - not transcribed

10/08/1899 *Ottawa Citizen**Canada Atlantic**St. Polycarpe*

## THE INQUEST

Jury Brought in a Verdict Against the Company

At 4.30 in the afternoon a jury was empaneled by Coroner Edward McMahon of Montreal. The remains of the seven victims of the wreck having been viewed, and the evidence of the train hands and others taken, after thirty minutes' deliberation, the jury brought in a verdict censuring the company for running trains at a high rate of speed over a roadbed not suitable for such purposes.

The cause of death of the seven victims was given as scalding.

The most important evidence was that given by Mr. Thomas Stapledon, the station agent at Coteau. In his opinion the accident was due to the presence of some obstacle in the frog, which caused the engine to jump the rails. Mr. Stapledon thought this might have been dropped in accidentally, or with the intention of wrecking the train.

John Rheume, section foreman, testified that the roadbed was in first-class shape and had been inspected just before the accident. He stated it would require at least sixteen poor ties in a rail-length to weaken it.

Superintendent Donaldson gave evidence to the same effect, as also did Isaac Johnston, engineer, and T. Marteau, sectionman.

Dr. Jean Prieux gave medical testimony, he stated the victims died from internal and external injuries, directly due to scalding. As the jury was composed of Frenchmen the evidence was taken in that language. The following composed the jury: Joseph Pharand (foreman), Fabrian Beriault, A. Ranger, A. Carrier, Alex. Blondin, Orphia Beriault, Dolphin Monpetit, Andrew Paquin, Jean Amlancort, Etienne Avon, Wilbrod Joly, Alex. Methut, J. Gladin, F. Cholette, E. Lalonde.

10/08/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

About 60 men will be placed at work on the Ontario approach to the Interprovincial bridge in a few days. Engineer Heney states that it is the intention to rush the work ahead as fast as possible. All the necessary rock cutting and road building from Nepean Point to Rideau street will be completed this fall. The right of way along the crest of major Hill park has been secured, and there is no further obstacle in the way of the work. The steam hoists and other machinery in use on the Hull side will be put in operation on the Ontario work as the Quebec approach is nearly finished.

10/08/1899 *Ottawa Journal**Ottawa City Passenger**Rockcliffe*

The new street railway extension to Rockcliffe is most popular. A number of excursionists daily take advantage of it, and fully appreciate the boon of the picnic ground at the other end.

(Part two)

"Will No One Help Me."

The story of the eye-witnesses of the disaster is a tale of an awful scene.

Charles Paris, colored porter on the vestibuled car Cascepedia, stated to the Citizen reporter that he was standing in his car when the crash came. "I was taken off my feet and thrown over four seats," he stated. "When I regained my feet. I made a rush for the doors, but found both stuck fast. I shouted to the brakeman, who released me and I then made a rush for the second class coach."

"Mr. Paris was the first to the rescue of the imprisoned passengers and he did gallant work. He states the coach was a very inferno of scalding, blinding steam, and dense black smoke. The air resounded with the shrieks, moans and piercing cries for help from the careful of men. women and children.

Porter Paris and Brakeman McQuestion, with great presence of mind, broke open the windows and by thus providing for the escape of the death dealing steam and smoke, lessened the danger for those inside.

Paris was attracted by the pitiful appeal for help made by a woman in the rear of the car. "For God's sake." she screamed "will no one help me and my children." The porter caught her by the shoulders and dragging her through the nearest window, carried her to an adjacent field. He returned to the wreck and assisted in freeing the children and another woman.

The trainmen were now joined in the work of rescue by several of the townspeople and section hands. As the steam dome of the boiler had been broken in by the roof of the car, the blinding, scalding steam continued to pour through the car, greatly hampering the work of rescue. Several of the rescuers were beaten back, and though they could hear the piercing cries of pain and the appeals for help, they could not in the disorder, increased by the clouds of steam, see to go about the work systematically or speedily.

Mr. John Durrett, porter of the vestibuled car Fironza, stated to the Citizen reporter that he was standing in his car when the crash came. "It was a terribly sudden one. and threw me headlong to the side of the car. When I recovered myself I rushed at once to the second-class coach. The scene there, he states, was one of wildest chaos, the occupants being shut in in a very cauldron of steam, suffered intensely, and their shrieks and appeals, high above the sound of the escaping steam itself, were piteous to hear. Mr. Durrett took part in the work of rescue, and he states the other trainmen did heroic service. The presence of mind of brakesman McQuestion and Porter Paris, who broke in the windows he said, saved several lives, as it freed the coach of the steam and also gave the rescuers a better opportunity to reach the victims.

Died at His Post.

Fireman MrCuaig was struck down at his post of duty. When found after the accident, it was seen that his body was wedged in between the cab of the engine and the ironwork of the second-class coach. He was badly cut about the head, his skull was crushed in, and his body also severely cut. When the body was freed from its encumbrances after three hours work, it was almost unrecognizable, as the face was completely covered with mud and blood. The rescuing party was forced to tear away the woodwork [sic] of the coach and dig away the earth to get at the body.

John King, brother-in-law of the dead fireman, heard of the accident in Montreal. whither he had proceeded from Ottawa. He caught the wrecking train out of Montreal, and after the rescue of his young relative, took charge of the body and brought it to the sorrow-stricken home.

The only eye-witnesses of the disaster were Station Master St. Amour and two young lads who were on the station platform. Mr. St. Amour states that the whole thing was like a flash. He saw the engine rear up and topple over, but at this sight he turned and fled, fully expecting that the oncoming train would crash through the station.

G.T.R. Sends Assistance.

On the first news of the disaster Assistant Superintendent Herbert, of the G. T. R. wired from Montreal an offer of the company's wrecking apparatus. This was forthwith accepted and the well-equipped auxiliary arrived at the scene of the wreck at 1 p.m. The C. A. R. auxiliary from Ottawa, with the officials and medical men. arrived about 45 minute later. The movable parts of the rolling stock were placed aside, and the baggage car shifted to permit of the buiding of a temporary track around the wreck Thus through traffic was established. The wreck, it is expected, will be all cleared away early this morning, as by means of the powerful G. T. R. lifting crane, the coaches and engine can be hoisted into position for removal. The assistance of the G. T. R. was very valuable, as considerable time was saved by the wrecking gang's early and effective work. Fortunately none of the wreckage took fire, as is the case so often. Had this occurred the horrors of the situation can scarcely be pictured, there being but poor means to fight the fire foe.

The damage to the rolling stock is about \$12,000.. The second class coach is a complete wreck, but the remainder of the train, with the exception of the engine, can be repaired at slight expense. The trucks will have to be repaired and the coaches replaced on them

Scene Viewed by Hundreds.

All day long the scene of the disaster was visited by throngs from the country side and neighboring towns. Many of the returning pilgrim from Ste. Anne de Beaupre walked from Coteau Junction, five miles distant, while others came up from Montreal. The bodies of the seven victims were conveyed to the freight shed, where they were held awaiting the coroner's inquest. They were in a row in the dimly lighted room, and covered by rude shrouds. All were badly scalded about the face and arms, but bore no other signs of the disaster.

General Superintendent Donaldson, of the C.A.R., was on the scene overlooking the work of clearing the track. To the Citizen reporter. Mr. Donaldson said the stretch of road bed where the accident happened, was one of the best constructed on the line, "I have investigated everything thoroughly." he stated, "and cannot account for the accident in any way." The joints of the frogs were all in perfect shape. The guard rails were in place and no broken rail could be discovered at the scene of the accident.



(part One)

#### JUMPS THE TRACK

Eight people Are Dead and Four Injured as a Result of a Wreck at St. Polycarpe Yesterday Morning.

Seven Died From Scalds - Cause of the Accident a Mystery - Statements of the Engineer and Others.

Lists dead and injured

Dead. 8; injured. 4.

Such is the result of the appalling accident which occurred at St. Polycarpe junction yesterday forenoon by the wrecking of the C. A. R. limited train, bound from Montreal to the Capital.

Two of the eight victims, George McCuaig, Ottawa East, and Edward Starrs, of this city, were instantly killed. The other six have died since their removal from the wreck.

The injured have all been removed to Ottawa and have been placed in the city hospitals or are receiving medical attention at their homes.

The accident occurred at 10.43 a.m. The fast express, at that hour, having orders from Coteau to Alexandria, was passing through St. Polycarpe at a rate of fifty miles an hour, when suddenly at the eastern switch at the entrance to the station yard the locomotive left the track, derailling with it a baggage car, a second class car and a first class passenger coach which were immediately behind the locomotive. Two Pullman coaches which made up the rear of the train, remained on the track.

The first and second class coaches were unusually well filled with passengers, as many of those on board were returning excursionists from St. Anne de Beaupre.

All the passengers who met their death were in the second class coach which was hurled with great force against the derailed locomotive. These victims wedged into the car, all perished from the effects of escaping steam from the engine. Fireman McCuaig was crushed to death beneath the locomotive.

#### THE ENGINEER'S STORY

Mr. Orr Cannot Explain What Caused the Wreck

The man best qualified to tell how the wreck occurred is Robert Orr, the engineer of the ill-fated train. Mr. Orr was brought to Ottawa last evening, and is now confined to his bed at his home on Gladstone avenue. He is suffering from strained tendons in the left leg, caused by dragging his foot which was unaccountably held, from the wrecked cab by main force. Mr. Orr's face is also badly scalded. It will be about three weeks before he is able to be out again.

"How do you account for the accident?" asked the reporter.

"I cannot account for it at all., replied Mr. Orr. "We were making regular running time not going as fast as we do at many other places on the line: not as fast as we do even at the point going the other way. because we were going upgrade. But the rate of speed has nothing to do with it. The accident would have been just as bad at half the rate of speed. The track at that point is in the best of condition - having steel rails, lots of ballast and good ties. I have never, myself, felt the lightest shock there. The switch, too, was all right. No one can tell how the accident happened, because nobody knows. In my whole experience I only remember one instance in which a similar accident occurred. It might not happen again in twenty years."

Speaking of the sensation he experienced at the time of the accident, Mr. Orr said: "I can't just describe my feelings: it all happened so quickly. The whole thing seems to me now like a dream. One moment there was the monotonous throb of the engine as it forged ahead; the next moment it jumped from the track, plunged ahead a few rods, lunged into the ditch and we were enveloped in steam and surrounded by debris. At the first intimation of danger I shut off the steam. and had partially turned on the air brakes. In doing this I hurt my right thumb, which, as you see is badly swollen. At the same time. I attempted to drag the fireman out of danger with my left hand. I saw him fall the other way and tried to grab him but failed. My left leg was pinioned, and the steam kept puffing into my face. I turned the other way, and then did all I could to free my left foot. I resolved to drag myself out at all costs. Anything to get away from that awful steam; anything to keep myself from suffocating to death. Finally, I did so. It was marvelous how I escaped at all. The cab is a total wreck. There is nothing left but the number plate on the side upon which I was sitting - nothing else."

#### OBSTRUCTION IN THE "FROG."

Mr. J. W. Smith Thinks This Caused the Accident.

Mr. John W. Smith, private secretary to the general manager, of the C.A.R. company, was among the passengers on the wrecked train, and had a miraculous escape. He was returning from Old Orchard Beach. Mr. Smith being an old railroad man, and well acquainted with the construction of locomotives, frequently rides on one when making a trip. Yesterday morning he talked with Engineer Robert Orr in Montreal while the latter was oiling up his engine. and was about to get on it when he noticed Mr. F. W. Powell, and went with him to the Pullman. Later on. when near Coteau, Mr. Smith started to go ahead, and get the fresh air on the locomotive, but as if forewarned that something would happen, he returned to the Pullman. A few minutes later the crash occurred, and in all probability his decision to remain in the car resulted in his life being saved.

Mr. Smith last night gave a Citizen reporter a description of the frightful calamity of which he was a witness

"We left Montreal," he said, "sharp on time, at 9.40, and the train was proceeding at its usual rate of about fifty miles an hour at the time of the accident. I was sitting in the Pullman just as we passed St. Polycarpe station I felt a sudden jolt. followed by a crash and the noise of escaping steam, our car was lifted off the track, but remained on its wheels. As soon as possible I went out and ran to the head of the train to see if the engineer was hurt. I found the tender lifted completely over the locomotive, the baggage car at one side of the tender, and the second-class coach butted up against the boiler. The end of this car was torn out. and the whole enclosure was like a seething cauldron, the steam completely filling it, and scalding those who were so unfortunate as to be inside.

"Look After the Fireman."

"I ran over to Bob Orr. the engineer, picked him up, and carried him over to the fence. He was badly shaken up and very weak, and I procured a stimulant for him. Orr said, 'Look after the fireman.' McCuaig was pinned beneath the second-class car and was dead.

"I then went to that car and helped to get out two or three of the injured passengers. After this I telegraphed to Ottawa for assistance and sent to the village for doctors and a priest, who were quickly on hand. As soon as the physicians arrived the injured were removed to the hotels. Starrs, O'Connor, Rocheleau and McCuaig were dead then. Mrs. Rocheleau and daughter and Bridget Ryan died at the hotel.

"Just as soon as possible we commenced to get the wreck cleared up and before the wrecking crew arrived from outside the section men connected the main track with the siding and thus provided a way for the passing of the trains.

"As soon as the dead and injured were removed I started to find out the cause of the accident. I examined the switch and found it all right, but a part of the frog was torn out. In my opinion the accident was due to some obstruction in the frog. A little piece of iron in it would have caused the accident. A careful examination, however, failed to give any explanation..

"Shortly after this the relief train arrived from Ottawa, and everything was done to relieve the sufferers, who were sent on to Ottawa as soon as possible.

Groans of the Dying.

"I'll never forget that sight." continued Mr. Smith: "the groans of the injured and dying, with their bodies horribly scalded, the shrieks of excited women and children, the hissing of escaping steam, and one body pinned beneath the wreck. It was something terrible. It was all done in an instant, and with awful suddenness. The employes of the road worked like Trojans to relieve the passengers, and, while injured themselves, did everything in their power to alleviate the sufferings of others.

"The train," said Mr. Smith, in conclusion, "was running at its usual speed, not extra fast, and the rails, frog, ballast and everything were of the best class, so that it is impossible to account for the accident."

## BRAVE WILLIAM McQUESTION!

Although Badly Scalded He Walked a Mile to Flag an Approaching Train

Mr. John H. Roberts, of Ottawa East, who is a conductor on the C. A. R., was a passenger on the express. He was on his way from the lower St. Lawrence, accompanied by his wife, daughter and little niece. He was sitting in the first class coach when the engine took the fearful leap. He states that the sensation was that of the train rocking violently for a second or so and then coming to a sudden standstill. His wife and daughter were in the Pullman and were thrown over the seats. None of the passengers in the first class car were injured but were considerably frightened. The miraculous escape of the baggage man, John McGillis, was accounted for by the fact that the car which he and the express messenger, Wm. Milne, occupied went to the north side of the track, while the second class coach followed the engine on the south side, and striking the top of it smashed in the steam dome, allowing the live steam to escape into the car.

Wm. McQuestion, the brakeman, was sitting on the outside of the seat which Starrs occupied. Mr. Roberts states that McQuestion worked like a hero. He assisted in taking out the passengers from the car filled with scalding steam. This was all accomplished in about ten minutes and then McQuestion walked back a mile and flagged the Boston train which was coming.

Mr. Roberts had just left the second class coach a few minutes before the crash occurred.

The scene of the wreck was visited by hundreds of people from all the surrounding districts. The women acted as nurses and did everything possible to ease the sufferings of the victims.

Baggage man's Story.

Mr. J. McGillis, the baggage man, stated to a Citizen reporter that it all occurred so quickly that he did not know anything till he got out of his car which was lying partly on its side. McCuaig was caught about the body and chest, between the brake beam and wheels of the engine. And his death was instantaneous.

AS VIEWED BY OTHERS.

Passengers State Railway Officials Did Everything Possible for Sufferers

Mr. Boyd Edwards was returning from Riviere du Loup in company with his mother, Mrs. J.C. Edwards. They were in the first class coach when the smash-up occurred and were thrown from their seats to the floor but escaped without any injury. Owing to the accident the front door of the car would not open and a little difficulty was experienced in making an exit.

They finally got out by the rear door and all those in the car escaped.

Mr. Edwards states that the sight of the people being scalded to death by the escaping steam and the shrieks of terrified survivors, was of a most appalling character.

After the excitement was somewhat allayed, the ladies returned to the Pullman and remained there until the passenger train arrived.

Frightfully Scalded.

Mr. Samuel Davison, hotel keeper, of By ward market square, was in the first-class coach. He felt the heavy jolt, but was not thrown from his seat.

Mr. Davison said he got out just as soon as possible, and found the tender and baggage car beyond the engine and everything in an uproar.

McCuaig, the fireman, was then pinned beneath the locomotive, and those passengers who were in the second-class coach and were not dead already, were frightfully scalded. All the cars except the two rear ones were off the track, with their wheels partly buried in the earth.

"That man McQuestion," said Mr. Davison, "is a hero. He was badly scalded about the head, but took his handkerchief and wrapped around it and then ran down the track with a red flag to signal the special train returning from Ste. Anne de Beaupre, which was then in sight. Had he not done this the train would likely have crashed into the wreck, and resulted in an additional disaster.

"About fifty men were brought up from the elevator at Coteau and helped to clear the track and assist those who were injured. The railway employes were wholly unable to account for the accident. They worked nobly and did everything in their power for the victims."

SAD SCENE AT CENTRAL DEPOT.

Injured Child's Cries Brought Tears to Many Eyes.

The scenes at the Central depot when the train which carried the passengers and injured rolled in at 6.15 yesterday evening, was one which will long be remembered by those who witnessed it. The platform was crowded with two thousand curious people, who struggled and fought frantically for places of vantage from which to get a glimpse of those who had been injured. Lined up along the outside of the platform were the ambulances from the various hospitals and several undertakers' wagons. At some distance from the ambulance seven shell coffins lay in three express rigs of a local undertaker, ready to be shipped to St. Polycarpe, in which to place the remains of the dead victims.

The injured were in the last car which had been converted into a temporary hospital.

Robert Orr, the engineer, was assisted out first, and placed in a hack. Then William McQuestion came out on the platform, was helped down, and placed in St. Luke's hospital ambulance, and removed to that institution. Next those who were more seriously injured were attended to and lifted out tenderly and placed in the ambulances.

