

# Local Railway Items from Area Papers - 1900

**01/01/1900    *The Equity, Shawville*    *Pontiac Pacific Junction***

The death is reported at Port Arthur last week of Mr. John C. O'Neil, the well known railway contractor. In company with Mr. Guy Campbell, Mr. O'Neil, it will be remembered, constructed a ten-mile section of the P. & P. J. R.

**05/01/1900    *Almonte Gazette*    *Kingston (CN)*    *Brockville***

At the Brockville G.T.R. Station on Friday three lady passengers lost their purses, one of which contained \$500. All were found on the seats of the C.P.R. train where they had left them.

**05/01/1900    *Almonte Gazette*    *Pontiac Pacific Junction***

A P.P.J. locomotive ran over and killed a silver fox that was on the track. One of the employees picked it up and received \$100 for the pelt. It again changed hands for \$150.

**05/01/1900    *Almonte Gazette*    *Chalk River*    *Carleton Place***

John Hollyoak, a C.P.R. engineer who runs occasionally into Brockville, shovelled his gold watch into the fire box a few days ago at Carleton Place. It dropped accidentally on to the shovel and went in with it.

**05/01/1900    *Ottawa Citizen*    *Ottawa Terminal***

Hintonburg residents are uneasy over the fact that Mr. J.J. Morris of Pembroke, with his assistants, has been engaged in surveying through the center of the village. The survey is said to be in connection with the C.P.R. and the proposed track will run from the C.P.R. west of Queen street, southeast, and then near Concession street, turn straight east and run across the south of the city, either by Paterson's creek or by some one of the streets running east and west to the Central station. The C.P.R. is apparently determined to bring the western passenger trains into the heart of the city in order to compete with the C.A.R. system.

**06/01/1900    *Ottawa Free Press*    *New York Central***

A correspondent writes the Free Press asking when the Ottawa and New York shops are to be commenced. In order to earn the city's bonus the works must be completed by July 1st, 1900. The correspondent is of the opinion that an announcement should be forthcoming. The general manager of the road was out of town today, but so far as the Free Press can learn, the work is hindered by the delay in reaching an agreement in the railway committee of the Privy Council as to the right of way to the Central Depot. By plans filed at the Registry Office the works are to be built near the head of the Deep Cut, but at present the company is unable to get possession.

The bridge at Cornwall will be finished early in the summer, and the company will need the shops as soon as the entire line is connected and in operation.

**06/01/1900    *Ottawa Citizen*    *Ottawa Electric***

Two streetcar tracks are being used as far as Sparks street and from there the single track is used as far as Holland avenue.

**11/01/1900    *Merrickville Star*    *Kingston (CP)*    *Calabogie***

Probably the most valuable mine on the K. & P. railway is a graphite property near Calabogie. Graphite is now worth about \$20 per ton, and this mine is sending two carloads away every week. - The owners employ a large number of teamsters, all of whom are kept busy as the mineral has to be drawn a distance of thirty miles. It takes three days to make the round trip, on account of the unfavorable condition of the roads. . Despite their heavy expenses, the owners are making money very rapidly, as this metal seems very plentiful. There is a possibility of an electric railway being built from the mine to the K. & P. Probably the most valuable mine on the K. & P. railway is a graphite property near Calabogie. Graphite is now worth about \$20 per ton, and this mine is sending two carloads away every week. - The owners employ a large number of teamsters, all of whom are kept busy as the mineral has to be drawn a distance of thirty miles. It takes three days to make the round trip, on account of the unfavorable condition of the roads. . Despite their heavy expenses, the owners are making money very rapidly, as this metal seems very plentiful. There is a possibility of an electric railway being built from the mine to the K. & P.

**11/01/1900    *The Equity, Shawville*    *Maniwaki***

A G.V.R. locomotive ran over and killed a silver grey fox that was on the track. One of the employees picked it up and received \$100 for the pelt. It again changed hands for \$150.

**12/01/1900    *Almonte Gazette*    *Winchester*    *Smiths Falls***

The C.P.R. Co. will make an addition to their offices and will build a tea warehouse in Smith's Falls. The cost in all will be about \$17,000.

**13/01/1900    *Ottawa Citizen*    *Canada Atlantic***

Thirty cars, each forty feet long and with a weight of 70,000 pounds have recently been completed at the C.A.R. car shops for use in Mr. J.R. Booth's log traffic between the upper Parry Sound district and Ottawa.

**13/01/1900    *Ottawa Citizen*    *Montreal and Ottawa*    *Interprovincial Bridge***

The winter's work on the Interprovincial bridge and approaches is both interesting to the general public and profitable to the working men engaged thereon. The work along the cliff front is rivaled in point of interest now by that on the bridge proper. On the Hull side of the river the iron work is being placed in position and already the spans rise to an imposing height in the air. The progress during the next few weeks promises to put an entirely different front on the whole structure. Experts on bridge building are engaged on the structure and the ease and confidence with which they work at dizzy heights leaves a great impression on the spectators below. Special machinery has been brought to the aid of the workmen, and the largest girders are handled with comparative ease.

**13/01/1900    *Ottawa Citizen*    *Renfrew*    *McCauley Central***

A branch line known as the McAulay Central railroad has been built from a point five miles west of Madawaska up to the scene of lumbering operations in the shanties. The line is about ten miles in length and most effectively facilitates the traffic between Ottawa and the lumber camps.

**13/01/1900    *Ottawa Citizen*    *New York Central*    *St. Lawrence Bridge***

The Ottawa and New York railway has suspended operations on the bridge over the St. Lawrence at Cornwall until spring.

**13/01/1900    *Ottawa Free Press*    *Renfrew*    *Elgin Street***

At the car shops all the new machinery has been placed in position. The machinery is run by electricity. The shops have started up again and are turning out three and four box cars a day.

At present the shops are busy fitting up the cars to convey the horses of D battery to Halifax.

*13/01/1900 Ottawa Free Press Canada Atlantic Ottawa East*

The work on the new round house has been completed.  
The filling in at Ottawa East and the extension of the yards has been suspended until the spring.

*13/01/1900 Ottawa Free Press Canada Atlantic Central Depot*

The work at the new freight sheds and offices is now all but completed and it is expected they will be ready for occupation within a couple of weeks.

*13/01/1900 Ottawa Journal Renfrew Elgin Street*

OUR SOLDIERS OF THE QUEEN

DEPARTURE ARRANGEMENTS

BATTERY WILL LEAVE FROM CENTRAL DEPOT.

Public Will Therefore Have a Chance to Say Au Revoir.

The complete arrangement for the departure of the troops have been made. Very early Monday morning the men will depart from the Exhibition grounds, with all their baggage and guns. These with the horses they will bring to the Elgin street depot and will pack upon special cars that will be waiting for them. Then the men will form up and will march in Elgin street direct to the Central depot.

The men will come along Elgin St. about half-past nine or a little before. The military train, which will consist of seventeen or eighteen cars in all, is timed to leave at ten o'clock. The officers say that this work will be done so that this train can leave at the hour arranged. In the city it is thought likely that the train will not get away much before eleven o'clock.

*14/01/1900 Ottawa Journal Carleton Place*

COMING TO THE COUNCIL

CANADIAN PACIFIC AFTER CONCESSIONS.

Mr. C. W. Spencer Says Ottawa Should Help the Company to get to the Central station From the West,

The Canadian Pacific Railway wants the city to assist it in getting its western line to the Central Depot by a direct route. Mr. C. W. Spencer, general superintendent of the Canadian Pacific, was in the city yesterday, and speaking to the Journal, said that the company would have some proposals to make to the council, this week, regarding the right to cross certain streets from the west end of the city to the Central Depot. Mr. Spencer says it has cost the company about \$200,000 to rebuild the old Union Depot. He would not go into a detailed statement of what the company wants the city to do or as to the route of the line to join the western and eastern tracks.

*15/01/1900 Ottawa Journal Renfrew Elgin Street*

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The men numbered about one hundred and seventy, and the horses one hundred and thirty-seven. The men had decorated their horses with flags and; the animals, carefully, groomed, looked their best. The battalion marched out the Elgin street gate and along that road to the Elgin street depot, where the horses were loaded.

The Entraining

Ottawa was out in full force at the depot. The horses were loaded on the trains as soon as they arrived. The scene was a very unusual one, full of incident and adventure. The horses were nervous at the noise of the trains and many of them refused to go into the cars at all. Then force had to be used and some very exciting incidents occurred.

Gunner F. Phillips of Port Hope was leading a handsome chestnut. The horse became entirely unmanageable, it fought, bit and reared like nothing but a mad horse. Phillip, with a bravery that all the officers commended, held on to his horse, although he was flung all over the field. Another man let go his animal in the excitement and there was a wild chase for it.

But the horses were loaded at last, sixteen to a car. One man was stationed in each car to look after the beasts.

Some of the people cheered the men when the horses were being put into the cars. In return about thirty of them sang "I'll leave my happy home for you," and the appropriate sentiment was cheered again. Gunner Phillips received a round of applause, for his management of the horses.

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How the Troops Moved From Depot to Depot.

Never was there a more enthusiastic send-off given to any troops leaving for the field of battle than that which was accorded the members of "D" Battery as they marched up Elgin street to the Central Depot. Right from the start of the parade at the old Elgin street station up to the point of departure crowds of people lined both sides of the road. At some places they were so thick that even the sturdy soldiers found difficulty in making their way.

*15/01/1900 Ottawa Citizen Canada Atlantic Central Depot*

Special train takes volunteers for the Boer War. Major Hurdman. Full account. Fifteen car train bound for Halifax.

Ottawa to Britannia in an electric car in 25 minutes.

On Saturday, Mr. T. Ahearn, superintendent Hutcheson, Mr. A.A. Dion and a Journal reporter made a trial run over the new suburban line. The track is laid all the way to the village but the trolley wire has only been strung to a point about half a mile this side - just where the tracks cross Richmond Road. It was to that point that the run was made, From the corner of Bank and Sparks Street to the stopping place the trip occupied 21 minutes. Mr. Hutcheson estimated it would take about four minutes to cover the other mile. Therefore the trip from the city to Britannia village could be put down at 25 minutes.

When the line is in operation it probably will not take as much as 25 minutes, because in the first place the big cars now being built for the service will be more speedy than the one used last Saturday, and in the second place the track will be ballasted which at present it is not.

Probably just at the present time, when shoveling coal into the furnace is the popular recreation, mention of the cool breezes the new line will make possible to sweltering humanity, may not appear quite timely. But the winter is bound to pass, and the hot spells will come again, and then - then the new road will come in for practical discussion.

The new line.

The new line has been laid in pleasant places. Almost all the way the Ottawa River is in sight. The line leaves the city tracks about 200 yards up the spur that runs into Victoria Park. The line runs close to the south side of Richmond Road all the way except for the mile from where it crosses the road till Britannia is reached.

Up to the point where the line crosses the Richmond Road, the run, for a distance of about three miles is through a very picturesque section. There are a number of long grades (and several sharp ones) that give the route a rolling appearance and add zest to the downward runs, for pleasure seeking humanity always likes a spice of danger with its bit of fun. A flying car on a down grade on a hot day is a thing of joy to most people - so long as they feel the chance of accident are only 1 in 1,000.

As to Rails and Cars

Of danger, however, there is not likely to be the one part in 1,000. The rails are extra heavy, 72 pounds to the yard, and the cars will be big 50 foot fellows, On Saturday though the road was not graded, and the car used was only a 38 footer, and one used for late night service from the CPR station, the motion was delightfully even. When the road is put in proper shape and the regular cars are on, the travelling should be a pleasure. The cars being built for the line, will be provided with what is known as swing motion trucks - trucks which prevent the car from feeling the sideward jars and thus make progress so much more steady. The cars will be built much like regular railroad cars. They will be handsomely upholstered and finished in oak.

A feature of the road is the straightness of the trolley poles. There are 350 of them set 80 feet apart. They will be painted white.

A chance for capital.

In connection with the opening of the new road a suggestion may be offered for idle capital. Now that electric cars are about to connect Britannia with Ottawa with a frequent service, low rates and stops at way points, there will likely be a demand for summer residences all along the route as has been the case around Montreal.

Between Hintonburg and Britannia there are many lovely spots overlooking the Ottawa River. The land is high and dry and at many points there are clumps of woods. Beyond Westboro (Skeads Mills) there are many desirable spots.

Some time ago, a director of the electric railway, at a board meeting suggested that the company should invest in land and erect a number of cottages for renting. The idea was considered an excellent one, but it was decided to leave such matters to private capital and enterprise. Capital and enterprise therefore have the floor. It is lot likely the hint will go astray.

Special and local

It is the intention of the company to run two sorts of cars "through" and "local". The first as the name implies will run to Britannia without stops, The other will be for the use of the suburbanites.

On the Platform.

The arrangements at the Central depot to prevent too great a crush around the men were excellent. A long double line or heavy ropes were extended along the centre of the depot, platform well out into the yards. The crowd occupied the space on one side of the ropes and the platform, about eight feet in width, was kept clear for the troops. In the other space between the supports of the platform covering and the depot, and at the end of the depot as far back as Little Sussex St., the crowd was wedged in as tightly as it is possible to jam humanity. Strange to say, ladies occupied the best vantage points and the front row against the ropes was almost without interruption a straight row of the fair sex. The best positions were the reward of patience. The ladies were content to occupy these positions and hold on to them for any length of time with the result that the depot platform was crowded at nine o'clock fully an hour before the advertised time for the departure of the troops, and almost two hours before their actual departure. Many of the ladies mentioned were relatives of the departing ones.

The Kingston & Pembroke Railway Company will at the next session of Parliament apply for a charter to extend their line from Renfrew to the Ottawa and thence ob-ver into Pontiac as far as Bryson, an dthen on thr east branch of the Ottawa.

Ironsides Milling Co. -- Mr. C.B. Hibbard, who is the head of the enterprise, is the late manager of the Ottawa and New York railway

Very large shipments of hay, grain and livestock were made from both stations here last week Two carloads of grain were delivered by farmers at the C.A.R. one day.

The third of the new closed cars, for the Britannia extension, has just been turned out by the Ottawa Car Works, and are to be delivered to the Street Ry. Company. Detailed description.

Mr. Arthur Weir, one of the workmen on the G.N.R. bridge, was thrown into the rapids while returning to shore last Tuesday. He held on to the rope as long s he could and then tried to swim ashore. He could not do so and was carried some 500 yards down the river before he was rescued by some fellow employees who heard his cries for help. He has now quite recovered.

On the Pontiac and Pacific Junction Railway, which is under the same management as the Ottawa and Gatineau, the passenger list numbered 49,368, an increase of 3,000 over 1898. The line of this road is being extended from Aylmer to Hull and the work, which was commenced last fall, is about completed as far as Deschenes and will soon be finished after the opening of spring, thus furnishing direct communication with the Interprovincial bridge, the first span of which is now in position.--

In an effort to meet city council's wishes C.P.R. is looking for a line next to C.A.R. track.

*22/01/1900 Ottawa Citizen Ottawa Electric Britannia*

Britannia. Heney and Smith have been awarded the contract for building the pier for the Ottawa Electric railway here. They expect to commence next month.

*26/01/1900 Eastern Ontario Review Canada Atlantic Glen Robertson*

A serious accident occurred at Glen Robertson on Monday night by which Mr. Iem. Bathurst lost his right hand. In alighting from a moving freight he slipped and fell across the rail and had his right arm almost severed between the elbow and wrist. He was taken to the hospital in Montreal on Tuesday morning for treatment. Mr. Bathurst, who is a resident of Glen Robertson, has many friends here who regret his bad mishap.

*26/01/1900 Renfrew Mercury Chalk River Cobden*

The C.P.R. have workmen employed on the renovation of the station here. - Cobden Sun.

*27/01/1900 Ottawa Citizen Renfrew Graham Bay*

The CAR has commenced the erection of a new station at Graham's Farm on the Richmond Road where the line crosses that thoroughfare.

*27/01/1900 Ottawa Citizen Ottawa Electric Britannia*

At 2 o'clock yesterday the first electric car reached the village at the C.P.R. station. The men expect to have the trolley wire and cross arms all put up today. Though this is one of the worse days of the season the men are working on the poles showing how anxious the company are to get the line in running order. There will be a car daily each way now for the working men. The men are also stringing a wire for the lights.

Also covered in the Ottawa Free Press, January 29, 1900. - arriving at Britannia station the party was photographed and immediately returned.

*27/01/1900 Ottawa Citizen New York Central*

The Ottawa and New York Railway will this year build new stations at Cambridge and Cumberland.

*29/01/1900 Ottawa Citizen Canada Atlantic Ottawa East*

#### A FATALITY

John T. Miles Killed in the C.A.R. Yard

TRAIN RAN OVER HIM

It is Thought He Missed His Footing While Attempting to Board a Car

John Thomas Miles, a brakeman employed in the yard of the Canada Atlantic railway, was the victim of a horrible accident yesterday morning, resulting in his instantaneous death. The accident happened about half past two in the morning. In company with Paul Brennan, yard foreman, and a number of the yardmen. Miles was engaged in shunting cars on the siding a short distance north of the Maria street bridge. The train was backing up, and he was the hind brakeman. No one saw the accident, but after giving the signal, it is supposed, that Miles attempted to board the car, missed his footing and fell. He was crushed to death, both arms and legs were cut off. the left side mutilated, and the body horribly bruised all over. A few minutes after the fatality happened the other yardmen discovered the body lying on the track over which the train had passed. An undertaker was at once called and the body removed to S.M. Rogers' morgue, where it was prepared for burial.

The deceased young man was only 25 years of age. and was unmarried. He boarded at 125 Nicholas street, and for about two years had been employed in the yard of the C.A.R.

He was sober, industrious, and popular among his fellow-employees. He was a member of St. Joseph's church.

Miles came from Venosta, a village up the Gatineau, and is a son of John Miles, a prominent farmer residing in that place. He leaves several relatives, one sister, being Mrs. Brennan, wife of Paul Brennan, the yard foreman.

Coroner Freeland was notified of the fatality, and decided that an inquest into the cause of the death was necessary. It will be commenced this morning at ten o'clock.

The remains will likely be forwarded to Venosta, for interment.

*29/01/1900 Ottawa Journal Canada Atlantic*

#### BOTH ARMS AND LEGS CUT OFF

John T. Myles, a yard brakeman in the Canada Atlantic Railway met a terrible death early yesterday morning in which he was literally cut to pieces by a moving train. The scene of the accident is in the C.A.R. yard near the coal chutes at the head of Nicholas street, some distance north of the Maria street bridge, and the hour of the fatality was about three o'clock. The unfortunate man was at the time assisting some others in the shunting of cars. This duty called him to the rear of the train moving backwards, and a short time after the train had gone by he was found by his fellow workmen dead on the tracks. While as yet it is not known how the accident actually happened, it is thought that either his foot got caught in a frog, and he was unable to get out of the path of the train, or that he attempted to board the moving cars, failed, and fell under the train. He was instantly killed, and in addition to having, his body badly mutilated, both his arms, and both his legs were cut off. Coroner Freeland decided to hold an inquest today.

The late Mr. Myles has been employed on the Canada Atlantic Railway for about two years. He had previously lived at Venosta with his father, who is a farmer in that place. The brakeman was about 25 years of age, and unmarried. He has latterly been boarding with Mr. Redmond, 125 Nicholas street. He was regarded as a good-living young man, and was an attendant at St. Joseph's church. He leaves several relatives in Ottawa. Mrs. Paul Brennan of Concession street, Mrs. Patrick Brennan of Division street, and Misses H. and L. Myles are his sisters, and Mr. W. Myles is a brother.

*29/01/1900 Ottawa Journal Canada Atlantic Ottawa East*

#### AN INQUEST OPENED.

An inquest was opened up this morning into the death of John T. Myles, the Canada Atlantic Railway brakeman, who was killed yesterday. The following jury was empanelled: Martin Lynch, W. Gordon, John Thompson, A. Huckles, J. Purdy, D. Prindiville, G. McGregor, Michael Lynch, E. Ripley, J. Gruson, S. Carruthers, J. Randal, A. Morris. After the jury viewed the remains the inquest was adjourned until to-morrow night.

*30/01/1900 Ottawa Journal Ottawa Terminal*

It is said Patterson Creek route will be adopted by CPR.

*30/01/1900 Ottawa Citizen Ottawa Electric Ottawa Car*

The Ottawa Car Company has commenced the construction of four large open cars for use on the Britannia extension this summer. Each of the cars will be fifty feet in length and will be of a style and will be entirely different from any ever used in Canada. They will each be fifty feet long with an accommodation for sixty passengers and the seats will be arranged on both sides with an aisle in the middle, just the same as an ordinary railway coach. The sides will be open with a heavy wire net covering the lower portion of both sides of the car. The new cars will be ready for use early in the summer.

**ACCIDENTAL DEATH**

Jury Brings in a Verdict on the Killing of Brakeman J. T. Myles.

The jury empanelled to inquire into the death of John T. Myles, the brakeman who was killed in the Canada Atlantic railway yard Sunday morning by being run over by a shunting engine and cars, brought in a verdict last night to the effect that the death was accidental. They recommended also that in future, only one man, the conductor, standing nearest the engine, be empowered to give the signals. Among those who gave evidence were C. A. R. Yard Foreman T. O'Neil, Engineer Roblin, Fireman Davis and Brakeman Ellingsworth. No one had seen the accident happen, but from the testimony adduced it was believed that the late Mr. Myles, while in between the cars had been struck down and run over. It was not thought that he had had his foot caught in a frog. The jury considered that the present method of signalling on the railway has about it an element of danger, and attached a rider in this respect to the verdict of death.

31/01/1900 *Ottawa Citizen* *Sussex Street* *Rideau River bridge*

Work on the new C.P.R. bridge over the Rideau River below St. Patrick street was commenced on Monday. A large gang of men is engaged at work.

31/01/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa*

**WAS ACCIDENTAL**

Verdict Regarding the Death of John T. Myles on Sunday

"We find that deceased John Myles came to his death by being run over by a C.A. railway shunting engine and cars on Sunday morning, such death being accidental. We recommend that in future, only one man, the conductor, standing nearest the engine be empowered to give the signals."

Such was the verdict given after two hour's deliberation last evening by the jury empaneled to inquire into the circumstances surrounding the death of John T. Myles, the C.A.R. brakeman, who was run down by a shunting engine at the Ottawa East yard early Sunday morning.

The evidence of deceased's fellow members of the crew was taken but little light could be thrown on the tragic affair, as there were no eye witnesses of the fatality. As can be seen by the rider added to the opinion that there is room for improvement in the method of signaling on such occasions.

The evening's evidence was given by Thos. O'Neill, yard foreman, Brakeman Ellingsworth, Engineer Roblin and Fireman Davis. None of these saw Myles fall, but all were positive from the position the body was found in that deceased could not have been caught in the switch. Although it was not necessary for him to do so, he probably went in between the cars to pull the pin and was struck down and run over. Dr. Troy and Mr. Frank Hannum, also gave evidence, the latter describing the position of the body when found.

01/02/1900 *Merrickville Star* *Ottawa, Brockville and St. Lawrence*

**ELECTRIC RAILWAY** An application will be made at the next session of the Dominion Parliament for power to build an electric railway from Ottawa to Winchester and Morrisburg with branch lines from Winchester to neighboring towns. It is said a rival concern is applying to the Ontario Legislature for a charter for a similar road over nearly the same route.

02/02/1900 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

Large quantities of St. Lawrence river ice are being shipped into town by the C.A.R. and will be sold here.

02/02/1900 *Renfrew Mercury* *Renfrew* *Arnprior*

A large addition is being built to the O.A. & P.S. station. - Arnprior Watchman.

02/02/1900 *Almonte Gazette* *Canada Atlantic* *Ottawa*

A brakeman named John J. Miles was killed in the C.A.R. yard at Ottawa on Sunday morning. It is supposed he slipped after giving a signal and fell between the cars. Both arms and legs were cut off, and the body was badly bruised. An inquest was held and a verdict of accidental death returned.

03/02/1900 *Ottawa Citizen* *Maniwaki*

The Ottawa and Gatineau road operates on its line three first class coaches, two combination cars, 8 excursion cars, 6 box, 2 stock, 28 flat cars, 4 locomotives. Sixty miles of road is operated.

03/02/1900 *Ottawa Citizen* *Pontiac Pacific Junction*

The Pontiac and Pacific Junction operates 79 miles of railway, has four coaches and four locomotives.

03/02/1900 *Ottawa Free Press* *Canada Atlantic* *Ottawa East*

At the shops in Ottawa East, besides the regular repairs, air brakes are being fitted to all the flat cars and freights. As many as ten cars a day are fitted up with the air brake.

03/02/1900 *Ottawa Citizen* *New York Central*

The Ottawa and New York now operates 53 miles of road and when completed will have 79 miles on the American side. The company now has 9 coaches, 2 mail and express cars and 8 locomotives.

07/02/1900 *Ottawa Citizen* *Ottawa Electric* *Britannia*

Officials of the electric railway had another trip over the Britannia extension yesterday afternoon and inspected the work. The road, though new, is in good condition and the cars run very smoothly. The contractors have considerable work to do yet before their operations are completed.

09/02/1900 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Thanks to Mr. Spencer

At the last meeting of the council of West Hawkesbury, held at Vankleek Hill, it was moved by Councillor Simpson, seconded by Councillor Lothian, that a vote of thanks be tendered C.W. Spencer, General Superintendent of the C.P.R. for the ballast so generously given by him to the municipality for improving the road between the station and Vankleek Hill town. The resolution was unanimously adopted.

09/02/1900 *Almonte Gazette* *Ottawa and St. Lawrence Electric*

Application will be made at the present session of the Dominion Parliament for power to build an electric railway from Ottawa to Winchester and Morrisburg, with branch lines from Winchester to neighboring towns. It is said a rival concern is applying to the Ontario Legislature for a charter for a similar road over nearly the same route.

Identical wording in the Lanark Era of 14 February 1900.

09/02/1900 *Ottawa Citizen* *Montreal and Ottawa* *Sappers Bridge*

Within a few days workmen will proceed to tear away the masonry supporting Sapper's bridge to provide a passageway to the Central depot for the tracks entering by way of the new interprovincial bridge. The passageway will be 36 feet wide and the full height of the bridge. The latter will be supported by ten immense iron girders, 39 feet in length, two feet high and one foot in width. The girders have arrived and the work will be rushed to completion which, it is expected, will be around April 1st. The masonry in Sappers bridge is of an unusually solid character and the opening of the proposed passageway will entail great labor. It is not known whether the bridge is built of solid masonry or filled in with loose stone. In the latter case the expense and work involved will be all the greater. The girders under Dufferin bridge are six in number, but on account of the increased traffic over Sappers bridge, it was deemed advisable to put in extra ones under that structure.

Logs and timbers are now on the ground to be used in the erection of temporary supports. Arrangements with the government have not been completed for the handling of traffic over the bridge when the construction work is being proceeded, but it is likely that the bridge will be closed against vehicular traffic which will be turned on to Dufferin bridge.

A gang of 220 men is now engaged on the work and the track level has been hewn out through to Sappers bridge ready for ballasting and track laying.

A scheme has been mooted to cover in the space between Sappers and Dufferin bridges and to lay out a square level with these structures. As yet, however, the government has not arrived at any decision in the matter. This square would provide a beautiful breathing spot in the heart of the city and do much to enhance its beauty, as well as to offset the disadvantages arising from the railway traffic below. It has also been suggested that the increased bridge accommodation be thrown open for traffic which is now quite congested particularly on Sappers bridge.

10/02/1900 *Ottawa Citizen* *Pontiac Pacific Junction*

About six weeks after the opening of spring the P. & P. J. extension from Aylmer to Hull should be completed. Three or four miles are done already and the country being level and smooth the work can be finished with relative ease. The company has not decided as to where its Hull terminals will be located, but these will doubtless be in the lower end of the village adjacent to the Interprovincial bridge. The refusal of the city of Hull to sanction the proposed bonus for the establishment of car shops has rendered the plans of the company somewhat indefinite, for the present at least.

10/02/1900 *Ottawa Free Press* *Renfrew*

A steam shovel is being operated at Simm's pit.

The station which was burned down at Racing River last week was simply a small office. The loss was inconsiderable and it will not be rebuilt until the spring.

10/02/1900 *Ottawa Citizen* *Belleville* *Perth car shop*

The C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard 30-ton refrigerator cars for freight service and 25 refrigerators for passenger service. The order is to be completed by the first of July.

12/02/1900 *Ottawa Citizen* *Ottawa Electric* *Britannia*

The Ottawa Electric railway company this morning commenced the construction of the big 800 foot pier into the bay at Britannia. A gang of about 50 men and 20 teams were put to work excavating for the foundation and commence the construction. The work will occupy between five and six weeks.

12/02/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Yesterday work was pushed ahead on the Interprovincial bridge. A gang of 200 men were engaged removing the pontoons and superstructure and placing them in position between the piers nearer the Ontario shore. During the day some 2,000 people from Ottawa and Hull visited the scene of operations. Sir Wilfred Laurier drove across during the afternoon.

15/02/1900 *The Equity, Shawville* *Pontiac Pacific Junction*

P. & P. J. timetable advertisement. Shows Wyman's, Tank, Bristol, McKee's

15/02/1900 *Merrickville Star* *Kingston (CN)* *Ernestown*

#### SPLIT HIS HEAD

Jesse Martin, 6. T. R. fireman, had his head split open on Friday until his brains protruded by coming in contact with a post set out from car standing at Ernestown station. Martin was looking out of the engine cab window at the time. He died while being taken to Kingston Hospital. He was 32 years of age and lived at Sunbury.

16/02/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

The first train with 263 members of the Strathcona horse on board left Calgary on Saturday night, and passed through Almonte this (Thursday) morning. The balance of this splendid contingent will be along in a day or two. There is talk in town of arranging an excursion to Ottawa on the day the Strathconites get their "send-off" from the capital, and many favor letting the larger pupils of the schools have a holiday for the purpose of seeing the martial display.

16/02/1900 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

A new sign board and lamps to be used by the C.A.R. at this station have been put into position and add considerably to the exterior appearance of the building.

16/02/1900 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

Men are engaged putting up scaffolding preparatory to commencing work on the steel superstructure of the Great Northern bridge here. A portion of the steel superstructure will be completed this spring.

17/02/1900 *Ottawa Citizen* *Renfrew* *McCauley Central*

There is an unusually large lumber traffic on the line of the CAR at present. About seventy-five car loads of logs are brought down daily over the McCauley Central which connects with the western division of the road.

21/02/1900 *Ottawa Free Press* *Ottawa Terminal*

While the C.P.R. has its right of way practically all purchased for an entrance across the city by Patterson Creek to the Central depot, on certain properties they had only an option. The company last week renewed the options for a further period.

23/02/1900 *Ottawa Journal* *Ottawa Electric* *Britannia*

#### GOING AHEAD FAST.

The Work on the Big; Pier at Britannia Bay,

The Ottawa Electric Railway Company is making fast progress with the construction of its new stone pier at Britannia Bay. The ice has been cut for 1,000 feet, the full distance which the pier will extend, and about twenty-five teams are busy drawing stone from the works of the Metropolitan Electric Company's canal. The water was frozen to the bottom nearly the entire distance which the pier runs, so that when the ice was cut out, the work of filling in the stone on the bottom was comparatively easy.

The top of the pier will be covered with a heavy coating of cement and the sides will be rip-rapped. The T which will be constructed across the end of the pier will be a wooden one constructed on the ordinary crib work.

23/02/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

Quite a crowd gathered at the C.P.R. station here on Monday forenoon to give the second trainload of westerners who were members of the Strathcona Horse, a rousing cheer, Among them was Mr. Alex Skinner, barrister who was formerly in partnership with Mr. D.G.MacDonnell when the latter was in business here.

23/02/1900 *Almonte Gazette* *Chalk River* *Almonte Strathcona*

Quite a crowd gathered at the C.P.R. station here on Monday forenoon to give the second trainload of westerners who are members of the Strathcona Horse a rousing cheer.