On a cot in the rear of the hospital car there tossed restlessly a little form which was taken up carefully by Mr. Thomas Kane, the engineer, and placed in the ambulance. The little fellow was Contrant Rocheleau of Montreal, whose father, mother and sister had been killed outright. The poor little fellow cried piteously and the sight of the big, burly engineer carrying him out was one which touched every heart.

Long before the train arrived the area around the station was besieged by hundreds of people, and when the injured were being removed, it required the greatest effort of the police to keep them away till the victims could be placed in the ambulances.

When everyone had been removed the regular 6.45 train backed in, and the seven coffin shells were put in the baggage car to be taken down to the scene of the accident.

STEAM RETARDED RESCUE.

Mr. F. W. Powell, a Passenger, Describes the Scene After the Wreck.

Mr. Frederick W. Powell, manager of the Rideau Lumber company, was one of the passengers in the Pullman car on the wrecked train. "We were not even badly shaken up," said he. "When the catastrophe happened the cars made one or two jumps as the steam brakes were put on. And then we stood stock still. With Mr. J.W. Smith, the general manager's secretary, who was in the car with me, I rushed out and beheld the wreck. On the right hand side of the track the engine was in the ditch, leaning towards the track, with the second-class passenger car almost on top of it, and partially upon the track. To the left was the express and baggage car, and this we subsequently ascertained, had gone over the other two. In some miraculous fashion the express and baggage-men had escaped all injuries. We, of course, immediately set to work to rescue those who were imprisoned within the passenger car, and which was rapidly tilling with steam. Notwithstanding our utmost endeavors, even these efforts were unavailing in some instances. The Grand Trunk sent down its steam derrick from Montreal. It is a beautiful machine; it could easily lift this house and place it on the other side of the street with the greatest ease. The work that it performed soon resulted in the track being cleared of the wreckage."

AID TO THE SUFFERERS.

Many Doctors on Hand to Lend Medical Assistance

The wrecking train left the C. A. R depot about 11.45 a.m. It had on board, besides the railway surgeon, Dr. R. W. Powell. Messrs. Edson J. Chamberlain, general manager; Morley Donaldson, general superintendent; George A. Mountain, chief engineer, and J. C. Walsh, general passenger agent, and F. H. Crysler, the company's solicitor. As this was the first time in the history of the line that any of the company's passengers had been killed, the officials naturally were in a great state of mind. Messrs. Chamberlain and Donaldson had just returned from Parry Sound, and scarcely more than an hour elapsed before they were started off upon the new and more serious errand. Dr. Powell, of course, went down on behalf of the railway company. The general manager's car was attached to the wrecking train, and all of its occupants were, as a consequence, most comfortable. The train reached St. Polycarpe about 2 o'clock This train was followed about a mile in the rear by a special passenger train, to bring those who were impeded in their journey to the city.

On arriving at the scene of the disaster it was found that the wounded had been well cared for having been comfortably esconced in beds in the two hotels. Local physicians and those from the surrounding district, among the latter being Dr. MacDermid, Maxwell [sic]; Dr. McMullan, Alexandria:

and Dr. Perrier, Coteau, had already dressed the wounds.

"The injuries," said Dr. Powell, "were chiefly occasioned by steam. The cupola of the engine was knocked off by the second-class passenger car as it was impelled along by the momentum of the cars behind, and the sides of this car being displaced in the general wreckage, the steam from the engine's boiler rapidly affected those within. The inhaling of the steam and the direct scalding occasioned their death. The six then dead were laid in the freight shed when we arrived: the wounded had been removed to the hotels. Much praise is due to the resident physicians for their promptitude in relieving the sufferings, and the company's officials were assiduous in their attentions. Nothing was left undone on the part of the latter to mitigate the effect of the injuries the unfortunates had sustained. A Miss Ryan, of Maniwaki, was in a dying condition when the train left for this city, and I did not think we would be justified in attempting to remove her. Instructions were, however, left by the railway authorities with the local physicians to give her every attention."

#### DESCRIPTION OF THE WRECK.

##### Coaches Badly Smashed Up -The Work of Rescue

A Citizen reporter arrived on the scene of the disaster shortly after six o'clock. All was indescribable disorder. The magnificent rolling stock which made up the wrecked train, and which ordinarily presents such an appearance of unmovable strength, was hurled off the track, and piled up on all sides as if by a giant's power. The train as it sped on towards the fatal spot, consisted of the eight-wheel Baldwin express locomotive No. 264. and tender, a baggage car, second class car. first class coach and the vestibuled cars Cascapedia and Fironza. the former of which belongs to the Intercolonial railway.

When the engine took its awful plunge, followed by the tender, the coupling between the latter and the baggage car snapped short, and the car shot off the track on the opposite side to that taken by the locomotive. The baggage car crashed through the end of a freight car standing on an adjoining siding, and landed in the ditch on its side. As stated above, John McGillis, baggageman and Alexander Milne, express messenger, who occupied the car, escaped with only a severe shaking up.

Unfortunately for the occupants of the second class car, it did not follow the preceding baggage coach when it left the track, but continuing partly on the rails, came into violent contact with the derailed engine. The front trucks of the first class car were buried in the roadbed but this car and the two vestibule cars were left on the track, although partly forced off their trucks.

The occupants of these escaped without injury.

About the wreck is an aspect of ghastly grandeur. The iron work of the engine and coaches and even the rails themselves, are distorted and displaced, while the second class coach and box car present a sorry appearance, the wood work in both being badly shattered, and the fixtures in the coach scattered in every direction.

*11/08/1899 Almonte Gazette Renfrew Madawaska*

The O.A. & P.S. car shops at Madawaska were burned on Thursday.

*11/08/1899 Almonte Gazette Canada Atlantic St. Polycarpe*

##### Seven Killed and Five Injured.

A bad accident occurred on the Canada Atlantic Railway at St. Polycarpe on Wednesday morning by which fireman McCuaig, of Ottawa, Edward Starrs, of Ottawa, and Mr J. Rocheleau, Mrs Rocheleau and daughter, of Montreal, and a man named Dennis O'Connor, Janeville and Bridget Ryan of Maniwaki, lost their lives. Robt. Orr, the engineer, Wm. McQueston, brakeman, of Ottawa, Ellen McDougall, and Ellen Ryan, of Maniwaki, and Coutrand Rocheleau, of Montreal, were injured. The engine jumped the track and was followed by the baggage car and a second class passenger car. No cause can be assigned for the accident, as the track at that point is straight and in good order.

*12/08/1899 Ottawa Citizen Ottawa Electric*

An odd accident happened to car No. 223 on the Bank street line about 4 o'clock yesterday afternoon. A painter entered the car and placed a can of turpentine under the seat. The can came in contact with part of the machinery, which, acting like a live wire, ignited the contents of the can. In a short time the seat was ablaze and dense smoke pouring out of the car. It was thought that the assistance of the brigade would be required but at the corner of Slater street a few bucket fulls of water were secured which quenched the blaze.

*15/08/1899 Ottawa Citizen Pontiac Pacific Junction Grand Calumet mine*

President Beemer, of the Gatineau Railway company, and Superintendent Resseman and party went over the P. & P. J. railway on Friday to inspect the Grand Calumet mine.

*15/08/1899 Ottawa Journal Montreal and Ottawa*

Two hour passenger train service between Ottawa and Montreal on the M&O Short Line will be inaugurated by the CPR next week.

*16/08/1899 Ottawa Free Press Pontiac Pacific Junction Hull*

The Hull city council last night authorized Mayor Barrette to sign the agreement with H.J. Beemer which calls for the extension of the lines of the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway to a terminal point near the Interprovincial bridge. The agreement will then be sent to Mr. Beemer for his signature, and when his signature is obtained a bylaw will be submitted to the electors for their approval. The agreement calls for a bonus of \$30,000 to Mr. Beemer, to defray the expenses of the extension. Mr. Beemer agrees to build a station to cost at least \$4,000 at the terminus, to have the workshops, shunting yards etc., in Hull; to employ 40 residents of Hull during the first two years and fifty men afterwards and to have all the works completed by the 30th day of September, 1900. Should the by law be defeated by the people the contract will be void.

It is expected however that the people will vote in favor of the bonus as the additional labor employed and the boom that will follow, having the terminus in Hull will do a great deal to advance the city.

*16/08/1899 Lanark Era Canada Atlantic St. Polycarpe*

The fast train No. 2 on the Canada Atlantic railway on its way from Montreal to Ottawa jumped the track at St. Polycarpe station on Wednesday of last week. The locomotive and two or three cars were ditched. Fireman McCusig was killed and also second class passenger. The engineer was seriously hurt. The first class car remained on the track. Four have succumbed to their injuries. The train was filled with pilgrims returning from the shrine of Ste. Anne de Beaupre.

*17/08/1899 Ottawa Free Press Ottawa Electric Ottawa Car*

Two of the magnificent cars manufactured by the Ottawa Car company for the Vancouver Electric Railway company, were shipped from the city this morning. They attracted no little attention while being taken to the freight yards of the C.P.R. and many pleasing expressions were heard on such unique work being turned out by a local industry. The cars resemble to a remarkable degree the elaborate coaches of a steam railway company.

*17/08/1899 Ottawa Citizen Montreal and Ottawa*

The Canadian Pacific sleeping car service between here and Montreal leaving here at 4.10 a.m. and Montreal at 10 p.m. will be discontinued after Sunday next.

The new C.P.R. fast train will arrive here today at 12.15 p.m. This train will be composed of entirely new coaches and one of the most powerful engines on the C.P.R. will pull it.

*18/08/1899 Ottawa Citizen Ottawa Electric*

Controller of car No. 245 burnt out on the Chaudiere line.

A Heroic Brakeman.

Mr. Wm. McQuestion, who was brakeman on the train which was wrecked at St. Polycarpe on Wednesday of last week, gave a noble exhibition of presence of mind, courage and strength. He was sitting beside Edward Starrs, of Ottawa, when the smash came. Starrs was instantly killed and McQuestion scalded about the head. In spite of this he broke open the windows to let out the suffocating steam, and then made a desperate effort to get all the people out of the car, and after he had accomplished this, ran back a mile and flagged the excursion train from Ste. Anne de Beaupre that was following. Mr. McQuestion is a brother of Mrs Frank Young, of New England, and not a stranger in Almonte.

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The C.A.R. Accident.

The accident which occurred on the Canada Atlantic Railway, at St. Polycarpe, on Wednesday morning of last week, has resulted in the death of nine persons. Four of these were members of one family - Mr. J. Rocheleau, wife, son and daughter of Montreal. The ninth victim of the accident was Miss Ellen Ryan, of Maniwaki. The sufferings of those who have survived were very painful. The jury returned a verdict to the effect that the deceased had met with their deaths accidentally, but that the company was to blame for running its trains at such a high rate of speed at that point, and also for not having the ties in better condition.

18/08/1899 *Eastern Ontario Review*

*Vankleek*

*Vankleek Hill*

Agent Tomkins of the C.A.R. has been hiring men and sending them to Parry Sound this week to assist in handling grain.

21/08/1899 *Ottawa Citizen*

*Ottawa Terminal*

To facilitate the movement of freight between the Union depot and the Sussex street station the C.P. Railway Co. has decided to build a short line across the country on the east side of the Rideau River.

The new line will branch off from the Prescott line some distance of the white bridge over the Rideau River. It will then skirt away from the river till it reaches a point on the Montreal and Ottawa railway near the junction of that road and the Ottawa and New York railway. The remainder of the distance will be covered as at present.

Operations will be started as soon as the surveys are submitted and agreed upon.

The road has been marked out by surveyors and will cross the continuation of Bank street just east of Billings Bridge.

The right of way, with the exception of a few lots, has been purchased.

The growth of the C.P.R. freight business has been such as to necessitate the establishment of the shortest line with the least possible delay.

21/08/1899 *Ottawa Free Press*

*Ottawa Electric*

Accident to car No. 248.

22/08/1899 *Ottawa Citizen*

*Renfrew*

*Elgin Street*

The C.A.R. company has commenced to clear away the debris of the old roundhouse on Elgin street which was partially burnt in the recent fire.

The ten box cars which were also caught in the flames have been shunted on to a siding in Bronson's old lumber yard. The wood will be removed and the trucks and fixtures returned to the companies owning the cars. It is not likely the site of the roundhouse will be built on, but will probably be used as a storage ground for trucks, rails etc.

22/08/1899 *Ottawa Journal*

*Prescott*

*White Bridge*

ANEW SHORT LINE

The C.P.R. intends building a short line from the white bridge over the Rideau, near Hig's Back, to join the Montreal and Ottawa railroad near Hurdman's Bridge. The new line will do away with the necessity of running trains out to the Chaudiere junction and thence over the old St. Lawrence and Ottawa tracks to the M. and O. It will shorten the distance by about eight miles. The new line will follow the Rideau river

22/08/1899 *Ottawa Free Press*

*Prescott*

*White Bridge*

The C.P.R. are making preparations to construct a piece of road from a point on the St. Lawrence and Ottawa track, south of the white bridge to connect with the New York and Ottawa railway. The object is to give a shorter route between the C.P.R. Union depot and the Sussex street freight sheds. At present a train, to get to Sussex street from the Chaudiere has to go out to Chaudiere junction and take the St. Lawrence and Ottawa track to Lower Town. This roundabout will be very much shortened by the contemplated connecting line.

23/08/1899 *Ottawa Citizen*

*Ottawa Electric*

*Ottawa Car*

Mr. E.A. Wallberg of New York has closed a contract with the Ottawa Car Company for the installation in the works of the fan system of heating and ventilation. This system, which is similar to the one now in operation in the C.A. railway shops, is described as a modern and very complete one.

23/08/1899 *Lanark Era*

*Canada Atlantic*

*St. Polycarpe*

The tenth victim of the railway disaster at St. Polycarpe dies at the Water street hospital, Ottawa on Wednesday evening last, in the person of Miss Ellen McDougall, of Maniwaki.

24/08/1899 *Ottawa Citizen*

*Ottawa Terminal*

Proposed new direct line between Ottawa and Brockville to give G.T.R. a direct link to Ottawa.

25/08/1899 *Eastern Ontario Review*

*Montreal and Ottawa*

*Ottawa*

Mr. John Morrow, the C.P.R. agent, has been in Ottawa this week purchasing right of way for a short line the company is building between the two stations in that city.

25/08/1899 *Almonte Gazette*

*Chalk River*

*Almonte*

Mr. Geo. Bennett, baggage master at the C.P.R. station here, has been laid off work as a result of an accident on Saturday last. Just as he shot back one of the doors of the freight shed a heavy platform used in transferring freight from the car to the shed, and which had been placed against the door, fell in upon him, one of the iron-bound ends striking him over the instep of one of his feet. He was unconscious for some time. Although no bones were broken the injury is a sore one and it will be a week or two before he can resume his duties.

25/08/1899 *Almonte Gazette*

*Chalk River*

*Almonte*

Two handsome cars passed through here last week for the British Columbia Railway, Vancouver.

The men in the C.A.R. railway company's Ottawa East car shops and round house in Ottawa East, are very busy at present. Work has commenced on the addition to the round house, made necessary by the increased traffic. This building when completed will provide accommodation for eleven engines: the present building houses nineteen. This addition will be nearly half the size of the present building. Workmen are also busy installing a system of incandescent lighting in the round house. The work will be completed next week, when 110 lights will be available. The electric motor in the car shops is in operation, and the two in the car works will soon be in readiness. The power is being transmitted in special wires from the Chaudiere.

About three hundred men are employed in the roundhouse and shops.

At the car works, fifty refrigerator cars, the same number of stock cars and about one hundred and twenty grain cars have been turned out this season, beside several baggage and high class passenger coaches. The freight cars are turned out at the rate of four cars per day. They are of 60,000 pounds capacity and of modern design. About 500 will be built altogether.

The first two of the eight large, modern locomotives ordered from the Baldwin works Philadelphia, for the grain traffic, arrived at the local headquarters today. They are veritable iron giants, weighing 130 tons each, and standing 14 feet in height. They are of the four cylinder consolidated type, and are fitted with ten wheels. These engines are designed to effect a marked saving in fuel and water. They have a hauling capacity of 1,400 tons, whereas the present engines on the Madawaska division, are only capable of taking a 1,100 ton load. On account of their great weight, the bridges have, where necessary, been strengthened. To provide for their accommodation a 75 foot turn-table was also brought along. It was built by the Dominion bridge company of Lachine, and will be forwarded to the terminus at once. The locomotives were built at a cost of \$11,500 each, and are the equal of any on the continent.

25/08/1899 *Ottawa Citizen* *Ottawa Electric* *Britannia*

Ottawa Electric plans for Britannia extension filed today.

25/08/1899 *Ottawa Citizen* *Pontiac Pacific Junction* *Grand Calumet mine*

The Grand Calumet Mining company has a gang of men engaged working a new vein 80 feet long and of varying width on the Calumet Island. A large quantity of ore is now ready for shipment and will be taken out to the P. & P. J. railway in a few days.

25/08/1899 *Ottawa Citizen* *Maniwaki* *Hull*

The directors of the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway have agreed to the terms of the Hull city council relating to the bonusing of the company for the establishment of a union depot and workshops in that city. The contract is now signed by Messrs. Beemer and Maltby, of the railways, and Mayor Barrette and City Clerk Boull, of the corporation. At the next meeting of the council arrangements will be made to have a by-law submitted to the ratepayers along the line of the contract. This calls for a bonus of \$30,000 for which workshops, etc., employing 40 men will be established.

25/08/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

There is no doubt but that the new train put on by the C.P.R. short line between Montreal and Ottawa is the finest train in Canada to-day. It is well worth a trip to the depot here if for no other purpose than to see the train.

26/08/1899 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

The work of extending the yards in Ottawa East is progressing rapidly. The steam shovel is now at work levelling and filling at the east of the village, and as soon as this work is finished a couple of new tracks will be laid.

26/08/1899 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

The Canada Atlantic railway will not rebuild the car shops at the foot of Elgin street which were destroyed by fire a few weeks ago. The new shops erected this summer at Ottawa East and Stewarton will provide adequate accommodation and facilities for manufacturing purposes for the present. It is proposed to commence the construction of another large building at Ottawa East adjoining the round house and when the structure is completed the one at Stewarton will be rented for a manufactory or used for general storage purposes.