23/02/1900 *Almonte Gazette* *Belleville* *Perth*

The Perth car shops of the C.P.R. Co. have so much business on hand that they are hard up for space on which to pile their lumber.

26/02/1900 *Ottawa Citizen* *Lachute* *Grenville*

A COLLISION ON THE C.P.R.

Three Train Hands Injured, Among Them David Howard of Ottawa.

The "Soo" express, which left Montreal at 9.56 last night, collided with a snow plow on the C.P.R. North Shore Line at 11.54 o'clock. Three train hands, one a resident of Ottawa, were injured.

It was a rear end collision and occurred at Grenville station. The snow-plow which was west-bound, left Montreal two hours ahead of the express and the cause of the accident was not known this morning. The trains were supposed at headquarters to be running on the blocking system and an investigation will be held to ascertain who is to blame.

It was one of the roughest night's [sic] experienced this winter and the engineer on the express did not see the snow-plow until he was nearly on it, and only had the time enough to reverse the brakes and jump. The express engine crashed into the caboose attached to the snow-plow, completely wrecking it. Conductor David Howard and Brakeman O. Sauve were in the caboose and suffered considerable injury although not of a serious character.

Engineer H. Shorey, of the express sprained his ankle in jumping from the engine. His fireman was unhurt.

The front end of the express engine was damaged and the tender was derailed. The remainder of the train was uninjured and the passengers escaped with a slight jolting.

Doctors were summoned from Grenville and Hawkesbury to attend the injuries.

An auxiliary train with a gang of men were sent out from Montreal and at 8.42 o'clock this morning the line was cleared.

The east-bound "Soo" express which leaves Ottawa at 1.40 a.m., was sent to Montreal over the short line.

The North shore line is operated from Montreal under the superintendence of Mr. J. E. Robillard.

The injured men were brought to Ottawa at noon and Sauve was removed to St. Luke's hospital where an examination by the physicians showed that his injuries was serious about the head. He is a resident of Montreal and is unmarried.

Conductor D. Howard was taken to his home. His injuries are said to be not serious although he is badly shaken up. Mr. Howard is a married man and resides on Somerset street.

26/02/1900 *Ottawa Journal* *Lachute* *Grenville*

PLOW CREW INJURED

"SOO" TRAIN DOES DAMAGE NEAR GRENVILLE.

Ran Into a Snow Plough. Most of the Injured Belonged to Ottawa.

The "Soo" train from Montreal last night ran into a snowplow near Grenville and completely wrecked the van of the plow train, injured Conductor D.T. Howard, of 784 Somerset street, Brakeman O. Sauve of Montreal, Engineer M.H. Charrier of Hintonburgh, and damaged both engines so badly that they had to be left at Grenville.

The injured men were brought to the city at 12.25 noon and Sauve was taken to the Water street hospital. and it is feared his injuries may be fatal. Charrier's ankle was sprained and Howard was badly cut and bruised besides being knocked insensible. He was only semi-conscious when the train arrived at the depot at noon.

The plow train, it is said, was running about twenty-five miles an hour when the accident happened, and the "Soo" was coming along behind about twice as fast. The truck of the van attached to the plow train was completely demolished and the cupola knocked ahead on top of the engine in front. Fireman Elliott of the front train was putting coal into the engine at the time and the impact almost sent him into the fiery interior. Engineer Carruth of the plow train escaped uninjured.

Engineer Charrier and his assistant on the "Soo" train jumped when the collision occurred. The passengers in the train were not hurt in any way, but they did not reach the city until noon. Dr. J.F. Kidd of Ottawa went down to Grenville this morning to assist the injured.

27/02/1900 *Manitoba Morning Free Pr* *Lachute* *Grenville*

SOO LINETRAIN WRECK

Montreal Express Runs into a Snow Plow - Three Employees Injured

OTTAWA, Feb 26, - The "Soo" train from Montreal last night ran into a snow plow at Grenville, Ont., [sic] and three railway hands were injured by the collision. They were Conductor D.T. Harvard, Ottawa; Brakeman O. Sauve, Montreal; and H.H. Charrier, of Hintonburgh. Sauve is now in the general hospital, here and it is feared his injuries may be fatal.

27/02/1900 *Montreal Gazette* *Lachute* *Grenville*

"SOO" ENGINE IS A WRECK

Train From Montreal Runs Into a Snowplough.

Ottawa, February 26. The "Soo" train from Montreal last night ran into a snow plough near Grenville and completely wrecked the van of the plough train, injured Conductor D. T. Howard, of 784 Somerset street; Brakeman O. Sauve of Montreal; Engineer M. H. Charrier, of Hintonburgh, and damaged both engines so badly that they had to be left at Grenville.

The injured men were brought to the city at 12.25 noon, and Sauve was taken to the Water street hospital, and it is feared his injuries may be fatal. Charrier's ankle was sprained and Howard was badly cut and bruised, besides knocked insensible. He was only semi-conscious when the train arrived at the depot at noon.

Fireman Elliot of the front train was putting coal into the engine at the time and the impact almost sent him into the fiery interior. Engineer Carruth, of the plough train, escaped uninjured.

Engineer Charrier and his assistant on the "Soo" train jumped when the collision occurred. The passengers in the train were not hurt in any way but they did not reach the city until noon. Dr. T.F. Kldd, of Ottawa, went down to Grenville this morning to assist the injured.

27/02/1900 *Ottawa Citizen* *Lachute* *Grenville*

The condition of O. Sauve, who was injured on the C.P.R. at Grenville yesterday and who is now confined to St. Luke's hospital, remains unchanged. He is still unconscious and his condition is as serious as when removed to the hospital.

27/02/1900 *Toronto Star* *Lachute* *Grenville*

The "Soo" train from Montreal Monday night ran into a snowplow near Grenville and completely wrecked the van of the plow train, injuring Conductor Howard, Ottawa, Brakesman Sauve, Montreal; Engineer Charrier, Hintonburg, and damaged both engines so badly that they had to be left at Grenville.

27/02/1900 *Montreal Star* *Lachute* *Grenville*

RAN INTO A SNOW PLOUGH

The "Soo" Train on the Canadian Pacific Has an Accident at Grenville

OTTAWA February 27 - The "Soo" train from Montreal on Sunday night ran into a snow-plough near Grenville and completely wrecked the van of the plough train, injured Conductor D. T. Howard of 784 Somerset street, Brakeman O. Sauve of Montreal, Engineer M. H. Charrier of Hintonburgh and damaged both engines so badly that they had to be left at Grenville.

The injured men were brought to the city and Sauve was taken to the Water Street Hospital. Charrier's ankle was sprained and Howard was badly cut and bruised beside knocked insensible. He was only semi-conscious when the train arrived at the station.

Fireman Elliot of the front train was putting coal into the engine at the time and the impact almost sent him into the fiery interior. Engineer Carruth of the plough train escaped uninjured. Engineer Charrier and his assistant on the "Soo" train jumped when the collision occurred. The passengers in the train were not hurt in any way but they did not reach the city until noon. Dr. J. F. Kidd of Ottawa went down to Grenville to assist the injured.

27/02/1900 *Windsor Star* *Lachute* *Grenville*

Soo Train Had a Smash

Ottawa, Feb. 27. The "Soo" train from Montreal Sunday night ran into a snowplow near Grenville, and completely wrecked the van of the plow train, injured Conductor D. T. Howard, of 784 Somerset street, Brakeman O. Sauve of Montreal, Engineer M.H. Charrier of Hintonburgh, and damaged both engines so badly that they had to be left at Grenville. The injured men were brought to the city at 12.25 noon yesterday, and Sauve was taken to the Water street hospital, and it is feared his injuries may be fatal. The passengers in the train were not hurt in any way.

27/02/1900 *Ottawa Journal* *Ottawa Terminal*

Another route now proposed by CPR for reaching Central Depot.

The Canadian Pacific Railway has another alternative route in view for approaching the Central Depot.

A route on the south side of the canal has been sized up and a survey is being made. It seems to present very slight difficulties.

The canal would be crossed somewhere about where the present bridge on the Prescott line, or to the east of it, and a route taken through what is known as Wyoming Park. Bank Street road would be crossed at a point between the swing bridge and Billings Bridge. The line would skirt Ottawa East and strike the present line along the canal bank about the head of Nicholas Street.

Surveyors are going over the route.

28/02/1900 *Ottawa Citizen* *Lachute* *Grenville*

SAUVE DEAD

Brakeman Injured on Sunday Died Last Night

UNCONSCIOUS TO THE END

Skull Was Fractured - An Inquest Commenced Today by Coroner Freeland.

Oscar Sauve, of Montreal, the brake man injured in the collision on the C.P.R. at Grenville Sunday night, died last night at St. Luke's hospital. Sauve was a brakeman on the snow plow and was sitting in the caboose when the engine of the "Soo" train crashed into it. He passed away without having recovered consciousness. An inquest was commenced this morning at the hospital by Coroner Freeland.

Dr. J. F. Kidd, who attended the unfortunate man described the injuries to the jury. Death was principally caused by a fracture of the base of the skull. He was also badly cut about the head and face. The shoulders were scalded by steam.

Stephen Sauve, of Montreal, a brother of the deceased, gave evidence identifying the body. Te [sic] deceased was 22 years of age and was unmarried.

The inquest was adjourned until tomorrow night when the train hands and others present at the time of the collision will be examined.

The jury is composed of Lewis Beaucage, foreman, P. Brankin, J. H. Lamontagne, Jacob Gruson, Frank Laroque, A. Morse, Wm. Ashfield, S. Cauthers, M. Lynch, Eugene Faubert, Thomas Whalen, A. Robert and J.I. Laurin.

The body was sent to Montreal today for interment. The father and brother of the deceased accompanied it.

28/02/1900 *Kingston Daily British Whi* *Kingston (CN)* *Gananoque*

Purchase of Land at Gananoque

Montreal Witness.

The Grand Trunk railway system has recently purchased a large section of land about three miles east of Gananoque on their main line, it is said, with the view of removing the Gananoque junction of the Grand Trunk and Thousand Island railways to a point where the present heavy grade will be overcome. A rumor that it was under consideration to transfer the round house and car shops from Belleville, and round house from Brockville to Gananoque, and make it the terminal point of the runs between Toronto and Montreal, is characterized as utterly unfounded.

28/02/1900 *Montreal Star* *Lachute* *Grenville*

BRAKESMAN SAUVE DEAD

OTTAWA, February 28. - Oscar Sauve, the Montreal brakeman who was injured in the collision on the C.P.R. at Grenville, Sunday night, never recovered consciousness, and died last night in St. Luke's Hospital. He was terribly injured about the head. His father and brother have come up from Montreal to attend the inquest.

01/03/1900 *Ottawa Free Press* *Montreal and Ottawa* *Sappers bridge*

Arrangements are now complete for the prosecution of the work of making a passage way for the railway under Sapper's bridge to the Interprovincial bridge. While the work is in progress the north half of the bridge will be closed to passengers and vehicular traffic, although provision will be made to allow the electric cars, the tracks of which are on the side of the track, [sic] to run. The wooden trestles to be used while the old stone work will be taken away and the steel girders erected instead, are now on the scene, and the work proper will be started in the early part of next week. It will be carried out under the supervision of Mr. Frank Hibbard, engineer.

01/03/1900 *Ottawa Free Press* *Maniwaki*

Arrangements are being made to construct that portion of the Gatineau Valley railroad from its present junction with the C.P.R. to the Hull approach of the bridge. This will be started early in the spring.



## OSCAR SAUVES DEATH

Evidence Touching This Fatality Taken Last Night at St Luke's Hospital.

The inquest on the late Oscar Sauve, of Montreal, who died from injuries sustained at Grenville by a passenger train running into a snow plow special on Sunday last was continued last night at St. Luke's hospital. From the evidence offered it appeared that the accident was caused by the stormy night as each of the engineers stated that they had taken extra precautions to prevent any pitch in. The inquest was adjourned until next Wednesday, as Conductor Howard, 784 Somerset street, had not recovered from injuries sustained on that night. The station agent at Lachute will also be summoned to give evidence.

Walter Carruth, Sherwood street, engineer of the snow plow special, stated that he had orders to run his extra from Mile End to Calumet. When he arrived at St. Therese, he received order to run ahead of No. 7, the passenger train. This latter was due at Grenville at 11.40 p.m. His train reached this place at 11.54 but he apprehended no danger as his orders indicated that he was to have precedence over the passenger train. His snow plow train was running at 25 miles an hour. There had been lamps on the rear of the caboose, but, he thought, it would have been difficult for an engineer, who was coming behind with his train, to see them on account of the storm. He could not run the train any faster as the wind and the track were heavy. Until he had reached Grenville, there was much snow on the track. His train had stopped at St. Therese for almost 35 minutes as the head lamp on the snow plow was out of order and had to be fixed. At St. Scholastique, another stop of 10 minutes had to be made as the steam had become low through snow getting into the coal. He had informed the officials at St. Therese that he could not make the siding at Grenville before the passenger train, and orders were therefore obtained for him to have a clear track to Calumet. At Lachute he advised his own conductor to inform the agent that his train was making slow time and that it would be advisable to stop the passenger time [sic] at that place.

W. J. Powell, Mosgrove street, brakeman on the snow plow special, said that there were three red lights on the rear of the caboose as he had examined them at Lachute. He could see the light on the top of the caboose at any time that he looked from the engine where he was stationed.

J. J. Elliott, Brockville, fireman for Engineer Carruth, corroborated his superior's statements.

Michael Charrier, Fourth avenue, Bayswater, who was the engineer on the passenger train, said he had no orders to stop at Grenville station. There was only one siding there. He had not seen a signal to stop. His train struck the snow plow special about opposite the station. The last semaphore indicated clear track. He did not notice any lamps on the caboose of the snow plow. The accident happened at midnight on Sunday. It was very stormy and snowing. It was possible that the snow or smoke from the engine might have obscured any lights on the caboose mentioned even if they were there. He knew that the special was ahead of his train as he had received orders to that effect at St. Martin's Junction, about 47 miles from Grenville. His train was running about 47 miles an hour. He had gone on duty at 8 o'clock that night. The snow plow left St. Martin's an hour and 10 minutes before his train and he had lost 12 minutes between the two places as he had to run his train slower as a precautionary measure to prevent a pitch in.

Geo. W. Smythe, fireman in Chevrier's train, A. E. Wright, conductor, and H. O'Leary, brakeman in the passenger train, also gave evidence.

02/03/1900

Almonte Gazette

Lachute

Grenville

A railway collision occurred last Sunday night at Grenville, where an express train ran into a snowplough. Engineer Shorey and his fireman, after reversing and applying the brakes jumped. No passenger was injured, but the occupants of the caboose of the snowplough were injured.

02/03/1900

Renfrew Mercury

Belleville

Perth car shop

A paragraph in the Montreal papers says that the C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard and 30-ton refrigerators for the passenger service. This order is to be completed by the first of June.

02/03/1900

Almonte Gazette

Chalk River

Almonte

The C.P.R. snowplow made its first business trip this season through here this week.

02/03/1900

Almonte Gazette

Chalk River

Almonte Strathcona

A letter to The GAZETTE from the C. P. R. Co. states that there will be a single-fare excursion to Ottawa and return on the occasion of the expected send-off to the Strathcona horse - probably about a week hence. A large number of Almonters are likely to take it in, as it will be the sight of a lifetime for people hereabout to see 500 mounted men parading on their way to fight the battles of the empire 7,000 miles away.

02/03/1900

Almonte Gazette

Renfrew

Eganville

Mr. A. Gerald, formerly station agent at Kinburn, is now in charge of the station at Eganville.

03/03/1900

Ottawa Citizen

Canada Atlantic

The standard rules governing the running of all trains as in use on the leading railways have this week been inaugurated on the C.A.R. following a very thorough instructional course during which the employees have thoroughly mastered the new regulations.

08/03/1900

Ottawa Citizen

Lachute

Grenville

## COMPANY RESPONSIBLE

So Says the Coroner's Jury Enquiry Into the Death of Oscar Sauve, at Grenville.

At the continuation of the inquest to ascertain who was responsible for the death of Oscar Sauve, which occurred through the running of the Soo train into a snow plow special, at Grenville, on Sunday, February 25, the jury brought in the following verdict at midnight.

"We find that the deceased, Oscar Sauve, came to his death on February 27, 1900, from injuries sustained at Grenville on February 24th, 1900, through the Soo train, running at 35 miles an hour, pitching into Howard's special snow plow, running at 25 miles an hour, and we find the C.P.R. responsible, through the negligence of its employees."

The conductor of the snow plow train, D. R. Howard, 784 Somerset street, said that he had merely obeyed his orders, as he had authority to infringe on the time of any trains following him. He had taken the proper precautions, having displayed three red lights at the rear of the caboose.

Philios Monette, station agent at Lachute, stated that he had put up the semaphore to protect the snow plow special. The understanding was that if the Soo train was close enough behind he was to warn those in charge of it. According to regulations, the latter train did not pull out until ten minutes after the special. The distance from Lachute to Calumet, where the snow plow was to cease operations, was not considered sufficient to allow the Soo to catch the other train. The evidence all through tended to show that the accident was due to the storm.

08/03/1900

Ottawa Journal

North Lanark

## ANOTHER CLAIM.

The ministry also received a deputation, introduced by Mr. Caldwell, M.P.P., and consisting of Mayor Howe, Solicitor Thompson, and Messrs. Moyer and A. J. Campbell, of Arnprior: Mr. James Stewart, reeve of MoNab township; Mr. J. H. Wylie of Almonte; and W. H. Wylie of Niagara. They asked a bonus of \$3,000 per mile for the North Lanark railway, which, extending for 25 miles, will connect the Kingston & Pembroke railway with the C. P. R. and Canada Atlantic at Arnprior. The trade of the road will be chiefly iron ore and timber.

## FOR RAILWAY BONUSES.

Two Companies Make Application to Government for Grants.

A subsidy from the Ontario government for the North Lanark railway, a twenty-five mile line extending from Mile Lake, on the Kingston and Pembroke railway, to Arnprior, on the Canadian Pacific railway and Canada Atlantic, is the object sought by a deputation of Lanark county representatives, which had an interview with the minister of public works at the parliament buildings today.

They asked for the usual bonus, and insisted that the grant would be beneficial to all that section of the country.

Details of deputation members omitted

09/03/1900 *Renfrew Mercury**North Lanark**Arnprior*

A meeting of the directors of the proposed North Lanark railway was held in the town hall here on Thursday morning. There were present: the president, Mr. John Stewart, Waha; Messrs. Andrew Bell, W.J. Wylie, Almonte; Messrs. H.F. McLachlin and James Bell, Arnprior. Resolutions were passed to memorialize the government for the usual subsidy for the railway, and appointing a delegation to interview the government. The following additional provisional directors were appointed: Messrs. A.J. Campbell, A.W. Reid, B.V. Stafford of Arnprior; and Mr. W.H. Wylie, of Niagara. The directors are confident that they will receive the subsidy, and that the present year will see the railway well advanced. - Arnprior Watchman.

09/03/1900 *Ottawa Journal**Lachute**Grenville*

## RAILWAY TO BLAME.

Jury Decides Canadian Pacific Railway is Responsible for a Death.

The inquest into the death of Oscar Sauve of Montreal, an employee of a Canadian Pacific Railway snow plow train, who succumbed to injuries received in a collision at Grenville, about two weeks ago, was concluded Wednesday night. The jury brought in the following verdict: "We find that Oscar Sauve came to his death on February 27th, 1900, from injuries sustained at Grenville February 24th, through the Soo train, running at 35 miles, pitching into Howard's special snowplow, running at 25 miles an hour, and we find the Canadian Pacific Railway responsible, through the negligence of its employees."

Evidence was given by Conductor D. R. Howard of 784 Somerset street, who was in charge of the snow plow train to the effect that he had obeyed all orders in running his train.

P. Monette, station agent, at Lachute, testified that he had taken precautions to protect the snow plow special.

It is claimed that the snowstorm which was in progress at the time of the accident was to some extent, responsible.

09/03/1900 *Almonte Gazette**Chalk River**Almonte Strathcona*

Over one hundred Almonters took in the cheap trip today to see the parade of and presentation to the Strathcona Horse.

09/03/1900 *Almonte Gazette**Carp, Almonte and Lanark*

Now the cott on dealers are being urged to build the Carp-Almonte railway, a new rink, swimming baths, and many other useful institutions that the town now stands in need of. They will do it too - we don't think.

10/03/1900 *Ottawa Journal**Ottawa Electric**Strathcona*

## WILL BRIGHTEN THE WAY

In honor of the departure of the Lord Strathcona Horse on Monday, the Ottawa Electric Railway Company are suspending flags from every cross wire all the way from Somerset street to the Central Depot, via Bank and Sparks streets.

10/03/1900 *Ottawa Citizen**Chalk River*

The C.P.R. is engaged in surveying a new route from Arnprior to Ottawa--The present road from Arnprior to Carleton Junction is somewhat roundabout. The new project is to run parallel with the Ottawa river and between it and the O.A. & P.S. railway traversing the townships of Torbolton, Fitzroy and the western section of Carleton. --

12/03/1900 *Ottawa Citizen**Canada Atlantic**Central Depot Strathcona*

## THOUSANDS CHEERED THEM

Residents of the Capital Gave the Men of Strathcona's Horse an Enthusiastic Send Off

- - -

## At the Station

At the station there was an immense crowd and the enthusiasm was of a most demonstrative character. Thousands of loyal citizens cheered the western horsemen.

Strathcona's Horse had not been in town for three weeks without making scores of acquaintances, and if the hardy men are as successful in capturing boer kopjes as they were in captivating Ottawa femininity, the war will come to a speedy conclusion. Every car window was surrounded by many ladies bidding good-bye and receiving gracious smiles and souvenirs in return. The police authorities had lots of ropes and a score of stalwart men to keep the crowd back, but it was of little avail. The people were out to see the soldiers off and such slight obstacles as a two hundred pound cop or a line of three-inch rope were shoved aside without ceremony.

The men were accommodated by two trains, especially arranged by the Canadian Pacific officials with regards to the comfort and convenience of the history-making passengers. The first train, consisting of eight comfortable upholstered colonist sleepers and a pullman for the officers, was occupied but A and B squadrons, the non-commissioned officers and the commanding officer and staff. The second train carried C squadron and several officers.

On arriving at the station the men were drawn up in review order at the end of Besserer street and marched to the cars in companies. The task of entraining was accomplished with remarkable speed considering the density of the crowd and the anxiety of so many to get a last "shake hand" with the acquaintances. The first train pulled out sharp at 10.30 o'clock amidst thundering cheers and the strains of the 43rd band playing Auld Lang Syne, and The Girl I Left Behind Me. While the train could be seen from the station, the waving of handkerchiefs by the fair sex was acknowledged by the gallant lads.

The second train had to wait for half an hour and its occupants had that much advantage over their comrades in the way of leave taking. At 11 o'clock the gong sounded and as the train pulled out the ovation which was given the first train was repeated.

## BOUND FOR PRETORIA

## STRATHCONA HORSE LEFT THE CITY TODAY

A Message from Col. Steele, The Gallant Westerners Were Glad to get Away Although Their Stay was Pleasant

Haunted by the fear that they may not be in time to take part in the South African trouble, the Strathconas left the city today in two trains - glad to be off with the prospect of getting on board ship in a few days and sailing for Cape Town. The crowd along the streets and at the Central depot was not nearly so large as on other occasions of a similar nature, and they were as usual not in a cheering mood.

People who saw the cowboys come into the city a few weeks ago, and then saw them depart this morning in the military uniforms, would have great difficulty recognizing the nondescript crowd which arrived here recently from the west.

The horses were put on two trains at the Union depot last night, and sixty men detailed to look after them. The two horse trains left this morning at 7 o'clock for Halifax.

There were several things which conspired to make the street demonstration in honor of the departure of the Strathcona Horse this morning somewhat less notable than the display when the previous contingents departed.

Zero weather is not conducive to enthusiasm at any time, and when zero weather is accompanied by a raw wind that cuts through the heaviest clothing, there is rather great temptation to stay on the shelter. There seemed to be a little confusion in the public mind as to the exact hour that the troops would march uptown. This, together with the fact that there was one mounted parade and a church parade yesterday witnessed by thousands, rather divided the demonstrations in connection with the regiment.

Baggage was packed yesterday and the teamsters worked late into the night getting the supplies down to the depot. Most of the men were given a night off and spent the time trying to fix up broken hearts. For a couple of weeks a Strathcona uniform has proved a great attraction for the Ottawa girls, and in that time some very warm attachments have been formed. The boys said good-bye last night, were late to bed and up early. The bedding was the last thing packed, and at eight o'clock this morning everything was in shape for leaving the temporary barracks, which has given the troop shelter and a few colds during their stay in the city. The other day when the troop paraded to Parliament Hill it was sharp on time, and some people on this account missed the first part of the parade. Strathcona's Horse seems to be noted for punctuality, and this morning they paraded into town somewhat before the time that they were generally expected.

The parade from Lansdowne Park was started at nine o'clock and the men came in by way of Bank and Sparks streets to Central depot, headed by the bugle bands of the guards and the 43rd battalion. There was not a great crowd on the streets at the time, only a couple of thousand being distributed at corners along the line of march. The largest part of the crowd was at the corner of Sparks and Bank streets and at the corner of Sparks and Elgin streets. There was some applause, but the crowds on the streets was somewhat like the weather - a little chilly.

At the Depot.

The troopers arrived at the Central Depot at half past nine and at once commenced to board the trains. The crowd was kept well in bounds by city and Dominion policeman without much difficulty. The 43rd brass band stood between both trains and played while they were waiting the signals to leave. A great many of the troopers have made friends since they arrived, and all the friends were out in force. The Ottawa men were kept busy saying goodbyes. Bugler Graham was the center of one group of admiring and sorrowful friends.

The Marquis and Marchioness of Hertford were at the depot to bid farewell to their son, Lord Edward Seymour, who is a trooper in the force. Col. Cotton, district officer commanding, was also present.

All the arrangements were carried out as intended and both trains left the depot on the scheduled time. The first, made up of nine cars, carrying three troops each of "B" and "C" squadrons, and Col. Steele with the headquarters staff, drew out at 10.30 o'clock, and exactly half an hour later the second train of five cars with "A" squadron and one troop [sic] from "B" squadron and another from "C" squadron, left the depot amid the cheers of the crowd.

Speaking to a Journal reporter a few minutes before the train drew out Lt. Col. Steele said: "The people of Ottawa have treated us splendidly, and we have had a most successful time. We have had lots of hard work, but I am wholly pleased with the way the arrangements were carried out. I cannot speak too highly about the way we have been treated by the staffs in the different government departments, and also by the people generally. They have overwhelmed us with kindness."

15/03/1900 *The Record, Chesterville* *New York Central*

*Cornwall*

Work on the New York and Ottawa Railway bridge will begin shortly.

The heads of the different companies interested are beginning to arrive and considerable quantities of timber arriving for the cribs etc. necessary for strengthening the pier No. 5, of the bridge across the north channel and the reconstruction of pier No. 8.

The steel work has been shipped from Cleveland, Ohio and will arrive shortly.

The whole of the steel work for the shore span, in the south channel is piled upon the bank and that for the second span is ready for immediate shipment.

It is intended to make a big push to have all the work completed by the 1st July.

W.A. Porter, who will have charge of the erection of the false work says piles will be driven to support the false work the firm being determined to take no chances.

16/03/1900 *Almonte Gazette*

*North Lanark*

Friday's Ottawa Free Press had this: among the guests at the Russell yesterday were members of a deputation of leading citizens from neighboring municipalities on their way home after interviewing the Ontario government authorities with a view to securing a bonus for the North Lanark railway. They were highly satisfied with the assurances given them by the government of assistance towards the enterprise. The mineral resources and other advantages along the proposed route were ably set forth by Mr. J. E. Thompson, solicitor, of Arnprior. It is proposed to have the line run so as to connect the Kingston and Pembroke at Mile Lake, with the C.P.R. and C.A.R. at Arnprior. Among those on the deputation were mayor Howell, of Arnprior, the youngest and one of the brightest mayors in Canada; J. S. Thompson, solicitor; A. J. Campbell, J. S. Moir, representing the board of trade; John Stewart, Arnprior; J. H. Wiley, Almonet; W. Wiley, Niagara, and Andrew Bell, Almonte.

16/03/1900 *Almonte Gazette*

*Chalk River*

*Arnprior*

A member of the Strathcona Horse passing through Arnprior Sunday left the train when it stopped here to pay a hurried visit to some friends. Ere he returned the train pulled out, and inquiring how soon another was due he decided to remain with his friends until it should come. But no such good fortune was reserved for him. The train had not gone many miles before he was missed, and back it came to Arnprior after the missing trooper, who according to the rules of the service was made a prisoner by three of his comrades told off for the purpose. - Chronicle

17/03/1900 *Ottawa Citizen*

*Canada Atlantic*

*Central Depot*

A gas compression plant has been installed at the C.A.R. Central station for the supply of compressed gas to the passenger cars.

17/03/1900 *Ottawa Citizen*

*Canada Atlantic*

*Laurier Avenue bridge*

The bridge over the Canada Atlantic railway and other railroads at Maria street will be rebuilt this summer. Tenders for the work have been called for by the department of public works and the structure which for a long time has been an absolute necessity will be built as quickly as possible.

The present bridge has long since been condemned as unsafe but cannot be dispensed with as a connecting link between Sandy Hill and Upper Town.

17/03/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

At the car shops at Ottawa East, four box cars are being turned out completed each day. This has been the case for the past twenty days. One first class coach will be finished about March 20 and another by April 15. At the same time all the stock for the spring passenger business is being renovated and put into shape.

17/03/1900 *Ottawa Citizen* *Chaudiere* *Chaudiere*

Mr. Booth has 180 cars in service bringing logs from the McAuley branch which is about 138 miles west of Ottawa. About 75 of these cars are unloaded every 24 hours at the Chaudiere, the employees working day and night.

19/03/1900 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The Ottawa Car Works last week shipped two handsome cars to the Niagara, St. Catharines and Toronto railway. The company has two others nearly completed and will ship them in a few days.

20/03/1900 *Ottawa Free Press* *Sussex Street* *Rideau River*

The new C.P.R. bridge to replace the old St. Lawrence and Ottawa structure across the Rideau river is nearly completed. The last span is being placed and the whole iron structure will be finished in a few days. There has been no interference with regular traffic. The bridge is known as a pin and link one and consists of four sections.

21/03/1900 *Ottawa Citizen* *Hull Electric* *Aylmer*

Work is being rushed ahead on the new pier at the hotel Victoria, Aylmer. The pier extends into Lake Deschenes a distance of 300 feet and is being constructed of the strongest crib work.

21/03/1900 *Ottawa Citizen* *Pontiac Pacific Junction*

Work has been suspended on the line of the Pontiac and Pacific Junction Railway from Aylmer to Hull, but it will likely be resumed in the spring.

21/03/1900 *Ottawa Citizen* *Maniwaki*

Construction work on the Ottawa and Gatineau Valley railway which was being carried on above Gracefield has been discontinued. It will be resumed in the early summer.

23/03/1900 *Ottawa Free Press* *Pontiac Pacific Junction*

The Railway committee met today when the Pontiac and Pacific Junction bill was further considered.

Mr. Poupore, who had charge of the bill, offered an amendment that the company build the extension from Waltham to Ferguson's Corners before constructing the branch from Shawville to Pembroke, crossing the Ottawa river near Bryson. Mr. Poupore explained the extension from Waltham to Pembroke across Alouette Island would be dropped if the branch from Shawville to Pembroke was granted.

Mr. H.J. Beemer, president of the Pontiac & Pacific, opposed the amendment, stating that he had already got the Pontiac & Pacific into deep water endeavoring to meet the views of the people of Pontiac. Something had to be done now to place the road in a better financial position. The construction of the road to Pembroke would do this. He assured Mr. Poupore that as soon as the branch was built the city [sic] would extend the road to Ferguson's Corners. What the company wanted was to get its head above water, and it would then carry out Mr. Poupore's views. This was satisfactory to Mr. Poupore, who dropped his amendment and the bill was reported

23/03/1900 *Almonte Gazette* *Other*

The Carp Star says: "The C.P.R. Co. is contemplating building a line of railway from Arnprior to Ottawa, which will soon be constructed, making a more direct line from Arnprior to Ottawa than their present road by way of Carleton Junction. This new line will run through the townships of Torbolton, Fitzroy and the western section of the county of Carleton."

30/03/1900 *Eastern Ontario Review* *Vankleek* *Rockland*

C.A.R. Appeal

The Canada Atlantic Railway Company has entered an appeal in the court of appeals from the judgment of Justice Rose at Ottawa a few weeks ago, dismissing their action against the town of Rockland for \$6,000 in bonuses made to the Central Counties railway company. The Canada Atlantic company took over the assets of the other company and in consequence claims the bonuses.

30/03/1900 *Almonte Gazette* *North Lanark*

Wants the North Lanark R.R.

Judging by the following, taken from last week's Arnprior Chronicle, the citizens of the "sawlog town" have not benefited to any extent from railway competition: "Report has it that the C.P.R. is about to build a short line from Ottawa to Arnprior, taking in Fitzroy Harbor and Torbolton, not now served by any railway. The present C.P.R. line between the capital and Arnprior is, as advocates of the Parry Sound line used to say, in the form of a dog's hind leg, and is rather a roundabout course. Another line such as this running into Arnprior might give the town additional prestige, but it would not likely be of any more benefit than the C.A.R. has proven, a benefit to which the majority of citizens fail to see. Of greater good would be the North Lanark railway, if, as its advocates claim for it, it will pave the way for a smelter at this place." And "Will Lee," writing on the same subject, say: "With the C.P.R. short line built and the North Lanark Railway an accomplished fact four lines of railway will converge at Arnprior. This may be a good thing for the town, making it an inviting place for manufactories, but if many of the merchants and grocers had their way of it there would be a return to the old one-line days, when more people bought dry goods and groceries in Arnprior than is now the case. The promoters of the North Lanark scheme claim for it that it will make Arnprior the source of supply for a busy mining district and possibly give the town a blast furnace. If it can do one or both of these things it will be doing much."

02/04/1900 *Ottawa Citizen* *Ottawa Electric* *Britannia*

Through the kindness of the officials of the Ottawa Electric Railway company, a party from the press gallery of the house of commons, along with representatives of the city papers, were afforded an opportunity on Saturday afternoon of going over the extension to Britannia in one of the handsome cars which the road has had constructed especially for that traffic. Mr. T. Ahearn, president, Mr. J.D. Fraser, secretary, and Capt. J.E. Hutcheson, superintendent of the road accompanied the party and were most courteous in their treatment of the scribes. About twenty-five took the trip, the run from Elgin street to Britannia occupying but 25 minutes.

About one month's work remains to be done before the road is finally completed, but the cars run very smoothly, with the absence of jolting, notwithstanding that this line is as yet unfinished.

At Britannia there is every evidence of preparation for the very large traffic which the company expects this summer. Extending out into the Bay for a distance of 1,020 feet is an immense pier, constructed of stone, at a cost of \$9,000, and which will be used for promenade purposes. In the pier there are three openings to permit of the passing of boats, and at the end a breakwater will afford protection from the ice when it breaks up in the spring. From the end of the walk to the shore the water is only four feet deep and will thus furnish excellent facilities for bathing. The bottom is sandy and the beach will doubtless be the attractive feature of the new summer resort. The company also proposed to put up a large pavilion facing the bay, and a building for ladies and children. Arrangements are also being made for excellent sanitary conditions.

On the return trip, the distance from Britannia to Holland avenue, Hintonburg, was covered in the short space of eight minutes. The line will be opened early in May and the work of completing the construction will be resumed about the middle of this month. A ten cent fare from all points in the city will doubtless ensure popular patronage for the new line this summer. The courtesy of the officials was most heartily appreciated by the newspaper men.

Also covered in the Ottawa Free Press, same date.

**04/04/1900 Ottawa Citizen Sussex Street Rideau River bridge**

In blasting for the channel one of the piers under the C.P.R. bridge was moved several inches, although it was heavily constructed of stone. Traffic has been suspended until the bridge inspector reports on the matter. City Engineer Galt examined the structure this morning and states the pier has been moved but the bridge itself has not been damaged. The C.P.R. has notified the city engineer that the corporation will be held responsible for any damage that may have been caused.

Also reported in the Ottawa Free Press, same date. - structure moved two inches.

**05/04/1900 Ottawa Citizen Ottawa Electric Britannia**

One of the new Britannia cars that have been built by the street railway company was given a trial run up Sparks street this morning to test the efficiency of the Westinghouse air brakes with which it is equipped. The brakes worked in a satisfactory manner. The car was switched on the track beside the post office and in coming out to return along Sparks street the front wheels took right track but the rear wheels took another track. The car was backed up and the second time the rear wheels followed the front ones alright.

**06/04/1900 Almonte Gazette Chalk River Almonte**

A carload of Ramsay and Huntley young men and their teams arrived here by train on Wednesday, after putting in the winter in the shanties up north.

**06/04/1900 Ottawa Citizen Ottawa Terminal**

The C.P.R. has removed its option on certain property between Isabella and Catherine streets in connection with the proposed route across the city. No definite plan however as to the route to be followed has been announced as yet.

**06/04/1900 Almonte Gazette Chalk River Almonte**

Indignation in Town.

A report has been in circulation here this week to the effect that the C.P.R. Co., in spite of the many promises that have been made the past year or two regarding a new station for Almonte, are going to allow the ramshackle building that is now doing duty to remain as it is for a further period. This idea was strengthened on Saturday, when a number of C.P.R. painters arrived here and painted "A - L M O N - T - E" in large letters on the south end of the old barracks - as if travelers are not familiar with the station from its reputation as the worst possessed by any town the size of Almonte along the line. Our townspeople - businessman in particular - have been indignant at the thought that the promise of a new station for 1900 is likely to be broken; and the town council has taken steps to call attention to the disgrace to the town that the present building is - a disgrace to a big railway corporation as well; and there is no doubt that if the rumor should prove to be correct a deputation of red-hot citizens will give the C.P.R. authorities a lively interview. In view of the large business this town bestows upon the C.P.R. annually - said to be the best of any hereabout - there is no justification for the company putting up fine station buildings in the other towns and letting the present shabby, dirty and discreditable rookery here stand as it is - a building that is scarcely fit for use as a station in a back country village. If the C.P.R. authorities are alive to their best interests they will hustle along that new station without any delay.

**06/04/1900 Ottawa Journal Ottawa Terminal**

It is learned today that the Canadian Pacific Railway is again figuring on getting an entrance to the city parallel with the tracks of the Canada Atlantic Railway.

It is learned that within the past few days that the railway company has renewed its options for properties along Isabella Street and with this renewal it seems likely that the CPR intends getting into Centre Town that way, in preference to alternative routes which were under consideration.

**07/04/1900 Ottawa Citizen New York Central**

The question of freight terminals is still before the Ottawa and New York railway. The railway has not yet given its decision as to the right of the company for approaches to its property near the Central depot and it would appear that no ruling is to be made considering the fact that the case was argued nearly two years ago. The expropriation of land near the Deep Cut was not successful and the whole matter of terminals remains where it has been for months. When the line is completed some more definite and satisfactory arrangements will necessarily have to be effected.

**07/04/1900 Ottawa Citizen Maniwaki**

The Ottawa and Gatineau railway has ordered four new cars for excursion purposes. The cars will cost about \$1,200 each.

**11/04/1900 Ottawa Free Press Ottawa Electric**

The railway company will shortly erect a new car shed. The present sheds, which really consist of three departments or sheds, are inadequate to provide the necessary accommodation for the increased rolling stock. The new shed will be about one third the size of the present one. The question of site is now under consideration.

**11/04/1900 Toronto Star North Lanark**

Kingston Council has endorsed the building of the North Lanark Railway, which is to tap the K. & P. line near Flower station, and will use its influence with the Legislature to obtain the usual grant for the road.

**13/04/1900 Renfrew Mercury Chalk River Almonte**

A report has been in circulation here this week to the effect that the C.P.R. Co., in spite of the many promises that have been made the past year or two regarding a new station for Almonte, are going to allow the ramshackle building that is now doing duty to remain as it is for a further period. This idea was strengthened on Saturday last, when a number of C.P.R. painters arrived here and painted "ALMONTE" in large letters on the south end of the old barracks - as if travellers are not familiar with the station from its reputation as the worst possessed by any town along the line. Our townspeople, business men in particular - have been indignant at the thought that a new station for 1900 is likely to be broken; and the town council has taken steps to call attention to the disgrace to the town that the present building is - a disgrace to the big railway corporation as well; and there is no doubt that if the rumor should prove to be correct, a deputation of red hot citizens will give the C.P.R. authorities a lively interview. - Almonte Gazette.

**14/04/1900 Ottawa Free Press New York Central**

Some months ago the Ottawa and New York railway purchased from the Canadian Granite company eight lots of their property at the canal basin, the consideration being \$30,000. Subsequently litigation arose over the purchase, and as a result the Ottawa and New York assumed possession of the entire property, fourteen lots in all, on condition of the granite company withdrawing their suit.

It is understood that negotiations have just been concluded whereby the O. & N.Y. have disposed of the entire property to Mr. J.R. Booth who becomes owner of all the fourteen lots.

The figure at which the change was made is said to be \$35,000.

Mr. Booth was seen by the Free Press today but he had no information to offer about the purchase for a few days yet.

The Canadian Granite company, the sale of whose plant and stock was held Wednesday, have until May 1st to remove all effects belonging to them. It is understood Mr. Booth will erect new freight sheds on the property. The present accommodation has long been cramped and inadequate and the securing of the Granite company property, which faces on Nicholas street, Court House avenue and James street (a continuation of Wilbrod street) will afford Mr. Booth's road ample room.

*14/04/1900 Ottawa Free Press Canada Atlantic Central Depot*

Speaking of the proposed new Central depot today Mr. Booth said he was glad the contract for the militia stores building had been let. He hoped the contractors would push operations with all speed in order that he might get to work on the new station as soon as the government stores were removed. Asked if he had any intention of acquiring the burned Howe block in order to afford him more room for a station site, Mr. Booth said he knew nothing of the matter at all.

*17/04/1900 Ottawa Free Press Ottawa Electric Britannia*

Contractors Heney & Smith have a large number of men at work on the Britannia extension. The steam shovel is now at work in the gravel pit west of Britannia. An engine and long train of flat cars takes the gravel down to where it is needed. There is considerable ballasting to do on the road.

*19/04/1900 Ottawa Citizen Ottawa Electric Britannia*

Heney and Smith, the contractors, have a large gang of men at work on the electric line to Britannia. The workmen are engaged in ballasting and leveling the track.

*20/04/1900 Renfrew Mercury Chalk River Pembroke*

The work of renewing much of the timber on the C.P.R. bridge across the bay here has been done in quite a thorough manner. Pembroke Observer.

*20/04/1900 Ottawa Citizen Ottawa Electric Britannia*

The new pavilion which the Ottawa Street railway company is erecting at Britannia is well advanced and will be completed by the time the extension is ready to be operated. It is situated adjacent to the promenade pier which extends out into the bay for over 1,000 feet.

*20/04/1900 Ottawa Free Press Portage du Fort and French River*

Portage du Fort and French River railway bill defeated in committee by 19 to 21.

*20/04/1900 Ottawa Citizen New York Central*

The Ottawa and New York railway is making arrangements to move its car and mechanical shops from Santa Clara, New York to Ottawa in the latter part of July or early August. Negotiations are now going on for a site for a location and it is expected that one will be purchased very shortly. A large building will then be erected according to the plans which have been prepared and the plant installed. About 125 hands, it is announced, will be employed in this department of the road.

The first locomotive that the company has brought from the American side arrived in the city this morning. It is of a somewhat unique pattern and it is said to be the first double stack engine used in Canada. The two small smoke stacks which take the place of a large one increase the draft, thus causing a great degree of heat and producing more steam. The locomotive is not a heavy one but is calculated to run at a rapid speed. It will be pressed into service on the Ottawa and Cornwall division of the line.

*21/04/1900 Ottawa Citizen New York Central*

The entrance of the Ottawa and New York railway to its freight terminals and the conditions upon which the property can be reached is likely to be determined within a short time. The announcement is made that Mr. J.R. Booth has acquired a large portion of the O. & N.Y. freight terminal property back of the Central depot and to which the line has so far been unable to obtain right of approach. The C.A.R., by acquiring the property will, it is understood, consent to the O. & N.Y. coming in as tenants subject to whatever conditions may be imposed. It is also rumored that the C.A.R. will make provision for the Ottawa and Gatineau freight terminals by acquiring the additional property.

*26/04/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge*

An increased staff is now engaged on the interprovincial bridge erecting the iron work and making rock excavations. A large steam drill is being used at the stone work at Nepean Point. Operations are so far advanced that the usual rise of water in a few days will not interfere with the work to so great an extent as formerly.

*26/04/1900 Ottawa Journal Prescott Chaudiere*

The CPR station on the Chaudiere and all the freight houses were destroyed. Both railway companies on the Chaudiere had engines at work at removing the cars.

*26/04/1900 Ottawa Journal Ottawa Electric Chaudiere*

Account of the great fire - an electric car which had been stopped opposite Booth's will probably be destroyed.

*26/04/1900 Ottawa Citizen Pontiac Pacific Junction*

The Pontiac and Pacific Junction will resume work in a few weeks on the extension of its line from Aylmer to Hull. As a considerable part of the work is already well advanced about six weeks should finish it.

*27/04/1900 Ottawa Citizen Canada Atlantic Ottawa Fire*

A detachment of the Montreal fire brigade arrived at 6.50 over the C.A.R. It consisted of an engine, a reel, 8 men in charge of a chief and 5 horses. The trip from Coteau was made by engine 622 in 1 hour, 55 minutes. Another engine arrived from Montreal at 7.05 p.m.

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HAVE GONE HOME

The Montreal fireman left the city this morning.

The Montreal Detachment returned to that city at four o'clock this morning. The Brockville and Peterborough brigades also returned this forenoon after paying their respects to Chief Provost. One of the Montreal men stated that when the train was at Coteau the clouds of smoke could easily be seen

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FOR RELIEF FUND

a great many friends OF the sufferers from yesterday's fire have requested the Canada Atlantic Railway company to give them an opportunity to come to the city and render what assistance they possibly can, and that company has very kindly agreed to run special trains from all stations, Valleyfield, Hawkesbury and intermediate points, to Ottawa, also from Pembroke and stations east, at a very low rate of fare. Twenty-five per cent of the revenue from these trains will be turned over to the relief fund.

*27/04/1900 Ottawa Citizen Ottawa Electric*

The old power house of the Ottawa Electric Company, the old arc light generator, and one of the lightning power houses were destroyed. The power was supplied last night from the standard power house and the auxilliary steam plant. The street railway service today will be operated from the brick power house near Pooley's bridge. Yesterday the street railway service was stopped from 2.15 till 8.40 p.m.

*27/04/1900 Ottawa Citizen Renfrew*

The trains on the Parry Sound were cut off yesterday afternoon, a man being sent out to flag the mixed train, which is due about 5 o'clock. The lumber piles were then on fire on both sides of the tracks.

*27/04/1900 Ottawa Citizen Chaudiere Chaudiere*

The C.A.R. bridge through the lumber yards at the end of Division street was not destroyed, and at about 10 o'clock an engine with several cars attached, passed over it. Passing between two walls of smoke and flame, the cars and engine formed a peculiar silhouette against the red sky.

27/04/1900 *Ottawa Journal* *Carleton Place*

No sooner had the lumber piles taken at the Chaudiere bridge on the Ottawa side than the piles west of the C.P.R. union station caught from flying cinders.

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A great many C.P.R. cars, together with the station, freight sheds, roundhouse and other structures were burned.

27/04/1900 *Ottawa Journal* *Canada Atlantic* *Ottawa Fire*

During the afternoon Brockville was asked to send any assistance that could be spared from that town. An engine and a reel of hose was sent out and was accompanied by a party of ten. The special left Brockville at 6 o'clock, but did not reach Ottawa until nearly 10. When Smith's Falls was reached it was learned that the engine could not be landed in the city over the Canadian Pacific railway, and the train was run down to St. Polycarpe Junction and in over Canada Atlantic tracks to Central depot. The fire was well under control so that the steamer was not unloaded, but the Brockville firemen gave every assistance they could otherwise. They say that running down from Smith's Falls that the reflection of the fire was quite visible and that before they left Brockville at 5 o'clock that volumes of smoke were pouring over the town.

27/04/1900 *Almonte Gazette* *Carleton Place* *Ottawa Broad Street*

Just before going to press the GAZETTE learns by telegram that a fire broke out in Hull this (Thursday) morning, and spread so rapidly owing to the very high wind that the greater part of the city has been destroyed, the appliances for fighting the flames being practically useless. The fire spread across the river to the Chaudiere lumber piles, which with the sawmills are burned; and at latest reports the flames had reached the C.P.R. station in Ottawa, which is likely to be destroyed, with other buildings in that neighborhood. Ottawa has applied to Montreal for assistance. The greatest excitement prevails- a veritable panic.

Three o'clock p.m.- the C.P.R. station is destroyed, and the fire is making a clean sweep of that whole section of Ottawa. The waterworks building is threatened. The train from Montreal for Winnipeg cannot get past Hull, and the Winnipeg train for Montreal is held at Britannia. The dense smoke from the fire is plainly seen from the Almonte station.

27/04/1900 *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

A Citizen reporter came close to being scorched when giving his office details of the fire from the C.P.R. station. When he left the building it was enveloped in flames, while on nearly every side fire was raging and an escape was effected just in time.

The C.P.R. train service was uninterrupted today. A small office in connection with the roundhouse on the Richmond road was improvised as a station. The trains both going from and coming into the city were crowded. The roundhouse was not injured as was at first reported.

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Mr. F. Lapointe, landing waiter at the C.P.R. freight sheds, had a narrow escape from meeting death in the flames. Business men were busy removing merchandise in bond and the officer was delayed in the building, he being the last to leave. His hair and face were severely burned in making the exit. The goods lost in the fire, which were in bond, were valued at \$100,000.

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Sergt. Robillard, of the police force, discovered a dead man just outside of the C.P.R. freight sheds. The corpse showed more evidence of the man having been suffocated rather than having been burned to death. He took charge of the articles found on the body, but there was nothing that would give any clue to his identity. The sergeant gave orders that the coroner should be notified and also telephoned Harris and Brady. Up to a late hour last night, however, the corpse lay there, stark and stiff.

It seemed apparent that the deceased had been in the freight sheds when they caught fire, and had been overcome just as he reached the door.

27/04/1900 *Ottawa Journal* *Ottawa Electric* *Ottawa Fire*

The electric railway power house destroyed and the street car service crippled for a while.

27/04/1900 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

Hawkesbury

A meeting took place of the board of education took place last night and decided to put up a fence between the play grounds and the C.A.R. station.

27/04/1900 *Ottawa Journal* *Maniwaki*

The Gatineau Valley train did not go up last night. Ottawa and Gatineau Railway regular passenger train will leave site of old CPR union station on time 5.20 this afternoon. No freight accepted. (on account of the Ottawa-Hull fire).

27/04/1900 *Cornwall Freeholder* *New York Central*

The first American locomotive was brought over to this side last week and it is the first double stack engine to operate in Canada.

28/04/1900 *Ottawa Free Press* *Carleton Place* *Ottawa Broad Street fire*

C.P.R. estimate of losses due to fire is \$300,000. This includes station, structures, track, freight sheds and freight for which it is responsible.

28/04/1900 *Ottawa Citizen* *Carleton Place* *Ottawa Broad Street fire*

No direct reference to railways

Page 5 column 3 REAL DANGER

Senator Thinks It Is In The Lumber Piles

CLEMOW ON THE FIRE

He Points Out That Such a Disaster Was Feared Years Ago

Page 4 column 3

The Situation Estimates of Damage etc

28/04/1900 *Ottawa Journal* *Carleton Place* *Ottawa Broad Street fire*

No direct reference to railway

Page 4 column 4 LUMBER PILES A MENACE

SENATORS THINK THEY SHOULD BE REMOVED

The Danger of Having Them Piled in the City Limits Pointed Out by the Senate

28/04/1900 *New York Times* *New York Central*

Henry W. Gays, President and General Manager of the New York and Ottawa Railroad, was appointed receiver of that line yesterday by Judge Lacombe of the United States Circuit Court, on the application of Alanson T. Enos of Englewood, N.J., a judgment creditor of the company. Mr. Gays filed a bond of \$50,000. (more)

30/04/1900 *Ottawa Citizen* *Ottawa Electric*

ELECTRIC RAILWAY NOTICE

The green line cars now run through the burned district to the slide bridge. Hull can be reached by means of temporary bridge now constructed.

## SUNDAY ON STREETS

Some Idea of the Scenes Witnessed by Thousands of People.

The scene on the streets yesterday was like that during one of the busiest periods of fair week. Hundreds of excursionists from all over the country thronged to Ottawa to look over the ruin wrought by Thursday's disastrous conflagration. The uptown hotels were crowded, and an unsophisticated observer might imagine the city must be the scene of some fete of unusual note. The cars on the lines leading to the burnt district were crowded far beyond their ordinary capacity, and the company did a rushing business. The liveries and hackmen were also on the hustle, and fully 40,000 people must have visited the destroyed area during the day. The quarter which probably attracted the most attention was that at the Chaudiere bridges, where the great destruction to industrial concerns was most apparent. The bridges themselves, twisted and warped out of all resemblance of the condition in which they were supposed to do duty, formed an awe-inspiring spectacle, and were the object of much camera attention. Another spot much patronized was the site of the C.P.R. station and freight sheds, where workmen were busy all day clearing away debris and putting down a new platform. Mr. Burgess, the railway restaurant man, has a tent erected on the site of the burnt depot, and a regular business is going on. The C.P.R. has a passenger coach fitted up as a temporary office for the train despatchers.

The police were preventing people from crossing the Chaudiere bridges yesterday, as it was feared some accident might occur, passage having to be made on nothing more substantial in some places than a street car rail.

The C.P.R. has several big derricks at work lifting up the debris from the yard and placing it on flat cars, so that the ruins around there will all soon be cleared up.

## MANY EXCURSIONISTS

Visited City Yesterday on C.A.R. and C.P.R. to Take in the Fire Scenes.

Ottawa was the Mecca to which thousands of people came yesterday to view the awful area over which the devastating element swept on Thursday, taking in its path such destruction and causing such misery. Special trains on the Canada Atlantic system brought 1,000 people from Valleyfield, 300 from Hawkesbury, 500 from Rockland, and nearly 1,200 from Pembroke and intermediate stations.

The C.P.R. landed about 600 people in the city yesterday from outside places at the site of the burned station. They came in on the regular trains about 9.30 a.m., and were from Pembroke, Smith's Falls, Perth and Brockville. The scene at the old C.P.R. site was quite lively all day long.

*01/05/1900 Ottawa Journal Canada Atlantic*

\$700 ALREADY, \$1,000 EXPECTED

The Canada Atlantic Railway has handed to the relief committee \$700 as part of the proceeds of the excursions into the city on Sunday. It is expected that when all returns are in the company will be able to hand over \$1,000 to the fund. Then hundreds of excursionists who came into the city on the Canada Atlantic trains on Sunday greatly appreciated the opportunity afforded them of seeing the ruins of the fire swept district, and at the same time most of their money goes to the relief of the sufferers.

*01/05/1900 Ottawa Citizen Winchester Bedell*

## Fire at Kemptville.

Kemptville, Ontario, April 30 (Special) The fire brigade was called out this morning at 1.15, for service at Kemptville Junction, the large water tank having caught fire, in the roof, from a defective chimney. After Station Agent W. Hadden had secured the consent of the reeve to have the fire apparatus go outside the town limits, six or eight of the brigade were quietly awakened, and, with the engine and one reel, were at work with one heavy stream at the Junction, two miles distant, over very, very bad roads, in twenty-five minutes. The tank roof was badly damaged, but the efficiency of the of the supply apparatus was saved.

*01/05/1900 Ottawa Free Press Ottawa Electric*

The Ottawa Electric street railway set a large number of men to work this morning restoring their track, poles and wires from Mackay's mill to the terminus of the line in Hull. A car will be taken across the river today on a boat and ?? other side of the burnt bridges to the Hull terminus. Passengers using the green line will be given transfers. On arrival at the ? bridge they will then only have to go about 100 yards to the bridge at the bulk head which is 34 feet wide (this part is mixed up) They can then take the car on the other side of the bridge, the transfer being good to ride into Hull.

More details about temporary arrangements as a result of the fire.

*01/05/1900 Ottawa Citizen Carleton Place*

The Canadian Pacific railway, out of respect to feelings of fire sufferers, came to the conclusion it would not be advisable to run excursions of sightseers to the Capital, and this explains the reason no excursions came in over their line Sunday.

*01/05/1900 Ottawa Citizen Hull Electric*

The temporary bridge at the Chaudiere has not been completed as yet and passengers are forced to walk around by the booms. It is expected the track will be repaired sufficiently today to permit the Aylmer cars to run into Hull..

*02/05/1900 Ottawa Citizen Renfrew*

## MEN GIVEN WORK

Renaud & Co., of Murray street, yesterday sent up 100 men, principally sufferers from the fire, to Canoe Lake, to work in the lumber camps of Messrs. Gilmour & Co. About 250 more are required and good wages will be paid as well as railway fare..

*02/05/1900 Lanark Era Brockville and Ottawa*

## MAC'S RECOLLECTIONS

Summary history of the Brockville and Ottawa Railway  
Page 8 column 1

*03/05/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric*

The Metropolitan Electric company have some 110 men working at Britannia. The water is high and some temporary dams have been built, to keep it from falling into the pit. Rock cutting is the principal work being carried on at present. A locomotive and fifteen cars are drawing stone to rip-rap the embankment. Three steam drills are also at work. The crib work is being pushed ahead rapidly.

*03/05/1900 Ottawa Free Press Sussex Street Rideau River*

The new four hundred foot bridge of the C.P.R. across the Rideau river near Sussex street is now completed. The finishing touches were put on the structure yesterday. The pin is known as pin and link one, is built of iron and consists of four spans. It rests upon three piers and two abutments.

The work of placing it in position has given employment to a large number of men. The Hamilton Bridge Works company had the contract, which was looked after by Messrs. James Hill and Jas. A. McGill. --



## C. P. R. IMPROVEMENTS

Mr. Tait Outlines What the Company Proposes Doing at the Chaudiere.

Mr. Thomas Tait, general manager of the Canadian Pacific railway system east of Fort William, and Mr. C. W. Spencer, superintendent of the Eastern division, were in the city yesterday looking after the company's interests in connection with the replacing of the Union depot and freight sheds.

Speaking to a representative of the Citizen, Mr. Tait said the company has under consideration the erection of a new station, and big freight sheds, commensurate with the growing importance of Ottawa as a commercial center.

"You may state as an official announcement from the company," said Mr. Tait, "that the location, facilities, and size of the proposed buildings will depend altogether on the assurance given the company by the city that it will be reasonably protected from fires. The company does not propose erecting costly buildings if they are to be surrounded by lumber piles and wooden shanties. If reasonable protection is guaranteed, the company is prepared to go ahead immediately with the erection of a station which will be a credit to the city and quite in keeping with the policy of the C.P.R. in building magnificent stations at all important centers. Arrangements have been made so that the station can be located quite convenient to the heart of the city. The freight sheds will be three or four times the size of those destroyed and will be constructed with a view to the ornate in architectural design."

Mr. Tait said that prompt action would be required, as the company could not long continue unloading passengers with a tent as station accommodation, and if the city meets the company's views on the question of fire protection, a large number of men will be put to work immediately thus helping on the work of relief to the sufferers.

## AN EXPERT OPINION

Apropos of Mr. Tait's request for protection from fire feeders in the shape of lumber piles and wooden houses, the Citizen reporter interviewed one of the best authorities in the city on shipping, and especially in connection with the lumber business. The gentleman, who is largely interested in the industrial development of the city, said that now is the time to take action to have the piling grounds removed outside the limits. Ottawa is growing, he said, and needs the valuable land now used for piling grounds for building lots. It should be surveyed into lots, streets opened up, and it will not long be vacant. The city is bound to grow, and it is now a question whether the municipality wants these lands to be occupied by people or to continue the piling grounds, and allow the city to grow out beyond them, and thus keep piles of lumber in the heart of the city, dividing one section from the other. As to the inconvenience to shipping, said the gentleman, there is very little in the objection made in that respect. Nearly ninety per cent. of the lumber is now taken to the piling grounds by horse or tram, so that the matter of a mile or two further haulage would not hamper the trade in the slightest degree.

No one would object to a limited amount being piled near the mills, but the millions of feet which had encircled the city in the past were a standing menace to the safety of the whole city, and one of the biggest drawbacks to the establishment of manufacturing industries. Capitalists are not going to build, and live in constant dread of being wiped out, when they can go elsewhere and be given reasonable protection. The gentleman, who does not wish to have his name published, said that in his experience as a shipper, covering many years, he never found the railways backward in helping trade and felt sure that spur lines would be built to piling grounds located a mile or so outside the city. That the bulk of the lumber is moved by train is easily proven by a trip to the piling grounds now in use, and to lengthen the run would do the lumber trade no harm, and would greatly benefit the city.

The wiping out of so large a section of the city should cause a unanimous demand from the people that the council take immediate action in the matter, and this should be backed up by drastic measures on the part of the Dominion government, which is in duty bound to the country at large to protect the Dominion property.

04/05/1900

Ottawa Citizen

Pontiac Pacific Junction

## FIRE

Pontiac Pacific Junction Railway and Ottawa & Gatineau Railway special train will run on both above lines to scene of great fire on Sunday May 6. A large percentage of receipts from excursions will be turned over to relief committee to help fire sufferers.

04/05/1900

Almonte Gazette

Carleton Place

Ottawa Broad Street fire

Page 7 excerpts.

Montreal, Peterborough and Brockville were appealed to for help to fight the fire, and each sent a steamer and some men by special train. About 1.30 p.m. the fire destroyed the bridge between Hull and Ottawa, and swept over into the Chaudiere district. Fortunately the wind about this time shifted from west to east, else a large part if not the whole of upper town would have been swept out of existence. All the Chaudiere district, including the sawmills, flour mills, electric railway and other powerhouses, the C.P.R. station and freight sheds, were destroyed, with about 200 freight cars, many of them filled with goods.

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Mr. C. W. Spencer, general manager of C.P.R. lines east of Fort William estimates the damages to the company's property on a conservative estimate at \$250,000, covered by insurance. The losses in the C.P.R. yards include a car of machinery from the Massey-Harris company, 24 cars of merchandise, two cars of telegraph poles for the O.E. Railway, one car of machinery for George Mason, lumberman; one of switches for the O.E. Railway, 60 barrels of oil belonging to the C.P.R. The books from the freight sheds were saved, but with a few exceptions. Nearly all the merchandise in the freight sheds was destroyed.

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Page 8 excerpts

Dr. Steele and Mr. A.C. Wylie, of this town, who went to Ottawa Thursday evening, found the charred body of a man in the C.P.R. yard.

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Almonte was greatly excited over the fire last Thursday evening, when the reflections from the flames could be seen distinctly, and there was no means of getting news, the telephoning and telegraphing systems being knocked out for a time at Ottawa.

04/05/1900

Almonte Gazette

Chalk River

Almonte

Porter J. White's "Faust" company will pass through Arnprior in their special car on Monday at 9.45 a.m.

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Porter J. White's company of twenty-three people will present Goethe's masterpiece, "Faust," in the Almonte town hall next Tuesday evening. This is one of the few opportunities Almonters have had of enjoying an intellectual feast of this kind, and, as the company has a good reputation, it is worthy of good patronage. The company travels in a special car. They play in the Russell Theater, Ottawa, Friday and Saturday of this week.