26/08/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

A small staff of men yesterday commenced excavation work to provide an entrance for the Pontiac and Pacific Junction and Ottawa and Gatineau railways to the Central depot from the Interprovincial Bridge. The line will run along the foot of Majors Hill Park and will not interfere with the scenic beauties of that place. The original plans, if carried out, would have had this effect, and would have cut into the park at a number of places. The latest plans, which have been approved, provide for the line extending only along the outskirts of the park. The old stone house at the foot of the locks will have to be removed and a trestle will be erected over the gap near Nepean Point. Engineer Dunne [sic] is in charge of the work. It is proposed to shortly increase the staff of men engaged in the work of construction.

28/08/1899 *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

When the Toronto train was being backed into the Union depot Sunday morning at 6.20 it was shunted too far and ran the rear sleeper up on the guard at the end of the rails, breaking part of the guard and the rear steps. The people who were in the sleeper were considerably scared for a while as they thought there had been a collision.

28/08/1899 *Ottawa Citizen* *Renfrew*

Yesterday a trial was made on a train over the O.A. & P.S. railway of the new Westinghouse quick action brake, for use on passenger trains. The test was made on a special train which at times attained a speed of 65 miles per hour, while at no time was it less than 57 miles. In every instance where the brake was applied it worked satisfactorily. It is, therefore, altogether likely the new brake will be fitted to all the passenger trains. At present it is not in operation in Canada, but on the New York Central and other leading railways of the United States the brake is giving great satisfaction. Messrs. Morley Donaldson, general superintendent, James Ogilvie, superintendent of motive power and Jos. E. Duval, train despatcher, were on the special train and followed the tests closely throughout.

30/08/1899 *Ottawa Free Press* *Canada Atlantic* *locomotive*

The Canada Atlantic yesterday received four more of the large Mogul engines from the Baldwin locomotive company of Philadelphia. The first two locomotives Nos. 696 and 697, which were received last week, made their trial trips yesterday to Madawaska. The trials were satisfactory and as soon as the bridges and trestles are put in proper condition the engines will be used.

30/08/1899 *Ottawa Citizen* *Tramway* *E.B. Eddy*

The E.B. Eddy Co. of Hull has let the contract for the erection of an iron bridge over the arm of the Ottawa River known as Wright's bay. This bend in the river is being spanned to provide a passageway for the new railway from the sulphite mills to the paper mills at the Chaudiere. The bridge will be 100 feet long and built on the most up-to-date pattern. It will be capable of bearing the heaviest engines and cars and thus prove suitable for all purposes. The contract has been let (to) the Phoenix Bridge Co. of Montreal and work will be started on the bridge this fall.

New Railway.

We are glad to announce that the prospects of a competitive line of railway running through a village are very bright and that in the near future we will see a reduction of rates in the express and freight, a junction and the direct connection between Brockville and Ottawa through Merrickville. Notice of application to the government for "an act to incorporate a company to construct a railway to run either by steam or electricity from Ottawa to Brockville and to expropriate land, water power and construct power for development, etc, etc," is now published on behalf of the proposed company. Merrickville will now in all probability have an opportunity to secure what is virtually a Grand Trunk line of railway, making a junction with the C. P. R. here. By this the village will have unexcelled opportunities for growth, a better attractiveness to manufacturers, a shorter route to Brockville or Ottawa, and better rates of traffic than any other inland town in eastern Ontario. With our water power, our Rideau route and two railroads surely we could make a village so attractive that the population would so increase that the agitation for a high school would become a unanimous demand and we would soon throw off the stagnation that has been weighing upon us. We hope that the projected route will be constructed and that no one, no matter how warped in his selfish contentment he may be, will object to a proposal which would result in our advancement as a village, and which would make enterprise that as yet cannot be imagined by the older inhabitants.

31/08/1899 *Kingston Weekly British W North Lanark*

He May Build The Road

ALMONTE, Aug 29. - A. Bell, C.E., and J. W. Wylie, of this town, and William Stewart; of Waha, directors of the North Lanark railway, went to Ottawa for the purpose of interviewing an English capitalist with a view to an early building of the road. It is understood that the capitalist has an option on building the line and he was given until the first of October to begin operations.

01/09/1899 *Renfrew Mercury Belleville Perth water*

The stone is on the ground for the foundation for the new water tank at the C.P.R. depot. (Perth) The ravages of time are telling on the one used at present, and besides the company has decided to have the water supplied to the tank from the waterworks. The new structure will be a substantial one.

01/09/1899 *Ottawa Citizen Canada Atlantic Ottawa East*

Building operations on the large addition being erected at the C.A. railway round house are being pushed ahead rapidly. All the nine pits have been dug and the foundation timbers are being laid. Lumber is on the ground and work will be commenced on the frame in the course of a week. The six new locomotives already received at the Ottawa East round house from the Baldwin iron works, Philadelphia, have been fitted up by an expert sent ahead from the works. The six have been given their trial run and found satisfactory. As yet, however, their drawing power has not been fully tested.

The Ottawa East railway yards are the scene of great activity these days. Two trains are steadily engaged hauling gravel to fill in the Rideau ravine where the new works will be situated.

02/09/1899 *Ottawa Citizen Montreal and Ottawa*

The first move towards bringing the line of railway from the Interprovincial bridge into the city was made today. Seventeen men started to make the grade immediately north of the Dufferin bridge. They are under the foremanship of Morris McWilliams. The work is being started just where seventy-six years ago, some filling was done to make the roadway up to Rideau street. One who saw the work done, John Shorey, was present his morning when operations commenced. Several feet below the surface was found some hemlock bark, in a perfect state of preservation, where it had lain for over three quarters of a century.

From the Interprovincial bridge to the Union depot will be a double track situated on a roadbed thirty-six feet wide. To accommodate these, a section of the wall flanking Major's Hill park at the southern end, about twelve feet in depth, will have to be cut away. For ninety feet in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge has already an open space through which the rails may run, but it will be necessary to construct an arch beneath the Sappers Bridge. This will be done of stone and iron.

02/09/1899 *Ottawa Journal Renfrew Elgin Street roundhouse*

The CAR authorities have decided to erect a new building at the Rideau roundhouse for the general stores, mechanical draughting and instruction offices. Most located in the offices near the old Elgin Street station.

Eight new engines to be used for the grain traffic have arrived at the Rideau roundhouse.

OA&PS rapidly losing its identity owing to the act of parliament authorizing that the Booth system shall be known as the CAR. All cars turned out in the shops are being lettered CAR whereas previously some of them bore OA&PS.

02/09/1899 *Ottawa Free Press Renfrew locomotive*

The new freight engines will greatly facilitate the handling of grain on the western division. These engines are capable of hauling from thirty to forty loaded cars.

The bridges and trestles have been enlarged and strengthened and the engines, in the course of a week or so, will be put on regularly.

## A FATALITY

Mrs. Gosselin, of Hintonburg, Killed by a Train,

## HURLED INTO A DITCH

Pembroke Local Struck Her on the Mechanicsville Crossing.

Mrs. Annie Gosselin, of Center street. Hintonburg, was struck and instantly killed by the C.P.R. local train from Pembroke, due in the city at 11 o'clock, Saturday morning. The accident happened at the crossing put over Center street by the railway company last fall.

The victim was the wife of Jacob Gosselin, laborer, and she was about 35 years of age. She leaves no family. In Hintonburg, Bell's Corners, Merivale and neighboring villages deceased was well known, as she had lived about the locality for the past twelve years.

## A Shocking Sight.

The body of the unfortunate woman was found lying forty-five feet from the center of the railway crossing at Center street, and presented a most shocking appearance. It was evident that the train had been running at a high rate of speed when the woman was struck, otherwise she could not have been hurled such a distance. Both arms and one leg were broken, while the head, which had first come in contact with the solid rock at the side of the track was shattered like an egg shell, while blood, brains and hair were on the rocks for a space of nearly ten square feet. The left side of the forehead was completely smashed, the eye being destroyed, while the jaws were almost torn from their sockets. The body lay on the right side, between two large points of rock, with the right arm under the head. It was identified by Mrs. Jane Shorey, who knew the deceased well.

## The Cause of the Accident.

It is stated on reliable authority that there can be no blame attached to the engineer of the train for the accident. The deceased was seen by several people in the village a few hours previous to her death, it is alleged, in a state of intoxication. She had started to go from Hintonburg to Mechanicsville, and when crossing the track, although the whistle was blown and the bell rung, she paid no attention, but deliberately walked in front of the oncoming train to her death. There is a steep down-grade at the point where the accident occurred, and the railway runs through a rock cut about sixteen feet deep. The crossing is also cut through a ledge of rock about twelve feet high, and it would be almost impossible to see a train coming from the west until within a few feet of the track. The noise, however, would be sufficient warning for a person in normal condition to look out for danger, and there is ample space to stand at the side of the track and allow a train to pass. It is stated by people residing in the vicinity that the trains pass this point at a rate of from thirty to forty miles per hour and do not perceptibly slacken speed until at Mason's crossing, which is the next one below the one where the accident occurred.

## Inquest Opened.

A coroner's inquest was opened Saturday afternoon at two o'clock on the spot where the deceased came to her death. Coroner Freeland presided, and Constable John Thomson swore in a jury composed of the following: Robert Morgan (foreman), Arthur Sills, James Byers, Alex. Dynes, William Paul, Joseph Pelkey, Eugene Provincelle, Regis Potters, Archibald McPhee, James Daley, Geo. McGregor and Peter Chause.

The jury viewed the remains and adjourned until three o'clock this afternoon, when it will meet again at Byers' hotel in Hintonburg. The body was taken to S.M. Rogers' morgue on Rideau street, to be prepared for burial.

05/09/1899 *Ottawa Citizen**Carleton Place*

## JURY SAYS

Gates Are Needed at Mechanicsville Crossing

## THE GOSSELIN FATALITY

Evidence that the Woman Was Not Sober When Accident Occurred.

The adjourned inquest touching the death of Mrs. Annie Gosselin, who was killed at the C. P. R. crossing in Mechanicsville on Saturday last, was resumed yesterday afternoon at Byer's hotel, in Hintonburg.

Engineer John Dudley, who was driving the engine which struck the deceased, testified that as the train was coming into Ottawa about eleven o'clock on Saturday and when within about 150 feet of the crossing he saw the deceased start to cross the tracks. The train was running at its usual rate of speed when passing this point which was from twenty to twenty-five miles an hour. The steam was shut off at the time and there was considerable pressure from the air brake. Seeing that the woman would almost inevitably be struck he at once applied the brakes with their full power, or what is known as the emergency brake. The train was brought to a standstill before Mason's crossing was reached or in other words, within a few hundred yards of where the accident had occurred. He did not see the woman struck since the engine hid the point of contact from him, it being on the opposite side. He further stated that the whistle had been blown before coming to this crossing and that the bell was ringing at the time the accident occurred. This latter statement was amply substantiated by other witnesses.

The doings of the unfortunate woman during the morning were related by other witnesses.

About seven o'clock on the morning of her death she went to Mrs. Jane Shorey's house and talked strangely. She had a mark over her right eye and another on her right cheek, which she said had been received in a fall. She was later seen by Hintonburg residents coming from Mechanicsville with a pall of beer and acting as though intoxicated. Shortly before eleven o'clock she was again seen coming from the direction with another pall of beer, and apparently much more intoxicated than before. Just before she came to the track she seemed to be uncertain as to which way to go and upon being asked where she was going replied, "I am going to hell." She then continued her way towards Hintonburg via Second street. She had gone a short distance across the track when she turned and retraced her steps. At this time the train was rushing down the track, but she paid no heed to it. When a little way past the center of the track she stooped over as though looking for something and was in this position when the engine struck her, hurling her head foremost upon the rocks and shattering her skull like an egg shell.

After hearing the evidence the jury upon brief consideration returned the following verdict:-

"We find that Annie Gosselin came to her death by reason of injuries resulting from being struck by train No. 12 on the C P.R. at Second street crossing, Merhanicsville, on September 2nd. at about the hour of eleven o'clock in the morning.

"For the protection of life and property, and owing to the dangerous nature of this crossing, we recommend that gates be placed there and maintained by the railway company.

06/09/1899 *Ottawa Citizen**Ottawa Electric**Britannia*

## THE LINE TO BRITANNIA

It Will be Built by Messrs Heney and Smith of This City.

The Ottawa electric railway not long ago asked for tenders for the construction of the suburban line from Ottawa to Britannia. The company had already provided the rails and placed them on the line of the proposed road, so that the contract called merely for the grading and laying of the ties and rails.

It was learned last night that the lowest of the several tenders sent in for the work was that by Heney and Smith, and that the firm was accordingly awarded the contract. It involves the grading of about five miles from the terminus of the electric railway at Hintonburg. to Britannia.

The senior member of the firm is Ex-Ald. John Heney, who, with Mr. Smith, has constructed many important public works in Canada, among them the Tignish. P.E.I., break-water, and the iron bridge over the Rideau canal at present used by the Canada Atlantic railway.

The intention of the Ottawa Electric Railway company is to have the suburban extension to Britannia completed by the 1st of November, a condition with which the contractors will doubtless comply.

## THE BRITANNIA EXTENSION.

Messrs. Heney and Smith, contractor have been given the contract for the grading of the proposed electric railway extension to Britannia. The rails have been laid along the route of the proposed line, so that the contractors will simply have to grade the road and lay the rails. The railway when completed from the terminus of the line in Hintonburgh will be five miles long.

06/09/1899 *Ottawa Free Press**Tramway**Bronson*

Ottawa Electric writes to the city objecting to Bronson Co.'s request to lay tracks on Middle street.

06/09/1899 *Ottawa Citizen**Tramway**Bronson and Weston*

The following letter from Mr. James Q. Fraser, secretary of the Ottawa Electric Railway company was referred to the railway and lighting company: "The attention of the board of the Ottawa Electric Railway company having been drawn to the proposed by-law of the city authorizing the Bronson company to lay and operate a railway on Middle street, I am directed to say that the giving of this authority as proposed would, as the board considers, be inconsistent with the provisions of its agreement of the 28th June 1893 with the city. The agreement provides that the company may, with the consent of the city corporation, run its railway upon any of the streets of the city of Ottawa, other than those specifically mentioned and that, if any other company, individual or firm proposes to construct a railway on any such streets, the corporation shall first give the option of doing so to this company, and that only in the event of its not exercising such option after notice shall such other company, individual or firm be allowed to construct a railway on such streets. If, notwithstanding the company's present notice of objection, the corporation still proceeds to grant any such right as proposed to the Bronson company, it shall at any rate be stated to be subject to the provisions of the agreements with this company, and to the privilege being withdrawn in the event of it being found that the granting or enjoyment of it is an infringement of interference with the rights of the company under its agreement with the city.

07/09/1899 *Ottawa Citizen**Ottawa Electric**Britannia*

Heney and Smith, the contractors for the electric railway extension to Britannia, broke ground for the work near Holland avenue, Hintonburg, this afternoon. The commencement of work was attended by no formalities, only the contractors and workmen being present. It is intended to rush the work ahead with a large gang of men and horses and it is said no time will be lost now the work has commenced.

07/09/1899 *Ottawa Citizen**Ottawa Electric**Britannia*

## TO COMMENCE WORK AT ONCE

Messrs. Heney and Smith will commence the construction of the electric railway line between Hintonburg and Britannia immediately.

08/09/1899 *Renfrew Mercury**Kingston (CP)**Kingston water*

The K. & P.R. have agreed to pay the city of Kingston \$250 a year for water for their engines - four to six a day. It will cost the city \$230 to put in the necessary connections.

08/09/1899 *Eastern Ontario Review**Montreal and Ottawa*

A slight accident to the engine of the C.P.R. fast express on Saturday evening delayed the trains several hours.

08/09/1899 *Ottawa Citizen**Ottawa Electric**Britannia*

WANTED - 200 MEN TO WORK ON Britannia Branch Electric Road. Apply on the works of Heney & Smith.

09/09/1899 *Ottawa Citizen**Canada Atlantic**Ottawa East*

Plans have been drawn up for the new supply building and instruction offices to be erected by the C.A. railway company near the Rideau round house. The building will be a three storey one and part of it will be fitted up as a school of instruction. Here the railway employees will familiarize themselves with the construction and uses of the various mechanical devices including the different styles of brakes. Apartments will also be fitted up for the use of the draughtsmen. The new offices, which will be complete in every detail, will be erected as soon as possible.

09/09/1899 *Ottawa Free Press**Canada Atlantic**Ottawa East*

New instruction offices and a supply building will be erected near the round house in Ottawa East as soon as possible. The increase in traffic predicates a large number of men and the present instruction offices are not as suitable as desired. The building will be three stories high. Appointments will be fitted for the draughtsmen. The instruction offices will be fitted with brakes and different mechanical devices, with which employees will be required to become familiar.

The work on the new round house is being rushed so as to have it ready by this fall. The present round house is not large enough to contain the engines now on the road. The new addition will provide accommodation for nineteen engines.

The shops are busy turning out new cars and have enough work on hand to keep them busy for the entire fall and winter.

11/09/1899 *Ottawa Journal*

First trip of an automobile in Ottawa streets. Thomas Ahearn was in charge.

11/09/1899 *Ottawa Citizen**Ottawa Electric*

## OFF HIS CAR

A Conductor Badly Used by Roughs.

## NOW IN THE HOSPITAL

Doctors Fear the Base of His Skull May be Fractured.

While in the discharge of his duty last evening. Philip Servis, conductor on the Ottawa electric railway, met with a serious mishap. He is now lying at the Protestant hospital in a dangerous condition, the doctors being inclined to believe that the base of his skull is fractured.

Accounts differ as to how Servis met with his injuries. He was in charge of car No. 61 on the main line, about 6.15. Among the passengers were two said to be under the influence of liquor, acting in a disorderly manner and using offensive language. Servis remonstrated with them several times, but to no effect. At the corner of Daly avenue and Charlotte street, while the car was rounding the Sandy Hill loop the conductor ordered them off. He stopped the car for this purpose, but had to use force in expelling the unruly passengers.

He had succeeded in removing both, when one reached up and pulled him off the top step at the rear end of the car. He fell heavily to the ground, his head striking a large stone. Motorman James Gibbons at once ran to his comrade's assistance, and found him lying in a semi-conscious condition, with the blood gushing from his nose and ears. The motorman and passengers placed him in the car, and a search was made for his assailant. The latter, however, had made himself scarce, and when P.C. Bradley arrived on the scene he was nowhere in sight.

Another version of the story is that Servis was tussling with the fellow on the ground and was thrown violently on the stone.