04/05/1900

Almonte Gazette

Chalk River

Pakenham

The C.P.R. station roof took fire a few days ago from sparks from an engine, and but for the fact that it was noticed by some of the neighbors and water promptly applied there would have been another station to build on the C.P.R. Co's. transcontinental line.

04/05/1900

Almonte Gazette

Chalk River

Almonte

The C.P.R. Co. gave a cheap rate to Ottawa at the end of last week. 175 Almonters took advantage of it and went down to see the ruins.

Wants damages.

Mr. J. Therrien has taken an action against the C.P.R. for \$50 damages for killing a horse. Mr. Therrien's daughter was driving the horse at the time the train struck the animal. Miss Therrien was uninjured. The case is likely to be tried in Plantagenet. Mr. F.W. Thistlethwaite, solicitor for the C.P.R., will defend the C.P.R. in this case.

05/05/1900 Ottawa Citizen Chaudiere Chaudiere

The Canada Atlantic damage consists principally in misplaced tracks and the upset condition of its yards at the Chaudiere. The flatcars and lumber loaded on them were removed from the yard as soon as the fire commenced to spread.

05/05/1900 Ottawa Citizen Carleton Place Ottawa Broad Street Fire

**FIRE AREAS**

Prove a Hard Subject for Civic Committee

NO DECISION COME TO

The Matter Will be Further Dealt With in Council on Monday

Readjusting fire areas and adopting regulations, the stringency of which may restrict or drive out altogether Ottawa's immense lumber industry, is too delicate a matter for the fire and light committee to deal with precipitaitiy; so that body, after considerable discussion last night, decided to defer any action in the matter until a later date. Some of the aldermen favored sending the report of the sub-committee to council on Monday night, while others were anxious to secure the opinion of the board of trade. In consequence the whole question, after a week's consideration stands as it was, and leaves the civic savants to deal with it as they see fit.

At the meeting last night Chairman White presented the report of the subcommittee, recommending.

"That the extension of the area B be bounded on the north by the Ottawa river, westerly from Kent street to C.P. railway bridge over the Ottawa river, thence southerly along the Canadian Pacific railway tracks to a point 100 feet south of Somerset street, thence southerly to Concession street, thence southerly to a point 100 feet south of Ann street, thence easterly to Bank street."

The sub-committee also recommended that not more than half a million feet of lumber should be allowed in any one yard.

Ald. Morris contended that the report was irregular. It appeared, he said, that the course suggested was a somewhat zigzag one, and calculated to benefit certain properties. The area should be struck on straight lines.

Building Inspector Pratt said the whole area proposed was at right angles. The boundaries under the clause referred to were much more regular than in the present area. He produced the plan of the city, in which the proposed extension was shown, as calculated to be square in form.

More general remarks followed page 5 column 3

05/05/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street

(C.P.R.) .. The trains are now running to the old site of the depot as usual.

05/05/1900 Ottawa Citizen Maniwaki Chaudiere

The Ottawa and Gatineau Railway lost twelve flat cars. Its passenger coaches in the yard at the Union depot were removed in time to prevent their destruction.

07/05/1900 Ottawa Journal Ottawa Electric

**THE LUMBER PILES A MENACE TO CITY**

Electric Railway won't Lease its Vacant Land on Victoria Island for Piling Purposes.

Mr. Soper of Ahern & Soper, seen by a Journal reporter today, regarding the danger of lumber piling in the city said: "We endorse The Journal's attitude on the lumber piles. The menace to the city is unquestionable. The reality of the danger is not new. The conflagration has simply brought the matter home, and has ? the property of those who have watched the belt of lumber gradually encircling the city from year to year. The loss of life and property in Ottawa was directly and only due to the lumber piled at the Chaudiere. This fact is known to the thousands who stood on Parliament Hill and watched the beginning of the fire on the Ottawa side of the river.

"As we understand the subject there is no attack being made upon any particular individual, but upon a practice that if continued means the destruction of Ottawa as surely as Chaudiere and Rochesterville were destroyed. If the maintenance of such a practice is worth the price we have just paid for it, then we should continue the practice. The proposition seems a simple business one. We may say that that ?? does the Electric Railway Company consider the land for piles that it has just declined to lease for lumber piling purposes ? acres of vacant land formerly used for piling lumber, owned by the company on Victoria Island. We are satisfied that if lumber piles were placed upon the land they would prove a menace to upper town, and in case of high wind to the whole city."

07/05/1900 Ottawa Citizen Pontiac Pacific Junction

About four hundred passengers arrived here on the excursion train from Waltham on their way to Hull to visit the scene of the fire. It is the intention of the P. & P. J. railway company to hand over a large percentage of the receipts for relief work.

07/05/1900 Ottawa Free Press Hull Electric Hull

The electric cars are now running down Main street as far as the ferry landing.

07/05/1900 Ottawa Citizen Canada Atlantic

**VISITORS TO FIRE AREA.**

The scene of the recent fire afforded at [sic] attraction again yesterday for many hundred excursionists to the city. Special trains were run on the Canada Atlantic railway from Swanton and intermediate points, Hawkesbury and Rockland, and brought about one thousand people.

A. special on the Ottawa and Gatineau road was patronized by about three hundred excursionists.

The visitors went all over the burnt district of Hull and Ottawa and the electric railway system had a very large traffic.

07/05/1900 Ottawa Journal Canada Atlantic Ottawa Boraad Street fire

**RUINS VIEWED BY HUNDREDS**

Fewer Visitors at Lansdowne Park

Ottawa's fire ruins are becoming quite an attraction for excursionists from outside points. There were two large excursions to the city yesterday. One came over the Canada Atlantic railway from St. Hyacinthe and intermediate points, and brought in between 260 and 300 passengers. The other came over the Ottawa and Gatineau Road and also brought in over two hundred. The strangers left early in the evening for home.

Hundreds of people inspected the fire ruins yesterday afternoon. The temporary bridge over the slide at the Chaudiere, just completed, enabled the crowds to get across to Hull handily and in consequence most of the sightseers went to the sister city. A fierce gale blew, similar to the one that prevailed the day of the big fire. There were clouds of blinding dust and the weather was disagreeably cold, but that did not deter the sightseers.

07/05/1900

Ottawa Free Press

Chaudiere

Chaudiere

The Canada Atlantic Railway company have almost completed rebuilding the trestle work in the rear of the old Martin, Warnock and Company's mills, which was destroyed in the fire. As soon as the rails have been laid over this trestle the Canada Atlantic will be able to run their trains to the Chaudiere again.

08/05/1900

Ottawa Journal

Carleton Place

Ald. White Fathers a Stringent By-law

WOULD BANISH LUMBER PILES FROM THE CITY

And Require Fire Proof Roofs Within Areas A and B: Board of Trade will be Given a Chance to Discuss

Contrary to expectations the city council did not spend very much time last night discussing the fire area and lumber piling question.

The subject was not in shape which permits of discussion.

Ald. White introduced a by-law dealing with the question, but he was content to let it stand with a first reading. Printed copies will be sent to the Board of Trade to-night, and the by-law will probably form the basis of discussion there.

The by-law is a most stringent one - much more stringent than the one proposed by the sub-committee of the fire and light committee. After the apparent desire on the part of some of the aldermen at the fire and light committee meeting to shirk any responsibility on the matter, Ald. White concluded that a stringent by-law would be the proper means of dealing with the matter. Those who have objections will have to take the responsibility of attaching their names to amendments making it less stringent.

The by-law was just given first reading. The council may be guided somewhat by the action of the Board of Trade, and a special meeting of the council will be called to discuss the question on the second reading of the by-law.

Its Provisions.

The by-law proposes to put the Chaudiere district as far west as the Canadian Pacific Railway bridge over the Ottawa in area B. The line will be followed south to a point 100 feet south of Somerset, east to Concession, south to Ann and east to Bank. This will make a very large addition to area B. The by-law also proposes to prevent the construction of wooden roofs in areas A and B in future. Roofs must be of tin, iron, copper, zinc, gravel, or some incombustible material. No iron-clad building will be allowed in area B within sixty feet of the street line. At present they are allowed right up to the street.

The proposed restriction in regard to piling lumber is that not more than 500,000 feet be allowed in any one yard or to be piled by any one firm within the city limits. This would practically kill the piling by lumber firms and would simply be enough to allow factories to operate. The by-law would also prohibit the piling of more than fifty cords of wood in any wood-yard in the city.

09/05/1900

Ottawa Journal

Carleton Place

LUMBER PILES - SHINGLED ROOFS

The Dangerous Features of Both

Board of Trade Discusses the Matter and Appoints a Committee to Investigate and Report as Early as Possible

Page 2 columns 3 and 4

Excerpt:

Needed Broad-Minded Treatment.

The settlement of the question, Mr. McRae said, would involve inconvenience for some of the committee, but the business was important to the interests and credit of the city, and the board. He had been accused of acting for interested parties in the matter but speaking as one who had lost heavily in the fire, he felt he had a right to be heard.

The board would have to deal with the question in a broad-minded manner. It was not sectional in its importance. A by-law prohibiting lumber piling in the city would affect not only the Chaudiere mills, but would apply also to Messrs. Thackray and Davidson, the W. C. Edwards Co., J. A. Desrivieres, and other establishments, such as Harris and Campbell's factory. The committee would deal with the question broadly, pointing out the place, where the city was menaced, and with the combined intelligence of the members of the committee, he felt sure their report would be satisfactory to the citizens and also to the interests involved.

09/05/1900

Ottawa Citizen

Carleton Place

THE BOARD OF TRADE AND LUMBER PILING

Mr.J.R. Booth Makes Out a Strong Case From His Standpoint on the Question at Issue and Has Many to Support Him

Decision That Caution is Necessary and a Strong Committee Appointed to Report Back to the Board.

The far-reaching influence of the great conflagration of April 26th, the magnitude of the interests involved and the momentous issues arising therefrom were fully exploited at a meeting of the board of trade held last night. It was the largest meeting of the board held for years. The room was packed, the seating capacity being inadequate, many having to stand for hours. The lumber princes were out in force and put forth strong arguments in reply to the attacks on the lumber piles. Mr. John R. Booth spoke for about three-quarters of an hour, and made out a strong case for the lumbermen. The meeting reached no definite conclusion as to the merits of any of the questions raised, deciding that calm, dispassionate investigation should be made into all the interests affected. A strong committee composed of representative citizens was appointed to investigate and report back at the earliest possible moment.

Page 3 columns 3 and 4

09/05/1900

Ottawa Journal

Carleton Place

WAITING FOR THE CITY

C.P.R. Will Have Their Plans for new Depot Ready in a Few Days

Mr. C.W. Spencer, general superintendent of the Canadian Pacific Railway, was in the city yesterday in connection with the acquisition of some property by the company near its property on Broad street. Mr. Spencer says that the C.P.R. has purchased the Rochester property lying between the depot site and the Canada Atlantic track, and now own the entire block bounded by the Canada Atlantic track, Broad Street, Oregon street and the Ottawa river.

Mr. Spencer says that the C.P.R. is only awaiting the action of the council in regard to the piling of lumber in the Chaudiere district before going ahead with the new buildings. If the city is prepared to make the proper regulations, and he believes that the piling of lumber is a menace, Ottawa will be given an exceptionally fine depot. Mr. Spencer says that their architect is at present working on the plans and they will be ready in a few days.

## Lumber Piling on a Large Scale

A Yellow City of Lumber Being Reared Over the Piling District of the Burned Area. Booth's Mill is Running Full Blast.

While the city council and the Board of Trade is actively engaged in settling the lumber piling question, the lumber interest is working out a solution for itself.

A great yellow city of lumber piles is rearing itself with marvellous rapidity over large sections of the burned area of the city, both in the Chaudiere and the section lying along the Prescott line of the Canadian Pacific railway between the Richmond road, Somerset street and the southwestern limits of the city. There are a hundred big piles of new lumber spread over the burned area, and the number is being doubled as rapidly as a long procession of lumber rigs between Booth's mills and the piling grounds can operate.

Booth's big mill was started operating on Monday, and last night a night gang was put on Mr. Booth has to have some place to pile the sawn timber, and is using his old piling ground, while the fears of the fire and light committee that lumber would be back in its old place before the question could be settled seem to becoming an actual fact. Lumber is being piled along the river front between Booth's mill and the Canadian Pacific railway track, a small quantity is being piled between Bridge and Sherwood streets, more is being piled on the old piling grounds along Richmond road, in a short space of time the lumber piling district will present its old time appearance.

11/05/1900

*Renfrew Mercury**Eganville**Eganville*

The C.P.R. Co. is making some local improvements. Men are at work planking the railway for several hundred feet east of the post office. - Eganville Enterprise.

11/05/1900

*Almonte Gazette**Carleton Place**Ottawa Broad Street fire*

It is said that the C.P.R. want the lumber piles removed from the neighborhood of their old station at Ottawa as a condition of their rebuilding there.

11/05/1900

*Renfrew Mercury**Kingston (CP)**Renfrew*

A locomotive from the Kingston Locomotive Works came out this week on the K. & P.R. for transfer to the C.P.R., who were to carry it on to Portage La Prairie, where it would enter service for the Manitoba & Northwestern.

12/05/1900

*Ottawa Citizen**Carleton Place*

It is understood that the class of buildings which the C.P.R. will erect on its property on the flats largely depends upon the fire limits which the city council defines and the decision which is reaches [sic] relative to the piling of lumber within the corporation limits. A stone station as well as freight sheds may be put up during the year, but before making any move in the matter the road. like all other interests, awaits a final decision by the city council and the adoption of regulations clearly defining fire areas and other questions which are incidentally involved.

12/05/1900

*Ottawa Citizen**Ottawa Terminal*

The heavy loss sustained by the Canadian Pacific in the fire is likely to temporarily derange any plans which it has had for securing a right of way across the city and connecting the transcontinental line with the short line running into the Central depot.

14/05/1900

*Ottawa Citizen**Carleton Place**Chaudiere*

## NEW C.P.R. STATION

It Will be a Solid Stone Building - Trans-City Line Not Given Up.

Excavation work was commenced this morning for the erection of the new freight sheds in the Canadian Pacific [sic] yards. These sheds will be built on stone foundations, and made as fireproof as possible. They will be fitted with modern appliances for the speedy storage and discharge of freight. The largest building will be 300 feet long and 40 feet wide and the second one 250 feet long and 50 feet wide. Both buildings will be finished with flat gravel roofs. In arrangement and equipment the sheds are to surpass any heretofore built by the company in the large cities. Work on both buildings will be pushed with the greatest possible despatch. The contract for the masonry has been let to Mr. Thomas Tompkins, of Brockville, and the framework will be performed by the railway company. An outlay of \$25,000 will be made on the sheds.

Mr. C. W. Spencer, general superintendent of the Eastern Division of the CPR, accompanied by Mr D. MacPherson, divisional engineer, arrived in Ottawa this morning on business connected with the erection of the new station, enlargement of the yards, etc.

The plans for the station have not yet been completed but it will be built after the style of the Place Viger station in Montreal. The new Ottawa station is to be a handsome structure, situated immediately south of the old one, and flanked with extensive train sheds. It will be 289 ft in length and stone is to be used entirely in the construction.

On the second floor the divisional offices will be situated. The cost is estimated at \$35,000. The train sheds are to be between 645 and 800 feet in length. Ten tracks will run into them giving ample accommodation for the passenger traffic.

## MR. SPENCER'S STATEMENT

Mr. Spencer stated the building of the new station would in no way interfere with the C.P.R.'s. plans regarding the proposed Central depot. His company has still in view the project of securing right of way through the city to the proposed station. He was of the opinion the time had arrived when the corporation should make a demand for the early erection of the downtown depot.

Plans have also been drawn up for the enlargement and re-arrangement of the Canadian Pacific yards. The new land recently acquired consists of about ten acres between the aqueduct and Richmond road and the river front. On it 20 new tracks will be laid, giving greater facility for the marshalling and storage of trains. On the completion of this work the passenger and freight yards will be entirely separate. The passenger yard is to be fitted with ten more tracks giving provision for the making up and dispatching of trains with a marked saving of time. There will also be ample accommodation for the storage of passenger cars.

A new line will be built from a point on the main line near the Mechanicsville crossing, connecting with the Prescott line. This will form a Y and greatly facilitate the handling of trains entering and leaving the new station.

Over 500 men will be given employment on the improvement and extension work of the Canadian Pacific Railway company's premises.

14/05/1900

*Ottawa Journal**Carleton Place*

## BOARD OF TRADE CALLED

TO TAKE UP THE NEW FIRE AREA BY=LAW

The Special Committee Agrees About the Restrictions to be Placed Upon the Piling of Lumber

Page 8 column 4

14/05/1900

*Ottawa Citizen**Carleton Place*

## EXTEND FIRE AREA B

Recommendations of Sub-committee on the Piling in Lumber Yards.

Page 4 column 5

15/05/1900

*Ottawa Journal**Carleton Place*

Board of Trade and City Council Discuss Fire Area Restrictions

Page 3 columns 3 and 4

*15/05/1900 Ottawa Citizen Carleton Place*

MR. SPENCER AND MR. BOOTH  
Both Heard by the Aldermen on the Lumber Piling Question  
Page 1 column 7

*15/05/1900 Ottawa Journal Carleton Place*

CLAMORING FOR PROTECTION  
CHAUDIERE INTERESTS RE-LUMBER PILING  
Page 7 column 3

*15/05/1900 Ottawa Citizen Carleton Place*

IS AMENDED  
Board of Trade in Fire Area Bylaw  
SLIGHT CHANGES MADE  
Page 6 column 5

*16/05/1900 Ottawa Citizen Carleton Place*

NO DECISION YET ON PILING QUESTION  
City Council Discusses the Matter and Passes Some of the Clauses of the New Fire Area Bylaw Last Night.  
Mrs. Booth Addresses the Council - Fire Area B to be Extended - Aldermen Express Their Views.  
Page 5 columns 3 and 4

*16/05/1900 Ottawa Journal Carleton Place*

Fire Area Extended; Lumber Question Unsettled  
ALDERMEN TALKED THREE AND A HALF HOURS ON ISSUE  
And Failed to Reach any Conclusion as to Lumber Piling.  
Extension of Area and Riif Requirements Pass with Good Majority  
Page 3 columns 3, 4 and 5. then page 5 column 4

*16/05/1900 Ottawa Citizen Canada Atlantic Ottawa East*

The new building that is being constructed by the C.A.R. near the roundhouse is just about completed. It will be a great convenience and a source of pleasure to the workmen as it will contain reading, smoking and dining rooms and will be provided with baths. Its twelve rooms or so will be heated with hot air and an engine has already been placed in position to force the air through the pipes. The rooms on the ground floor are very spacious and will likely be used for storing purposes. The building throughout is exceedingly well lighted by large windows placed at frequent intervals. When finished it will be a very bright, cheery place in which the men may spend their leisure time.

*16/05/1900 Ottawa Citizen Carleton Place*

CITY COUNCIL TONIGHT  
The Lumber Piling Question Will Likely be Disposed of.

Another special meeting of the city council has been called for tonight to further consider the fire area by-law. The only clause of importance that remains to be dealt with is that relating to the piling of lumber and after the very thorough discussion of last night it would appear that the aldermen should be in a position to take some definite action.

*16/05/1900 Ottawa Journal Pontiac Pacific Junction*

Sunday trains.  
Pontiac Pacific Junction Railway Sunday trains May 20 and 27. Special trains will be run on Sunday next, May 20th and the following Sunday, May 27th leaving Aylmer at 10 a.m. and returning arriving Aylmer 7.23 p.m. stopping at all stations. P.W. Resseman.

*17/05/1900 Ottawa Citizen Carleton Place*

FIRE BY-LAW  
City Council Gives it Second Reading  
IMPORTANT AMENDMENT  
Which Affects the Distance Between Houses and Lumber Piles  
Page 6 columns 5 and 6.

*17/05/1900 Ottawa Journal Carleton Place*

CONCLUSION ON LUMBER PILING  
Council will Restrict it within Sixty Feet of Any Building, One Piling Yard Excepted Where Mr. Booth and C.P.R. Have an Agreement.  
Page 3 columns 3 and 4.

*17/05/1900 The Record, Chesterville New York Central Cornwall*

Proceedings have been taken by the New York and Ottawa Railway Company against the Collins Bay Rafting Company respecting the removal of the wrecked bridge at Cornwall, on the claim that the work is not completed in time. The suit is to recover the deposits made by plaintiffs in the bank at Cornwall.

*18/05/1900 Almonte Gazette Chalk River Almonte*

The GAZETTE learns from a prominent C.P.R. official that Almonte, Carleton Place and Cobden are down on the list for new stations like those at Perth and Renfrew. Owing to the immense amount of work to be done at Ottawa because of the late fire it is unlikely that the smaller stations will be built this year. The demand is greatest here let it be known; and if Almonte's wants are not soon attended to we wonder what will happen when that Almonte deputation interviews the C.P.R. chiefs in their den! Hurry up gentlemen - 'twere well, 'twere well done quickly, if an irate and long suffering public is to be appeased.

Work has been commenced on the foundation of the new C.P.R. offices. The new building is to be of wood, 40x60 feet, two storeys high and very ornate in appearance. It will be heated by steam from the engine house direct, and will be well ventilated, and lighted by electricity. On the ground floor there will be the telegraph office, trainmaster's offices, bridge and master builder's office and a conductor's room. Upstairs there will be the despatchers' room, the chief despatchers' office, the superintendent's offices and the divisional engineer's office. It will cost \$5,000 and will be ready for use in July. At the old tea shed there will be another platform, where all the trans-shipping will be done. It will be 500 feet long. The yard here will be enlarged by the addition of six new tracks, all south or west of any track at present in the yard. One track will be run on the outside of the new freight shed, that is, between the freight shed and Herbert street, close along the edge of Herbert street, and will be a great accommodation for freight handlers. It will be 880 feet long, and freight cars can be loaded or unloaded anywhere along it directly to or from the cars. In fact this can be done from both sides of the cars if Herbert street is graded six to eight feet wider to run right up to the new track. Among the six new tracks there is to be one to a machinery platform, where machinery will be loaded and unloaded. On the new track west of the freight shed, which will be known as the business track, there will be a large derrick erected for the handling of heavy freight. The appropriation for all this will be \$16,000. - Smiths Falls Record.

The C.P.R. is this week starting work on its new freight sheds and station in Ottawa. The new station will be nearly three times as large as the old one, and about 300 feet south of the old one - between the waterworks aqueduct and the C.P.R. track. Two plans for the superstructure are under consideration. One, all stone, three storeys. The other, stone foundation, with a brick superstructure.

**MORE AMENDMENTS.**

Lumber Piling By-Law not yet Satisfactory to all.

When the proposed fire by-law comes up for its third reading, an amendment will be moved to make the restriction that lumber shall not be piled within sixty feet of any building, applicable to the whole city, excepting, of course, the half million feet allowed for manufacturing purposes. The exception, where 30 feet was to be the regulation in Rochesterville yards, was allowed to pass the second reading Wednesday night by some of the aldermen who oppose anything less than sixty feet in any of the piling grounds but who will fight the question on the third reading. As the by-law has now to get only one reading it has been decided not to hold a special meeting of council, to-night, but to let it come up at the regular meeting, on Monday night.

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It was reported in the city today that the contract for the erection of the new Canadian Pacific Railway depot has been awarded to Mr. Thos. Thomkins of Brockville and that no time will be lost in starting to work. Mr. Thomkins constructed most of the CPR depots in the north west and BC as well as the hotel at Vancouver belonging to the same company. He was in the city a few days ago.

Jury Failed to Agree

The suit of J.A. Therien against the C.P.R. for \$60 damages for a horse killed last July, has not yet been settled.

The case was tried by Judge O'Brian and a jury in Plantagenet on Wednesday last.

The jury could not agree. Two were for dismissal of the suit and three were in favor of the plaintiff.

The jury was composed of Messrs. A.A. Allen, B. Anderson, Geo. Barbarie, O. Bissonette, P. Boileau. The two first named were for dismissal of the suit. The horse of the plaintiff ran away some time last July and was killed on the track of the C.P.R. at the second crossing west of Pendleton. About a dozen witnesses were examined. The judge charged in favor of the defendants.

Mr. Larose of Constantineau & Larose appeared for the plaintiff, and F.W. Thistlethwaite for the defendants.

Dalkeith

The C.A.R. have had a new coal shed erected at the station here. This will add considerably to the room in the freight shed where the coal was formerly stored.

**FOR THE COUNCIL**

Mr. Booth Asks Permission to Lay Tracks Across Bridge St.

At the regular meeting of the city council on Monday night the fire area by-law will be given its third reading. In reference to the lumber piling question Mr. J. R. Booth this morning wrote the mayor:

"I beg respectfully to state that owing to my having to give up one-third of my piling ground in the city and the consequent restrictions placed on my lumber operations by the extension of the fire area, I would ask permission to cross Bridge street from the east to the west side with a continuation of one of the tracks of the C.A.R. as set forth on the accompanying plan in order that I may be able to remove as much as possible to a distance from the built up portion of the city and in doing so I shall protect the crossing in such a way as the council may direct."

Mr. Booth encloses a plan of the proposed changes.

**TOWER AND CLOCK**

The New C.P.R., Station will be an Ornament to the West End.

The plans for the new C.P.R. station on Broad Street were brought to the city today by Mr. C. W. Spencer, general superintendent of the Eastern Division of the C.P.R. The new building will be of white pressed brick with stone foundation and is designed after the Place Viger station in Montreal. In the center will be an elevated tower and clock. On the ground floor there will be a waiting room, a lady's waiting room, a second-class waiting room, a smoking room, restaurant, dining rooms, baggage and express room. On the second floor there will be a suite of 12 offices with a number of others on the third story.

It is proposed to lay ten tracks up to the station for passenger traffic and a number of additional tracks for the accommodation of rolling stock. The estimated cost of the station is \$50,000 and further improvements contemplated will bring the amount up to \$100,000.

Mr. C. W. Spencer spoke this morning of the conditions on which the improvements would be made. He stated that the only question which the C.P.R. had undertaken was the protection of the extensive structures which it proposes to put up. The company, he said, contended that in view of the situation of the passenger premises no lumber should be piled west of Broad Street or north of the Richmond road. The C.P.R. would leave it with the city council to decide and on its decision would depend whether the present extensive plans could be carried out or much inferior buildings and arrangements substituted therefor. "Our desire," Mr. Spencer said, "is to construct such buildings as will be a credit and an encouragement for the rebuilding of the west part of Ottawa. It will not in any way affect our part of building and operating the Central depot which should be built without further delay and be a monument to the city."

In reference to an inquiry as to whether the Sussex Street depot was to be closed Mr. Spencer stated that the C.P.R. had no such intention. It had already taken a step in the direction of permanency by building steel bridges over the Rideau river. The company had great faith in Ottawa.

## TO-NIGHT'S COUNCIL MEETING.

The city council will meet again tonight, when the by-law in regard to the fire area and lumber piling will come up for a third reading. It is likely to cause more discussion in view of the further protest from the Canadian Pacific Railway against lumber piling on the north side of the Richmond road.

The car shops of the Canada Atlantic Railway have just turned out a landscape passenger car, seventy feet in length. It is finished on the outside in birch and presents a fine appearance. The coach is divided into three apartments, first and second class with baggage in between. It is not improbable that the company will manufacture most of its cars in future as the shops are well equipped and the staff sufficiently skilled to turn out the best of workmanship.

The Canada Atlantic will probably erect this summer a large paint shop in connection with its buildings at Ottawa East. The proposed structure will be about 300 feet long and 70 feet wide. In addition to the painting department it will contain room for construction purposes and will materially add to the car building facilities of the road. It is likely that the shops at Elgin street will be discarded in the near future in order that all the manufacturing buildings may be adjacent to each other.

It is claimed the city council will have to practically settle tonight the question whether or not Ottawa is to have a handsome new Canadian Pacific Railway depot on Broad Street or a much more modest structure than the company has at present in contemplation.

The situation is said to be practically this: The CPR will not make any great expenditure in connection with a depot building if it is to be menaced by the piling of lumber. The company feel that while not discussing the piling of lumber generally, that where extensive improvements which will be of great benefit to Ottawa are contemplated, that it is fairly entitled to the necessary protection.

At the last meeting of the city council which considered the lumber question, the impression was given that Mr. C. W. Spencer of the C.P.R. and Mr. J. R. Booth had come to an arrangement whereby Mr. J. R. Booth was to cease the piling of lumber on a strip of ground on the north side of the Richmond Road and west of Broad street, in return for an equal amount of piling ground to be given by the C.P.R. This is not the case.

Referring to the matter to-day, Mr. C. W. Spencer said that no final arrangement had been made with Mr. Booth. Mr. Booth had seen him and the matter was discussed and taken under consideration, but in looking over the company's property, it was found that not only is there the required ground to be spared Mr. Booth, but that more property is required by the C.P.R., and will have to be purchased. The C.P.R. does not want to be antagonistic to Mr. Booth, and it is not with this end in view that objection is taken to the piling of lumber at the point in question. It is simply that such a fine building as they propose to erect, and the great amount of passenger rolling stock that will be adjacent must not be menaced.

"If the city council decides to-night to permit Mr. Booth to pile lumber west of Broad street on the north side of Richmond road, what effect will it have on your proposed improvements?" was asked Mr. Spencer.

"It will simply mean this," he replied: "I fear a much inferior building to that proposed will be erected. Whatever we do in the western part of the city, will have no effect on our policy in regard to the proposed Central depot at Sapper's Bridge. We are, as heretofore stated, anxious to join in the construction and operation of a Central depot, which would be a credit to the city of Ottawa."

## The New Depot.

The plans for the new station, proposed by the Canadian Pacific Railway, replacing the one recently destroyed by fire, were on exhibition today, at Union depot grounds. As already described in The Journal they show a very handsome structure along the lines of the Place Viger depot in Montreal. The depot proposed is of stone foundation, white Scotch pressed brick, with slate roof. The main building, three stories [sic] high, will be surmounted with a tower, in which a large clock will be placed.

The ground floor of this building provides first-class waiting room, ladies' waiting room, second-class waiting room, gentlemen's smoking room, dining room, restaurant, baggage room, and express room.

The estimated cost of the station premises proper, independent of the tracks, will be about \$50,000. The further improvements contemplated on the part of the C.P.R. on the station and freight yard premises will involve a further expenditure of from \$100,000 to \$125,000 at least.

## CITY IS BACK TO OLD ORDER OF THINGS

Proposed By-law was Defeated

Aldermen Could not Agree on Lumber Piling and Fire Area Issues. Lumber may now be Piled Without Restriction

Page 3 columns 3, 4 and 5

## NEW FIRE BYLAW KILLED LAST NIGHT

Old Regulations, Permitting Piling of Lumber promiscuously and Erection of Wooden Houses, Remain in Force.

Page 3 columns 3 and 4.

## WHY THEY VOTED AGAINST BYLAW

Some of the Aldermen Say it Went Too Far and Others Say it Was Not Stringent Enough as Regards Lumber Piling.

Mr. J.R. Booth Will Comply with the Terms of the Rejected Bylaw - C.P.R. Won't Start Work on Big Station Just Now.

Page 1 columns 1 and 2

Exerpt

## Mr. BOOTH'S STATEMENT

Mr. J. R. Booth whose interests are more largely involved than those of any other in the question, told a Citizen reporter this morning that he would conform to the by-law just the same as if it had been passed. "I will not pile my lumber," he said "within 60 feet of buildings where there are streets; where there are no streets I will provide a space of thirty feet. I expected that the by-law would be put through last night but its defeat will not permit me from carrying out its provisions. I am prepared to do what is fair. There were objectional features in the by-law; it would involve a great hardship on poor people who have lost all they had to compel them to put up expensive fireproof buildings. I want to see the burnt district built up and the restrictions should not be too stringent. I believe, however, that people will put up substantial buildings for their own protection."

## Mr SPENCER'S STATEMENT

Mr. C. W. Spencer, superintendent of the Eastern division of the C.P.R., returned to Montreal this morning. "I was greatly disappointed," he said, "at the action of the council last night. The plans for our Union depot will be deferred for the present. We will go ahead, however, with our freight sheds and other improvements.

Britannia line will open tomorrow.

It was reported that the B&W cheese train brought in 1,549 boxes of cheese on Friday.

25/05/1900 *Ottawa Citizen* *Ottawa Electric* *Chaudiere*

By June 15 it is expected communication by electric cars between Ottawa and Hull will be re-established. The Dominion Bridge Company has a gang of men at work repairing and replacing the trestle work under the O.E. railway on the Quebec side.--  
The footpaths will be separated from the roadway and tracks by a railway.--

Page 1 column 5

25/05/1900 *Almonte Gazette* *Chalk River* *Arnprior*

The C.P.R. wisely burnt everything connected with the office conducted by their ticket agent in Arnprior, the late W.J. Tierney, who died of small-pox.

25/05/1900 *Renfrew Mercury* *Chalk River* *Almonte*

The Gazette learns from a prominent C.P.R. official that Almonte, Carleton Place and Cobden are down on the list for new stations like those at Perth and Renfrew. Owing to the immense amount of work to be done at Ottawa because of the late fire it is unlikely that the smaller stations will be built this year. The demand is greater here, let it be known.- Almonte Gazette.

25/05/1900 *Ottawa Journal* *Ottawa Electric* *Britannia*

Opening of Britannia line. Between 12,000 and 15,000 were carried over the new extension. Park not quite completed. Fine overhead foot bridge.

25/05/1900 *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

Queens Park, Aylmer was visited by several thousand people on the 24th. The cars of the Hull Electric Railway were packed to their utmost capacity. Three and four in quick succession were not sufficient and the electric engines were called into service.

Although there is quite a large gap between the end of the service on the Ottawa line and the Hull company's line, several thousand people walked the distance and made the trip to Queen's Park.

28/05/1900 *Ottawa Journal* *Ottawa Electric* *Chaudiere*

The passengers on the Pontiac train as well as the Aylmerites are sorely inconvenienced by being obliged to walk through Mr. Booth's lumber yard to connect with the Ottawa cars. The Hull Electric Company has offered to lend a car for connection between Eddy's Corners and McKay's Mill. It is claimed here that the track can be made perfectly safe in three days so that the great inconvenience to the public is considered entirely unnecessary

Saturday June 9. The people of Aylmer and the passengers by the PPJ Railway greatly appreciate the convenience arising from the repair of the OER from Eddy's Corner to McKay's Mills and the resumption of traffic on that piece of road.

01/06/1900 *Almonte Gazette* *Montreal and Ottawa* *Interprovincial Bridge*

Michael Lambert, an employee of the Dominion Bridge company engaged in erecting the iron superstructure on the Interprovincial bridge at Ottawa, was engaged in erecting the iron on the bridge and started to go down the lattice work when he slipped and fell a distance of 70 feet, striking a scow beside one of the piers. His skull was fractured, his chest badly injured and he was terribly bruised. He was removed to the general hospital where he died half an hour later. Lambert was about 30 years of age and it is somewhat uncertain as to whether he came from Perth or Drummond. He had been employed for some time as an erector by the Dominion Bridge company.

01/06/1900 *Canada Lumberman* *Carleton Place* *Chaudiere*

Article - aftermath of the fire

02/06/1900 *Ottawa Citizen* *Renfrew*

Through the kindness of Mr. J.R. Booth arrangements have been made for an excursion of newspaper men of the parliamentary press gallery and the city papers to Depot Harbour today. The party will be the guests of the road and will inspect the freight handling facilities at the western terminus afterwards visiting the far famed Algonquin Park. The return to the city will be made tomorrow evening. For the trip a magnificent train with sleepers will be provided.

02/06/1900 *Ottawa Citizen* *New York Central*

The Ottawa and New York railway has two fine passenger trains turned out from the shops on the American side some months ago that will be pressed into service as soon as the bridge at Cornwall is completed. No time, it is stated, will be lost in establishing through traffic. It is hoped to complete the bridge by the middle of July.

02/06/1900 *Ottawa Free Press* *Ottawa Electric* *Bronson*

Railway and Lighting Committee - Mr. E.H. Bronson was present and said that the application of his company was in line with their efforts to promote a large carbide industry which would run all the year and employ as many men as the saw mills formerly did. It was necessary to have their line extended. He did not think that the wear on the roads by the cars would be any greater than drawing with heavy wagons. He desired to lay a switch on Middle street to connect with the street railway tracks at the slide bridge.

Ald. R.J. Davidson said the application would be considered when it was known whether the Street Railway company had power to run freight cars on the streets.-- Matter held in abeyance.

02/06/1900 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The Canada Atlantic railway have not yet decided where they will rebuild their Chaudiere office. The agent is at present stationed in a car.

04/06/1900 *Ottawa Free Press* *Renfrew*

Account of a trip to Parry Sound for members of the parliamentary press gallery on Saturday and Sunday.

04/06/1900 *Ottawa Citizen* *Renfrew*

A GRAND TRIP

Journalists Take a Grand Trip to Parry Sound.

AS GUESTS OF THE C.A.R.

Algonquin Park, Depot Harbor and Other Points of Interest.

The unexcelled tieauty of the district traversed by the Parry Sound division of the Canada Atlantic railway, the extent of its grain traffic and the exceptional terminal facilities which it possesses were very forcibly impressed upon the members of the parliamentary press gauery, who on Saturday were the guests of the courteous officials of the road and enjoyed a trip to Depot Harbor and Parry Sound, returning last evening, When the C.A.R.

undertakes anything it carries it out in the most successful manner and this was never more clearly illustrated than during the trip of the newspaper men who were the recipients of most untiring kindness and courtesy.

A special train made up of two Pullman sleepers and Mr. Booth's private car Opeongo carried the party and left the Central depot on Saturday morning about three o'clock. The trip was under the direction of Mr. A. W. Fleck, secretary-treasurer of the road, Mr. Morley Donaldson, general superintendent. Mr G. A. Mountain, chief engineer; Mr. J.W. Smith, assistant to the manager; Mr. J.E. Walsh, passenger agent and Mr. W. Carter, travelling freight agent.

For balance see Page 6 columns 5 and 6.



A TRIP TO PARRY SOUND  
 NEWSPAPER MEN ENJOY AN OUTING.  
 A Party of Them go Over the O., A. & P.S. Ry. As Guests of Mr. Booth.

Twenty-six newspaper men of the press gallery in the House of Commons were given a very enjoyable trip through the kindness of Mr. J. H. Booth Saturday and Sunday last. A special train of palace cars left the Central early Saturday morning after the House adjourned for Depot Harbor. Arriving there the party was given a trip on Georgian Bay on one of the boats of the Canada Atlantic railway. After spending a night in Depot Harbor the party left Sunday morning for the Capital arriving at six in the evening. It was three o'clock Saturday morning when the train pulled out of the Central depot. The train was one of the handsomest that any road could run, consisting of th palace cars Tioga, Washita, and Mr. Booths private car, the Opeongo. Engineer Ferguson and Conductor Bracken were in charge. Madawanka was reached at eight in the morning, where breakfast was served. Then the run was made to Depot Harbor without stop, arriving there for dinner.

For balance see page 6 column 4

04/06/1900 *Ottawa Citizen* *Ottawa Electric* *Chaudiere*

A foot bridge has been completed across the lumber slides on the site of the Chaudiere bridge destroyed in the fire. This establishes direct communication with Hull. The O.E. railway company has a gang of men at work repairing its tracks on the Quebec side and when this work is completed, a car will be placed on the line between the Hull terminus and the McKay mill. This car will connect with the regular line on the Ontario side, the connecting link being the footbridge just completed which is 500 feet long.

05/06/1900 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The Metropolitan company is having a survey made for the purpose of aiding it to put up a fence around its 60 acres of park land adjacent to the works. The president, Mr. T. Lindsay, visits the works almost daily and many other Ottawans also visit the scene of the company's present operations and are interested by the magnitude of the task that has been undertaken. The rock is being taken out rapidly and as soon as the water in the river goes down a large staff of workmen will commence to erect the power house. This work will therefore likely begin in about two weeks.

05/06/1900 *Ottawa Citizen* *Carleton Place* *Britannia*

The C.P.R. has again opened up its gravel pit near Britannia and a large force of men is employed in excavating it and loading it on the cars. Workmen on the C.P.R. are putting in new ties and a new crossing just opposite Britannia post office.

05/06/1900 *Ottawa Free Press* *Montreal and Ottawa*

No time has been lost in constructing the subway under Sapper's Bridge for the railway approach to the Interprovincial bridge since the work was commenced a short time ago. Men have been engaged almost night and day on the work, and it is expected by the engineer, Mr. Dunn, to be completed in the course of two or three days.

The portion of the approach between the subway and the Interprovincial bridge along Major's Hill Park and Nepean Point, is also well under way. It is calculated that this will be finished a little time before the completion of the bridge.

Just as soon as it is completed steps will be taken to beautify the edges of the cliff by foliage and to make it even more picturesque than before the railway enterprise was started.

05/06/1900 *Ottawa Citizen* *Ottawa Electric* *Britannia*

The pier is not quite finished yet but will be likely completed before the end of the week

The ground near the pavilion is being leveled and when this has been done it will be sodded. Gravel is being obtained from the C.P.R. pit The high bridge over the C.P.R. track is to be lighted up.

06/06/1900 *Ottawa Free Press* *Ottawa, Brockville and St. Lawrence*

Bill reported in parliament. Originally known as the Ottawa, Brockville and New York.

06/06/1900 *Ottawa Citizen* *Ottawa Electric* *Chaudiere*

Ever since the fire the electric street railway company has been busy repairing the bridge from what was McKay's offices to Hull. A car has been taken over and will run between these points. A temporary walk is being built over the slides so that passengers for Hull will have but a very short walk to transfer from one car to another. The work will be completed today.

06/06/1900 *Brockville Recorder* *Ottawa, Brockville and New York*

A bill for the incorporation of the Ottawa, Brockville and New York Railway Company passed the railway committee of Ottawa. The company contemplated the construction of an electric line from Ottawa to Brockville.

08/06/1900 *Ottawa Citizen* *Montreal and Ottawa* *Sappers bridge*

In a month's time it is expected the excavation work under Sapper's bridge will be completed and the whole bridge thrown open to traffic. Already five out of the eight large girders have been placed in position to support the bridge. These are 34 feet long, 8 inches wide and 24 feet high. Nearly 25,000 cubic feet of rock has to be removed to make an opening the necessary width and height. Inside the supporting walls under the bridge loose rock was piled by the early builders and this was topped off with about a foot of clay. The workmen now engaged in removing this rock are building new walls of rock the full depth of the bridge, 24 feet.

Work was started on May 7 and a gang of 16 men have been engaged steadily ever since.

08/06/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The high water in the river has interfered to some extent with work on the Interprovincial bridge but the pontoons have been moved from the Ontario side and placed in position further out in the stream to enable the men to proceed with the work on the cantilever span. Construction work is now being pushed ahead on both sides of the bridge.

09/06/1900 *Ottawa Free Press* *Ottawa Electric* *Chaudiere*

An electric car was started running between the Chaudiere bridge and Hull on Thursday much to the convenience of Hull passengers. The electric railway act is much appreciated.

11/06/1900 *Ottawa Citizen* *Carleton Place* *Richmond Road*

The crossing of the Richmond road by the C.P.R. is assuming a more critical state. The city engineer this morning barricaded the tracks so as to prevent any trains being run over them until such time as agreement is arrived at between the company and the city and is ratified by the council.

15/06/1900 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 202.

15/06/1900 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

Two men fell about 100 feet into the Ottawa last Saturday. They were at work on the G.N.R. bridge. One of them reached the shore uninjured. The other, M. Foucault, was carried down the river and drowned. His body has not been recovered.

The C.P.R. gang of painters reached here this week. As a result the station and surroundings look much brighter and cleaner.

The Ottawa and New York railway today closed a deal which has been under consideration for many months. It has acquired from Mr. Archibald Stewart the tract of land west of the Hurdman road between the Rideau river and Ann street, embracing eight or ten acres. The site will be used as the location of the freight terminals. It will be remembered that the terminals acquired adjacent to the Central depot could not be reached owing to the fact that the approaches were controlled by other railway corporations. It was necessary therefore to seek a new location for the purpose. Negotiations are also in progress for the purchase of property within the city limits for the erection of the company's car shops. It was stated today that the arrangements would be concluded shortly and the shops erected between now and the autumn.

The engineer for the Canada Atlantic Railway was here this week taking levels and laying out the lines for a switch from the station here to the McCormack gravel pit near the Cooper school. The switch will branch out about McCann's bush and run as direct as possible to the pit. Work will begin on it at once. This is the gravel pit from which Vankleek Hill and West Hawkesbury both obtain their gravel. The municipalities are looking sharply after their own interests in the matter.

City council agrees to let Mr. Booth cross Bridge street.  
Page 2 column 3

Freight Cars on Streets

The city solicitor said he wrote to the Electric Railway Company to discontinue running freight cars on Sussex street. He received a reply which he intended sending to the council with a letter of his own.

The Electric Railway Company is still running freight cars from the Edwards' yard and it is claimed that they have the right in their charter to do so.

MR. BOOTH WON OUT

GRANTED HIS CROSSING OVER BRIDGE ST.

He Intimated to Aldermen that it Crossing was refused His Mill Would be Removed.

Plain talk from Mr. John R. Booth is certainly what the members of the Railway and Lighting Committee were treated to last night.

Mr. Booth appeared before the committee in reference to his application to cross Bridge street with a single track from his Canada Atlantic siding in order to reach his saw mill with freight cars.

Mr. Booth didn't mince matters. If any of the members of the committee were laboring under the impression that Mr. Booth was asking for favor he speedily disabused their minds, he gave the committee plainly to understand that he did not consider that he was. He needed a crossing there and was simply telling them that he did. In effect, he told the committee that they could do just as they liked about it, and If they didn't give him what he wanted he had his alternative, which must have been moving his mill from Ottawa, as he said the city would not have the mill unless he had the crossing. Mr. Booth said he thought that he and other manufacturer should be encouraged at any cost. "If the crossing is dangerous and an inconvenience to the Ottawa Electric Railway and the city, then let the city and railway company devise some means of getting over it by an overhead crossing, but give me my crossing." said Mr. Booth.

The upshot of the meeting was that the committee decided to allow Mr. Booth to cross the street on certain conditions, including that between 6 in the morning and 8 at night, not more than four crossings are made, two trains in and two trains out and that Mr. Booth submit to the same conditions that the C. P. R. is put to in regard to the Richmond Road crossing.

Messrs. J. R. Booth, A. Fleck and. C.J. Booth appeared in connection with the application.

There were also present. Ald. R.J. Davidson in the chair. Aids. Desjardins, Hopewell. Dearing, White, Roger, Masson, City Engineer Galt. and City Solicitor McVeity.

In connection with the application from Mr. Booth to build his line across Bridge street, Ald. R. J. Davidson read the protest from the Hull city council against granting Mr. Booth permission to cross the street with the line, as a source of injury and inconvenience to the public.

There was also the protest from the Ottawa Street Railway Company against granting the crossing, and a report from a sub-committee composed of Aids. Roger and White against granting the crossing. Ald. Hopewell, who was a member of the committee did not sign the report.

In regard to the communication from Hull, Ald. Davidson said that Hull was exercising considerable nerve in the matter. Last year they had an opportunity of trying to get another bridge into Ottawa at Bank street and worked against it. Now they tried to tell the city what they should do on their own streets.

After Mr. Booth had stated his case. City engineer Galt pointed out the danger of the Booth crossing at Pooley's bridge because the bridge was so narrow. He thought the present a good opportunity to ask Mr. Booth to assist in widening the bridge, as his line crossed at the mouth of the bridge. Ald. Dearing - "Yes, he should do so. On his own admission he will save \$600 to \$700 a day with the track."

Ald. Masson and. Ald. Davidson objected to holding Mr. Booth up. but Ald. Davidson thought that the same restrictions imposed on the C. P. R. at the Richmond road should be imposed on Mr. Booth's crossing at the Richmond road, and that he should also keep a portion of roadway in the vicinity of his Bridge st, crossing, if granted, in repair.

It was finally moved by Ald. Masson and seconded by Ald. Hopewell that Mr. Booth's application be granted, the agreement to include the stipulation that the street be not crossed more than four times between 6 a.m. and 8 p.m. that shunting across the street be not allowed, and also to agree to the same conditions at the Richmond road as C. P.R. The resolution carried..

At least seven-eighths of the work on the Metropolitan company's undertaking has been already completed. Over 100,000 cubic yards of stone have been taken out of the cut, and there remains about 45,000 cubic yards to be still removed. On the present payroll are 174 men, and in two weeks' time 500 more will be engaged in the work of constructing the power house. The entire work will be completed in about three months. The stone that has been, blasted to make a channel has been used to construct an embankment that is 53 feet high. Its length is about 600 feet now, and it will be considerably extended. The most expensive part of the work that has yet been performed was the construction of the crib work in the river. It was very difficult to get the structure bolted securely to the solid rock. This difficult task was finally accomplished, and the result has been most satisfactory. The crib is about 2,500 feet in length.

The work has been retarded by high water. The lower end of the cut is flooded, but a ridge was left in the center, and the place where the men are now excavating is quite free from moisture. Three very heavy blasts take place daily. By each at least 200 cubic yards of rock are loosened. Each charge contains 20 pounds of dynamite and it is necessary to place this in position to drill 18 feet into the solid rock. Three hundred carloads of the shattered rock are taken by the company's little railway system to the end of the embankment. The coffer-dam has been finished.

Engineer Aylen has recovered from a very severe illness and has resumed control of the operations. There is accommodation at the works for 400 men and all the staff will be housed there. Thirty horses are kept busy at miscellaneous work. A fence is to be built along Main street from the C.P.R. station to the works.

*19/06/1900 Ottawa Citizen Carleton Place Britannia*

The C.P.R. (Britannia) station has been overhauled and refitted and is now a very handsome little structure.

*20/06/1900 Lanark Era Ottawa, Brockville and St. Lawrence*

A bill has passed the railway committee at Ottawa incorporating the Ottawa, Brockville and St. Lawrence Railway Company. The bill provides for a road from the city of Ottawa through the counties of Lanark, Grenville and Leeds to Brockville in a point to the Brockville, Westport and Sault St. Marie Railway. The bonding power is placed at \$25,000 a mile. The road must be commenced within three years and finished in five. Lanark, of course, is not in it. Will it ever be? Looking at a map, one could devoutly wish that a line might be built from Carleton Place through Lanark and Perth, connecting at Westport with the road to Brockville, and from Westport thence to Kingston. Such a line would give the C.P.R.. more direct communication between Ottawa and Kingston, and furnish railway facilities to districts that are in sad need of communication..

*20/06/1900 Ottawa Journal Ottawa Electric*

#### A FAST RUN

Government - House Party Taken to Britannia in a Flyer

A fast run was made to Britannia last night by the party from Government House. The run was made from Government House to Britannia in exactly 25 minutes, which, considering that fully half the distance was through crowded city streets, is exceedingly fast. The run was made on one of the small cars, which is equipped with fast motors.

Princess Albert, Lady Minto and the other members of the vice regality had a trip on the lake in a war canoe and paid a visit to the Britannia Club house, which they enjoyed very much.

*21/06/1900 The Record, Chesterville Prescott Prescott silk*

A consignment of nine carloads of raw silk and two carloads of straw braid was crossed from Prescott to Ogdensburg on Wednesday of last week from China and Japan destined for New York. The consignment was valued at \$1,000,000.

*22/06/1900 Almonte Gazette Kingston (CP)*

Great quantities of iron ore are being taken from the Wilbur mines on the line of the K. & P. Railway. The railroad company has found it necessary to run in a branch spur from the main line to the louth of the mines.

*22/06/1900 Eastern Ontario Review L'Orignal Hawkesbury*

Michael Foucault Found

The body of Michael Foucault, who was drowned at Hawkesbury on June 7, while trying to rescue a drowning companion, was found in the river at Rigaud last week. Coroner McMahon held an inquest on Thursday at Rigaud. The jury brought in a verdict of accidental death by drowning.

*22/06/1900 Ottawa Journal Carleton Place Ottawa, Broad Street*

It is reported today that the contract for the new CPR station on Broad Street has been awarded to Contractor Piggott of Hamilton. The station will be of white brick with stone trimmings as already described in the Journal and the building alone will cost about \$40,000.

*22/06/1900 Renfrew Mercury Kingston (CP) Renfrew*

Several of the K. & P.R. passengers came into town on Thursday evening on a hand car. A large Canada Atlantic engine had run off the track at the junction and the K. & P.R. express could not make the two mile run into town for some hours.

*23/06/1900 Ottawa Citizen Carleton Place*

#### HAVE THE CONTRACT

Messrs. Lyons and White Will Build the C.P.R. Station.

Ald. James White was asked by a representative of the Citizen last night if there was any truth in the rumor that he was the successful tenderer for the new C.P.R. station. Mr. White replied that he could not say but would likely know by noon today. Mr. White could not be seen today but it was learned from other tenderers that there was no doubt but the firm of Lyons and White would build the station.

*23/06/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street*

#### THE NEW C.P.R. STATION

Said That Contract for its Construction is Awarded to Lyons and White

According to a prominent businessman in the city, it was rumored in Montreal that the contract for the new C.P.R. station has been awarded to Lyons & White of Ottawa. It was stated that the difference between the figures of this firm and those of contractor Piggott, of Hamilton, was only \$10. The new structure was estimated to cost about \$40,000.

The new depot will be about two stories and a half high and built of stone. Should it be the fact that Messrs. Lyons and White have secured the contract, it will be so much better for the city as being a local firm, they will be led by local sympathies, and local labor will get first call from an alderman who has been elected several times to the city council by a working man's vote.

It is the intention of the C.P.R. to erect a station that will be a credit to the city and one that will at least have a fair chance of withstanding a holocaust of flame such as may probably never reach the city of Ottawa again.

*23/06/1900 Ottawa Journal Canada Atlantic Glen Robertson*

#### REAR END COLLISION

Fireman Logan of Ottawa got his Leg Broken in an Accident Last Night

In a rear-end collision between two freight trains on the Canada Atlantic near Glen Robertson last night, Fireman J. Logan of Ottawa had his leg broken and several cars were damaged by fire. The trains were running in the same direction and the rear train was supposed to be at a safe distance from the one ahead. The van of the train ahead was slightly damaged, the engine of the rear train left the rails and four cars loaded with grain and lumber caught fire and were somewhat damaged. The injured fireman was brought to St. Luke's Hospital.

*23/06/1900 Ottawa Citizen Canada Atlantic Glen Robertson*

#### COLLISION ON THE C.A.R.

Fireman J. W. Logan Injured and Several Cars Destroyed.

In an accident on the Canada Atlantic railway near Glen Robertson this morning, Fireman J. Logan, of Ottawa, was severely injured and a number of cars were destroyed. It happened about two o'clock. Two freight trains, one following the other, overlapped and a rear end collision resulted. Logan, the fireman on the rear train, was thrown out of the cab by the force of the collision and had his right leg broken in two places in addition to sustaining other injuries. The van on the first freight and the locomotive and several cars on the rear one were damaged. Four cars carrying grain and lumber took (fire) from the engine and, were burned with their contents. All the train hands with the exception, of Logan escaped unhurt. The injured fireman was brought to the city this morning and removed to St. Luke's hospital, where Dr. Kidd attended his injuries.

The accident occurred through some misinterpretation of the rules

## RAILWAY GOSSIP

The Canada Atlantic employees will hold their annual picnic at Renfrew today. The affair is always a large one and participated in by all classes of the employed and their friends. It is usually held at Clark's Island, in the St. Lawrence, but this year a change in favor of a point on the Western Division was decided on. A fine program of sports has been prepared and with fine weather this success of the event is assured. Special trains for the excursionists will leave Ottawa at 7.30, 9 and 12.50 and Renfrew at 6.15, 4.20 and 5 p.m. The guards band will furnish music..

23/06/1900 *Ottawa Journal**Renfrew**Renfrew*

## A BIG PICNIC

Twenty-six Filled Coaches go to C.A.R. Picnic at Renfrew

Twenty-six Canada Atlantic coaches filled with excursionists left the city to-day for Renfrew where the Canada Atlantic employees are holding their annual picnic. Fully three thousand people were on board. All the railway shops in Ottawa East are practically shut down to-day and every employee who could get away is enjoying himself at Renfrew..

23/06/1900 *Ottawa Free Press**Ottawa Electric*

The Ottawa Electric railway is running its second trolley wire from the Chaudiere bridge to Hull. It is expected that a second car will be put on between the bridge and Hull shortly.

25/06/1900 *Ottawa Citizen**Carleton Place**Chaudiere*

The C.P.R. is after increased yard facilities in connection with the new Union station which it will build this summer. The company has made application to the city for privilege of putting down additional tracks over the aqueduct. There are already two tracks at that point. The C.P.R. claims that under an agreement with the Canada Central railway, the original owners of the property, the corporation was given right of way for the aqueduct on the understanding that if more tracks across it were necessary they could be obtained. The city engineer will look up the agreement.

25/06/1900 *Ottawa Journal**Renfrew**Renfrew*

## RENFREW EN FETE

## CANADA ATLANTIC EMPLOYEES' PICNIC

The Creamery Town had about Six Thousand Visitors on Saturday. A Good Programme of Sports.

The Canada Atlantic picnickers have no reason to regret going west on Saturday. For years the employees have held their annual outing to Clark's Island, in the St. Lawrence, but on Saturday about four thousand journeyed up to Renfrew and had one of the most enjoyable outings since the employees began to hold picnics. The weather was perfect. June is about the best season to visit Renfrew, and Mr. McAndrew's picnic grounds were in perfect condition. Everything combined to make the day all that was pleasant and every arrangement was carried through without any trouble. The town was gaily decorated in honor of the visitors.

The Guards' band and orchestra accompanied the excursionists and gave a concert and also furnished music for dancing. Mr. W. Cochrane was floor manager during the dancing.

Mayor Moss and other leading citizens of the Creamery Town, welcomed the visitors and did all that could be expected to make the day enjoyable.

The hotels gave special rates, and the use of the picnic grounds was given free.

The Sports

(details omitted)

## C.A.R. PICNIC

Thousands Had an Enjoyable Time at Renfrew.

## A LENGTHY PRIZE LIST

Citizens of Renfrew Outdid Themselves in Kind Attentions.

Eminently successful in every particular was the excursion of the Canada Atlantic Railway employes to Renfrew on Saturday. Every condition was propitious. The weather could not have been more pleasant. The train service was perfect. The hospitality of the citizens of Renfrew could not have been surpassed. Aberdeen park, where the picnic was held, was voted to be admirably adapted for such an affair. In the program of sports, the contests were keen and interesting.

The first train for Renfrew left Ottawa at 7.30. a.m. On board were at least 1,500 people. Other trains left at 8.15 a.m., 9 a.m. and 12.50 p.m. In all probability 4,000 people were conveyed to Renfrew from Ottawa. Including Renfrewites and residents of the district, there must have been at least 6,000 people at Aberdeen park in the afternoon.

Renfrew was in gala attire to welcome its visitors. The buildings on either side of the main street were beautifully decorated with flags and bunting and many of the private residences of the town was similarly adorned.

The Ottawans, who arrived in Renfrew were met by Mayor Moss, ex- Mayor Mackay, Mr. W. Airthe and Mr. McAndrew. The mayor delivered an appropriate address of welcome and extended the freedom of the town to the visitors. Nothing could have exceeded the generosity and hospitality of the citizens of Renfrew.

## WHAT RENFREW DID.

When the proposition to hold the C.A.R. picnic at Renfrew was first suggested, Mayor Moss called a meeting of the council and it was decided that the town should entertain its guests in a royal fashion. And it did so. The majority of the prizes were given by the citizens of Renfrew and these also furnished free transportation to and from the grounds to the station. All the hotels gave special rates for the day. Hot and cold water was also supplied to the picnickers at the grounds in unlimited quantities. Mr. McAndrew was especially kind. He placed his handsome yacht at the disposal of the excursionists and consequently many were afforded the pleasure of a trip on the pretty Bonnechere. The magnificent park in which the outing was held is the property of Mr. McAndrew, and he willingly allowed it to be used free. Throughout the day, Mr. McAndrew visited the grounds frequently and took every trouble to ensure that his thousands of guests should want for nothing that was in his power to give. The C.A.R. employes at their next meeting will pass resolutions expressing their gratitude to the citizens of Renfrew for the reception tendered them.

During the day, the various points of interest in the town were viewed by many of the pleasure seekers. The unique wire bridge was one of the great attractions. The public buildings were open to the Ottawans.

## AT THE GROUNDS.

At the grounds the scene in the afternoon was one not readily to be forgotten. If one did not care to watch the various sports, he or she might participate in the seductive waltz, as a large dancing pavilion had been erected for the occasion. The Guards' orchestra, under Mr. A. Jones, rendered the music. Mr. Wm. Cochran was a capable floor manager. Near the river, some distance away from the pavilion, the Guards' band, and Mr. George Ambridge, discoursed sweet strains that proved to be an irresistible attraction to many. In the river the lads distorted themselves by the hundred and their antics were the source of unlimited mirth to the spectators. To those who preferred quietude, there was ample scope to enjoy themselves. The park was very large in extent and it contained countless species of wildflowers. These were eagerly sought after. Cool and shady nooks abounded and they were patronized extensively by those desirous of a restful hour. Swings and other means of enjoyment were there in abundance.

## THE PRIZE WINNERS

(details omitted here)

## THE BASEBALL MATCH

(details omitted here.)

## THE TRIP HOME

The time for departure came all too quickly, and all were sorry when the trains began to leave for Ottawa. The first left at 4 p.m., but not many left Renfrew by that, however. The second departed for the capital about 7 p.m. and it took away 1,000 excursionists. The last pulled out at ten o'clock and it was so crowded that the platform between the cars had to be utilized. The inconvenience was born with equanimity, as the contingency was one that it would have been difficult to foresee. The train reached Ottawa about 12 o'clock

To the officials of the C.A.R. the employes are very grateful, as they provided, at a considerable expense, an unsurpassed train accommodation.

The officials engaged extra cars from the G.T.R. From the first they exhibited great interest in the excursion, and spared no pains to make it a success. Those who made special efforts to make the necessary arrangements were Messrs. E. J. Chamberlain, M. Donaldson, Walsh, Meehan, Lamplough and Richardson.

## THE COMMITTEES

(details omitted here).

25/06/1900 *Ottawa Free Press*

*Carleton Place*

*Chaudiere*

The new freight sheds of the C.P.R. are ready to be occupied.

25/06/1900 *Ottawa Free Press*

*Ottawa Electric*

For some time past the directors of the Ottawa Electric Railway Company have felt the need of additional car shed room owing to the increases in their rolling stock. The present sheds are altogether inadequate. The question of a suitable site has been under consideration for some time.. It was at first thought that the piece of property that the company owns just at the entrance to Rockcliffe Park would be a desirable location, but the directors have now changed their minds and will build the new sheds on the Britannia line, not far from Holland avenue. Work on the new structure will begin in the fall.

25/06/1900 *Ottawa Journal*

*Pontiac Pacific Junction*

*Shawville, Aylmer*

A special train took Sir Charles Tupper to Shawville from Aylmer. A special train from Waltham brought large parties from all the towns along the line. The platform was banked in flowers of great beauty and variety.

26/06/1900 *Ottawa Citizen*

*Ottawa Electric*

*Britannia*

A new switch is being placed in position near the platform (at Britannia). It is intended to serve for the sidetracking of a sufficient number of cars to convey the people back to Ottawa after a band concert.

28/06/1900 *Merrickville Star*

*Chalk River*

Mr. James H. Wylie of Almonte had a narrow escape from being ran over by a train a few days ago. He was driving near the C.P.R. track just as the Imperial Limited, train came rushing along but on account of the intervening buildings he did not see the train until it was almost upon him. Mr. Wylie managed to get his horse turned in the nick of time but the escape was so narrow that the eye witnesses were thrilled.