Inspector Laing had the injured man removed in the car to Dr. Scott's surgery, at 718 Wellington street, where he received medical assistance. He was afterwards removed to his boarding house, 68 Vittoria street, but other arrangements were made, and he was taken from there to the Protestant hospital. At midnight he was resting easy. Neither Dr. Scott nor the hospital doctors could ascertain whether Servis had sustained a fracture of the skull or not. However, serious developments are feared, as it is believed the brain is affected.

Servis has been in the employ of the company for several years, and is respected as a quiet, gentlemanly fellow. The police are on the lookout for his assailant.



## RECOVERY SURE NOW

Conductor Servis' Condition Is Greatly Improved - Alleged Assailant Not Yet Arrested

The condition of Conductor Philip Servis, of the Ottawa electric railway, was rather improved last evening. All traces of delirium had left him, and he was able to converse rationally with those around him. There is now no doubt of his ultimate recovery. He says that when he ordered the two disorderly men from the car on Sunday evening one obeyed immediately. The other also complied, but on leaving the car he, either maliciously or to save himself from falling, caught Mr. Servis from behind, pulling the conductor from the steps of the car. Mr. Servis fell backwards on the ends of the ties, and in falling thus inflicted the injury from which he is now suffering. Who his assailant was is still a mystery. Motorman James Gibbons was paying all his attention to keeping a lookout ahead and therefore saw nothing remarkable in the affair until his comrad fell heavily from the car. In the excitement and the subsequent dulling of the senses which succeeded his heavy fall, Conductor Servis was unable to give any description of either of the men which would lead to their identification, and the men have not yet been located.

12/09/1899 *Ottawa Free Press* *Pontiac Pacific Junction* *Aylmer*

Mr. Helebard, engineer of the Pontiac and Pacific Junction Railway, with a staff of assistants, went out to Aylmer this morning to lay out some more work for the men engaged on the construction of the branch from that town to this city.

12/09/1899 *Ottawa Citizen* *Other* *Ottawa Car*

The automobile again attracted considerable attention on the streets this morning. It runs very silently, but the speed can be increased to fifteen miles an hour. Mr. W.W. Wylie manipulated the carriage during the run this morning.

14/09/1899 *Ottawa Citizen* *Other* *Ottawa Car*

Mayor Payment and Mr. T. Ahearn had a trip around the city this morning in the automobile.

14/09/1899 *The Equity, Shawville* *Pontiac Pacific Junction* *Shawville*

The sectionmen of several divisions of the P. & P. J. were concentrated at Shawville last week for the purpose of putting in a new siding, with the object of giving better facilities for handling the increased grain and stock output at this point.--

15/09/1899 *Almonte Gazette* *Carleton Place* *Britannia*

Two cows were killed on the first crossing west of Britannia Monday morning by the Pembroke local

15/09/1899 *Almonte Gazette* *Chalk River* *Almonte*

The seven-year-old son of Mr. A.G. Horton was playing on top of a boxcar on the C.P.R., siding at the station here on Wednesday when he fell off headfirst, and was so seriously injured that his life is in jeopardy. The little fellow's face is badly cut and bruised.

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The Chief is after youngsters who are in the habit of jumping on and off the cars in the C.P.R. yard. Keep away from these boys, or you'll have trouble.

15/09/1899 *Eastern Ontario Review* *Vankleek*

The C.A.R. are putting in a new siding at the pulp mills.

15/09/1899 *Renfrew Mercury* *Locksley* *Pembroke*

From this week's Standard. We are credibly informed that the Pembroke Southern Railway has been leased to the Canada Atlantic Railway Company for a certain number of years. This will in no wise hinder the building of the proposed road from Golden Lake to Bancroft so as to give us close connections with Toronto, but will rather materially assist that scheme, as it will enable the projectors of the new road, who are nearly all connected with the P.S.R., to devote their whole energies to its construction. The leasing of the P.S.R. by the C.A.R. will give us the benefit of through connections to New York and other points made by the latter railway.

Also carried in the Almonte Gazette same date.

16/09/1899 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The men employed on the Metropolitan company's works at Britannia quit work yesterday at one o'clock, and a deputation waited upon President Lindsay in reference to securing last month's wages, owing to them by Messrs. Brewder and McNaughton, the contractors who gave up the work last week. The deputation claimed that, as the company had taken over the work, and was going to complete it, the company should pay the men for the work done. President Lindsay assured the men that the money was lying in the bank to pay the back wages, but in order to protect itself the company would not be able to pay until the company had obtained the necessary order from the court, there being a number of liens on the money held back by the company. He pointed out besides that the company had not the proper pay sheets in its possession. This assurance was thoroughly satisfactory to the deputation, and work will be resumed without any delay.

The company has increased considerably the force since taking over the work, and hopes soon to have over 500 men at work in order to furnish light and power before the end of the year.

With this end in view President Lindsay has given an order to Messrs. Chitty & Co., of Montreal, to secure 200 extra men. There are about 250 now employed. The wages being paid is \$1.40 per day to laborers and \$1.65 to river men. It has been found impossible to find enough laborers in Ottawa, hence the appeal to those resident in another city.

16/09/1899 *Ottawa Journal* *Britannia Power Canal* *Britannia*

## STRIKE AT BRITANNIA

There is a strike on among the 150 men employed on the Metropolitan Electric Company's work at Britannia. Then men have not yet received last month's pay, and on this account they quit work at noon yesterday. They say they will not again start until their money is forthcoming. A deputation of the laborers waited on President T. Lindsay, of the Metropolitan Company yesterday, and asked for their wages, but they claim the money was not forthcoming. They were not satisfied with Mr. Lindsay's promises that the back wages would soon be paid, Up to noon to-day there was not much likelihood of the men returning to work.

16/09/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Pontiac and Pacific Junction railway is making good progress on the work of preparing an entrance for its line to the Central depot along the foot of Major's Hill park. A staff of men is busily engaged in making the necessary excavations and rails have been distributed during the past week between Nepean Point and the depot. On the Interprovincial Bridge very satisfactory progress is being made and the stone and masonry work is advancing towards completion. The iron superstructure is in course of manufacture by the Dominion Bridge Company and will be completed during the winter. It will be placed in position as soon as possible and the line bridge will then be ready for traffic.

16/09/1899 *Ottawa Citizen* *Renfrew*

The Canada Atlantic railway is arranging to put in a new siding on its line between Bank and Concession streets, owing to the large traffic at that point. It will also be used by the Bellhouse Dillon Co. which proposes to erect an establishment near Concession street in connection with the paving business which it is carrying on. The new siding is also likely to have the effect of relieving the congested state of traffic in the yard above Stewarton and may somewhat lessen the traffic across Bank street.

There is now no strike at Britannia, so far as the Metropolitan company is concerned. Messrs. Wanless and MacMillan were engaged in paying off all the men who were under employment up to Friday at noon. The company will now commence with a clean sheet - those who like to work will be given employment, those who are dissatisfied will be ordered away from the scene of operations entirely.

One hundred and seventy-five men in all were paid this morning. As they filed through the office they were each of them asked if they would work. Some of them said they would, while the majority maintained that their course would be governed entirely by the action of their comrades. Conversation with the men by a reporter disclosed the fact that not a few of them had any idea of the proposition made by the company. President Lindsay drove out to the works this afternoon, so that it is not unlikely that many of the misconceptions that exist will be obliterated.

#### New Men at Work

About half past one o'clock this afternoon Engineer Aylen started a few men and horses to work. The former strikers stood on a mound of stone to the south. They offered no interference. "Let them fire away for the afternoon," said one of the loiterers; "it can do no harm." This observation would seem to indicate that the truce is only for the time being, and there is consequently no telling what may happen when the company undertake to replace the men.

Engineer Aylen asserted that he feared no trouble, and that he would have 75 men at work during the progress of the afternoon. It is unlikely, however, that he will have so large a percentage. The great majority of the men were very positive upon the point that they would not work until the back pay was given them.

All morning close upon 200 men were in the vicinity of the office. They stood about in little knots of twos and threes and chatted over the situation. Some of the more sportive amused themselves by shying stones at a glass bottle, evidently in anticipation of the human objects they will have as targets later on. But the company's officials will take every precaution against harm coming to those under their employment.

The Canada Atlantic railway today assumes control and management of the Pembroke Southern road in accordance with negotiations that have been in progress for some time. The road has been leased for a period of five years and the employees were notified on Saturday that they will be governed by the management of the C.A.R.

The Pembroke Southern railway is a short line extending from Golden Lake on the O.A. & P.S. railway to the town of Pembroke a distance of twenty-one miles. It was completed about a year ago and since that time has been operated by the contractors under the direction of Mr. S.R. Poulin. The line traverses a country very thinly settled but as the land is suited for farming the road will doubtless have the effect of opening it up for settlement.

The railway will be operated as a branch of the O.A. & P.S. line, thus affording a through trip between Ottawa and Pembroke via this road. The distance from this city is about the same as by the C.P. railway.

It is proposed to inaugurate a new train service and it is likely that in a short time some of the trains that now run through to Madawaska will stop at Pembroke. The Pembroke Southern is a great convenience to the residents of the section of the country through which it traverses and now that it has been taken over as part of the Canada Atlantic system the general accommodation will doubtless be much increased.

1,300 from Arnprior came to Ottawa on Saturday to visit the Central Canada Fair. Two trains to the CPR station then streetcar. Paid for by McLachlin - things had been going well at the mill recently.

The Pembroke Southern, a short line of railway from Golden Lake to Pembroke has been leased to the Ottawa, Arnprior and Parry Sound for a period of five years. This road is twenty-one miles in length and has been in operation for a little over a year, the contractors having full control. This road joins the Parry Sound at Golden Lake and has since opening practically been a branch of the Parry Sound. For some time the Canada Atlantic have been negotiating for control of the road. The negotiations have been completed and the road passes into the control of the Canada Atlantic. It is proposed to inaugurate a special service and run through trains from Pembroke to the city.

There was a collision on the Rockcliffe electric line yesterday afternoon just past the turn below the entrance of the drive at Government House. Car 242 was going down to Rockcliffe, followed by car 220. The first car stopped just past the turn to let some passengers off, when car 220 came up and dashed into it breaking the fender. The motorman reversed his motor so quickly that it burned out and ran backwards for some distance from the impetus. The flames shot up into the air and gave the passengers the idea that the car was on fire, and they tumbled out pell mell, but no one was hurt.

Strikers almost cause riot in Britannia

Journal may be sued

Metropolitan Company will serve a notice of suit for libel

A riot was narrowly averted at the works of the Metropolitan Electrical company at Britannia Saturday morning. The cause of the trouble was an attempt on the part of the company to put on 75 additional men. The strikers seeing this move became defiant and threatened to stone the newcomers. So dangerous did the situation appear to be that the company in order to avoid trouble withdrew the new men. These men it is claimed, were not put on to replace the strikers but to hurry up the work.

The strikers have engaged Mr. L.S. Smith as their solicitor.

This morning the company will again endeavor to put new men to work and if any interference is made on the part of the strikers, the county constabulary will be called upon to maintain order. The company is willing to let any men of Brewder and McNaughton's gang go to work this morning if they desire to do so.

A libel suit

Mr. Thos Lindsay President of the Metropolitan Electric company will this morning, on behalf of the company have a notice of suit for libel served upon the Evening Journal. The alleged libel consists of certain allegations made in the Journal on Saturday to the effect that the men went on strike because the company owed them a month's wages. The company claims that it is Brewder and McNaughton, the contractors who owe the men.

Mr. Lindsay in the following letter gives the company's side of the case

Ottawa Sept 18th 1899

Editor Citizen.- In view of the false statements and misrepresentations that appeared in the Evening Journal of Saturday regarding the strike on the works of the Metropolitan company at Britannia, for which the Journal will have to answer in the courts, I claim the privilege of publicly stating the facts of the case in your columns:-

1st. Owing to the contractors, Messrs. Brewder and McNaughton not pushing these works with proper despatch, the company took over said works and the plant of the contractors under the terms of the contract, on the 7th of September.

2nd. The company therefore on Saturday last owed the men employed by it one week's pay, which it is paying at once, though by its engagement the company is only under obligation to pay every two weeks

3rd. The net regulating workmen's liens required the company to retain fifteen per cent of all money earned by the contractors to protect workmen - and such fifteen per cent has been duly retained and it is believed the same is sufficient to pay the workmen thirty days' wages, and should it not prove sufficient the company has a reserve fund that it will make good the difference.

4th. The workmen made affidavits as to the amounts due them by the contractors, but Mr. Brewder, of the firm of Brewder & McNaughton, notified Mr. Lindsay, the Vice President of the company, not to pay the men on their affidavits as they were not correct.

5th. Messrs Brewder and McNaughton have refused to deliver to the company, or to the solicitor employed by the workmen, the pay sheets, or copies of the same, for the last thirty days the men worked for them, to the end that the men might be paid at once.

6th. The law allows thirty days' notice in which to register liens on said fifteen per cent., and consequently the company could not, with any regard to its own interests, pay out this fifteen per cent, before the expiration of thirty days.

7th. To prevent the hardship that this delay of thirty days would occasion the workmen, I offered, and I still offer to advance sufficient of my own money to purchase at par the claims of the men for wages for said thirty days and if the pay sheets had been furnished by the contractors and said claims duly recorded the workmen would have in this manner, been paid by now and they can secure payment as soon as these formalities have been complied with.

In view of these facts the public will appreciate the motives of the Journal in persistently slandering the Metropolitan company and misrepresenting its affairs. Yours faithfully T. Lindsay, President Metropolitan Electric Company.

19/09/1899 *Ottawa Citizen**Britannia Power Canal**Metropolitan Electric*

The strike at Britannia is now practically settled and work on the Metropolitan company's canal there was recommenced this morning. One hundred and fifty of the old men were re-engaged, and 35 new men in addition were given employment. About 15 are still disaffected.

President Lindsay has himself individually undertaken to purchase 50 per cent of every claim, or he will pay 100 per cent on every claim for which a lien has been registered. About 80 per cent of the old men have sworn out liens. So that President Lindsay's proposal cannot but be viewed as exceedingly fair.

Magistrate Smith, of Carleton county, is acting on behalf of the ex-strikers, and he had it arranged that men would go to work yesterday morning. They would have done so, it is said, had it not been for the interference of one Doyle, who has been a prominent ring leader among the men who caused the trouble.

19/09/1899 *Ottawa Free Press**Britannia Power Canal**Metropolitan Electric*

Six special constables filed up at the Metropolitan works at Britannia this morning. They were there to prevent any interference on the part of the striking workmen, but there was no disturbance whatsoever. The men who wished to return to work did so without any attempt being made to interfere to molest them. Nearly all returned to work, in addition to thirty-five extra. All is quiet today.

A large number of men were paid yesterday and almost all of these were among those taken on today. More.

20/09/1899 *Ottawa Citizen**Britannia Power Canal**Metropolitan Electric*

All is quiet at the Britannia works of the Metropolitan company; 175 men are under employment. A special trainload of men from Montreal passed through the city to Britannia this afternoon; there were 150 laborers on board.

All the men who had liens on Messrs. Brewder and McNaughton's funds, were paid up in full by President Lindsay personally last night. It took until 12.30 a.m. to dispose of the last applicant. Others who have claims will swear out liens today, and those, which will doubtless include all who are personally disaffected, will be paid off tonight.

22/09/1899 *Renfrew Mercury**Pontiac Pacific Junction**Shawville*

Section men of several divisions of the P. & P. J. R. were concentrated at Shawville last week for the purpose of putting in a new siding, with the object of giving better facilities for the handling of grain and stock output at this point. It may be said also that the company have made new and larger stock yards here, and thus have rendered the work of loading the cars more convenient than formerly. - Shawville Equity.

22/09/1899 *Almonte Gazette**Britannia Power Canal**Metropolitan Electric*

The strikers at Britannia almost caused a riot last Saturday. The Metropolitan Company threatens to sue the Ottawa Journal for libel for saying that company owes the men back pay. It is the contractors, they say, who are in arrears, and not the company.

## THE CONTRACT CLOSED

C. A. R. Shops to be Fitted With a New Heating and Ventilation System.

Mr. E. A. Wallberg, of New York, has just closed a contract with Mr. J. R. Booth to equip the C. A. railway locomotive repair shops with the fan system of heating and ventilation. This is the system that has already been introduced with successful results into the car shops and round house. The new plant will, however, be much larger than the present ones. Mr. Wallberg will also install the fan system in Bronson and Weston's new calcium carbide factory at the Chaudlere. By this system the great amount of dust which accumulates in the various machines will be removed and collected, thus providing a clear, healthy atmosphere for the men to work in, and preventing a considerable waste of material. The two dynamos with which these works will be equipped are of the most powerful build. Work has commenced on the erection of the power house and it will be rushed to completion.

23/09/1899

Ottawa Citizen

Ottawa Electric

Wm. Stitt, of Montreal, who is charged with assaulting O.E.R. condustor Phillip Servis, appeared again, but as Servis is still unable to be on hand that case was adjourned for a couple of weeks

23/09/1899

Eastern Ontario Review

Lachute

Lachute

A fatal accident in which three people lost their lives occurred at Lachute mills Monday evening about twenty minutes after eight. A man named Sauve, formerly of Hawkesbury, who has been working at the railroad bridge under construction by the Great Northern Railway Co., had gone on Monday morning to Hawkesbury to bring his wife and child and personal effects to Lachute. Just before he came to the C.P.R. track, he lost control of the horses and they bolted across the track immediately in front of the local going east which was descending the steep grade from St. Phillips. Emergency brakes were immediately applied but it was too late to save the people in the rig. The engine struck the express fair in the middle and the occupants, Sauve, his wife and child were immediately killed. The child's body was picked up about 60 feet from the crossing, the man's body was found lying in the bushes ninety feet from the foot of the grade slope and the woman's body was found near the semaphore between the bridge, four hundred and fifty feet from the scene of the accident. The horses escaped without a scratch. The woman's body was badly mangled and the man had a large hole in his chest but the baby was apparently untouched and Drs. Christie and Menzies, who were early on the spot, say that it must have died of shock. Madame Sauve was a Miss Fleurent, formerly of Carillon and lately of Point Fortune and Hawkesbury. Her parents reside at Point Fortune and she was well known there.

23/09/1899

Ottawa Free Press

Canada Atlantic

Ottawa East

At the shops in Ottawa East engine No. 624, the one that was in the wreck at St. Polycarpe, is being repaired and it will soon be in running condition. The two cars which were smashed are also being repaired.

The superstructure of the addition to the round house is now being erected and it is expected it will be completed by the first of November.

25/09/1899

Ottawa Journal

Ottawa Electric

Britannia

## MAKING RAPID PROGRESS

## WITH THE ELECTRIC ROAD TO BRITANNIA

Expectation that it will Open in Two Months. To Run this Winter

The last acre of right of way necessary for the construction of the electric railway to Britannia was handed over to the Ottawa electric street railway company on Saturday.

Messrs. [sic] Heney & Smith, who have the contract for building the road, are at work on three sections, so as to get it built as early as possible. It is expected that in the early part of December one can step into an electric car at the Russell House and go to Britannia without change. The cars will run all winter.

The road is almost an air line. It goes through barns and dwelling houses, which the company find it necessary to purchase.

At some points of the road there is considerable rock cutting to be done. About a mile out there is a cut of 17 feet, which is well under way.

The ride from Ottawa to Britannia by the new road will be a very pleasant one, especially the latter part, where a splendid view of the river can be had from the cars. Mr. Thomas Ahearn had a run out on Saturday in his automobile to see how the contractors were getting along with the work of construction.

All the rails are at Britannia ready to be used as soon as the road bed is built.

26/09/1899

Ottawa Free Press

Montreal and Ottawa

Hurdman roundhouse

The Canadian Pacific railway has commenced the erection of a round house at Hurdman's bridge. It will be located between the C.P.R. and the C.A.R. bridges and will have four tracks leading into it.

26/09/1899

Ottawa Citizen

Carleton Place

Ottawa, Broad Street

Some fine new stands for numbering the tracks at the Union depot have been put up by the C.P.R. These consist of two upright iron bars connected with a cross piece to which the number painted on a piece of sheet iron is attached. The ends of the uprights are finished in brass and the stands form quite an artistic design.

26/09/1899

Ottawa Citizen

Pontiac Pacific Junction

The construction work on the Pontiac and Pacific Junction railway line from Aylmer to Hull is being pushed ahead and the men are now working at a point two miles this side of Deschenes.

28/09/1899

Merrickville Star

Winchester

Merrickville

The gang of painters in the employ of the C.P.R., who at present are giving the bridge a new coat of paint. Went out on strike yesterday morning because they were not paid during wet weather. They are back at work again this morning and the strike is declared off.

29/09/1899

Brockville Recorder

Westport

Mr. Robert Hervey seeks to Recover Possession of the B&W. Says the conditions under which it was handed over have not been complied with - No trouble to raise capital to extend the line (From Friday's daily)

A rumor was current on the streets today that a somewhat interesting lawsuit was likely to come up at the next sitting of the court of chancery for these united counties. It was stated that Mr. Robert Hervey, a former well known resident of this town, was about to enter an action against the Philadelphia Investment Company, to recover possession of the Brockville, Westport & Sault Ste Marie Railway, of which he was the chief promoter. A Recorder representative called on Mr. Hervey and elicited the following facts in connection with the case. Mr. Hervey admits that he is considering the advisability of entering an action against this company to compel them to fulfill the terms of their original agreement. It seems that when this company took the road back it was expressly understood that it was to be put through to Sault Ste Marie, and the road was to be fully equipped with first class rolling stock and to have a good train service. These conditions have not been fulfilled and Mr. Hervey thinks that the company are not entitled to hold the road under the circumstances. He also states that if the court should decide the matter in his favor, that no difficulty would be experienced in procuring the necessary capital to put the road through to the points it was originally intended it should reach. More of this case will likely be heard of in a few days.

29/09/1899 *Almonte Gazette* *Kingston (CN)*

William Meade, of Gananoque, was acquitted at the Brockville assizes of the charge of being concerned in the G.T.R. strike riots. This is the man who was arrested at Gananoque and brought to Kingston and afterwards sent down to Brockville to be tried.

30/09/1899 *Ottawa Citizen* *Renfrew* *Elgin Street*

The Canada Atlantic railway is turning out from 16 to 20 freight cars per week from its shops at the bottom of Elgin street. The facility with which the cars are manufactured is surprising and is accounted for largely by the experienced hands and the most improved machinery that is employed. The shops are divided into departments from the lumber yard to the finishing room and as soon as one part of the car is done it is moved along rails to another section of the building where work is continued up to the finishing.

Motive power for the shops is now furnished by electricity and it is working most satisfactory. A three hundred horsepower motor has just been placed in position in the Rideau roundhouse.

30/09/1899 *Ottawa Citizen* *Canada Atlantic* *Central Depot*

Work will start on new Central Depot as soon as Militia stores is vacated - More with drawing.

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30/09/1899 *Ottawa Free Press* *Chalk River*

The Canadian Pacific railway company is making many improvements in the way of new stations and the like in the towns along the line. A new stone station is almost completed in Arnprior. The old station at this place will be used as a freight shed as soon as the new one is furnished. Stone is being quarried for another new station at Almonte. This station will be about twice the size of the one at Arnprior of which the Arnpriorites are beginning to be so proud.

At Smiths Falls a new chute is being built and the tracks and switches are being rearranged, necessitating an expenditure of some \$30,000 to \$40,000. These changes are being made owing to a scarcity of room at present.

Another plant for the testing of air brakes is also being installed.

Twenty-eight hundred and fifty feet of inch gas pipe for this purpose is also being put down throughout the yard. Hitherto the brakes were tested by the engine after the train was made up. In future the brakes will all be tested before having the engine attached so that there will be no delay in making repairs to the train.

30/09/1899 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

The C.A.R. will very shortly commence the erection of a large building adjoining the Rideau roundhouse. It will be 200 feet in length and thirty feet wide with two stories in one portion of it. The building will be used as a storehouse replacing the one destroyed by fire some time ago and will also contain the offices of Mr. Ogilvie and his assistants. A new track will be put in from the main line of the road the new warehouse.

04/10/1899 *Ottawa Free Press* *Ottawa Electric* *Britannia*

Heny and Smith, the contractors, are making good progress in the extension of the electric line to Britannia. They have 250 men employed and about 50 teams. Grading, rock cutting and completing the culverts is now being done. About 1 1-2 miles have been graded so far. A track will be laid in the ballast pit. The whole line will be ballasted and an engine for hauling the cars which convey the gravel. There is only one grade on the whole line where there will be much cutting.

04/10/1899 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The first of the quartette of electric coaches to be placed on the suburban line to Britannia is nearly completed at the Ottawa Car Works. Two other coaches are well under way and will be finished in ample time for the opening of the road. The beauty of the cars is only being realized in the finishing touches are being adjusted and the ensemble effects brought into full view. Instead of having a name for each car there will be painted on the side "Britannia-on-the-Bay". This is a catchy name and resembles the hyphenated cognomen of another provincial summer resort "Niagara-on-the-Lake."

Each car will be double seated throughout containing 28 seats and will carry 56 passengers comfortably. The vestibules are unusually large and will accommodate a number more in a crowd.

One of the novel features will be an electric push button at the side of the car opposite each seat. All the passenger will have to do is to push this button when he or she desires the car to stop. These buttons are the same as in C.P.R. sleeping cars.

Interiorally all the cars will be finished in oak and on the outside there will be the regular dark coach finish canvas, painted is also used on the inside. This will make the conveyance perfectly moisture proof. Small electric heaters will also be placed under each seat. The cars will be equipped with a Westinghouse air brake and will also be provided with an air brake whistle for use in the country. A gong will be used in the city. A little motor will keep up the supply of air, and, if the motorman used, say 10 pounds of air in stopping the car, this motor will work up to the maximum pressure. Everything in connection with the equipment and construction of these coaches is the most modern out.

04/10/1899 *Ottawa Citizen* *Tramway* *Ottawa Waterworks*

The waterworks committee met yesterday afternoon to open tenders for the supply of a quantity of steel rails to be used in the construction of the extension to the pump house. Council will be recommended to accept the figure of \$490 submitted by Mr. Alex Fleck.

05/10/1899 *Merrickville Star* *Winchester* *Merrickville*

#### C.P.R. CHANGE

A change took place in the C.P.R. time table., on Sunday, Oct. 1st. 'By the new table the midnight train and the early train east do not stop here for passengers as heretofore. A person wishing. to go to Montreal on the 4.00 a.m. train must go to Smiths Falls on the local in the evening and wait there until morning. -This point a one of the best paying stations on the O. & Q. line and surely we should receive a little consideration at the hands of .the Company. The agreement with the Company, however, only calls for one through train east and west each day. This we now have but when we consider that Merrickville ranks either third or fourth, between Montreal and Toronto in the matter of cash returns, we do not think we would be asking too much to have the two above mentioned trains stop here. Quite a number of commercial travellers visit this place finish their business (if they are working west) by the time- the local through here at 8.33 in the evening, or else wait until noon the following day. These men are not taken into, consideration at all, and it is through them, indirectly, that three-quarters the. freight to this point is consigned. Another point, "drummers" are charged at the rate of two cents per mile while opera troupes, etc., are only charged one-and-a-half cents. Surely it is not right to charge more for a necessity than a luxury. The new railway from Brockville to Ottawa, through here, cannot he put into operation any too soon if the rights of the people of this section of Ontario are to be respected. It would mean that this would be a junction point and all trains on both lines would be compelled to stop.

06/10/1899

*Ottawa Citizen*

*Canada Atlantic*

*Ottawa East*

Yesterday the Canada Atlantic Railway company commenced the erection of a large two and a half story building at Ottawa East running parallel with the Parry Sound tracks, which is to be used as an extension of the shops.

The new structure, which will be completed in about six weeks, will contain the general stores for the road; and instruction office, a dining room for the men who take lunch at the works and the mechanical office.

The instruction office has been rendered necessary from the fact that the company is introducing a new code of international trainmen's rules and all employes in that department will be required to pass an examination in the technical department of the signals etc., in use on trains. Formerly the trainmen on the C.A.R. had several codes which were rendered necessary in running over the various connections but the new rules are international and will be uniform on all roads.

As soon as the building is completed the mechanical office, now at Stewarton, will be removed to the new building.

06/10/1899

*Almonte Gazette*

*Chalk River*

*Arnprior*

Arnprior. The new C.P.R. station is being wired for electric light. Mr. R. Anderson of Ottawa is doing the work.

06/10/1899

*Ottawa Citizen*

*Montreal and Ottawa*

Good progress is being made on the railway construction work below the Dufferin Bridge. Two lines of track have been laid on which the waste material is carried away. Dump carts are also pressed into service for this purpose. Daily, Dufferin Bridge is lined with a throng of curious ones watching the workmen below.

06/10/1899

*Ottawa Free Press*

*Tramway*

*E.B. Eddy*

A box car laden with freight from the E.B. Eddy Company's establishment jumped the track early this morning at a point where the rails from the company's factories connect with those of the Ottawa Electric company. A defective frog is said to be the cause.

The only damage done was to the wooden bridge work underlying the tracks.

Mr. J. Ahearn, foreman of the car buildings, had a staff of men promptly at work, with jacks and other appliances, and it was not very long before the car was raised and placed on the rails again. While the work was in progress the passenger cars of the street railway were unable to go the whole distance to the Hull terminus.

06/10/1899

*Eastern Ontario Review*

*Montreal and Ottawa*

*Vankleek Hill*

The condition of the road leading to the C.P.R. station is simply disgraceful. Unless something is done very soon the road will be impassable. The breaking down of vehicles is a common occurrence on this piece of road. The worst piece lies in the township of West Hawkesbury.

07/10/1899

*Ottawa Journal*

*Canada Atlantic*

*Rules*

A new code of signals for trainman, engineers, conductors, etc. Has been adapted on the system. This code is uniform on all lines throughout the country. Hitherto each line, in many cases, has had its own special code, and some lines have had several codes, one for each division of the road. Trainman of one railway company in passing over another company's road would have to know a couple of sets of signals. An instructor is now putting the C. A. R. employees through the method of using the new code, and each man must pass an examination in the signals before being allowed on the road.

07/10/1899

*Ottawa Citizen*

*Canada Atlantic*

Work is progressing favorably on the large extension being built to the C.A. railway round house. All the ten engine pits have been completed, and the foundation timbers put in place. Six fire walls are being built, running the full length and height of the building. These are 12 inches thick, and are formed of a shell of wood, which is filled in by a mixture of sand, cement and broken stone. This forms a solid stone-like substance, absolutely fire-proof. These walls will prevent the spread of fire throughout the building, by confining it to the apartment in which it originated. The fire walls and outer walls of the roundhouse are built on large piles, so as to prevent any possibility of the walls settling unevenly. The outer walls of the building will be fire proof like the inner ones, and will also be bricked up inside the full height and length of the building. Employment is given to 50 men in the construction of this building, and the complaint made is that a sufficient number of laborers cannot be procured.

Work has also commenced on the extension being built to the machine shop. This will be 150 feet in length, the site being provided for by the land filled in during the summer. A large pile driver has been placed in position and will be used in the foundation work.

About 45 men are employed in filling in the ravine where the new buildings and others are being erected. So far the ravine, which is about 14 feet deep and a quarter of a mile long, has been filled in for a distance of 150 feet. When the work is completed, 150 feet more ground will be accessible for building purposes.

The sand and other material used in filling in the waste ground is procured at the Hawthorne pits, two long trains making a trip each hour. New offices and store rooms will also be erected at this point. These buildings will be 150 feet wide and will be two stories in height. Arrangements have been completed by which, in case of a fire breaking out in the round house, machine shops or adjacent railway buildings, assistance can be procured from the city brigades. A fire alarm has been placed in position between the machine shop and the round house, which is included in the city alarm system. A jetty has also been built at the coal chute near the end of the deep cut. This will accommodate the city fire engines, and thus the necessary water supply can be procured from the canal. There are six hydrants on the railway premises, which are laid with 8-inch mains. A fire brigade of 30 railway employees practices weekly, and is always on hand in case of emergency. The buildings and premises are all provided with hose, access, ladders, and other fire fighting apparatus.

A new turret lathe has just been installed in the machine shop. It is used in the manufacture of bolts and has the capacity of four ordinary machines. Bolts from 2 1-2 inch to 1-4 inch can be turned out. Lathes used in the manufacture of car wheels, locomotive wheels, axles, etc. Have also been placed in position. Locomotive No. 627, that figured in the St. Polycarp wreck, has been repaired and replaced in active service.

Work promises to be exceedingly brisk on the road and in the shops during the winter, and it is all together probable that additional buildings will be done in the spring, and more heavy locomotives and other rolling stock procured.

The C.A.R. is rebuilding the old Parry Sound Colonization Railway cars that stood for a long time on the north side of the canal. They will be used to store supplies, etc. These cars are the pioneer ones of the road.

## AMONG THE RAILWAYMEN

## ITEMS FROM THE CANADA ATLANTIC LINE.

New Machinery for the Workshops. A Uniform Code of Signals Adopted by the Company.

Canada Atlantic Railway workshops in Ottawa East will next week be fitted out with additional new machinery costing over \$10,000. The machinery, which is now on its way, consists of a wheel bore, driving wheel lathes, car wheel lathes and brass finishing lathes. All of the latest and most improved patterns. A machine known as a turret lathe for making bolts has recently been placed in the shops, and is doing exceedingly good work. This lathe can perform the functions of four ordinary lathes, and turn out several hundred bolts a day. It turns a piece of iron into a bolt complete in every respect. Under any other plan the iron would have to pass through several machines before becoming a perfect bolt. Another addition to the establishment is an apparatus known as a "bull--dozer," which is employed for making bolts and other iron work pertaining to the manufacture of cars.

## A Transfer Table.

The transfer table in the shops for moving locomotives under repair from any one place to another is operated by electricity. This is the only table in Canada that is worked by such a method. About 180 men are now in the shops. Taken all together the C. A. R. shops bear favorable comparison with any of the other large railway workshops in Canada.

## New Shops

A gang of men are at work putting in the foundation for the new building near the Rideau round house. The building will be erected on a foundation of piles, which are being driven in by a steam pile driver. The place will be two storeys high. The stores will be located on the first floor. The second storey will give room to the mechanical office, instruction room, baggage claim department and dining room for the employees. The structure will be ready for occupation about Christmas.

Large quantities of coal for locomotive use are being brought in and the material is being dumped at the chutes. It is thought that as much coal as possible will be rushed in this fall, so as to be ready for the winter season. The mineral is just as easy to obtain in winter, but the unloading of it is made considerably harder. Thus the advantage of getting in a stock before snow comes. The Ottawa chutes give up the modest quantity of 140 tons of coal every 24 hours to be consumed by engines.

## A Carbide Factory.

A stationary boiler has been placed on the site of the old round house at the Elgin Street works. This will be employed in the manufacture of calcium carbide. Part of the carbide will be used to generate acetylene gas for locomotive headlights. It is believed that acetylene will be brought into general use on the road for this purpose.

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A number of lines of track have been laid in the Elgin Street yard, and on these many other new boxcars will be built.

**12/10/1899**    *The Record, Chesterville*    *New York Central*    *Berwick*

We ought to have a cattle-yard for shipping cattle, hogs, lambs etc. at the O&NY station. Such would be in the interests of farmers. Other places are doing a good cash business, and there is no reason why the experiment should not succeed at Berwick.

**12/10/1899**    *Merrickville Star*    *Chalk River*    *Almonte*

The Ottawa Free Press says that stone is being quarried for the new C.P.R. station for Almonte, and that this station "will be about twice the size of the new station at Arnprior, of which the Arnpriorites were beginning to be so proud."

**13/10/1899**    *Almonte Gazette*    *Eganville*    *Eganville*

The Eganville Enterprise says that the village is badly in want of a new C.P.R. station.

**13/10/1899**    *Almonte Gazette*    *Kingston (CP)*    *Calabogie*

Workmen have commenced building a branch line from the Kingston & Pembroke Railway main track to Caldwell's iron ore mines at Calabogie.

**14/10/1899**    *Ottawa Citizen*    *Canada Atlantic*    *Ottawa East*

The filling in of the big ravine in the Rideau yards of the C.A.R. is now just about completed. The filling in of this patch of waste land increases the area of the yards by about 40 acres, as before the work was done the land was too low and swampy to be of any value. It is on this area that the addition to the shops described in the Citizen a few days ago is being constructed. Piles are being driven into the fresh earth which has been dumped into the ravine and the new building will be erected on these.