28/06/1900 *The Record, Chesterville*

*New York Central*

*Cornwall*

An iron worker named Thomas employed on the rebuilding of the O&NY international bridge across the channel, Cornwall, fell off the big traveller Saturday and was killed. His body was carried away by the current.

Collision on the C.A.R.

A rear-end collision occurred on the C.A.R. near Glen Robertson on Saturday morning last at about 2 o'clock. Fireman J. Logan of Ottawa was severely injured and several cars destroyed. Two freight trains, one following the other, overlapped and a rear end collision resulted. Logan, the firemen on the rear train, was thrown out of the cab by the force of the collision and had his right leg broken in two places in addition to sustaining other injuries. The van on the first freight and the locomotive and several cars on the rear one were damaged. Four cars carrying grain and lumber took fire from the engine and were burned with their contents. All train hands, with the exception of Logan, escaped unhurt. The injured fireman was removed to St. Luke's Hospital, Ottawa, where Dr. Kidd attended to his injuries.

The accident occurred through some misinterpretation of the rules.

29/06/1900 Almonte Gazette Carleton Place Ottawa Broad Street fire

Messrs. Lyons and White have been awarded the contract to build the new C.P.R. station at Ottawa. The contract price is about \$35,000.

29/06/1900 Eastern Ontario Review Montreal and Ottawa

C.P.R. Roadmaster J. Shanks and Mr. J. Morrow, of Hawkesbury, with a force of men were making tests of the gravel on Mr. Alex McRae's farm, known as the McCormick farm, at the Ridge, this week with a view to purchasing it suitable for ballasting purposes.

29/06/1900 Ottawa Journal Carleton Place Ottawa Broad Street

Permit Taken Out For Construction of New C. P. R. Depot.

A permit was taken out for the new C.P. R. station this morning. Messrs. Lyon and White will commence work on their contract on Tuesday next, and the station must be completed by December.

30/06/1900 Ottawa Citizen Carleton Place Ottawa, Broad Street

The excavation work has been started for the new Union station and work on the foundation will commence shortly. --

30/06/1900 Ottawa Free Press Ottawa Electric Chaudiere

The Electric Railway Company have erected a temporary waiting room and shelter at the end of the bridge for the convenience of Hull passengers. Two cars are now running from the bridge to Hull and the long wait previously experienced by passengers is avoided.

04/07/1900 Ottawa Journal Carleton Place

New Fire Regulations are Now Law

Got Third Reading Last Evening

Quantity of Lumber to be Piled in Area A to be Limited to 500,000 Feet

The new fire by-law is now in effect as a result of the council's action last night, and one of the main provisions is that the piling of lumber in larger quantities than 500,000 feet is restricted to a certain area to be separated by a clear space of from 30 to 60 feet from other property. The fire limits are extended.

04/07/1900 Ottawa Journal Chaudiere

The Bridge street crossing is to be held over until the feasibility of the Sherwood street line is reported upon.

04/07/1900 Ottawa Citizen Carleton Place

FIRE AREA BY-LAW THROUGH COUNCIL

Certain Fire Protection Must Now be Provided Within Fire Limits A and B and the Piling of Lumber is Limited

The city council last night polished on the slate in a business-like manner a lot of important business previous to entering upon a vacation period of two months. The most important measure dealt with finally was the fire area by-law, which was put through its final stage and goes into effect immediately, the council thus reversing the apathetic stand which it took on the issue a few weeks ago, when the by-law was unceremoniously thrown out. It was re-introduced, however, by Ald. Hopewell, and although several amendments have been suggested they were defeated and the by-law goes on the book with the same provisions and regulations as it originally contained when submitted a few days after the fire. Although there has been a great flow of eloquence and an abnormal indulgence in loquacity with many arguments for and against the measure, the decision has at last become general that the limitations originally suggested by Building Inspector Pratt were about as adequate to meet the requirements of the situation as any that have since been promulgated. So the bylaw was given its third reading last night without a great deal of discussion and only with a slight opposition.

04/07/1900 Ottawa Citizen Ottawa Electric Sussex street

FREIGHT CARS ON SUSSEX STREET

Ald. R. J. Davidson submitted a motion instructing the city solicitor to institute injunction proceedings restraining the electric railway from running of freight cars on Sussex street. He said that the motion was agreeable to all the parties concerned who wished to know just what rights the electric railway had in the matter.

Ald. Roger doubted very much if the Edwards company after going to the expense of laying rails would consent to its business being interfered with while this technical point was being determined.

The city solicitor said it was not necessary that, an injunction should be issued. The courts could be applied to for a declaration of the rights possessed by the company.

Ald. Raphael thought it would be very unfair to block Mr. Edwards' business while the courts were deciding the issue.

Ald R.J. Davidson consented to the provision suggested by the city solicitor and it was decided to instruct that officer to apply to the courts for the necessary declaration in the case.

05/07/1900 Merrickville Star Ottawa, Brockville and St. Lawrence

The bill granting a charter to the Ottawa, Brockville and St. Lawrence railway having passed its final stage in parliament the promoters of the proposed short line between Ottawa and Brockville will make a strong effort to initiate the work this year. An application for a Dominion subsidy has already been made and a grant of \$3200 a mile from Ottawa to Merrickville has already been granted. Assistance will also be asked from those municipalities which are to be traversed by the new line. It will start at Ottawa and branch off at the Experimental Farm and run through Manotick, Burritts Rapids, Merrickville, North Augusta and other points to Brockville. The distance will be considerably shorter than by the present route. An important feature of the new line is that it will bring the Grand Trunk System to Ottawa as it will provide direct connections with that road at Brockville. The new company is well backed financially and will at once commence to acquire the necessary right of way for the work;

**AQUEDUCT BRIDGE**

City Engineer Stopped the Work Until Permission was Obtained

Some time ago the C. P. R. wrote and notified the city that the corporation would be expected to pay the cost of additional bridging over the waterworks aqueduct necessary to run additional tracks across, under the agreement by which the city got the right of way for the aqueduct across the railway property. Upon looking up this agreement the waterworks committee sent a reply through the solicitor that the city is not only not responsible for the cost, but would consider that the C.P.R. would be trespassing if additional bridging were placed over the aqueduct without permission. The C.P.R., however, it is stated, made preparations for putting a bridge across, but City Engineer Gait stopped the work. The railway authorities have consulted with Aids. Masson and Roger of the waterworks committee who see no reason why the C P R. should not go ahead with their bridge which they are now doing..

06/07/1900 *Almonte Gazette* *Prescott* *Osgoode*

Jabez B. Kenney, a C.P.R. brakeman, while at Osgoode station, tried to jump on a car, but missed it and was run over. His legs were cut off, and he died in St. Luke's hospital

06/07/1900 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

Mr. C.Y. Northcott, merchant, shipped this week six car loads of oats via C.A.R. Each car holds from 1000 to 1200 bushels.

09/07/1900 *Ottawa Journal* *Carleton Place* *Ottawa Broad Street*

**TO WIDEN STREET**

C.P.R. Will Leave Land to Double Width of Broad St.

Contractors Lyon and White have had the site for the C.P.R. depot staked out between the waterworks aqueduct and the present C.A.R. track, and active operations on the work of the depot will be commenced this week. The building is being located so that the city can avail itself of the offer of the C.P.R. to widen Broad street to the full 66 foot with which will make a fine street [sic] of it. This will call for an extension of the stone arch bridge on Broad street over the waterworks aqueduct. The contract for the station is to be completed by December.

09/07/1900 *Ottawa Free Press* *Carleton Place* *Ottawa, Broad Street*

Work on the new station will be commenced this week by the contractors, Messrs. White and Lyons. Local labor will be exclusively employed and the excavation pushed as rapidly as possible.

10/07/1900 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The already large rolling stock of the Ottawa Electric Railway Company is to be increased by eight new cars. The order for them has been placed with the Ottawa Car Works and work commenced. The new cars will be closed ones, each thirty feet long and fitted up in the most up to date manner. They will be ready for use this fall.

The Ottawa car Works has also received an order for four more fifteen bench open cars for the Niagara, St. Catharines and Toronto Railway.

During the past week the company shipped three closed cars, each fifty feet in length, to Quebec City.

Four cars were shipped to British Columbia for use on the Vancouver railway system. One handsome combination mail and passenger car was sent to Berlin and Waterloo.

11/07/1900 *Ottawa Journal* *Canada Atlantic*

Electric lights and electric fans add a great deal to the pleasure of travelling on railroad coaches and the Canada Atlantic has commenced installing such on some of their cars. Mr. M. R. Shedd, of the Gould Electric Car Lighting Company, of Depew, NY, is in the city installing the plants in several of the cars, among them Mr. Booth's official cars "Opeongo" and Mr. E. J. Chamberlin's car, No. 99.

12/07/1900 *Ottawa Citizen* *Chaudiere*

**BRIDGE ST. CROSSING**

No Decision Yet Arrived at as to Adoption of This or Any Alternative Route.

Page 6 Column 5

13/07/1900 *Almonte Gazette* *Chalk River* *Snedden*

Ramsay council

That the culvert on the road at Snedden's station and on C.P.R. property is in a dangerous condition and would recommend that the C.P.R. be notified of the same./

13/07/1900 *Almonte Gazette* *Chalk River* *Almonte*

A practical step.

Mr. N. S. Dunlop, of the solicitor's department, C.P.R., Toronto (formerly of Almonte), formulated a plan a year ago by which all C.P.R. station agents, section foreman, gatekeepers, and any other employees having the care of the track and buildings, were to be encouraged to cultivate flowers and lay out lawns. Mr. Dunlop secured the approval of Thomas Tail, general manager, who told him to go ahead and carry his scheme into effect. General Superintendent Leonard, Superintendent Price and other superintendents of the division fell in with the idea at once and proffered their support. For ten years Mr. Dunlop had made a practical study of floriculture in his garden east of the Don, and had accumulated thousands of different kinds of poppies, and great varieties of asters, sweet pease and correopsis. He put up in small packages several quarts of seeds of these from beautiful and easily cultivated flowers, and in May distributed throughout Mr. Tait's division of nearly 4,000 miles of railway over 4,000 packages. To each employee concerned was also sent a circular pointing out the object of the scheme, and giving instructions for the furtherance of it. Mr. Dunlop's observations during his recent trips over the various parts of the road and many letters he has received from the amateur florists show that very satisfactory results in beautifying station property have already been achieved. Agents have also been encouraged to lay out lawns, and since the opening of spring an immense amount of sod has been used on new lawns. Unfortunately for Almonte, the "shack" that does duty for a station is not surrounded by even a bit of lawn; but when a new station is built (and the GAZETTE has been assured that supt. Spencer is pressing for an appropriation for a fine one) there will be scope for plenty of artistic work in the line of lawn and floral decoration.

13/07/1900 *Almonte Gazette* *Ottawa, Brockville and St. Lawrence*

The bill for granting a charter to the Ottawa, Brockville & St. Lawrence R.R., having been passed by the commons, it is expected that the work of building the road will be commenced shortly.

16/07/1900 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 64.

THE SHERWOOD STREET ROUTE  
City Engineer Reports on Cost and Advantages to City

City Engineet Galt has prepared for city council a report on the approximate cost etc. of the proposed route along Sherwood street to enable the C.A.R. company to reach Mr. J.H. Booth;s mill and to dispense with a level crossing at Bridge street.

Page 1 column 2 and 3

18/07/1900 *Ottawa Journal* *Ottawa Electric* *Sussex Street*

If the injunction to restrain the company from drawing freight cars over Sussex street is granted, it is said that it will seriously interfere with the business of the W. C. Edwards Company, Limited, whioh has been shipping lumber for some time by means of the electric railway, and almost every night trains of freight cars pass up and down the street to and from the Canada Atlantic railway. The Edwards Company, It is also said, sold practically all their horses when they began shipping by the electric railway, and the legal complication wll, it is said, be a serious interference with their business.

19/07/1900 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

At least seven eighths of the work on the Metropolitan company's undertaking has been already completed. Over 100,000 cubic yards of stone have been taken out of the cut, and there remains about 45,000 cubic yards to be still removed. On the present payroll are 174 men and in two weeks time 500 more will be engaged in the work of constructing the power house. The entire work will be completed in about three months. The stone that has been blasted to make the channel has been used to construct an embankment that is 53 feet high. Its length is about 600 feet now, and it will be considerably extended. The most expensive part of the work that has yet been performed was the construction of the crib work in the river. It was very difficult to get the structure bolted securely to the solid rock. ---

Three hundred car loads are taken by the company's little railway system to the end of the embankment.--

20/07/1900 *Almonte Gazette* *Chalk River* *Pakenham*

Pakenham citizens have for a some time been looking forward to seeing a new C.P.R. station built here on a somewhat modern plan, but now men are at work putting on a sheet-iron roof on the old barracks that has so long done duty as a station. If there were an opposition line here we would have long ere this time had a new station.

20/07/1900 *Almonte Gazette* *Canada Atlantic* *Ottawa*

A very unusual surgical operation was performed the other day in Ottawa. Foreman Tremble, of the C.A.R.machine shops, had one of his eyes penetrated by a piece of steel. His physicians tried an electric magnet on it and drew it out.

23/07/1900 *Ottawa Journal* *Ottawa Electric* *Rockcliffe Rifle Range*

A large gang of men started today to build the two miles of double track for the electric railway that will be necessary to connect the terminus of the present railway at Rockcliffe Park with the Rockcliffe rifle range.

It is necessary that this road be completed by the last of August in order that it may be available for the Dominion Rifle Association matches which start on August 28. So an extra large gang has been put on. Under the superintendence of Mr. J.E. Hutcheson the work will be rushed through with the greatest of speed.

The road starts from the Rockcliffe pavilion and winds its way along the cliff on the outside of the forty-four foot right of way around the park coach road. Then it finds its way down the cliff by means of a trestle and across the Bronson and Keefer lands. Then another trestle will be necessary to carry the road across the outlet of McKay's lake. Then the railway will be run along what is known as the sand ridge road and up to the Aberdeen pavilion and the range.

A large loop will be put in on the range so the car will be able to make the turn without turn of trolley.

The road will be a very pretty and picturesque one and will probably present the greatest engineering difficulties of any line of street railway yet built in Ottawa.

24/07/1900 *Ottawa Citizen* *Carleton Place* *Chaudiere*

The C.P.R. freight staff is still working in the passenger cars which were converted into temporary offices after the fire. It is expected that the new brick offices will be ready for occupancy in a few days.

25/07/1900 *Ottawa Journal* *Maniwaki* *Gatineau Junction*

Will build a tunnel.

Gatineau Railway Loop to Interprovincial Bridge

An underground passage will be built to avoid the Canadian Pacific Railway tracks.

Nearly all of the land required for the right of way of the Gatineau Railway Junction with the tracks of the Interprovincial Bridge has been secured and it is expected that work will be begun on the connection in a few days. The curve necessary for the connection will be begun about four thousand feet north of the present junction of the Gatineau Railway with the Canadian Pacific, and in passing the latter company's tracks a tunnel will be used. The work will be rushed to have it completed by December this year.

25/07/1900 *Ottawa Free Press* *Ottawa Electric*

Incident with car No. 228.

26/07/1900 *Ottawa Free Press* *Carleton Place* *Ottawa, Broad Street*

Description of new Union station.

27/07/1900 *Ottawa Free Press* *Ottawa Electric*

Some of the electric cars which are used on the Somerset street line are too high to pass under the Parry Sound bridge on Holland avenue. Several of the signs showing the routes have been torn off the cars.

Work has commenced this morning on the construction of the new barns of the Ottawa Electric railway on Main street, Hull The contractors are Mr. Crane and Messrs. Lowe. The plans f the building were drafted by Mr. James Mather and show a most substantial structure. It is expected to be finished by the 1st of December.

27/07/1900 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

Joseph Roy, aged about 21 years, a son of Mr. Roy of Plantagenet was run over and killed by the C.P.R. fast train to Ottawa on Wednesday morning last. The accident happened about two miles from Pendleton station.

The young man was lying on the track and was not noticed until it was too late to stop the train. He was cut to pieces.

Coroner Lawior was immediately telegraphed for and left for the scene on the C.P.R. evening train from here the same day.

Roy was employed as an assistant at the Plantagenet station. He attended a wedding party the night before and it is supposed he was returning from this.

His skull was fractured and both legs broken.

27/07/1900 *Ottawa Free Press* *Pontiac Pacific Junction*

Mr. H.J. Beemer has acquired all the property wished for for the passage of the bridge through Hull. The approach to the bridge is in the shape of an inclined plane 4,500 feet long, beginning on Duke street and ending at the Matthews shops near the C.P.R.



27/07/1900 *Almonte Gazette* *Winchester* *Smiths Falls*

The C.P.R. Co. are erecting two large buildings at the Smith's Falls station. One is for offices and the other for the storage of tea.

27/07/1900 *Renfrew Mercury* *Chalk River* *Arnprior*

The apparatus on which is suspended the mail-bag for the Imperial Limited to take on the fly is faulty in that the wind sometimes knocks off the bag. Messrs. J.H. Hopewell and Sylvester Grace have invented a contrivance which sets at naught the wind's playfulness and they hope to make some filthy lucre out of it. - Arnprior Chronicle.

28/07/1900 *Ottawa Free Press* *Pontiac Pacific Junction*

A ballast train has been hauling ballast for the continuation of the railroad line from Deschenes to Hull. That part of the road from Aylmer to Deschenes was built last year and all that remains to be done is to continue it to Hull.

30/07/1900 *Ottawa Citizen* *Pontiac Pacific Junction*

The P. & P. J. company's ballast train began to haul last week ballast for the continuation of the construction of the line from Deschenes to Hull.

30/07/1900 *Ottawa Journal* *Carleton Place* *Britannia*

A stone weighing between three and four hundred pounds was placed on the Canadian Pacific track near Britannia some time on Saturday night and it is alleged that the object was to wreck the Soo Express which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow going freight train and although the engine was damaged it kept the rails and no one was hurt.

30/07/1900 *Ottawa Citizen* *Carleton Place* *Britannia*

A STONE ON THE TRACK

IT DAMAGED A C.P.R. ENGINE

Apparently it was put There to Wreck the Soo Train.

A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west, which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow-going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" train does not stop at Britannia and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred..

31/07/1900 *Ottawa Journal* *Ottawa Electric*

AN UP-TO-DATE PLAN

Ottawa Electric Company's Plan for Rebuilding

The Structures Will be Fire Proofed in Every way and the Equipment Will be of the Most Modern Kind.

Page 7 columns 3 and 4

01/08/1900 *Ottawa Citizen* *Ottawa Electric* *Rockcliffe*

Construction of the Rockcliffe Range Railway Extension is Being Pushed.

The electric railway extension to the Rockcliffe Range is being proceeded with rapidly. A staff of one hundred men under the supervision of Supt. Hutcheson is engaged in the grading which will be completed in readiness for the ties and rails by Friday. A considerable portion of the ties have already arrived and part of the rails have been shipped. The trestle work over the gully below Rockcliffe will be started in a few days.

The officials of the company state that a single track will be down anyway and if sufficient rails arrive a double track will be constructed by the time of the D.R. A. meeting. The extension can be completed readily by the end of the month at the present rate of progress..

02/08/1900 *Ottawa Free Press* *Tramway* *J.R. Booth*

Mr. Booth is having two car tracks laid into his St. Anne's lumber yard. Instead of loading on wagons and being paid by the day, the export gang of about thirty men will henceforth be paid by the thousand.

02/08/1900 *The Record, Chesterville* *Carleton Place* *Britannia*

Ottawa July 30. A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west which reaches Ottawa about 4 a.m. The stone, however, was struck by a slow going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" train does not stop at Britannia and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred.

03/08/1900 *Almonte Gazette* *Carleton Place* *Britannia*

A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west, which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow-going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" does not stop at Britannia, and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred.

04/08/1900 *Ottawa Free Press* *New York Central* *St. Lawrence bridge*

Barring accidents, work on the O. & N.Y. bridges across the north and south channels of the St. Lawrence at Cornwall will be completed and the structures ready for traffic by 15th of September.

The shore span in the south channel, which was swung about two weeks ago, is now all riveted up, the false work and piles are removed and the water underneath it is clear.

The strength of the current rendered it advisable to use wooden piles to support the false work of the centre span and 24 steel piles were ordered from New York which arrived last week. They are 50 to 60 feet long of 15 inch channel steel connected by lattice work and most of them have now been driven. The erection of the falsework is close behind the pile driving and early next week will be ready for the erection of the middle span.

In the north channel, the foundation of pier No. 8 at the top of the canal bank is finished, and eight courses of masonry are laid. The steel caisson around pier No. 7 is now resting on the rip rap at the bottom of the river. This material, which was dumped in after the accident a couple of years ago, has been mostly removed and the caisson rests about on the original bed of the river. The entire steel work is under water only a timber extension which will afterwards be removed, showing. The caisson will be filled with concrete and ties to the original foundation with wire ropes embedded in concrete.

Today, probably the first consignment of twenty-five carloads of rails will arrive in the Capital from Moncton, NB. They are the new rails for the Rockcliffe Rifle Range extension. They are sixty two pound rails.

The heavy 72 pound rails for Somerset Street which is to be paved, have to be ordered from the United States. When they are laid on Somerset Street between Bank and Bay, the old rails will be taken up and re-laid to build the Bell Street extension.

The grading of the Rifle Range line was finished last night. Many of the ties are laid and some of the poles are up. There are one hundred men working and Mr. J.E. Hutcheson is hustling matters. The quick work done almost establishes a record in rail laying.

Another door in the Albert Street car shed is being widened and heightened to permit the entrance of the big Britannia cars.

The auditorium at the West End Park will be turned in a few days into a commodious car shed. In this winter and summer cars will be stored. The company badly needed an auxiliary shed for their ever growing rolling stock.

## RAILWAY COLLISION

## A WRECK THAT WAS MADE TO ORDER

But it was as Tame as Flat Soda Water. There was no Encore.

Page 11 column 5

Every day large quantities of iron are arriving for the Interprovincial Bridge. And a large gang of men are working on putting it in place.

On the Hull side there is still a great deal of work to do. There is a trestle to build and also overhead crossings of five or six streets. But in another month it is likely the iron will stretch unbroken from shore to shore.

Half the big span of 556 feet is already built and projects over from the pier. That is 278 feet of the bridge projects into the air, supported but at one end. This is likely the greatest strain the bridge will ever have, yet in the big wind storm the other day the engineers say the vibration of this span was not visible.

The Pontiac and Pacific Junction Railway company has made further progress in the matter of securing right of way between Aylmer and Hull.

Papers were presented in Hull court last Friday morning ratifying an agreement between Mrs. Bessey and the railway company whereby the former sells to the railway company a strip of land 66 feet wide in the township of Hull adjoining the Hull Electric road. The land so disposed of is part of the McKay, Wright and Conroy farms. It is expected the work of extending the line along the new property will be proceeded with at once.

The C.P.R. water tanks at the station here are now under construction. There are to be two - one at each end of the station platform so that the fast trains will lose no time, in which ever direction they may be going: but will take water while loading and unloading passengers and baggage.

The Canada Atlantic Railway has applied to Building Inspector Pratt for permission to erect new coal sheds on its property on the east side of the canal. The buildings now used for the purpose on Elgin street are, it appears, in the way of some improvements to be carried out by the commission and will have to be removed.

The C.A.R. will build new coal sheds south of Maria street on the east bank of the canal. The present sheds at the foot of Elgin street will be taken down as they are in the way of some improvements along the canal bank which will be undertaken by the Ottawa Improvement Commission.

Another lot of workmen commenced operations for the construction of the Pontiac Pacific tunnel near the junction of the Canadian Pacific and Ottawa and Gatineau Railway tracks.

A gang of men started work this morning at Deschenes on the Pontiac Pacific Junction Railway extension to Hull.

Work was resumed on the extension of the P. & P. J. railway near Deschenes yesterday and it is expected that the road will be completed to Hull this fall. A large gang of Italians has been placed at work blasting, grading etc. The right of way has been secured for the remaining distance.

Work has been commenced on the tunnel under the C.P.R. track at the junction with the Ottawa and Gatineau Valley railway. The latter road now joins the C.P.R. within the city limits and enters the Union depot by way of the C.P.R. tracks.

It is proposed to construct a tunnel under the C.P.R. tracks so that the Ottawa and Gatineau Valley railway may be carried through and over the new route to the Interprovincial bridge over which it will enter the Central depot.

The tunnel under the C.P.R. tracks will be cut through a clay formation. The tunnel will be 60 feet long and is to be completed this autumn.

As yet the location of the railway yards and depot in Hull for the P. & P. J. railway and Ottawa and gatineau Valley has not been decided upon.

There are now in daily use on the various lines of the Ottawa street railway forty-four cars. This is the largest number in the history of that road. Last year there were thirty-eight.

## Brakeman Killed

Ottawa Aug 17 - Edward Rollin of Montreal, a brakeman on the CPR was killed last night at the Hull station. He was missed by the engineer of his train. On search being made his body was found on the track with the head cut off. He was 21 years old and lived with his parents in Montcal.

## CUT IN TWO

Ed Rollin Met a Shocking Death.

WAS RUN OVER AT HULL

The Victim Was a Brakeman and Fell from a Car at Midnight

Violent death overtook Edouard Rollin, a C. P. R. brakeman, in the discharge of his duty at the Hull depot about midnight.

The unfortunate young man, who was a member of a crew that left Ottawa about 11 o'clock in charge of a local freight for Montreal, was assisting in the shunting of several cars at the Hull depot when he was killed. No one witnessed the accident, Rollin's fellow trainmen being engaged some distance away. The engineer saw a lantern light appear above a box car and a moment later disappear. It is supposed Rollin carried the light and had just reached the car top when he missed his footing and fell headlong to the tracks below. The train of several cars was moving at the time, and passed over the prostrate man beheading him. Death, was instantaneous.

Conductor Quinn and Brakeman Potter missed Rollin but for a time believed him engaged in another part of the yard.. They walked up the track and were horrified to come across the mangled body of their fellow trainman. The body was removed to the station and Dr.. Graham, coroner, notified.

This morning the latter empaneled a jury and held; an investigation. After viewing the -body, the evidence of Conductor Quinn and Brakeman Potter was taken. A verdict of accidental death, was returned,

Rollin, who was about 22 years of age, was a resident of Montreal. He had been engaged at railway work about six months and was considered a careful efficient employe. With his fellow workmen he was very popular.

Rollin- was a member of a family of railroaders. His father Louis Rollin and brother. Charles, are engineers on the; C. P. R. and another brother George, is agent at Viger station, Montreal.

The relatives were notified and the remains will be removed to Montreal for interment today.

17/08/1900 *Toronto Star**Lachute**Hull*

## BRAKEMAN KILLED

Edward Rollin of Montreal Loses His Life on the CPR at Hull

Ottawa Aug 17 - Edward Rollin of Montreal a brakeman of the C.P.R. was killed last night at the Hull station. He was missed by the engineer of his train. On search being made his body was found on the track the head cut off. He was 21 years old and lived with his parents in Montreal.

17/08/1900 *Ottawa Citizen**Ottawa Electric**Rockcliffe*

The Ottawa Electric railway will tomorrow inaugurate its service to the Rockcliffe range, the extension having been completed sufficiently to enable the cars to be run. The first car will leave the corner of Bank and Sparks streets about one o'clock and there will afterwards be a couple of trips from the park to the range.

17/08/1900 *Ottawa Journal**Lachute**Hull*

## HIS HEAD CUT OFF

TERRIBLE END OF A RAILWAY MAN

Apparently Fell from his Train at Hull Station. Wheels Passed over his Neck

Edward Rollin. of Montreal, a brakeman employed on the Canadian Pacific Railway, met a terrible death last night at the Hull station.. He was run over by a freight car and had his head cut off.

Rollin was one of the brakemen on the freight train which left Ottawa en route to Montreal, about a quarter to 12 last night. On reaching Hull the train did some shunting, and in this course of the work, the train crew missed Rollin. A search was made and he was found dead on the track. One of the cars had passed across his neck. Besides, he had evidently been dragged some distance along the ground.

It is not known exactly what led to Rollin's death. It is supposed that he either fell from a car or slipped under the train while he was standing on the ground.

The train crew, in addition to Rollin, included Conductor Thomas Quinn, Brakeman Thomas Potter and Engineer St. Denis.

An inquest was held this morning and a verdict of accidental death was rendered.

The late Mr. Rollin was about 21 years of age. His father is an engineer on the Berthierville branch of the Canadian Pacific Railway, and one of his brothers is an engineer on the Labelle branch. Another brother is agent for the Canadian Pacific Railway at the Viger Square Station, Montreal,

17/08/1900 *Renfrew Mercury**Chalk River**Renfrew water*

The Mercury was not quite correct about the C.P.R. water tanks at Renfrew station. There are not to be two tanks, as stated, but from the one which is being built at the south-east end of the station, a pipe will be run underground to the other end of the yard, where will be erected, not another tank, but a crane similar to that now in use, which will be used for filling the engines with water. The stone foundation of the east-end tank is now about completed. It rises nineteen feet above the ground, and on steel girders built into it will be placed the tank, which will hold 40,000 gallons.

17/08/1900 *Renfrew Mercury**New York Central*

It is possible that a new system of milk delivery will shortly be introduced in Ottawa. Messrs. James Havey, M. Havey and T. Havey are considering the advisability of a scheme to bring milk to the city by train every morning, and after putting it through a cold storage process, to deliver it to customers. It is proposed to have the farmers along the Canada Atlantic and New York and Ottawa Railway send their milk on the cars to Ottawa. A new cold storage building would be erected here for receiving the product. A number of vans would be utilized in bringing the milk around to customers. Ottawa Journal.

18/08/1900 *Ottawa Journal**Other**Aylmer*

Mr. George Millan of Hull created quite a sensation in Aylmer last night. He came up from Hull in thirty minutes in a gasoline automobile. It was something new for Aylmer and as the buggy travelled down Main Street as far as the Post Office men, women and children rushed out to look at the vehicle running along so quietly and swiftly. Even the dogs barked at the strange looking thing. One citizen of Aylmer was heard to say "I am going to have one like it; just as soon as I can scrape up the cash".

21/08/1900 *Ottawa Free Press**Pontiac Pacific Junction*

One hundred men are engaged on the construction of the Pontiac and Pacific Junction Railway company's line between Deschenes and Hull. The work is being rushed with all possible despatch and it is expected to be finished by the 1st of October.

An interesting work now in progress by the company is the approach to the Interprovincial bridge where the line will pass under the C.P.R. tracks. All the houses that were on the line of the approach are being demolished, some being removed to other sites by the owners and a few retained by the company to be used as temporary offices by the company during construction.

A large portion of the work will be overhead owing to the comparative lowness of the ground and will consequently necessitate some pretty expensive construction. Abutments are being made between Lake street on the north and Laurier avenue on the south for the supports for the railway. The plans show that the line will run contiguous to St. Cuthbert street. All the property has been acquired through Mr. Thomas Heaney, accountant of the company.

22/08/1900 *Lanark Era* *Lachute* *Hull*

Edouard Rollin, a C.P.R. brakeman was killed at Hull on Friday last.

22/08/1900 *Ottawa Citizen* *Canada Atlantic* *Ottawa East*

AT THE C.A.R.Y. SHOPS

New Fire Protective Methods are Being Installed - - Active Operations

Page 3 column 4

22/08/1900 *Ottawa Journal* *Canada Atlantic*

TO FIGHT FIRE - A new fire fighting system similar to that in use in the Booth mills, is being installed in the Canada Atlantic shops.

22/08/1900 *Ottawa Free Press* *Carleton Place* *Chaudiere*

The C.P.R. is gradually recovering from the effects of the fire which practically swept all their standing property out of existence. Over 100 men and several trains of flat cars carrying sand from Britannia are now employed in making new tracks and switches and generally increasing the yard room. The work of widening the bridge over the waterworks aqueduct, by some 60 feet, so as to afford accommodation for as many more tracks is going ahead rapidly. Mr. J.W. Moore of Pembroke is the contractor.