**14/10/1899**    *Ottawa Citizen*    *Ottawa Electric*    *Ottawa Car*

In about two months time the four cars being built for the new Ottawa-Britannia electric belt line will be placed in service. One of the cars is the combination baggage and passenger car that formerly met the trains at the depots. This car is 35 feet long and will seat 40 passengers. It will be fitted up in elegant style and will be in reality a new car. The three other cars are 50 feet in length and seat 40 passengers. All the cars will be painted in the Pullman green color, an olive green, and will be fitted with new style vestibules. Some artistic examples of wood carving are to be seen on these cars. Each seat is provided with a push button placing the passengers in communication with the motorman. To better advertise the line each car will bear the name of the new terminus, Britannia on the Bay.

Work is being pushed ahead on six combination baggage and passenger cars for the Quebec city suburban line and repairs are being made to several cars of the Ottawa Electric Railway company. --

The car company will not engage in the construction of automobiles during the coming winter but further orders for cars from outside cities are expected.

**16/10/1899**    *Ottawa Free Press*    *Britannia Power Canal*    *Metropolitan Electric*

Work on the construction of the Metropolitan company's establishment at Britannia is going ahead at a good rate. Mr. Thomas Lindsay, the president, informed the Free Press today that three car loads more of machinery were on their way from the west for the works.

**17/10/1899**    *Ottawa Free Press*    *Montreal and Ottawa*    *Interprovincial Bridge*

Mr. H.J. Beemer, president of the P. & P. J. and Gatineau railways, is in the city. Seen by the Free Press, Mr. Beemer stated that everything was going along most satisfactorily towards the completion of the branch of the P. & P. J. railway, between Ottawa and Aylmer and the Gatineau Railway northwards to the village of Maniwaki.

"These works," said Mr. Beemer, "together with the interprovincial bridge, are all going along nicely, and will be completed at the same time next summer. Their intended completion at the same time has been an important aim of our companies, and, I think a most advisable one, too. It is a mistake to unduly hasten to completion any of the works in particular when it is known that they are to be operated to the advantage of each other. For instance, the interprovincial bridge would be off little service now, compared to what it would be if there were ready railway communication to run over it, and this railway service is being pushed along just as rapidly as to have it completed at the same time as the bridge. In order to do this we found it necessary to increase the number of men, both between here and Aylmer and above Gracefield on the Gatineau line, and this has been done. However, this is a matter of engineering calculation, and the labor and material required for the respective works, is left entirely with the civil and mechanical engineers in charge of the enterprises.

**20/10/1899**     **Ottawa Citizen**                      **Pontiac Pacific Junction**                      **Aylmer**

Aylmer. The P. & P. J. Co. are building a new workshop as it has had to remove its old one in order to make space for the line which is being extended to Hull.

**20/10/1899**     **Almonte Gazette**                      **Kingston (CP)**

Last Friday afternoon, Mr. Jas. Gibbons, jr., and his son, a lad of about 14 years of age, while driving home from Renfrew, was struck by a K. and P. train. The buggy was smashed, the horse was killed, and Mr. Gibbons and his son each had a leg broken. Both will recover.

**20/10/1899**     **Ottawa Journal**                      **Chaudiere**                      **Chaudiere**

The C.A.R. company is constructing an office at the Chaudiere to replace the stationary car which is used for that purpose at present.

**20/10/1899**     **Almonte Gazette**                      **Chalk River**                      **Arnprior**

Arnprior. New cattle pens are being built by the C.P.R., the new station necessitating the removal of the old ones.

**20/10/1899**     **Almonte Gazette**                      **Renfrew**                      **Renfrew**

There passed through Renfrew last week, one of the largest, if not the largest, wheat trains to pass over the rails there. It was on the Parry Sound line, and was composed of 36 cars, containing 37,000 bushels of wheat. The train, cars and freight weighed 1,650 tons.

**21/10/1899**     **Ottawa Citizen**                      **Canada Atlantic**                      **Ottawa**

Work continues to boom at the C. A. R. Locomotive repair shop. This week engines Nos. 629, 653, and 695, which have been undergoing repairs, were turned out of the shops ready for service again. These have been overhauled in quick time, the modern and extensive plant installed enabling the mechanics to do much better and quicker work.

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At the C. A. R. car shops work on the new freight cars is progressing rapidly. Four and five cars of modern pattern are turned out each day. These are well and strongly put together and of good size, having a capacity of 70,000 pounds. All the cars in use on the road will be hereafter built at the local works. Arrangements will be made by which increased work can be done in the building of high grade passenger coaches, many of which have already been turned out.

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In about two month's time the large addition being built to the C. A. R. round houses will be completed ready for occupation. When completed the shops will be 275 feet in diameter and 860 feet in circumference. The necessary piles have been sunk for the foundation work of the new office and store buildings, and the timber for the construction work is being placed in position.

**21/10/1899**     **Ottawa Citizen**                      **Montreal and Ottawa**                      **Rideau Canal locks**

The greatest interest is being taken in the railroad construction work being carried on below Sappers Bridge and along the canal. Good progress is being made as the weather continues fine. The contractors complain of a dearth of laborers, however, and are not able to rush the work as fast as they would like to. The rock cutting made necessary to establish a right of way necessitates extensive blasting operations which are carried on night and day. Danger signs are placed at the north end of Major's Hill park and men are almost constantly sounding warning blasts on the fog horns.

**21/10/1899**     **Ottawa Citizen**                      **Pontiac Pacific Junction**

The Pontiac and Pacific Junction railway will shortly commence track laying on the line between Hull and Aylmer. Owing to the scarcity of laborers, the work of grading the line had to be proceeded with at a slower rate than was expected. The tracks at the Hull end will be laid this fall and the whole line completed in time for the opening of the interprovincial bridge..

**21/10/1899**     **Ottawa Citizen**                      **Chaudiere**

Orders have been issued to the C. A. R. engineers shunting and running through trains at night at the Chaudiere, Central and Elgin Street yards to cease any undue and unnecessary whistling. Ottawans are affected with almost continuous discordant noises, and the railway officials are taking a step that will meet with popular favor in lessening the discord.

**21/10/1899**     **Ottawa Citizen**                      **Montreal and Ottawa**                      **Interprovincial Bridge**

The greatest interest is being taken in the railroad construction work being carried out below Sapper's bridge and along the canal. Good progress is being made, as the weather continues fine. The contractors complain of a dearth of laborers, however, and are not able to rush the work as fast as they would like to. The rock cutting made necessary to establish a right of way necessitates extensive blasting operations which are carried on night and day. Danger signs are displayed in the north end of Major Hill park, and men are almost constantly sounding warning blasts on the fog horns.

**21/10/1899**     **Ottawa Citizen**                      **Ottawa Electric**                      **Britannia**

Messrs. Heney and Smith, who have the contract for constructing the Ottawa Electric Railway company's extension to Britannia, are rushing that contract on to an early completion. The undertaking was commenced on September 8th. Though it was agreed to have it completed by Nov. 7th, that date is likely to be exceeded by a couple of weeks. Even this, however, will involve very speedy construction. By Nov. 10th the four and a half miles of track will be entirely laid and part of the ballasting done; by the end of the same month the whole work will be completed. Besides the mileage under the contract, Messrs. Heney and Smith have had to build one and a quarter miles of track into the gravel pit. Along the route there have been encountered some engineering difficulties. At Holland's farm some 30,000 yards of grading through gravel and boulders had to be performed. At Westboro, near Cole's farm, there was a cutting in rock of between ten and twelve feet, and a filling on an average of fourteen feet. One mile of the track is already laid at the Britannia end and yesterday men started to lay the ties at the Experimental farm. There are under employment 285 men, 45 teams and 42 carts. John Smith is the walking boss, Neil McCorney the time-keeper and Duncan Garley the track layer.

**23/10/1899**     **Ottawa Free Press**                      **Ottawa Electric**                      **Britannia**

Description of progress on the Britannia line.

--A half mile track has been laid at Britannia to the gravel pit to obtain ballast. A C.P.R. locomotive, thirty one flat cars, a ballasting plough and a steam shovel have been procured for ballasting as soon as track enough is laid to operate the two trains, which the flat cars will form--

**23/10/1899**     **Ottawa Free Press**                      **Ottawa Electric**                      **Ottawa Car**

The Ottawa Car Works (Limited) has received a large order for cars from a large American syndicate of contractors, of which Mr. J.A. Powers, of Troy, N.Y., is the head man. Mr. Powers is superintending the erection of an electric road at St. Catharines, and has ordered four fine cars of the same design and construction as the Britannia cars. The Ottawa Car Company secured the preference over all American car builders owing to the excellence and up-to-date build of their cars. An extension is now being erected to the car construction shop, which will make the full depth of the shop 122 feet. The company expects to have the order from Mr. Powers filled in a couple of months.

The work of installing the new Buffalo blast system of heating and ventilation is going ahead. Contracts have been awarded for the boilers, while the fan and pipes are being made in Buffalo. The new heating system will be in operation by the middle of November.



Casselman

Mr. Coupel has just entered upon his contract to supply the tank with water. This is a new arrangement as up to the present the company have had their own pump house engineer.

Mr Lisle Rice, who has had charge of the C.A.R. pumphouse here for several years leaves for Ottawa this week, where he intends taking up the machinist trade. He will work in the C.A.R. shops there.

Mr Dewar who has been in town for the last three months superintending C.A.R. works, has left, the work having been completed.

26/10/1899 Ottawa Citizen Belleville Perth car shop

Perth. A number of men is engaged extending the waterworks to the C.P.R. car shops. When the work is completed the shops will have first class fire protection.

27/10/1899 Perth Courier Belleville Perth

WATERWORKS FOR C.P.R. PROPERTY - the C.P.R. managers have signed a ten year contract with the Water Company here (The Canadian Electric and Water Power Co.) for a supply of water for the carshops, the engine-tank and the station, and workmen are now engaged in digging the main trenches and putting in the pipe. The carshops will be gridironed with waterpipes and well supplied with hydrants, so that for the uses of the shops and fire protection there will be ample provision. The old water-tank at the station will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that the company will require here about 25,000 gallons per day.

27/10/1899 Renfrew Mercury Belleville Perth

There are at present 203 men employed in the carshops. - Perth Courier.

27/10/1899 Renfrew Mercury Pontiac Pacific Junction

The Pontiac Railway Company, which is anxious to complete its branch between Aylmer and Hull, now under construction, were looking for twenty-five men last week, in order to prosecute the work with greater despatch. Owing to the scarcity of men this fall the task is somewhat difficult. - Shawville Equity.

27/10/1899 Renfrew Mercury Winchester Smiths Falls

The old coal chutes at the C.P.R. are being torn down and new ones erected nearer the round house. A lot of expensive improvements are being made about the C.P.R. yards here. - Smiths Falls News.

27/10/1899 Eastern Ontario Review L'Orignal Hawkesbury

Work is progressing very slowly on the Great Northern bridge over the Ottawa here, the depth of water and swift current is giving much trouble.

27/10/1899 Renfrew Mercury Renfrew Arnprior

There is a rumor in circulation that the O.A. & P.S. company will build a new and more pretentious depot here. The present building did very well in comparison with the old C.P.R. station, but now that the latter company has favored us with such a handsome structure, the rival line is considering the advisability of doing likewise. - Arnprior Watchman.

28/10/1899 Ottawa Free Press Canada Atlantic Ottawa East

A new wheel lathe the largest in Canada, is being erected at the shops.

The superstructure of this new addition is complete and the men are now engaged in putting on the gravel roof. It was hardly expected that the superstructure would be up before the snow fell, but owing to the lack of space the work was rushed to completion and the engines will be housed there next week. This work on the new offices and store houses is being rushed and the superstructure is going up fast.

At the yards, the work is almost finished, the ground now being almost level, and the additional tracks have been laid. The filling in is complete.

28/10/1899 Ottawa Free Press Hull Electric Aylmer

--Mr. Ritchie (ex-mayor of Aylmer) states that it is now settled that the Hull electric company will continue to give service on Main street, and not remove their tracks as proposed. --

28/10/1899 Ottawa Free Press Renfrew Galetta

At Galetta, the company have increased their yard capacity by the addition of a new siding. This also makes it more convenient for shipping.

29/10/1899 Almonte Gazette Chalk River Pakenham

Pakenham News

Last Thursday afternoon a loaded carload of lunatics were being taken east from New Westminster, B.C., on the Atlantic express, and when two miles east of here one of the weak-minded passengers jumped through a window of the car. The train stopped and the keeper went back and found the escaped passenger unhurt, and the two were able to walk to Pakenham station and take the next train to Montreal.

02/11/1899 Ottawa Citizen Montreal and Ottawa

BY'S SPRING

First Water Supply of Ottawa Unearthed

HIDDEN FIFTY YEARS

Workmen Excavating it First Thought They Had Struck Secreted Riches.

--Here where the workmen cling like flies to the face of the cliff below Major's Hill park and opposite the foot of the locks, picking away and blasting the time work rock, a veritable mare's nest was found a short time since. --

Very flowery

picks struck massive masonry--

four large slabs of dressed stone placed in position as though sealing the mouth of a cave, treasure house or tomb.--

disclosed only a very small chamber, empty as a melon patch after a Negro festival--

Spring of clear bubbling water--

--this was Colonel By's spring, which in the early days of Bytown, was known far and wide for the purity of its crystal stream.--

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03/11/1899 Renfrew Mercury Chalk River Almonte

Mr. J.W. Munro has been awarded the contract for building the new C.P.R. station at Almonte. - Pembroke Standard.

03/11/1899 Almonte Gazette Belleville Perth

The C.P.R.Co. has made a five year contract with the Perth water-works company for a supply of 25,000 gallons of water per day.

**03/11/1899 Ottawa Citizen Renfrew Bank Street**

An effort will be made shortly by the residents of the southern section of the city to have a local station established on the Parry Sound railway at Bank street. At present the people of this district are put to a great deal of inconvenience by being carried past their destination down to the Central depot. A station at the Bank street crossing, they feel, would not only be very advantageous as a conserver of time, but it would go a long way towards building up a portion of the city at present only sparsely populated. They intend, therefore, to petition the Canada Atlantic company at an early date to have a depot erected as indicated.

**03/11/1899 Ottawa Free Press Ottawa Electric Britannia**

-- the steam engine and flat cars are expected today.

The work has been greatly delayed on account of the contractor's inability to secure cars. This has been owing to the car famine which exists on all railways. The track laying for the whole four and a half miles is about half done. The ballasting will bow be proceeded with.

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A line of track has been laid from the Britannia end of the line to the big gravel pit. After the rails are all laid the construction of the electric portion of the road will be undertaken.

**04/11/1899 Ottawa Citizen New York Central**

The freight terminal question is a problem that the Ottawa and New York railway is experiencing considerable difficulty in solving. At the present time, or until the bridge over the St. Lawrence at Cornwall is completed and through communications with New York is established there is perhaps no urgent necessity for freight terminals, but in the meantime, if the company had the property, it would proceed with the erection of its car shops, which would give employment to Ottawa labor and, incidentally, add to the prestige of the capital as a railway center. When the O. & N.Y. people proposed to enter the Central Depot it acquired suitable property for its freight terminals near the property of the Canadian Granite company. The road, however, has been unable to gain access to the property and has since turned attention to another site in Ottawa East and instituted proceedings of expropriation. In this, however, it has been defeated and matters are now at a standstill although the company is naturally anxious to secure a site and has a large amount of money to spend in its proper equipment. Work on the bridge at Cornwall is proceeding very satisfactorily but the job is a big one and the thorough manner in which the work is being done, considerable time must necessarily be occupied.

**04/11/1899 Ottawa Citizen Maniwaki**

The Ottawa and Gatineau Valley railroad will continue all winter the work on the extension of its line from Gracefield to Maniwaki. There is a great deal of rock cutting and blasting to be done and the cold weather will not interfere with such operations. From Gracefield about five or six miles of grading is well under way and by next fall it is hoped that the iron horse will make its appearance in Maniwaki and the northern districts of Quebec, one of the finest resorts in the country for tourists and sportsmen, but unfortunately handicapped for want of proper railway facilities.

**06/11/1899 Ottawa Citizen Pontiac Pacific Junction**

The Pontiac and Pacific Junction Railway company is reballasting its road at different points between Aylmer and Shawville with the intention of making it uniformly even and easy for travel. Work on the extension between Aylmer and Hull is being proceeded with at a very satisfactory speed and when the line is completed, which will be early in the year, it is proposed to provide a much better and faster train service than at the present time. Instead of only one train a day there will likely be two each way, especially in the summer months, the arrangement being similar to that on the Ottawa and gatineau road. The masonry work on the Interprovincial bridge is now about done and iron for the basic superstructure has arrived and will be placed in position.

Fort Coulonge - it is rumored the C.P.R. will shortly acquire the Pontiac and Pacific Junction Railway in order to shorten the distance between Pembroke and Ottawa.

**08/11/1899 Ottawa Free Press Pontiac Pacific Junction Aylmer**

Mr. Robt. Bradley, late inspector for the city on the asphalt pavements, took a gang of fifty men up to Aylmer this morning to work on the extension of the P. & P. J. railway from Aylmer to Hull. Mr. Bradley will have charge of the grading, track laying and ballasting of part of the road.

**09/11/1899 The Record, Chesterville Belleville Perth car shop**

The CPR have signed ten year's contract with the Canadian Electric and Power Co. of Perth, for supply of water for the car shops, the engine tank and station, and workmen are now engaged in digging the main trenches and putting in the pipes. The car shops will be gridironed with water pipes and well supplied with hydrants so that for the uses of the shop and the fire protection there will be an ample supply. The old water tank, now at the station, will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that at Perth the railway company will require 25,000 gallons of water per day.

**09/11/1899 Ottawa Citizen Maniwaki**

A party of 18 Italians left Hull on Tuesday night for Gracefield, where they will engage in the construction work of the Ottawa and Gatineau Valley railway. This will make a gang of over 50 men engaged on the work. Progress is slow owing to the rough country.

**10/11/1899 Almonte Gazette Renfrew Arnprior**

Arnprior News

All the C.A.R. section men from Renfrew to Ottawa were working on the trestle here on Sunday.

**10/11/1899 Ottawa Journal Montreal and Ottawa**

The CPR has decided on building a spur line from a point up near Dalhousie Ward on the old St. L&O Railway tracks to the new CPR roundhouse at Hurdman's Bridge. The work of construction will shortly commence. The tracks of the new line will run down across Dalhousie Ward, through Ernest and Clemow Street, across Patterson Creek, along George Street (Stewarton) back of the Metropolitan grounds, and will strike Ottawa East at the canal on the Patterson property, north of the Graham property, will run down between the O'Gara and Graham properties, through McDermott's and Lees premises to the roundhouse. This will necessitate the filling in of part of Paterson's Creek, and the construction of a new railway bridge across the Canal.

The railway company has purchased the right of way through some of the necessary properties and secured options on the rest. The right of way alone will cost between \$60,000 and \$70,000.

The new line will be built for the purpose of shortening the distance between the CPR roundhouse on Richmond Road to the roundhouse at Hurdman's bridge, which will be used for housing the engines of the short line between Ottawa and Montreal. A shortening of distance to the extent of about 12 miles will thus be effected.

**10/11/1899 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

Reeve Flood has been examining the road leading to the C.P.R. station this week. He will endeavor to have some repairs made if the C.P.R. company will lend some assistance.

**10/11/1899 Eastern Ontario Review Vankleek**

The trial of two little boys summoned by the C.A.R. detective for throwing stones at passing trains, was laid on Friday last before the local magistrates. Owing to the extreme youth of the boys they were allowed to go under suspended sentence on their fathers paying a fine of \$2 each and the costs of the case. Mr. Donaldson of the C.A.R. appeared on behalf of the company, but owing to the boys being so young did not press the case.,

*13/11/1899 Ottawa Citizen Tramway Eddy, E.B.*

The E.B. Eddy Co. of Hull has decided to purchase another locomotive for use in its yards, the present one not being of sufficient capacity.

*13/11/1899 Ottawa Citizen Pontiac Pacific Junction*

The Pontiac and Pacific Junction Railway company has decided to expropriate a portion of the property of Mr. M. Mulligan of Aylmer, in the extension of its line to Hull. The property is situated to the south of the old C.P.R. road. An adjoining lot belonging to Mr. Ritchie will also be expropriated and right of way established as far as Deschenes. There will probably be arbitration over the company obtaining a quarter-mile strip of land belonging to Messrs. Conroy and situated east of Deschenes and which property now divides the two branches of construction.

*14/11/1899 Ottawa Citizen Britannia Power Canal Metropolitan Electric*

CRUSHED BY AN ENGINE

Thomas Whiteley Seriously Injured at Britannia--May Lose a Leg.

Thomas Whiteley, an employe of the Metropolitan Electric company, was seriously hurt at the Britannia construction works this morning. The unfortunate man whose place it was to look after a small shunting engine was between the engine and a large pile of wood standing near the track. In the jam Whiteley's right leg was badly crushed below the knee and the flesh almost torn away from it. He received several severe bruises about the body and suffered intensely. Dr. Smith, of Hintonburg, who was summoned, dressed the man's wounds, afterwards having him removed to the Protestant hospital. It is not known yet whether the leg will have to be amputated or not. Whiteley, who is a married man about 40 years of age, lives at 531 Albert street. He had only been engaged on his present job about two weeks when he met with the accident. Whiteley will be laid up for several weeks.

*14/11/1899 Montreal Star Canada Atlantic Alexandria*

The first class and Pullman car of the Canada Atlantic express from Montreal left the rails at Alexandria, Ont., Monday tearing up 300 feet of rails and ties. This was the only damage done outside of slight damage to one of the Pullman trucks.

*17/11/1899 Renfrew Mercury Chalk River Arnprior*

The new C.P.R. depot will soon be ready for occupation. - Arnprior Watchman.

*17/11/1899 Eastern Ontario Review Vankleek Dalkeith*

A car loaded with cheese ran off the switch here one evening this week. At train time a crowd, large enough to eat the contents gathered to run it on again. The engine, did not, however, require their assistance.

*17/11/1899 Renfrew Mercury Belleville Perth*

The C.P.R. carshops here are turning out seventy box cars per week, or over eleven each day. - Perth Courier.

*17/11/1899 Renfrew Mercury Tramway*

While at work in the canal last week the dredge Otomac struck some unusual obstacles in the bed of the canal. The dippers scraped and scratched, and the vessel strained from stem to stern. But the snag had to come. Judge the crew's surprise when when there was brought to the surface rail after rail, thirty feet long, bent and twisted into every shape, then some cars came up next; in fact the whole paraphernalia of a construction train except the engine. The dredge men were puzzled over the strange haul they had made, some arguing that the presence ages ago of some prehistoric race which had used the railroad in an attempt to make of Point Iroquois an island; others scout this poetic view, and define the discovery of the remains of the plant used by the deceased Elliot Brothers, when the canal was first constructed in the middle of the century; while one matter of fact fellow suggested that it might be the railroad and rolling stock of the Gilbert Dredging Company, which has been submerged in the flood that filled the dry canal last spring. - Iroquois News.

*17/11/1899 Ottawa Citizen Pontiac Pacific Junction Aylmer*

Mr. John McGovern has sold his property here near the Aylmer station to the P. & P. J. Co. The company was obliged to purchase the property in order to procure the right of way for its new line to Hull.

*17/11/1899 Renfrew Mercury Renfrew Eganville*

The O.A. & P.S. railway company, not having room for the amount of freight handled, have commenced the erection of an addition to the freight shed at the depot here. It is our opinion that if the C.P.R. does not build a station here the O.A. & P.S. shed, even with the addition now being added, will not be able to hold all the freight. - Eganville Star.

*17/11/1899 Eastern Ontario Review Canada Atlantic Alexandria*

The C.A.R. fast train left the track at Alexandria last Monday (13/11) owing to the switch breaking. The coaches and track were damaged but no passengers were injured.

*17/11/1899 Almonte Gazette Kingston (CP)*

The Kingston & Pembroke R.R. is considering the question of extending the road to Bryson.

*18/11/1899 Ottawa Free Press Locksley Golden Lake*

The gaining of control of the Pembroke Southern has greatly increased passenger and freight traffic. The company will build two flag stations along the road as at present there are but few stations, and the farmers have to drive a long distance to ship their produce to markets. A new station will also be erected at Golden Lake. Mr. Wm. Sparling, of Pembroke, has been given the contract.

**SMELTERS ARE TO BE ERECTED**

Ironsides and Welland to Have Gigantic Works For Treatment of Iron Ore Output of West Hull Mines  
One Million and a Half to be Expended Next Summer - Smelters and Mines to Employ 1,000 Men.

A smelter having; a daily output of 250 tons of iron will be erected next spring at Ironsides in connection with the re-opening of the West Hull iron works. Another smelter of similar capacity will be erected at Welland, on the Welland canal, the two to represent an outlay of \$1,500,000 capital. Operations will be commenced at once at the mines and for the present the ore will be shipped to Buffalo, there to be transhipped to the Carnegie steel works at Pittsburg. At least 250 men with many teams will be given employment all winter at the mines, and it is expected this number will be increased to 500 next spring. A similar number will obtain work at the smelter, which will be completed and in operation next October.

Mr. E.A.C. Pew, the well-known promoter of Toronto, is in the city to-day in connection with the revival in the Gatineau iron industry. In company with Mr. Archibald McNaughton, the local contractor, he will visit the mines, and, it is said, likely Mr. McNaughton will accept the contract to conduct the mining operations for the present. The necessary plant, consisting of hoisting engines, derricks, tramways, etc., will be installed at the mines forthwith by J.H. Ratford & Co., of Cleveland, Ohio, manufacturers of mining machinery. At present there are three tunnels 60 feet in length. Mr. Per states the present move is being made by the Anglo-American Iron and Steel company, a concern having a capital stock of \$20,000,000. Although the names are withheld for the present, it is understood the company includes the promoters of one of the leading and wealthiest steel and iron companies of the United States. Mr. Pew states that there is also strong probability of large steel works being erected at Jordan, Ont., where water power is to be had at a very low rate. This company will manufacture rails, bridge material and other steel work, using for this purpose the product of the smelters at Ironsides and Welland.

There was some talk of the company erecting a single large smelter at Toronto, but Mr. Pew states it was finally considered advisable to build two, one at the mines themselves and the other near the seat of the fuel supply. As it owns its mines, it is estimated that the company can place the ore at the Welland smelter at a cost of about \$2 a ton, this including labor and transportation rates. The ore intended for Welland will be shipped by the C.P.R. from Ironsides to Prescott, and at the latter point transferred to lake boats and carried to Welland. On the return trip this line of boats will carry the coal from Buffalo to be used in the Ironsides smelter and thus there will be full cargoes both ways.

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18/11/1899 *Ottawa Free Press**Ottawa Electric**Britannia*

The work on the Britannia extension is going ahead with a rush. A steam shovel is at work about half a mile southwest of the terminus at Britannia. The shovel loads a flat car every minute and two trains of flat cars are at work. The ballasting has commenced from the end of the western terminus. The track laying and grading is nearly completed for the whole length of the line. Ballasting is now the principal work.

18/11/1899 *Ottawa Citizen**New York Central**Russell*

Russell. The directors of the O. & N.Y. railway have promised to deliver over 30 car loads of gravel to Russell station for the improvement of the road from the station to the town and are now making good their promise. A number of car loads have been delivered already and more are to come on Thursday. The townspeople are drawing it from the station on to the road gratis.

20/11/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Car Works will be even busier than ever this winter. The order for four long cars for the St. Catharines and Niagara river road has been duplicated so that the company will have to manufacture eight cars of the same style as those now being turned out for the Britannia line. The Hamilton and Grimsby road, which recently ordered two cars from the company, sent word this week increasing their order to four. This speaks well for the excellence of the cars turned out in Ottawa.

22/11/1899 *Ottawa Journal**Ottawa Electric**Britannia*

The steam shovel in use at Britannia by the Ottawa Electric Railway for taking out ballast for the Britannia extension is the largest of its kind used around here. The other day it was timed and filled ten flat cars with box sides in ten minutes. Two locomotives and about forty cars are in use ballasting the line and it is expected that by Thursday one of the tracks, the work of laying which has been going on from the other end will be joined, finishing the connection between Ottawa and Britannia. About two hundred men are now employed rushing the work, which will be completed as soon as possible.

23/11/1899 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

The Ottawa Street Railway company this week placed an order with the Ottawa Car company for four new open cars which will be run next summer over the Britannia line.-- Another order has also been placed for a long closed car. This will make the rolling stock of the Britannia extension consist of five open and four closed cars.

23/11/1899 *The Equity, Shawville**Pontiac Pacific Junction*

It is gratifying to note the improvements that are being made to the line of the P. & P. J. Railway, in the way of placing new ties, renewing culverts, ballasting, etc. For some years past the road has been somewhat neglected, and the work of repairing it has been undertaken none too soon. --

24/11/1899 *Ottawa Citizen**Hull Electric**Hull*

Workmen are engaged elevating the tracks of the Hull Electric railway where they are laid alongside the tracks of the Ottawa electric railway at the Hull depot on Bridge street. The change in the level of the tracks was made necessary, as the grade before was such as to prevent the Aylmer cars running into the depot in safety. A serious accident was narrowly averted six weeks ago, since when the Aylmer cars have stopped on the opposite (side) of Bridge street. Now, however, they will be run alongside the depot where the Ottawa cars stop.

24/11/1899 *Eastern Ontario Review**Vankleek**Hawkesbury*

The stage line between here (Hawkesbury) and Vankleek Hill will be established at once. The stage will meet all C.P.R. fast trains and will carry passengers, express and baggage. Mr. D. Themens will operate it.

24/11/1899 *Eastern Ontario Review**Vankleek**Vankleek Hill*

The C.A.R. depot presents a busy sight now nearly every day. Messrs. Revary and Vrevier are shipping large numbers of cattle and Mr. John Node is having large quantities of hay shipped.

24/11/1899 *Ottawa Journal**Ottawa Electric**Ottawa Car*

Two closed cars for use this winter on the Britannia extension of the Ottawa Electric Railway are nearing completion at the works of the Ottawa Car Co.

They will be as fine as any cars used on any electric road. Includes a detailed description.

The first of the iron work for the Interprovincial bridge of the P. & P. J. and O. and G. railways will be placed in position early next month, and the structure, which has been under construction so long, will then more than ever take the form of reality. The Dominion Bridge Company, of Montreal, which has the contract for the manufacturing of the iron work, has sent up six barge loads, and the stone work in the river and on the Hull side are in readiness to receive it. At the present time rails are being laid on the Hull side to facilitate the easy transportation of the heavy iron work from the C.P.R. north shore line to the bridge. The iron work is of a heavy type, built to withstand almost any pressure, and the task of erecting it will be by no means an easy one. The preparatory work, which is mostly being carried out on the Quebec side, is progressing very satisfactorily.

27/11/1899 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

#### READY FOR THE SUPERSTRUCTURE

The Iron Work of the Interprovincial Bridge soon to be Erected

A great many people visited yesterday the construction works of the Interprovincial bridge on the Hull side. Wooden trusses 200 feet long, 30 feet high, 30 feet wide, supported by four large scows are already built between the two first piers across the river. The structure is heavy timber, all girded with huge joists, long iron rods and bolts, the whole resting on a continuous beam made of 11 three-inch red pine planks, bolted together and of great solidity. To make it stronger the upright posts are dovetailed in heavy blocks of sunken oak. The trusses are now 30 feet high, but will be 60 feet when completed, as another row is being put up on top. Then from the platform of this wooden bridge, large travelling derricks will shoot up 60 feet in the air, and will be operated by new steam hoists of a lifting capacity of 25 tons and more. This preparatory work is as accurately and strongly done as the iron bridge itself, for on it depends the lives of scores of workmen and the success of the enterprise. Mr. James Finlay, of the Dominion Bridge Co., of Montreal, is supervising this preliminary work, and keeps 20 men going. This whole structure will be moved from one pier to another when the first span of the bridge is built. The scows were constructed in Montreal also. It is asserted that the iron superstructure will be proceeded with at once. Some of the iron girders have already arrived. The Hull Electric Co. have built a spur line from Laurier avenue to the bridge for unloading the iron. On the Hull shore, on a stretch of five or six acres, 62 small concrete piers, crowned with four-foot square stones and all laid four abreast, have been built and are ready to receive the iron work. The last big concrete pier on Laurier avenue is on a level with the house tops of the neighborhood. No expropriation has been made on Hull yet.

27/11/1899 *Ottawa Citizen**Pontiac Pacific Junction**Aylmer*

A gang of men was busily engaged on Main street on Thursday afternoon in laying the crossing for the new line of the P. & P. J. Railway. While preparing for the evening train on Thursday afternoon one of the P. & P. J. locomotives was delayed about half an hour owing to a farmer from Black Bay having had the misfortune to upset a load of hay on the railway crossing on Victoria street.

27/11/1899 *Ottawa Citizen**Tramway**Perley & Pattee*

The maxim that "it never rains but it pours" had a singular interpretation this morning at the Perley lumber yard alongside the Ottawa river off Wellington street from Pooley's bridge.

At one side of the tramway which leads from Wellington street to the docks along the Ottawa lay a horse which had dropped 20 feet from the bridge alone and on the other side was Godias Pelletier of Hull who tumbled from the same place about an hour later. The horse was dead but Godias was still in the ring though considerably battered from contact with planks and stones which lay around the place on which he fell. -- The horse was owned by Mr. George Kingsbury of Victoria avenue and was one of a team which was being driven by J. Brooks down to the docks to unload a lumber barge. Brooks had proceeded to where the tramway branched into two roads and had taken that to the left instead of the one to the right, which he should have taken. The yard foreman was present and told him that the proper road to the docks was to the right. Brooks then attempted to back up his horses, but evidently made a slight slip in calculating where the tail end of the wagon was heading for as it went over the side of the tramway. Brooks still sat on the wagon and urged the team forward, but the wagon continued its downward course, and not till he was within a couple of feet of going over did the driver jump. The wagon and team went over the side and struck the earth and pieces of broken plant 20 feet below with a crash. One of the animals struck its head on a plank which projected from a pile and was killed instantly. The wagon was lying on top of the other, but when released, the animal got up and was apparently only lightly injured.

Pelletier was a shipper employed in the yard and walked down the tramway about an hour after the horse had the tumble. He stopped at the other side of the tramway to look over and losing his balance went down head first.

The place where the team went over is the exact spot in which Alexander Crepin met his death over a year ago while driving a load of lumber down the tramway. Crepin's wagon went to the side on which Pelletier fell over.

28/11/1899 *Ottawa Journal**Ottawa Terminal*

#### A RAILWAY PROPOSITION

##### SCHEME TO DO AWAY WITH SUBWAYS

Suggestion that the C.P.R. and C.A.R. Both Use Patterson's Creek

The C. P. R. has acquired a right of way along Patterson's Creek, and it is said to be their intention to build a branch line from Rochesterville to Ottawa East, thus doing away with the necessity of a long detour by rail to connect the lines entering the city on the western side with those entering on the eastern side. When the road is built the trains will pass along what is now the bed of the creek and will run under Bank and Elgin streets.

It is suggested that some steps be taken to have the C. A. R. and C. P. R. use the bed of the creek on equal terms and that the present right of way owned by the C. A. R. be disposed of. Some advantages of the proposed changes are that there will not be any necessity to construct subways on Bank and Elgin streets; some valuable land will be opened for settlement, and the Elgin street branch of the Ottawa Electric Railway can then be constructed without any trouble about crossing car tracks. It is suggested that the city council take the matter up and see what can be done to get the car tracks removed from the present location. The C. P. R., it is said, has been negotiating with the C. A. R. to secure the right to run over their tracks, and the C. P. R., it is said, is prepared to pay as much for the privilege as it would cost them to build their tracks down the bed of Patterson's creek.

RAILROADS NEGOTIATING  
C.P.R. WANTS TO USE C.A.R. TRACKS

Mr. C. W. Spencer, general superintendent of the C. P. R., is in the city negotiating with the C. A. R. with a view to securing either a right of way alongside the C. A. R.'s right of way in Stewarton or else the right to use the latter company's tracks from the Chaudiere to Ottawa East. In the event of a failure to reach an agreement the C. P. R. will proceed to build a line along the bed of Patterson's Creek. Speaking to a Journal reporter Mr. Spencer said the C. P. R. was endeavoring to arrive at an agreement with the C. A. R. so as to do away with the necessity of cutting up Bank and Elgin sts. They would much prefer he said, to get a route that would not be objectionable to the people, and were negotiating with the C. A. R. for that reason. But they must have the line in order to connect their eastern and western roads at Ottawa, and they are prepared to build the proposed line along the creek in the event of a failure to reach an agreement with the C.A.R. When the line is completed it will accommodate the increased traffic from the west. This increased traffic will go down the Montreal and Ottawa branch instead of by way of Smith's Falls. The new connecting line will not divert the present amount of traffic that goes via Smith's Falls

The C. P.R. engineers and surveyors have commenced work on the right of way along Patterson's Creek and when it is completed they will be able to report the kind of crossings needed at Bank and Elgin streets.