In the freight yard and freight department everything is nearly completed. The clerks moved into their handsome new brick offices today. The office is 50x10, two storeys high, well heated and ventilated and provided with all modern improvements. A splendid view of the Ottawa river and surrounding scenery can be obtained. Mr. E. O'Neil, the veteran freight agent is proud of his new quarters. Downstairs there are the private offices for Mr. O'Neil, Mr. H. Templeton, cashier and for the Dominion Transport Company. Mr. Fred Lapointe, landing waiter, also has an office on this floor. Upstairs, the remainder of the clerks, of which there are fourteen in all, will be placed. Communicating with the receiving freight shed are quarters for the teamsters where they receive their bills instead of coming into the office. At the end of the receiving shed, which is 250 x 50 feet, is the heated room for perishable goods and the foreman's office. A Guernsey scale of 6,000 pounds capacity is being placed in position. At the end of this shed, which, with rows of lifting doors and direct communication freight is all handled with as little loss of time and labor as possible, a large platform, 100 feet long, for the landing and unloading of oil will be built. This will keep the flooring in the freight sheds clean. Midway between the receiving and forwarding freight sheds is the covered transshipping platform, where all goods requiring transshipment are placed. The outgoing or forwarding shed is 300 x 40. There are three separate tracks leading to the receiving and two to the outgoing freight shed. The sheds are lighted by electricity and near the docks the incandescent lamps are enclosed in a wire globe, and provided with a long string so that, during the winter, they can be taken right into the cars.

In the outgoing freight shed are three pairs of scales whereas there was only one in the old shed. Freight has to be carried but a very short distance to get weighed. The shed is divided into sections and the names of the stations in that section are bulletined while the sections are all numbered. The cars opposite each door way are also numbered so that in the loading of freight there is no liability to error as the system in vogue is as nearly perfect and complete as it is possible to have it. The checkers and porters have everything to guide them

The passenger part.

The pressed brick work in the new station will be commenced this week by Contractors Lyons & White.

The stone foundations and foundation walls are completed. The new station has to be ready for occupancy by Christmas.

The platform umbrellas or "covered ways" as the public call them are now under way. They are being erected by the C.P.R. company itself. One of the umbrellas, 740 feet long and the other 645, each being 16 feet wide. There will be four tracks for the direct incoming and outgoing of passenger trains. Two will be between the covered ways and one on either side. These tracks are now being laid and ballasted. There will be thirteen other tracks for the storing of reserve cars.

A nine inch pile tile drain is being put down to connect the new station with the main drain. All the work of track laying, covered ways, switches, etc., is being carried out under the direction of Mr. A.F. MacCallum, C.E., of Toronto, who has a long experience of construction and terminal work.

To the west of the freight sheds will be coal chutes. The trestle work is complete and the chutes will soon be in position. Where the present temporary station and other building are will be placed a number of short platforms and tracks for the loading of freight.

The extra facilities, yard room and freight accommodation of the C.P.R. will enable the company to do a much larger business than heretofore and ample room for the growing demands of the Capital for years to come.

23/08/1900 *Ottawa Citizen* *Carleton Place* *Ottawa Broad Street*

BY FIRST OF DECEMBER

New C.P.R. Station Will be Ready - New Freight Sheds Occupied

The ruins of the C. P. R. buildings in the great fire had hardly ceased to smoulder, when the company, one of the heaviest losers, commenced its plans for the reconstruction of the buildings on a grander scale than before and of a size more commensurate with the ever increasing requirements of this up-to-date corporation.

Yesterday, the first of these building, the new freight offices, were completed and occupied. In order that the freight and passenger departments may be kept separate, the new freight offices are located well up on Broad street, a considerable distance from where the passenger depot is being erected. The building has been constructed of brick, and is two stories in height. The rooms are large and airy and well arranged. On the first floor is the offices of Mr. O'Neill, the freight agent, the cashier, F. Lapointe, landing waiter, the Dominion Transport company and a long room for the clerical staff. The upstairs room for the present will be used by the clerical staff. In the rear part of the freight building is the bonded warehouse and extending back, a distance of 260 feet are the storage sheds, covered with galvanised iron and thus rendered practically fire proof. Every arrangement has been made to facilitate the handling and quick despatch of freight.

Over at the Union station site, Messrs. Lyons and White, the contractors, are making good progress on the new depot. It is expected that it will be finished by the first of December. The new depot will be 156 feet long, 36 feet deep and will consist of three stories and a handsome tower. Scotch fire brick will be used in the building.

The first floor will contain the main waiting room, ladies waiting room, smoking room, dining room, and second-class waiting room. In the south end, the baggage room and quarters of the Dominion Express will be located. The second floor will contain quarters for the superintendent, train dispatchers, trainmaster and clerical staff. When finished, the depot will be another worthy addition to the handsome structures owned by the company all over Canada and will be a credit to the city. Great changes will also be made in the yard which will contain much more track accommodation than, heretofore.

23/08/1900 *The Equity, Shawville* *Pontiac Pacific Junction*

Work was resumed on the construction of the P. & P. J. extension between Aylmer and Hull last week. It is expected the line will be completed by the time the new interprovincial bridge at Nepean Point is finished, and this, engineer Dunn informed The Equity last week, would be by the end of November. --

24/08/1900 *Almonte Gazette* *Lachute* *Hull*

While shunting a train at Ottawa last Thursday night Edward Rollin, a C.P.R. brakeman, was killed.

*24/08/1900 Almonte Gazette Winchester Winchester*

The people of Winchester requested the C.P.R. to build a spur to the village from the main line. They will do so provided the village supplies the right of way, the grading, and pay a toll for running the cars in after the road is built. The people think they might as well build a new road, and will not accept the conditions.

*27/08/1900 Ottawa Free Press Tramway J.R. Booth*

About thirty men are engaged under J.R. Booth constructing a railway track through the Ste. Anne lumber yard on Somerset street, which will reach the new flour mill of Martin & Warnock on Richmond road. A great amount of levelling is being done and an extensive piling ground for lumber will be secured by this operation.

*28/08/1900 Ottawa Journal Ottawa Electric Rockcliffe Rifle Range*

Article on the opening day of the Dominion Rifle Association meeting.

The cars are a great convenience and have done just what was needed to make the range accessible and highly popular.

*31/08/1900 Ottawa Journal Maniwaki Cascades*

The mixed train due Ottawa at 6.15 left Cascades on time and started up the steep grade about a mile south of the village. The train was very heavy consisting of the usual passenger coaches, two box cars, five flat cars loaded with syenite, and a big load of cedar poles. The poles were, as usual, loaded on two flat cars, part on one and part on the other. Just at the top of the grade and as the train was turning a curve, the piece of wood that, on such occasions, is placed between the two cars with the poles to steady them, fell out and dropped on to the rail.

The front trucks of the hind car carrying the poles were thrown off the rails and the train, which was laboring up the grade, came to a standstill about four car-lengths further on. There was very little jar and the passengers were not even shaken up.

But the removal of the big cedar poles proved to be a very slow job for the few train hands available. As a result of the incident, the passengers of both the up and the down trains had about four hours wait.

The up train ran to where the down train was stalled. When the poles were removed and the car replaced, the down train ran back to Cascades crossing, the up train went on.

*31/08/1900 Ottawa Citizen Maniwaki Cascades*

A couple of cars on an incoming freight train on the Ottawa and Gatineau railway jumped the track at the Cascades last evening and both the north and south-bound trains were delayed for a couple of hours.

*01/09/1900 Ottawa Free Press Maniwaki Cascades*

Two freight cars on the down train on the Ottawa and Gatineau Valley railway were derailed last evening at the Cascades. The cars were loaded with cedars. No damage was done. Both the up and down trains were, however, delayed some four hours by the accident.

*01/09/1900 Ottawa Free Press Carleton Place Chaudiere*

The C.P.R. are reconstructing their coal chutes. The new structures will be near the river at the end of Oregon street.

*05/09/1900 Ottawa Citizen New York Central Ottawa*

The Ottawa and New York railway has acquired the O'Donnell property at the south end of the city near the Hurdman's Bridge and proposes to commence shortly the erection of its car shops. The main building will be 2120 feet in size and in addition to this there will be a few smaller structures. According to the agreement with the city the shops will have to be completed this fall and consequently operations, which have been delayed owing to the difficulty of securing property, will soon be commenced.

The Cornwall bridge is expected to be finished by the first of October.

*07/09/1900 Almonte Gazette Chalk River Carleton Place*

A C.P.R. detective was in Carleton Place last week seeking to discover the person who put the stone on the bridge. He arrested two tramps - the toughest nomads seen in many a day. On the way to the lockup the smaller fellow slyly took a dirk from his pocket and put it up his right sleeve. The detective had his eye on him, and grabbed him and snatched it away. Magistrate Struthers sentenced them to six months at hard labor in the county gaol.

*07/09/1900 Eastern Ontario Review Montreal and Ottawa*

Therrien vs. C.P.R.

At Plantsagenet next week the case of Therrien against the C.P.R. Company, in which he claims damages for a horse killed near Pendleton, will come up again for trial. It was tried before but the jury disagreed and a new trial was ordered. Judge Constantineau will preside at the trial

*07/09/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge*

On account of the high wind, work had to be suspended on the higher trestle work of the Interprovincial bridge today. It is expected the iron work will be completed in about four weeks. All the decking or woodwork on the approaching trestle work on the Ontario side has been completed. A derrick will be placed in position to hoist the timbers for the flooring of the bridge proper from Nepean Point. Workmen are now engaged building an abutment at the southeast corner of the Coffin homestead where the railway line will lie. About eight feet will be taken off this corner and the homestead will remain standing.

*07/09/1900 Ottawa Citizen Ottawa Terminal*

The C.P.R. company, a Citizen reporter was informed today on good authority, will cross the city next year connecting the transcontinental line with the short line between Ottawa and Montreal. All the options necessary are understood to have been secured and the plans, it is said, are about to be registered.

The line will likely branch off at the round house on the Richmond Road, cross that thoroughfare and run south over the Prescott line to a point near Young street and from there run nearly parallel to the tracks of the western division of the C.A.R. to the short line tracks down near Hurdman's Bridge.

It was intended to go on with the work this year but the big fire destroyed so much property which had to be rebuilt that crossing the city was not proceeded with. When completed, the line will permit of through trains making much better time than now, owing to the connection being made with the south shore line to Montreal which is much shorter than by the old way. It will also enable western trains to run in and out of the Central depot when it is built.

*07/09/1900 Eastern Ontario Review Tramway Ottawa*

Here is Horse Sense

The employees at Mr. J.R. Booth's mill at the Chaudiere relate a story of the sagacity displayed by one of the horses on Saturday. The horse, the name of which is Frank, has for some years employed to draw a car on one of the tracks at the mill. On Saturday morning it was missed from its customary place on the platform. This had never happened before and a search was commenced. After some time he was found in the blacksmith shop. The blacksmith stated that the horse came into the shop unaccompanied and had stood there as if waiting for something. The blacksmith knew the old horse and thought that some motive must have impelled him to come in on his own accord. He accordingly examined the animal and found that one shoe was loose. He remedied this and the horse turned around and walked out to his place on the track. This is the same horse that with another stood on its platform on the day of the fire, although encircled by flames.

*08/09/1900 Ottawa Journal*

*New York Central*

Description of a ride over the line between Ottawa and Cornwall. Similar to earlier description at the opening of the line.

Big cheese trade - it is estimated that 10,000 boxes of cheese pass over the O&NY monthly during the four months of summer - from Russell, Embrum, Bennick [sic] (should be Berwick), Finch, Cambridge and Black River.

Also butter but little lumber, just small lumber, also livestock

Bridge across the St. Lawrence will be completed within three or four weeks.

*08/09/1900 Ottawa Free Press*

*Canada Atlantic*

*Ottawa East*

At the car shops in Ottawa East everything is quiet. The last of the 1,000 box cars ordered last fall having been completed. Almost all the freight cars are now equipped with air brakes and automatic draw bar. This is a great boon to the brakemen and train hands.

*11/09/1900 Ottawa Citizen*

*Carleton Place*

*Ottawa, Broad Street*

Work on the new C.P.R. station at the Chaudiere is progressing rapidly. The brick walls are up to a height of about 15 feet and the covered platform is almost completed, the roof having been finished yesterday.

*13/09/1900 Ottawa Free Press*

*Maniwaki*

*Hull*

The concrete pier on Laurier avenue, Hull, to support the approaches to the Interprovincial bridge, is completed. The bridge and approaches extend from Nepean Point, on the Ottawa side, to Little Farm on the Hull side, a distance considerably over two miles.

## IT IS PRAISED

Engineers Well Pleased With the Work.

THE METROPOLITAN CO.

Promises to Develop Abundant and Cheap Power Uninterruptedly.

The Canadian Engineering Association were yesterday afforded an opportunity of visiting and inspecting the works of the Metropolitan Electric company at Britannia, which will shortly be in a position to supply electric light and power at a very cheap rate to the citizens and manufacturing industries of Ottawa.

The large canal which has been cut out from the solid rock is completed with the exception of one hundred feet and to finish it about six week's work will be necessary.

At the end of the canal will be situated the large powerhouse, the construction of which will be commenced next week. There is a natural foundation of solid rock upon which the structure will rest. The Metropolitan company has already expended over \$115,000 on the work, but will spare no expense to see that the available power is fully developed in the most improved manner.

To the body of engineers accustomed to works of such magnitude the Metropolitan company's premises afforded a great deal of interest yesterday afternoon, and the manner in which operations are being carried out not only elicited much favorable comment, but it was agreed that the company possesses a magnificent power, which, when developed, as is being done, should enable it to supply electric current at a most advantageous rate and incidentally do much to encourage the location of industries in the capital city.

The opinion of some of the experienced and most learned engineers of Canada and the United States on the subject, as given to the Citizen yesterday, will be of great interest to Ottawans, whose electric problem has long been one and engrossing a great deal of attention.

## EXPERT OPINION.

Prof. Bovey, dean of the faculty of civil engineering in McGill university, after looking over the Metropolitan Electric company's works, expressed himself as highly pleased. He said that with the fall and the abundant head of water, the property admitted of great development and should supply an immense power. With the large area of quiet water which would be afforded by the canal in course of construction, Prof. Bovey said there should be no difficulty from anchor ice or no possible diminution of the power from that cause. The company was proceeding with the work in a manner that was eminently satisfactory from an engineering standpoint, and the facilities at its command should be able to supply power at a rate that would do much to induce industries to locate in Ottawa, if the present conditions did not permit of such.

Mr. E. P. Hannaford, for 38 years chief engineer of the Grand Trunk Railway system, regarded the Metropolitan company's property and power as one of the finest he had seen. With its eleven feet of fall it should admit of much development of electrical power. The immense power derived from the Lachine rapids, Mr. Hannaford said, emanated from a fall of only 13 feet and this spoke much for the possibilities of the local company. The water surrounding, not admitting of disturbance, should give no trouble from anchor ice.

Mr. Robert Forsyth, a well-known Montreal civil engineer, manufacturer and paving contractor, who was with Mr. Hannaford, coincided with his statements.

Mr. George Brush, mechanical engineer of Montreal, said that there was a great opportunity to develop power at Britannia, and the Metropolitan company were going about it in the right way. With an unlimited supply of water, furnishing great power, and with a tail race wholly unobstructed, the works were finely situated and should develop a power in a quantity that ought to make it very cheap for domestic use and more particularly for manufacturing purposes. The lake above, freezing over, Mr. Brush stated, there should be no possibility of anchor ice, which in previous years has much interfered with companies drawing power from other sources in Ottawa.

## STILL OTHER VIEWS

Mr. Roderick MacColl, assistant provincial engineer of Nova Scotia - "I regard the Metropolitan company's power as admitting of great development and capable of supplying electrical power in such a volume and with such facility as should cheapen its cost immensely."

Mr. E. H. Keating, ex-city engineer of Toronto, and now manager of the Toronto railway, spoke of the industry as a fine piece of engineering work which should produce much power.

Mr. G. A. Mountain, chief engineer of the Canada Atlantic Railway system, said the Metropolitan company possessed one of the finest powers in this district, which was saying a great deal. The company possessed a great head of water and its full strength should be developed by the means which the company was now employing. There should be no difficulty in generating 5,000 or 6,000 horsepower from the canal now underway, and he saw no possibility of anchor ice under the existing conditions.

Lt. -Col. W. P. Anderson, chief engineer of the marine and fisheries department said that he had not looked carefully over the works, but with the fall of over ten feet it should be easy to secure a great deal of power. He could state positively, however that there was not the remotest chance for anchor ice to gather at the works.

## FOR MANUFACTURE

Speaking of the Metropolitan power project, Mr. C. Da B. Leprobon, assistant city engineer of Montreal, said: "It should prove of incalculable value to the city for manufacturing purposes. From what I have seen I am satisfied as to its feasibility. The distance of transmission of power is short, which is a great advantage. There should be no trouble from anchor ice, as there is no current or rapid at the head, and there is also calm water in the tail race." Speaking about the work at Lachine, this gentleman stated that a channel one and a half miles long had to be built to overcome the difficulty and occasioned by the presence of anchor ice at the head. Hence the Metropolitan company's advantage in this important respect could be scarcely estimated. Mr. Leprobon expressed himself as satisfied with the manner in which the construction work was being carried forward.

Discussing the work and prospects of the Metropolitan Co., Prof. C. H. McLeod, of the engineering staff of McGill university, Montreal, said:

"There is a splendid natural power, easily developed, and, as far as I can see, the right steps are being taken to develop it. I was pleased at the progress being made. The completion of the works will supply cheap power and prove a boon to Ottawa as a manufacturing center."

Mr. Wm. Kennedy, the well-known civil engineer, of Montreal, expressed himself as being very favorably impressed with the nature and progress of the Metropolitan company's work. "There should not be much trouble with anchor ice, and plenty of cheap power would be easily transmitted to the city."

"There is certainly a big lot of cheap power at the Metropolitan works," Mr. H. A. Gautier, civil engineer of the Phoenix Bridge works, Montreal, when questioned on the matter. "There is a heavy head of water, which should be free from anchor ice. The power can be easily transmitted and supplied cheaply to the city." with this opinion O. Arcaud, of the same company, agreed.

The difficulty from anchor ice is one which according to Mr. C. H. Mitchell, civil engineer of Niagara Falls, Ont., the Metropolitan company's promoters and engineers will have no occasion to contend with. The fact that there was a large body of calm water, this authority contended, was sufficient reason for the prevention of the formation of anchor ice. "Success in a project of this nature depends on the presence of a good supply of water and a good fall of water. Both of these are present at the Metropolitan company's works, and, coupled with easy transmission, should mean the production of cheap and abundant power, and in turn establish Ottawa as a manufacturing center. Ottawa is certainly a great center for water power," concluded Mr Mitchell, "and the Metropolitan plant should prove a great factor in the progress of the city." Mr Mitchell is engaged in a similar project at Niagara Falls and is also interested in the development of water power on the Severn river. The power in the latter case is to be transmitted to the town of Orillia, over 20 miles distant. The fact that the power from the Metropolitan works has only to be transmitted a distance of six miles is, in Mr. Mitchell's opinion, a strong point in favor of the power scheme.

## A GREAT WORK

"It is certainly a great work and should prove of much value and importance to the city in the development of its manufacturing interests," stated

Mr. F.X. Berlinguel, of Quebec, one of the engineers who visited the Metropolitan company's works, "I anticipate no trouble with anchor ice," he continued. "I see that the works have been designed and built with the object of providing an equally large power winter and summer. The nature of the body of water and the plan adopted in cutting the channel wide and deep should forestall the trouble with anchor ice experienced at other power plants during our Canadian winter." Mr. Berlinguel expressed himself as satisfied with the progress and plans of the works.

Freedom from trouble with anchor ice was also in the opinion of Mr. F. W. Lesage, civil engineer of Montreal, "one of the great advantages enjoyed by the Metropolitan company at its Britannia power plant. There is a body of dead water, free from currents and rapids, and on this the ice lies solid the whole winter, hence the formation of anchor ice is an impossibility." In this respect the power property differs from those at Lachine and other points," continued Mr Lesage. This gentleman has great faith in the future of Ottawa as a Manufacturing center. "Even in the last three years there has been great growth here," he continued, "and, possessing such splendid water power as it does, the city should advance rapidly." One factor in this advancement will be, according to Mr. Lesage, the close proximity of the Metropolitan power plant.

"With the necessary capital, there is no reason why the Metropolitan power scheme should not prove successful in its completion," stated Mr. F. Miller, civil engineer, Napanee. "There is plenty of power, which can be produced cheaply and easily transmitted, and I see no reason why the manufacturing interests of the city should not boom as a consequence."

Mr. E. St. J. Maunsell, civil engineer of Nelson, B.C., referred to the Metropolitan work as being a "splendid enterprise." "There is a good head of water," he continued, "free from anchor ice, and cheap power can be produced the year-round." Mr. Maunsell agreed with the other engineers that the plant would be of immense value to Ottawa.

Mr. Owen O'Sullivan, civil engineer, of Quebec, expressed himself as being satisfied that the work undertaken by the Metropolitan power company could and would be carried to a successful completion. He expressed his surprise at the amount of work done, and agreed that the company was working along the right lines to produce cheap power and plenty of it the year round.

Mr. Henry O'Sullivan, of Quebec stated that, while the Metropolitan works were not as yet completed, he felt satisfied that their proximity to the city would prove of great advantage to it and its business and manufacturing interests. He saw no reason why cheap power should not be produced and easily transmitted.

Mr. E. A. Evans was another civil engineer from the Ancient Capital who expressed his approval of the work carried on by the Metropolitan Power Co., and prophesied a boom for Ottawa's manufacturing interest on the completion of the power plant.

**20/09/1900   Ottawa Citizen   Carleton Place   Ottawa Broad Street**

Work on the new Union station is progressing favorably and the handsome brick work is well advanced.

**21/09/1900   Almonte Gazette   Chalk River   Pakenham**

The C.P.R. station has been treated to a fresh coat of paint, and looks quite improved in appearance.

**21/09/1900   Eastern Ontario Review   L'Original**

It looks very much as though the Great Northern Railway intends to come right through Vankleek Hill.

For the present at least the trains will go through here.

The branch road from Hawkesbury to Glen Robertson will be put in first class shape.

A large gang of men was put at work this week. New rails, new ties and practically a new road bed is to be put down and the branch road made as up to date as the main line.

If the branch road is used permanently all the G.N.R. trains will pass through here, both passenger and freight.

**21/09/1900   Eastern Ontario Review   Montreal and Ottawa   Vankleek Hill**

If truth is in the report that Vankleek Hill is to be made the central terminal point on the C.P.R. short line, it is a good thing for Vankleek Hill. It will mean the influx of some new permanent citizens and the erection of some new houses in town.

It will give early access to the Montreal and Ottawa produce markets and make this a much better and more widely known town.

This is the half way point between the two cities and the most important town, so that there would appear to be some truth in the intended move on the part of the C.P.R. authorities.

On another page

Vankleek Hill is likely to be made the central point on the C.P.R. short line between Ottawa and Montreal.

The C.P.R. surveyor and the right of way agent of the C.P.R. were here this week endeavoring to secure the property to build a "Y" at the C.P.R. station.

The object of this would be to make this a terminal point for the freight and mixed trains instead of plantagenet as heretofore/

If this is done by the company, Vankleek Hill will have very early connectins with Ottawa as well as Montreal. It will also bring some citizens who will be in the employ of the C.P.R.

**22/09/1900   Ottawa Free Press   Tramway   J.R. Booth**

J.R. Booth has just completed the addition of new platforms and tramways in his lumber yard on the Hull side of the bridge.

**25/09/1900   Ottawa Citizen   Montreal and Ottawa   Interprovincial Bridge**

When twenty feet more of iron work is erected the north and south sections of the Interprovincial bridge will be joined. The great structure will then be largely completed. All the heavy iron work is in position and the bridge constitutes one of the finest pieces of engineering work in the country. After the two sections are joined considerable work will have to be done putting down walks and railings.

**25/09/1900   Ottawa Citizen   Britannia Power Canal   Metropolitan Electric**

Only 80 feet of earth remain to be excavated before the Metropolitan Electric company completes its canal at Britannia. The canal is 150 feet wide and has a depth of 12 feet. A staff of 90 men is now employed under the superintendence of Ald. Hewlett. Operations will be started next week on the big power house of the company which is to be 500 feet long and 250 feet wide. It will be two stories in height and constructed of concrete.

**25/09/1900   Athens Reporter   Westport   Soperton**

Early Monday morning the B&W work train ran over a horse belonging to Wesley Davis. Both legs were broken and the animal had to be killed.

**26/09/1900   Lanark Era   New York Central   Cornwall bridge**

The first train to cross the new bridges of the Ottawa & New York Railway, spanning the north and south channels of the St. Lawrence River at Cornwall, passed over on Saturday.

**27/09/1900   Ottawa Citizen   New York Central**

Through trains to New York will commence as early as possible next week.

**27/09/1900   Ottawa Free Press   Carleton Place   Westboro**

The Canadian Pacific railway is preparing, it is stated, to erect extensive workshops on their property at Westboro. They have had plans prepared for a building which will employ 1,500 men, and consequently a considerable amount of the work which is at present done at Carleton Place will be performed here.

The principle object of making this construction at Westboro, where they have 50 acres of land, is for the purpose of utilizing the electrical power of the Metropolitan company, who have their power house conveniently situated at Britannia.



First Train Passed Over On Saturday Last - The New Route To New York To Be Opened On Monday

The O&NY Bridge is now so near completion that trains have been run over it and on Monday next a regular service will be opened between Ottawa and Tupper Lake, NY, the present southern terminus of the line. A freight train was run over to the United States side of the river on Saturday, it being the first train to cross the bridge. Several passenger cars were taken over on Monday in order to carry an excursion to Malone for the Fair. The bridge being too narrow to admit of a walk being laid inside the structure for the accommodation of employees in the event of a train being stopped while crossing and the train hands being required to leave the cars or engine, the officials of the Dept. of Railways and Canals requested the company to build a walk along one side of the bridge outside of the iron work. This is being done and the walk is to be completed in a couple of days. The final inspection of the bridge was made this week by Mr. R.C. Douglas, C.E., of the Department of Railways and Canals, and all will be in readiness for the formal opening on Monday next. There will be two express trains a day from Ottawa connecting with the NY Central at Tupper Lake for New York and two trains passing here every day for Ottawa. Going south the morning train will leave Cornwall at 9:25 a.m., connecting with the NYC at Tupper Lake at 12:10, reaching New York at 9 p.m. The evening train will leave Cornwall at 6:29 p.m., reaching Tupper Lake at 11 p.m. and New York at 7:30 the following morning. Coming north passengers will leave New York at 6:40 p.m., arriving in Cornwall at 8:01 the following morning; or leaving New York in the morning and arriving in Cornwall at 4:10 p.m. This will cause a change in the local time table, the express trains for Ottawa leaving at 8:01 a.m. and 4:10 p.m. A mixed train will leave Cornwall for Ottawa at 4:20 p.m.

28/09/1900 Cornwall Freeholder New York Central Cornwall

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28/09/1900 Ottawa Citizen New York Central Cornwall

The Ottawa and New York railway has completed its big bridge over the St. Lawrence at Cornwall. The last of the iron work was erected this week and all that remains to be done is to place down a foot walk and lay a piece of track on the island between the north and south channels. The manager of the road stated this morning that a through service between Ottawa and New York will be established within a fortnight if the present intentions are carried out. It is likely that a new departure will be made by putting on a day service between the Capital and New York, a train leaving here in the morning and reaching the metropolis at 9 p.m.

29/09/1900 Ottawa Free Press Canada Atlantic Ottawa East

All the freight cars are now equipped with automatic draw bars and air brakes, making it much safer and easier for the yardmen and brakemen.

02/10/1900 Ottawa Journal Chaudiere Bridge Street

The city council last night gave Mr. Booth permission to lay a level railway track across Bridge Street. CPR had received permission for the same kind of crossings on Wellington Street just prior to Mr. Booth's application.

02/10/1900 Ottawa Citizen Carleton Place Chaudiere

The C.P.R. company has commenced an extension to the new freight shed at the Union depot, necessitated by increase of business. The new addition will be about 50 feet long --

04/10/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric

Mr. McCallum of the Public Works department, made an examination of the power works and water lots at Britannia. He finds that everything there is as it should be.

05/10/1900 Almonte Gazette Carleton Place

The Canadian Pacific Railway Co. is preparing to erect extensive workshops on their property at Westboro', to employ 1,500 men, so that a considerable amount of the work which is at present done at Carleton Place will be performed at Westboro'.

05/10/1900 Almonte Gazette Ottawa, Brockville and St. Lawrence

It is said that operations will immediately begin on the Ottawa, Brockville and St. Lawrence R.R. for which a charter was obtained at the last session of the Ontario Legislature.

Merrickvillians think they will have a railroad next year.. Messrs. A.E. Baker, G.B. McGee and R.W. Watchorn were in Ottawa lately attending a meeting of the provisional directors of the Ottawa, Brockville and New York [sic] Railway. The survey for the road has been commenced, and it will be only a short time until the road itself will be in operation

05/10/1900 Renfrew Mercury Carleton Place Westboro

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05/10/1900 Ottawa Journal New York Central

First advertisement of New Route Now Open. Two trains daily to Tupper Lake. Mixed train leaves Sussex Street at 8.00 a.m. and arrive 7.20 p.m.

Ottawa Citizen, same date - Timetable advertisement - New route now open to New York.

06/10/1900 Ottawa Free Press Canada Atlantic Maria street

The old store sheds at Maria street, which were destroyed by fire some time ago, are being rebuilt. The yards at Maria street are also being enlarged, the steam shovel being engaged cutting down the bank.

06/10/1900 Ottawa Free Press Canada Atlantic Central Depot

As the work on the new government military stores is being rushed, it is expected that the stores will be out of the present building in the course of a few months and the space now occupied will be converted into offices for the Ottawa & Gatineau and the Pontiac & Pacific railways.

**06/10/1900**   *Ottawa Free Press*   *Tramway*   *Maria street*

A number of men are constructing a small railway at the C.A.R. depot in connection with the excavations that are being made at the Maria street bridge.

**10/10/1900**   *Ottawa Citizen*   *Montreal and Ottawa*   *Interprovincial Bridge*

Foot passengers are now crossing the river on the interprovincial bridge though the planking has not all been laid. Venturesome youths made the trip on the connecting iron work yesterday.

**10/10/1900**   *Ottawa Citizen*   *Maniwaki*

Work has been suspended on the construction work on the Pontiac and Pacific Junction Railway between Aylmer and Hull. The men have been placed at work digging a tunnel for the Ottawa and Gatineau Valley railway under the C.P.R. tracks at the Hull limits. This work will be rushed to an early completion so that a through service to the Central depot can be established as soon as the interprovincial bridge is completed and the approaches built. All the piers to support the bridge work across the Hull streets have been completed and the iron work is now being placed in position.

The company expects to have trains running into Central depot by December.

It is expected the remainder of the construction work on the Pontiac and Pacific Junction Railway near Hull will be completed this year.

**11/10/1900**   *Ottawa Free Press*   *Carleton Place*   *Westboro*

Mr. C.W. Spencer, superintendent of the C.P.R., who was in the city yesterday, states that there is no foundation for the report that the C.P.R. intends removing its workshops from Carleton Place to the land which the company owns at Westboro. Mr. Spencer says that the courtesies and privileges extended to the company by Carleton Place has resulted in their shops being gradually extended and the largest number of men ever employed were now at work. The company had no intention of disturbing existing conditions.

**12/10/1900**   *Ottawa Free Press*   *Ottawa Electric*   *Britannia*

The Ottawa Electric company has completed their new station at Britannia and have also built two platforms provided with seats at Holland avenue and Barrie. The station at Britannia is heated with an electric heater and is very comfortable.

**13/10/1900**   *Ottawa Free Press*   *Canada Atlantic*   *Maria street*

The Canada Atlantic railway company are extending their yards near the canal basin and have commenced excavating at the Granite company's property and at the Maria street bridge. Filling in is being done and a yard built back of the freight sheds and on the Granite company's property. The old building that was used as a depot when the Canada Atlantic first commenced running in at the canal basin will be moved up to the rear of the freight sheds and the offices of Mr. R.K. Clairs and his staff will be moved into that building. This is necessitated by the large increase in package freight and as the offices are at present in the freight sheds, they will be moved or make space for freight.