29/11/1899 *Ottawa Journal**Britannia Power Canal**Metropolitan Electric*

Ten Engines at Work - But the Rock Cutting on the Metropolitan Canal is Slow Work

Ten engines are at work in different parts of the Metropolitan Electric Co.'s work at Britannia and a couple of rigs are required all the time to draw coal for operating the engines.

About two hundred men are at work and the rock cut in the canal is a little more than half finished. There is still a great amount of cutting to do and the work is so large that the progress seems slow. A Britannia resident who has been watching the progress of the work during the winter says that the balance of the cutting cannot be finished this winter.

29/11/1899 *Ottawa Journal**Ottawa Electric**Britannia*

The rails for the second track of the OER extension to Britannia have been laid and the ballasting is being rushed as fast as forty cars can be loaded and drawn off by two locomotives. The work of planting the trolley poles is going ahead also and it is anticipated that the line will be in operation before Christmas.

30/11/1899 *Ottawa Citizen**Ottawa Electric*

Accident involving car No. 21.

30/11/1899 *Ottawa Citizen**Ottawa Terminal*

## ACROSS CITY

C.P.R. Company to Connect Its Lines Here.

## SEEKING RIGHT OF WAY

Aldermen Oppose A Second Crossing on Bank Street Near Car Tracks

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30/11/1899 *Ottawa Free Press**Ottawa Electric*

Incident involving car No. 21.

01/12/1899 *Eastern Ontario Review**Montreal and Ottawa*

A fast train went over the C.P.R. short line Sunday. The company think that the engineers are not making the best time possible on these trains, so an inspector was sent over the road to make a test.

01/12/1899 *Almonte Gazette**Chalk River**Almonte*

The fact that notice has been given that the C.P.R. land in the vicinity of the Almonte station must be cleared of lumber and other material by the spring of 1900 is a pretty good indication that the new station will be an accomplished fact by this time next year.

01/12/1899 *Almonte Gazette**Kingston (CP)*

The people of Bryson are agitating for an extension of the K. &amp; P. R.R. through Pontiac County.

01/12/1899 *Ottawa Citizen**Pontiac Pacific Junction**Aylmer*

Aylmer. Mr. J. Maloney, our former popular skating rink manager has been appointed by Mr. J.R. Beamer [sic] to attend to the new flag station, which has been built here, where the new line of the P. & P. J. crosses the electric company's tracks.

01/12/1899 *Eastern Ontario Review**Vankleek**Vankleek Hill*

The C.A.R. intends to put in more sidings here for the accommodation of the many shippers

01/12/1899 *Ottawa Citizen**Ottawa Terminal*

## LAND BOUGHT

C.P.R. Ready to Connect Its Lines Here.

## RIGHT OF WAY SECURED

It Extends From the Rideau Canal to Preston St. via Patterson's Creek

A number of recent transfers of considerable blocks of property in the south end led to inquiry, the result of which is to show that the C. P. R. evidently means business in its scheme to connect the Montreal and Ottawa short line by a branch across the city, with the C. P.R. main line. Practically the whole of the right of way has been secured, and a considerable amount of money has been paid over to owners of property in the district mentioned.

The contention of the C. P.R. people is that they were induced to acquire this independent right of way through the failure of negotiations with the Canada Atlantic company for the use of the Parry Sound line between the Central depot and the C. P. R. track, near Mechanicsville. At all events options were secured upon property lying between the Montreal and Ottawa right of way near the Rideau and the canal, opposite the mouth of Patterson's creek, along the north side of the creek to Bank street and thence westward to Concession. Bell and Preston streets, near the point of the Parry Sound crossing of the C. P. R.'s Prescott line. Then, these options maturing, it appears the C. P. R. people decided to conclude to purchase rather than forfeit the amounts of the options. And so there has passed into C. P. R. ownership a slice of the Clemow property at what was known as Powell's grove, as well as properties owned by Mr. H. N. Bate, Col. Sherwood, Mr. W. A. Allan, Mr. Pinhey, Mr. A. Anderson and others.

The acquisition of this proposed right of way, it is now learned, was accomplished for the C. P. R. by Mr. J. Morrow, of Hawkesbury, who, it will be remembered acted in the same capacity for the company in connection with the entire right of way for the Montreal and Ottawa short line. The ability which Mr. Morrow evinced in these important transactions has evidently been brought into play in his dealings with the shrewd Ottawa property owners above mentioned, so that in any event the C. P. R. will not stand to lose by its latest real estate investments in the Capital. As the transactions now stand the C. P. R. is in a position to construct the connecting link without expropriation.

**01/12/1899    Ottawa Free Press    Pontiac Pacific Junction**

The work of grading the roadbed on the Pontiac and Pacific Junction Railway between Deschenes and Aylmer was completed last night, and the laying of rails will be proceeded with at once. The latter will take about two weeks to complete.

Mr. Francis A. Hibbard, chief engineer, informed the Free Press today that the accomplishment of the large amount of work performed was due to a great extent to the favorable weather conditions during the past couple of months for railway construction. It was not likely the work of construction between Deschenes and Hull would be proceeded with this season, although some of the rock along the route might be blasted out during the winter.--

**01/12/1899    Renfrew Mercury    Pontiac Pacific Junction**

It is gratifying to note the improvements being made to the line of the P. & P. J. Railway, in the way of placing new ties, renewing culverts, ballasting, etc. For some years past the road has been rather neglected, and the work of repairing it has been undertaken none too soon. With the Aylmer division completed and the bridge at Ottawa open for traffic a great improvement will have been accomplished on the present method of getting freight into and out of Ottawa.

**02/12/1899    Ottawa Citizen    Ottawa Electric**

Accident to car No. 50.

**02/12/1899    Ottawa Free Press    Ottawa Terminal**

Mr. George E. Kidd, the barrister, has a bright idea to solve the difficulty of level crossings in connection with the entrance of the C.P.R. He suggests that the line be extended from the connection at Daen's [sic] Lake along Centre street to the Exhibition Grounds.

This would cause it to traverse a ravine and no level crossings would be required. There is a large indentation along this district and this would make a splendid natural entrance.

Mr. Kidd says the Canada Atlantic Company should be forced to go in that direction also and remove its tracks from the heart of the city. The tracks would also be of great benefit to the Exhibition, as all stock and exhibits could be unloaded directly at the ground.

**02/12/1899    Ottawa Citizen    Maniwaki**

The Gatineau railway company has nearly completed about eight miles of grading on its extension from Gracefield to Maniwaki and the work of stone cutting and blasting will be continued during the winter months.--The company proposed to have three stations between Gracefield and maniwaki, one at Bouchette and the others on the Blue Sea Lake which is a favorable resort for sportsmen.--

**04/12/1899    Ottawa Citizen    Ottawa Terminal**

RIGHT OFWAY BOUGHT

C.P.R. Acquire Property at Patterson's Creek For \$16,00

During the month of November there were registered with Commissioner Pratt 59 transfers of land. Nearly all of these involved comparatively small amounts, the chief one being a parcel of land east of Bank street and lying to the north of Patterson's creek, belonging to Mr. H.C. Monk, which was sold to the C.P.R. for \$16,500. At this point Mr. Monk held twelve acres; a strip across the entire length, containing six acres, he has sold to the railway for its projected right of way. From the point where the Monk property ends midway between Bank and Elgin streets the railway will run across property owned by Senator Clemow, upon which it has an option, as far as Concession street.

**04/12/1899    Ottawa Free Press    Ottawa Terminal**

Article on C.P.R. plan to enter the city.

**04/12/1899    Ottawa Free Press    New York Central    Sussex Street**

A loaded coal car owned by the O. & N.Y. railway ran off the track near the old St. Lawrence and Ottawa railway station and tore up several yards of tracks.

**05/12/1899    Ottawa Citizen    Pontiac Pacific Junction    Aylmer**

Engaged on the construction of the Pontiac and Pacific Junction Railway at and near Aylmer are about 50 Italians.--housed in comfortable vans convenient to their work--

On Sunday last the Italians gathered in a van as is their wont to hold a general good fellowship meeting. One of the members entertained his fellow laborers by reading the war news from the Citizen-- all joined in the singing the National Anthem--

**06/12/1899    Montreal Star    New York Central    Cornwall**

THE CORNWALL BRIDGE

OTTAWA, December 6 - Mr. R. Douglas, engineer of the Department of Railways and Canals, has given official sanction to the plans submitted for protection to the piers of the Ottawa and New York Railway bridge under construction at Cornwall over the St. Lawrence River. The investigation following the accident to the piers revealed the fact that the bottom was solid enough to hold the weight, but owing to the depth of the water and the rapid current it was deemed advisable to reinforce the substructure.

**07/12/1899    Kemptville Advance    Havelock**

In addition, very important improvements, have been made in the alignment between Smith's Falls and Havelock, in Ontario, which have had the effect of eliminating a number of dangerous curves between the points named. Improved coal facilities have been provided in both places, the size of the yards having been increased..

**07/12/1899    Kemptville Advance    Winchester**

Improvements on the C.P.R.

During the past few months the Canadian Pacific railway has done a great deal of permanent work on the eastern sections of the road. The line from Montreal Junction to Ste. Annes, a distance of a little over 20 miles, has been completely double-tracked. On this double track extra heavy rails and the latest and best designs of split switches and spring frogs have been used.

**08/12/1899    Ottawa Free Press    Ottawa Electric    Britannia**

Work on the extension of the electric road to Britannia is going ahead. The laying of the double tracks has all been completed with the exception of 300 or 400 yards. The principal operation now consists of putting up the poles for stringing the wires. The engine and trains of flat cars are kept busy carrying gravel.

**11/12/1899    Ottawa Citizen    Pontiac Pacific Junction**

The P. & P. J. Railway company has its new line completed as far as Deschene, a distance of about three miles. They do not intend to lay any more rail before spring.

13/12/1899 *Ottawa Citizen*

*New York Central*

The case of Lees v. the Ottawa and New York railway company was the most important one on the docket. It was taken up before a jury and finished yesterday afternoon. In the case, Mr. W.A.D. Lees, a barrister of this city, sued the railway for \$49 the amount of fares paid by him for passage between Ottawa and Russell. He claimed that on account of its tolls not being approved by the governor-in-council the railway had no right to charge him fare, but should carry him for nothing until such time as the rules were regularly sanctioned. This was not done, however, until recently, owing to the inactivity of the railway committee of the privy council, the road having made application for such approval a year or so ago. The defending company claimed that, while according to the technical construction of the law, it did not have the right to collect fares, it was entitled to retain them when the passengers voluntarily paid for their tickets, and this Mr. Lees had done. The rates charged were the same as on the C.A.R. system and lower than on some sections of the O.A. & P.S.R. division.

Judge Mosgrove decided that the matter was purely a question of law, and took the case from the jury, entering judgment for the plaintiff, for the amount claimed, with costs. He declined to entertain the contention of the defending company that when the passenger voluntarily paid his fare, before the tolls were approved, the railway was entitled to retain it.

The railway company will immediately appeal from the judgment.

Also covered in the Ottawa Free Press, same date.

13/12/1899 *Ottawa Free Press*

*Canada Atlantic*

*Maria street*

With a terrific crash a massive iron chimney fell from the roof of a new boiler house just constructed by the C.A.R. company near Maria street bridge, at about a quarter past one o'clock today, tearing away a part of the building and smashing the derrick and other apparatus. The men were engaged in lifting the chimney and putting it in position at the time. They had almost got it perpendicular when orders were given to lower it a little in order to swing the bottom to the correct position. No sooner had the men commenced to comply with the order than the whole thing commenced to sway. The next moment the heavy derrick smashed and the chimney fell with great force. In the end it was twisted and bent to such an extent that it will have to be repaired at the factory.

Fortunately no one was hurt in the accident.

14/12/1899 *The Record, Chesterville*

*New York Central*

There is probability within the next year that the Ottawa and New York Railway will be taken over by the CPR. The enterprise of the latter road and the desire to extend its powers is well known. Speaking of the matter a leading official of the O&NY Railway stated that at present no negotiations were in progress, but the acquisition of the road by the CPR would not be an unreasonable proposition, nor was there any reason why the line should not be disposed of.

14/12/1899 *Ottawa Free Press*

*Pontiac Pacific Junction*

On the Pontiac and Pacific Junction Railway the work of construction is practically completed from Hull to Deschene. From the latter point to Aylmer rock excavation will also be carried out (this winter).

14/12/1899 *Ottawa Free Press*

*Maniwaki*

Mr. Guy C. Dunn, chief engineer of the Gatineau Valley railway, informed the Free Press today that it was the intention of the company to go ahead during the winter with the excavation of rock on the route of the extension of the road between Deschenes and Maniwaki [sic]. The principle work of this character is in the vicinity of Pilne Sea Lake and the surveys and other preliminaries for the work are now being attended to by Mr. Hazen, engineer, and a staff of assistants.

14/12/1899 *Ottawa Free Press*

*Montreal and Ottawa*

*Interprovincial Bridge*

The work on the construction of the approaches to the Interprovincial bridge will go on during the winter months so that they may be expected to be advanced pretty well to completion during the springtime.

The Dominion Bridge Company have just finished building two trusses on the Hull side ?? erected on barges, and the work on the superstructure will be started upon the arrival of the next consignment of iron from the company's establishment. Mr. H.D.N. Bush is the resident engineer for the work and Mr. Findlay superintendent.

14/12/1899 *Ottawa Free Press*

*Canada Atlantic*

*Maria street*

The large iron pipe which fell from the roof of a boiler house of the C.A.R. near Maria street bridge yesterday afternoon, while in the course of erection, was promptly removed from where it fell to the factory to be straightened out and repaired.

15/12/1899 *Eastern Ontario Review*

*Montreal and Ottawa*

*Vankleek Hill*

The C.P.R. have shipped 14 car loads of gravel to the station here for the purpose of making a road from Vankleek Hill to the depot. The township of West Hawkesbury have had men at work this week drawing the gravel. It is thought that when this is properly spread the road will be made tolerably good.

16/12/1899 *Ottawa Citizen*

*Renfrew*

*Golden Lake*

Golden Lake. Work has commenced on the erection of a new station at Golden Lake on the Parry Sound division of the C.A.R. It is now the junction of the main line and the Pembroke Southern Railway, which was taken over some time ago by the C.A.R. and is being operated very successfully.

19/12/1899 *Ottawa Citizen*

*Ottawa Electric*

*Britannia*

The first car over the Ottawa Electric railway extension to Britannia was run out yesterday by Mr. J.E. Hutchison [sic] superintendent of the system, and Mr. T. Ahearn. The car was taken directly from the sheds and run to Bakers bush within about a mile and a half of Britannia. The road bed was found in good condition and the part of the road which is yet under construction will be completed in a short time.

Also covered in the Ottawa Free Press, same date.

20/12/1899 *Ottawa Citizen*

*Pontiac Pacific Junction*

*Hull*

During the winter construction operations on the P. & P. J. railway extension from Aylmer to Hull will be conducted at the large rock cut near Hull. Ballasting and track laying will be resumed in the spring. Although no plans have been submitted it is likely the Hull station will be erected near Laurier avenue, where the P. & P. J. railway and the Ottawa and gatineau Valley railway come together at the approach to the Interprovincial bridge.

22/12/1899 *Ottawa Citizen*

*Pontiac Pacific Junction*

*Aylmer*

The P. & P. J. railway company is having a new turntable built here. It is a great improvement on the old one and adds greatly to the looks of its premises.



Mr. Edward A. Evans, chief engineer and manager of the Quebec city, railway light and power company, is in the city and yesterday afternoon was taken over the greater part of the Britannia line in one of the handsome new cars. At 3 o'clock the car left the post office. Superintendent Hutcheson was at the controls and on board were President Thomas Ahearn, Messrs W.Y. Soper, Roberts Allen, Ed. A. Evans, G.H. Perley, Inspector Ingram and a Free Press representative. The new car, which is 40 feet long, being 10 feet shorter than the three other Britannia closed cars, ran with perfect satisfaction. The trip over the extension was made as far as Bake's Bush - about a mile and a half this side of Britannia. The trolley wire has now been temporarily strung to this point on one of the poles and notwithstanding that alignment of the rails has not been made as yet and the overhead wire is only held in position temporarily, a good time was made. The rails were practically all laid for the double track and the work of ballasting is being proceeded with. The greatest grade, which is only a three percent one, is at Holland's cut. The view from the car along the route is a charming one and a magnificent perspective is also obtained of the Ottawa river. The line of vision is not impeded, the centre pole construction being an important feature. The poles support iron brackets which hold in position the trolley wires. The poles will be painted white, with black butts. The fence posts will also be similarly painted.

On the way back an exciting race took place between the trolley car and the locomotive which, on the other track, was pushing four or five flat cars loaded with gravel. The motor kept ahead for a considerable distance and would have won out had not the trolley pole left the overhead wire near the finish.

The trip back to town was made in about twenty minutes.

The Britannia extension will be in operation at the opening of spring. Contractors Heney and Smith are rushing the work. The road bed, when completed, will be on a par with the rolling stock - the best and most complete possible. The new 1,800 h.p. generator is now being installed in the company's new power house, which will be finished early in the spring. The Britannia cars will all be equipped with electric heaters placed directly under the seats. The electric button, opposite each seat, by which passengers may signal the motorman when they wish to get off, is also an up to date convenience.

During the winter construction operations on the P. & P. J. railway extension from Aylmer to Hull will be conducted at the large rock cut near Hull. Ballasting and tracklaying will be resumed in the spring. Although no plans have been submitted it is likely the Hull station will be erected near Laurier avenue, where the P. & P. J. railway and the Ottawa and Gatineau Valley come together at the approach of the Interprovincial bridge.

Last week the K. & P. Railroad company added three new steel bridges along the line of the road. These replaced the wooden structures near Robertsville and two between Sharbot Lake and Clarendon. The new bridges are permanent affairs and will resist floods and spring freshets.

Heney and Smith are closing down their work on the Britannia line for the winter. A large number of men were laid off last night. Owing to the difficulty of ballasting with frozen gravel it is altogether probable that the work of levelling the track will not be resumed until next spring.