**13/10/1900**   *Ottawa Free Press*   *Montreal and Ottawa*   *Interprovincial Bridge*

Hull - the travelling crane and trestle work at the Interprovincial bridge is being taken down.

**15/10/1900**   *Ottawa Free Press*   *Pontiac Pacific Junction*

Orders were issued today by the contractors on the construction work of the P. P. Junction Railway to put on a construction train tomorrow morning to lay tracks from the C.P.R. tracks to the approach to the Interprovincial bridge. This means that the work will go ahead now without delay to completion. On the Gatineau road it is expected to be in operation over the Interprovincial bridge on December 5th and on the P. & P. J. railway a short time later.

**15/10/1900**   *Ottawa Free Press*   *Maniwaki*

The Ottawa and Gatineau, Pontiac and Pacific Junction Railway and Interprovincial bridge companies will amalgamate in a few days.

**15/10/1900**   *Ottawa Free Press*   *New York Central*   *Cornwall*

Percy Fawthorpe, a young lad aged 11 years, residing in the west end of the town had his eight fingers cut off at the O. & N.Y. railway Saturday. The boy, in company with several lads of his own age, were taking a ride on a shunting train when the open car on which they were seated jarred against a coupler and the boy was thrown off. His hands fell across the rail with the above results.

**16/10/1900**   *Kingston Daily British Whi*   *Kingston (CN)*   *Gananoque*

Gananoque Station

Plans were received last Monday for the new station to be built on the G.T.R. track a mile or so east of the present Gananoque station, and the work is now being proceeded with. It is expected that the new premises will be ready for occupation before winter sets in. The new building will be on the south side of the track, forty-nine feet in length, with a fourteen and a half foot extension at the west end for a baggage room. The T.I.R. train will run down the track from the present station, and stop under cover at a platform near the baggage room.

**19/10/1900**   *Ottawa Journal*   *Canada Atlantic*

**KILLED BY A TRAIN**

J. Killeen Met Death on the Concession Street Crossing Yesterday

A fatal accident occurred at the Canada Atlantic Railway crossing, Concession street, early yesterday morning. While Mr. James Killeen of Eganville, a cousin of Constable Killen, was crossing the Canada Atlantic at the said crossing, he was struck by a train and terribly mangled. His scalp was almost torn from his head, he sustained a fracture to the back of the skull, his ribs on both sides were crushed in, both leg were broken, and one foot crushed, while the left arm hung by a mere thread. The body was conveyed to Gauthier's morgue, where a jury was empanelled and the medical evidence taken, with the result that the above injuries were discovered. The inquest then adjourned to meet to-morrow afternoon. Deceased was employed by the Dominion Bridge Company, on the Interprovincial bridge. How or at what time the accident happened is not known. The victim has one brother living in the city.

**19/10/1900**   *Eastern Ontario Review*   *L'Orignal*   *Hawkesbury*

Great Northern Line

Announcement is made that the Great Northern Railway will run its first freight train from Hawkesbury to St. Benif? this week, a distance of one hundred and sixteen miles. The work is almost complete. The bridge at Hawkesbury will be done before Thursday. The railway was begun in May 1899. Work has been ? upon since without interruption. It will cost, with equipment, something in the neighbourhood of \$12,000,000. ???twenty-eight miles of the road was built between St. Jerome and Joliette and this piece has been in operation under the new charter, this will become part of the larger design which was to form an outlet for the Canada Atlantic to Quebec.

Illegible

There were no engineering difficulties, although twelve bridges in all were necessary. Of these, the one over the rapids at Hawkesbury is the most important, having seven spans and costing in the neighborhood of \$830,000. The old road was almost rebuilt as it was in such poor condition. The company employed something like ??? Besides a large amount of local labor, and the payroll per month averaged between sixty and seventy thousand dollars. Of the twelve bridges, the most important are those at Hawkesbury, Maskinonge River and Riviere du Loup. For this work the contracts were divided between the Dominion Bridge Company and the Hamilton Bridg Company - Gazette.

**19/10/1900   Ottawa Citizen   Pontiac Pacific Junction   Hull**

It is rumored In Hull that the new union station of the Pontiac Pacific Junction railway and Ottawa and Gatineau Valley railway will be erected on Chaudiere street, Hull, at the junction of the two roads. Work will not be started on the station till next spring

**19/10/1900   Almonte Gazette   Carleton Place   Westboro**

The Ottawa Free Press of Oct. 13th says: " Mr. C. W. Spencer, general superintendent of the C.P.R., who was in the city yesterday, states theret is no foundation for the report that the C.P.R. intends removing its workshops from Carleton Place to the land which the company owns at Westboro. Mr Spencer says the courtesys and privileges extended to the company by Carleton Place has resulted in the shops there being gradually extended and the largest number of men ever employed were now at work. The company has no present intention of disturbing existing conditions."

**19/10/1900   Ottawa Citizen   Canada Atlantic**

#### THE INQUEST

Dr. Freeland, the coroner, after consulting with Mr. Richie, crown attorney, yesterday decided that an inquest should be held on the body of J. Killeen, of Brudenell, who was killed at the C.A.R. crossing on Concession street yesterday morning. The jury viewed the body and at 2 o'clock in the afternoon examined witnesses.

The examination of the body showed both legs to have been broken, the left arm to have been cut off at the shoulder and the scalp to have been torn from the back of the head, the skull being fractured. One foot and the ribs on both sides of the chest were crushed.

P. C. Killeen identified the body as that of his cousin, a young man of 28 years, from Eganville, in the employ of the Dominion Bridge Co., on the Interprovincial bridge.

The train hands will be examined this afternoon.

**20/10/1900   Ottawa Citizen   Canada Atlantic   Central Depot**

The Canada Atlantic yards between Central depot and the Maria street bridge are being enlarged and new tracks have been laid. The work of levelling and filling in the new yard is being expedited by means of steam shovels.

**20/10/1900   Ottawa Citizen   Canada Atlantic**

#### ACCIDENTAL DEATH.

The Jury in the Case of Killeen Decides Upon a Verdict.

A verdict of accidental death was returned yesterday afternoon by the coroner's jury empanelled to enquire into the circumstances surrounding the tragic death of James Killeen, who was run down and killed in the C.A.R. yards, east of Concession street on Wednesday evening. The evidence of Patrick Hall, conductor. Jas. Riopeile, brakeman, Waiter Venalstine, brakeman, John Mott, fireman, Martin Kaisley, engineer, and S. D. Foster, night yard foreman, was taken. It went to show that Killeen must have been run over between 7 o'clock and 11 o'clock in the evening, as his body was found about the latter hour, and the engine which struck him moved out along the tracks first at the former hour.

The evidence went to show that the engine while shunting was provided with two strong lights, the ordinary head light and one on the tender. The engine was running about five miles an hour and the bell was kept constantly ringing. Besides this an automatic stationary bell was sounded every time the engine crossed Concession street.

From the position of the body which was found about 100 yards east of Concession street, with the head facing westward, and from the marks on the ground it would appear that the unfortunate man was struck by the tender and carried some distance in a westerly direction. His hat was found on the tender which fact also bore out the above supposition. Mr. Morley Donaldson, general superintendent of the C.A.R. and Mr. G.A. Mountain, chief engineer were present at the inquiry. Mr. Wm. Mott was also present in the interests of the trainmen.

Considerable mystery surrounds Killeen's movements prior to his death. He was last seen at 7 o'clock near Booth's mill. At the time of his death he was evidently walking into the city along the tracks. When found he had \$15 on his person. The remains were moved on the afternoon train to his late home in Eganville for burial. Several sorrowing relatives made the sad mission to the bereaved. Deceased was a single man.

**20/10/1900   Ottawa Free Press   Canada Atlantic   Maria street**

Work on the new Canada Atlantic yards at the canal basin is being rushed to completion. Where stood the Granite company's old buildings is now a bare tract of land being cut down by a steam shovel and filled in, while already tracks are extending over the property and relieving the old yards from the great pressure of freight and passenger trains. When the yard is completed there will be room for five or six additional tracks. It is expected that the work will be completed before the snow falls.

**20/10/1900   Ottawa Journal   Canada Atlantic**

#### ACCIDENTAL DEATH.

Verdict of the Jury in the Killeen Inquest

"Accidental death" was the verdict the jury in the case of James Killeen, killed near Concession street railway crossing, on Thursday morning. The body was found about 100 yards east of the crossing, and the evidence showed that Killeen as walking westerly. The bell was ringing all the way along from Bank street to past the crossing, and how deceased did not see the engine, which had both lights lit is a mystery.

Following are the jury: Chas. Mc Morrow, foreman; J. Dawson, J. Kelly, J. B. Boes, M. Whelan, J. Bellemare, M. O'Brien, L. Liston, T.D. Taylor, W. Rice, L. Sommers, W. Butler, M. Davy, F. Meacock and J. Smith.

**23/10/1900   Ottawa Citizen   Maniwaki   Interprovincial Bridge**

The trains of the Ottawa and Gatineau railway will likely be running into the Central depot in three or four weeks. An official of the Interprovincial bridge stated today that all of the arrangements for the service should easily be completed in the time mentioned or sooner. All of the iron work is up and the workmen are now engaged in riveting and laying the flooring. The rails have already been laid.

On the approaches the work is equally well advanced. On the Hull side from Lake street back to the Gatineau junction the grading is completed while the trestle work nearer the bridge is well under way and a large staff is engaged on it. On the Ottawa side the approaches to the Central Depot are nearly completed with the exception of some work near the old Coffin homestead.

The bridge will not only be opened for railway traffic at an early date but will also be ready for vehicles and pedestrians. The more difficult part of the work is already finished and the operations are being rushed.

**23/10/1900   Ottawa Free Press   Britannia Power Canal   Metropolitan Electric**

Ald Hewlett, superintendent of the Metropolitan company's work at Britannia, reports that the company has about eighty men at work.

Considerable difficulty has been experienced in obtaining labor. There is about fifty feet of canal to be excavated yet before the place where the cut-in for the bulk head is reached. The new power house will be pushed ahead this fall if the frost does not interfere with the concrete work.

## Fire At Harrowsmith

## It Did Much Damage - Station and Warehouses Gone

A very disastrous fire occurred in Harrowsmith between three and four o'clock this (Tuesday) morning. The blaze was first noticed in a pig pen at the rear of W.J. Shibley's grist mill. Quite a strong south wind was blowing at the time and the entire mill and elevator in connection was soon enveloped in flames. It finally spread to the K. & P. station and John Gallagher's storehouse, and in a short time all these places were in ruins. At one time it was feared that the entire village would go, but fortunately this disaster was prevented by the prompt action of the people. Men, women and children worked with a will and confined the fire to the mill and station. Mr. Shibley's house was threatened, the fire having spread to its barn yards, but its progress was allayed. Mr. Shibley values his property at \$3,000 on which he had \$2,000 insurance. In the mill was a carload of flour and feed besides general grists belonging to customers. The elevator contained 4,000 bushels of grain which Mr. Shibley had purchased for James Richardson & Sons, of this city. Mr. Shibley says that the Richardsons' will have to bear this loss which amounts to \$2,000. There were 400 bushels of grain in Mr. Gallagher's store house, besides half a carload of salt, and seven or eight tons of hay, and his loss will amount to \$700. No insurance. The K. & P. station was not a very pretentious looking building, and the residents will be glad of a new one. Everything of value was saved from it, and the loss of the stock itself will only be a few hundred dollars. Thirteen pigs belonging to Mr. Shibley were also destroyed.

When the blaze was at its worst burning shingles were carried a long distance. Some of these ignited Stewart's store room and Mrs. Clark's house, but they were extinguished before damage was done. The fire was probably the most dangerous within the history of the village and there is no doubt but that it was the work of an incendiary, whose object was for robbing. Once a month, Mr. Shibley pays out between \$3,000 and \$4,000 to the patrons of the Harrowsmith cheese factory and yesterday was the first day on which these monthly payments were made. Mr. Shibley would naturally have a large amount of money in his possession last night and it is quite evident that the fire bugs were after it. About ten o'clock last night, Mrs. Shibley noticed a man looking through one of the windows, but thought nothing unusual of it as Mr. Shibley had several men about the place working for him. Shortly after the blaze was noticed one resident saw a couple of men running down towards the marsh, and these fellows are thought to be the culprits. Their intention no doubt was to get everybody out of the Shibley residence to the fire and then get the money. But when Mr. Shibley ran out to the fire he made sure that the money was safe. It struck him that there was a scheme on hand to get the money and he left it in good keeping. But the money was nearly lost in another way, however. One of the men placed it in a cutter outside for the time being and this cutter finally took fire and had it not been noticed in good time the money would have gone up in smoke. During the progress of the fire nothing was stolen, so that the thieves must have made themselves scarce.

24/10/1900 *Toronto Star**Kingston (CP)**Harrowsmith*

## FIRE AT HARROWSMITH

Shibley's Mill a Warehouse and a Depot Burned By Incen-daries To-day

Kingston Oct 23 - Telegraphic communication with Harrowsmith is down but it is learned that early this morning Shibley's grist and Gallagher's warehouse and the Kingston & Pembroke Railway station were burned entailing a considerable loss. It is thought the fire was of incendiary origin.

24/10/1900 *Ottawa Citizen**Canada Atlantic**Central Depot*

A steam shovel belonging to the C.A.R. has been at work cutting away the embankment near Wilbrod street. The (city) engineer says the work has been interfering with the sewer and has instructed the company to discontinue operations.

24/10/1900 *Hamilton Spectator**Kingston (CP)**Harrowsmith*

## HARROWSMITH'S CLOSE CALL.

Grist Mill Railway Station and Ware house Destroyed By Fire

Kingston Oct 23 - A blaze at Harrowsmith this morning destroyed the grist mill of W J Shibley the K. and P. station and Gallagher's warehouse. The residents had to work with great energy to prevent the flames spreading to other parts of the village. The fire was found first in a pig-sty near the grist mill. Mr Shibley valued the grist mill and plant at \$5,000 on which he had \$2,000 insurance. In the elevator were 4,000 bushels of grain bought for Richardson Bros of this city. The loss on this is \$2,000.

The fire is thought to have been incendiary in origin and it is suspected that the firebugs expected to rob Shibley who had much money in his possession. When the Shibleys ran out of the house Mr Shibley took money and put it into safe hands. The loss to the railway company and Mr Gallagher is about \$1,000 apiece.

Also in 27 October 1900 Hamilton Spectator.

26/10/1900 *Eastern Ontario Review**L'Orignal**Hawkesbury*

## Hawkesbury

The first passenger train over the G.N.R. passed over the bridge here between 5 and 6 o'clock on Wednesday afternoon. A large number of citizens turned out to witness the sight.

26/10/1900 *Almonte Gazette**Canada Atlantic*

Mr. J. Killeen, of Eganville, was killed in Ottawa last Thursday morning. While crossing the track at the C.A.R. an engine struck him and the body was terribly mangled.

26/10/1900 *Eastern Ontario Review**Vankleek**Hawkesbury*

## Great Northern Railway

The formal opening of the Great Northern Railway took place Wednesday when a through freight ran from Quebec to Hawkesbury, thence over the Canada Atlantic line to Parry Sound on the shore of Georgian Bay.

It is understood that it was a condition of the bouns of \$200,000 granted by the city of Quebec and of the grant of \$45,000 by the town of Joliette that there should be through trains to Parry Sound. These the company has earned as the line is completed and said by competent railroad men to be in excellent condition. The bridge over the Ottawa river at Hawkesbury was finished a few days ago.

An inspection party composed of men interested in the new project, took a trip over the line Wednesday. The party was met at Hawkesbury by a number of New York capitalists for the purpose of inspecting the line from that point to Quebec. The road will be formally handed over to the company by the directors at Quebec tomorrow.

It is expected that the first through train of grain from the west via Parry Sound for Quebec will pass over the Great Northern line within a fortnight.

26/10/1900 *Almonte Gazette**Kingston (CP)**Harrowsmith*

Wm. Buck, a sectionman on the Kingston & Pembroke railway was struck by an engine near Harrowsmith and killed last Thursday

26/10/1900 *Renfrew Mercury**Chalk River**Renfrew water*

The C.P.R. tank is nearing completion. The stone foundation, 19 feet high, was finished some time ago, and now the tank proper is ready for the water to be turned on. The tank is built of British Columbia cedar, in narrow strips, three inches thick, and coated inside with pitch.

Hawkesbury

There was a big smash on the C.A.R. here last Friday at noon. A ballast train crashed into an engine and freight train standing on the line. Six of the ballast cars were badly damaged and the engine wrecked. No person was hurt although there were several narrow escapes.

29/10/1900 *Kingston Daily British Whi* *Kingston, Portsmouth and Cataraq* *Kingston*

Incidents of the Day

G.T.R. car 3,635, loaded and marked "quick despatch," was derailed on the street car line at the city park for fourteen hours on Saturday. Passengers had to be transferred at that point. It was replaced on the line this afternoon and the belt line cars went through and "quick despatch" went on.

31/10/1900 *Lanark Era* *Carp, Almonte and Lanark*

Upon Mr. Greig concluding his address Mr. Rosamond arose to add that he had received word that Mr. Caldwell in another place had stated that if he was elected and a railway was not built to Lanark in two years he would resign his seat. ea would just say that prior to the last election he had succeeded in having placed upon the list of estimates a grant of \$80,000 for the Almonte, Lanark & Carp railway, an amount of \$3,200 for 25 miles of railway. He, Mr. Rosamond, had done this, but the subsidy, with all other subsidies, fell through when that parliament died. He promised, if again elected, to do all in his power to secure a railway for Lanark..

01/11/1900 *Merrickville Star* *Ottawa, Brockville and St. Lawrenc*

NEW RAILWAY

Mr. Geo. Kidd, one of the promoters of the proposed Ottawa, Brockville and St. Lawerance [sic] Railway, says the new line will be in operation by July next year.

02/11/1900 *Almonte Gazette* *Kingston (CP)* *Harrowsmith*

A fire last week nearly wiped out the village of Harrowsmith, Frontenac county. The local mill, railway station and warehouse were destroyed.

03/11/1900 *Ottawa Citizen* *Pontiac Pacific Junction* *Hull*

NEW UNION STATION

Men have been placed at work clearing the site for the new Union station in Hull. The structure will be erected on Chaudiere street, at the junction of the Pontial and pacific Junction, and the Ottawa and Gatineau Valley railways. The building will be erected at a cost of \$4000. The station will be completed early next year.

03/11/1900 *Ottawa Citizen* *New York Central*

The New York and Ottawa Railway car shops are to be constructed immediately, as Messrs. J. & C. Low, who have been awarded the contract commenced work on them this morning. The buildings have to be rushed through to completion and the contractors will, at once, put on a large staff of men.

The shops will be situated on the O'Donnell property at the southern intersection of King and Nicholas streets. There will be three buildings. The main building will be a frame structure 150 feet by 60 feet. The blacksmith shop will be 40 feet by 50 feet and the boiler house is 16 feet by 36 feet.

06/11/1900 *Ottawa Free Press* *Maniwaki* *Hull*

The (city) engineer was requested to prepare a report on the complaints of ratepayers living along the Ottawa and Gatineau Valley railroad. It appears that the grade of the Leamy road has been lowered and some of the residents claim that their property has been damaged.

08/11/1900 *Merrickville Star* *Pontiac Pacific Junction* *Hull*

The Hull council has decided to grant exemption from taxes for fifteen years to Mr. H. J. Beemer on his property and buildings in Hull in connection with the Interprovincial bridge and Pontiac Pacific Junction railway. Mr. Beemer agreed to erect a station in Hull withing [sic] a year, valued at \$14,000 and all the terminal facilities of the railway. The workshops of the railway will also be located in Hull.

09/11/1900 *Ottawa Citizen* *Maniwaki* *Hull*

A few evenings ago a small riot occurred among the Italians working on the new railway extension in Hull. There is quite a large colony of the foreigners. Trouble arose between two men over the attentions paid by both to one woman. Shots were fired and serious trouble was narrowly averted. A messenger informed Chief Genest of the trouble and with s force of police he proceeded to investigate. No arrests were made, but the Italians were warned against permitting a recurrence of the trouble.

09/11/1900 *Almonte Gazette* *Chalk River* *Carleton Place*

An Ottawa Free Press special from Carleton Place says an accident on the C.P.R. occurred at Carleton Place early on Saturday morning. When the early train was pulling in from the west a head-on collision occurred with a shunting engine which was standing at the turn and the express train. The express train was in charge of engineer Harry Clendenning, of Ottawa, who along with his fireman escaped unhurt. Both engines were badly smashed and how the men in the cabins escaped is a miracle. The accident is attributed to wrong signals, the shunter being standing on the main track at the time. Passengers on the express train received a severe shaking up, but were much relieved when it was made known that nothing serious had happened.

09/11/1900 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

Great Northern Line

Quebec advises that the Great Northern will begin its regular services between Hawkesbury and Quebec next Monday (12/11), the first passenger train leaving arly in the morning/ The timetable has been prepared and all is ready for freight and passenger traffic. The steamer Alw??, which is booked to carry the Great Northern's first grain cargo to Europe, left Antwerp for Quebec, October 25, and is due in Quebed November 10. The boat is bringing 5,800 barrels of cement to be used in the building of the Quebec bridge. The cargo will be unloaded at Victoria Cove - Gazette, Nov 3rd

09/11/1900 *Eastern Ontario Review* *Vankleek*

There were several grain trains passed through heer this week over the C.A.R to connect with the G.N.R. at Hawkesbury for Quebec.

## A WARNING

Stealing of Coal From the C.P.R. Yards.

## THREE IN COURT TODAY

Woman and Two Little Girls Are the Accused C. P. R

Detective Ludger G. Crevier, of Montreal, alleged at the police court this morning that Delima Rheume, 12 Redpath street, had stolen 00 [sic] pounds of coal from the C.P.R. coal yards on Sussex street. The detective stated that there had been many complaints of coal being stolen from these yards. He had been accordingly assigned to protect the company's interests. He said that on Tuesday last he had sen [sic] the defendant take away a basket of coal from the yards. He had arrested her. On going to her house he found there some two tons of mixed coal.

The magistrate allowed the woman to go on suspended sentence, when she agreed to pay \$7 for the coal that had been taken. She was threatened with the severest penalty of the law if she committed the offence again.

Detective Crevier also charged two little girls, Emma Friend and Esther Blankiron, with feloniously stealing five pounds of coal from the C.P.R. coal yards, Sussex street. The mothers appeared with their girls. The magistrate, speaking to the mothers, said that he wished it had been they who had been charged, as he would then have sent them down for long terms in the Central prison. He blamed them more than the children. Mr. W.H. Curie, representing the C. P. R., asked that the children be merely warned. The magistrate let them go on suspended sentence and severely censured their parents.

10/11/1900 *Ottawa Citizen**Montreal and Ottawa*

The CPR smashed all the local speed records this morning. A special train on the Short Line, bringing Lord Strathcona from Montreal to Ottawa, made the 112 miles in 100 minutes.

Lord Strathcona was met by Sir Wilfred Laurier and lunched with the premier at his residence on Theodore Street.

The train ran through yards, over railway crossings and was forced to slow down several times so that the run is considered phenomenal. Engine 210 drew the train and was in charge of Engineer J. Smith and Conductor A. Chapman. The run was made over heavy track, snow having fallen for over twelve hours.

12/11/1900 *Ottawa Citizen**Canada Atlantic**Maxville*

A sad fatality.

Engineer of Canada Atlantic train killed at Maxfield's in a slight collision.

Jacques White, engineer on the Canada Atlantic Railway, died at 3 o'clock Saturday afternoon at St. Luke's hospital as the result of injuries that he received in a collision between two trains at Maxville at 11 a.m, on the same day the deceased resided with his brother-in-law, Mr. George W. Robb, 40 Argyle Avenue.

White was an engineer on a ballast train that was backing into a siding at Maxville. A freight train was coming into the station at the same time. The brakes on the latter train did not act promptly and the two engines came together. White had stepped to the foot plate of his engine to see how his train was progressing. When the collision took place the coupling between the engine and tender of the ballast train broke and White was pinned between them. His ankles were broken and one knee was crushed. He did not seem to be severely injured internally. A train was run into Ottawa and White was taken to St. Luke's hospital. He died soon after reaching the institution.

Dr. Freeland, the coroner, was notified and he decided that an inquest was necessary. This will be held this morning at S. Rogers and Sons morgue.

The circumstances in connection with White's death are very sad, inasmuch as he was the only support of a widowed mother. She arrived Saturday in Ottawa from Smiths Falls, in which place deceased formerly resided, and she is almost heartbroken by her son's death.

White was a widower, his wife having died last summer. He had no family.

The damage to the trains was inconsiderable. None of the other train men were injured.

12/11/1900 *Ottawa Citizen**Canada Atlantic**Maxville*

## JACQUES WHITE'S DEATH,

Inquest Touching the Fatality Commenced This Morning.

The inquest touching the death of the late Jacques Whyte, engineer on the C.A.R., who died Saturday afternoon, as the result of injuries received in a collision at Maxville in the morning, was held this morning at S. Rogers & Son's morgue.

Mr. M. Guffney, engineer of the way-freight train said that the accident occurred between Greenfield and Maxville. He .said that when he had noticed the bailast train, he had whistled for brakes. When he saw that a collision was inevitable he jumped. His train had been moving at about four miles an hour.

Dr. McKinnon, of St. Luke's hospital, said that Whyte was apparently in a dying condition when taken to that institution. He did not revive under the application of restoratives, and died twenty minutes after reaching the hospital.

A. Wright, fireman on ballast train, slated that his train was pulling out of the siding onto the main line. He did not see the way freight until it was quite near. Whyte did not jump and was caught between the engina and tender.

At 12.30 the jury adjourned until 2 p.m.

12/11/1900 *Ottawa Journal**Canada Atlantic**Maxville*

## DIED AT HIS POST

A fatal accident occurred on the Canada Atlantic railway Saturday, engine driver . Jacques who resided at 40 Argyle avenue, being the victim. From the evidence given at the inquest held by Dr. Freeland this morning, it appears that White, with a ballast train of 25 cars, was pulling out of a gravel pit ituate [sic] between Maxvllle and Greenfield on Saturday morning and that the regular freight No. 11 was going east, ngine [sic] driver Gaffney saw the smoke of the ballsst train nearly a mile from the curve where the pit la situated and whistide [sic] several times. He was going about ten or twelve miles an hour and the ballast train was coming out on to the main line at about four miles an hour, om [sic] twelve cars being on the line when the two engines came together The driver and fireman of ths freight jumped, as did the fireman on the ballast train, but Whits failed to do so. and was driven by the collision against the board at ths rear [sic] of the cab, a great wound being made in his back, his right thigh fractured and a compound fracture of ths left knee ensuing. Hew a sattended [sic] by Dr. McDiarmid, of Greenfield, and in the afternoon wa sbrought [sic] to St. Luke'e hospital, where he shortly afterwards died from the shock.

The inquest was adjourned at noon to-day.

Deceased was a widower without family, and ths only, support of hls mother. He- formerly resided at Smith's Falls.

Both the engines were so badly damaged as to be put out of running.

14/11/1900 *Ottawa Free Press**Canada Atlantic**Central Depot*

City Engineer Kerr says that the C.A.R., with the object of closing up James street, placed a fence across the street near the new siding which the railway company is laying. Mr. Kerr has written the company ordering that the fence be taken down.

Ald. White, who is one of the contractors for the C.P.R. station, says the new building will be ready for occupancy about the middle of December. The heating apparatus is shortly to be installed.

A Sad Fatality

Jacques White, engineer on the Canada Atlantic railway, died at 3 o'clock Saturday afternoon at St. Luke's hospital, Ottawa, as the result of injuries that he received in a collision between two trains at Maxville at 11 a.m., on the same day. The deceased resided with his brother-in-law, Mr. George W. Robb, 40 Argyle st, Ottawa. White was an engineer on a ballast train that was backing into a siding at Maxville. A freight train was coming into the station at the same time. The brakes on the latter train did not act promptly and the two engines came together. White had stepped to the foot plate of his engine to see how his train was progressing. When the collision took place the coupling between the engine and tender of the ballast train broke, and White was pinned between them. His ankles were broken and one knee was cracked. He did not seem to be severely injured internally. A train was run into Ottawa, and White was taken to St. Luke's hospital. He died soon after reaching the institution. The circumstances in connection with White's death were very sad, inasmuch as he was the only support of a widowed mother. He arrived Saturday in Ottawa from Smith's Falls, in which place deceased formerly resided, and she is almost heartbroken by her son's death. White was a widower, his wife having died last summer. He had no family. An inquest was held on Monday and the jury returned the following verdict: " This jury decides that Jacques White came to his death through injuries sustained on the morning of the 10th day of November, 1900, the ballast train of which he was driver having been struck by train No. 11, and we are of the opinion that the accident would not have occurred if such train No. 11 had been properly supplied with air brakes. " Mr Whyte [sic] was a brother of Mrs. Wm. Allan, Balderson, and had many relatives residing here and in this vicinity.

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haying noetioo with Whites death were very md, inasmuch 'ai he waa th only up-of a widowed mother. She arrived! Ottawa from 8mith'i Frik, place deesaaed formerly resided, is almoet heartbroken by her White was a widower, hk having dkd kat summer. He had no family.

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Wm. Allan, Bri-dcaon, and had many relatives residing hero and to thk vicinity.

Runaway Cars at Chantry Between Athens and Soperton (ER) What might have been a very serious affair happened on the train coming from town. Some miserable fellow had the gall to pull the pin out and uncouple the train between Athens and Soperton. The rear cars ran nearly four miles separated from the train. Had the engine held up during that time, there would doubtless have been a serious smash. The same thing happened again before reaching Delta. Such fellows should be looked after.

The Belleville Traction company has purchased two cars from the Ottawa Car company which will be shipped in a few days. The Car company has also received ordered for three 40 foot long closed cars for the Victoria, B.C. railway and two thirty foot closed cars for Sarnia. Last week the company shipped the last of four line cars for the Niagara, St. Catharines and Toronto railway. The eight new cars ordered by the Ottawa Electric Railway from the car company are nearly all built. They will be equipped electrically by the Street Railway company and put on different lines in the city in a few days. Each car is thirty feet long and handsomely upholstered.

What might have been a more serious accident occurred about ten o'clock last Friday evening. The mixed from Brockville, due at 8:55, was nearly an hour late and ran down past Munro's crossing to switch the freight cars on the Manitoba siding before running into the station with the passengers. Two cars standing upon the siding started and ran away on their own account and met the mixed backing up, giving the passengers quite a shaking up. In order to clear the line again for No. 2 - the Winnipeg Express being several hours late - the shunter was set to work and in running down toward the river to make a switch met head on with the express on the bridge, with a terrible crash.-- the only damage resulting was to the fronts of the engines -- nobody hurt-- - Carleton Place Herald.

Flying Trip

Lord Strathcona passed through here on Saturday last on a C.P.R. special from Montreal to Ottawa. The distance of 111 miles was made in 111 minutes, or 1 hour and 51 minutes. The distance from Montreal to Vankleek Hill was made in 58½ minutes and here to Ottawa in 52½ minutes.

The roadmaster of the C.A. Railway was here last week. He said that a through passenger servicewould be established on the G.N.R. from Quebec to parry Sound/ Conductor Cote,of the Hawkesbury branch, will get a run on the through service.

Ottawa as a railway city. Large article and map.

The B&W train brought in 1,501 boxes of cheese the previous day.

Drawing of bridge and summary. Largest span, diamond drilling.

The Gatineau Railway uses Canadian Pacific tracks from Hull to the Union depot. The Hull Electric Railway does not touch city limits although it connects with the OER. The Pontiac line only runs to Aylmer, and it is being built as far as Hull, and when the bridge is ready, Pontiac and Gatineau trains will cross the structure and deposit their passengers and freight in the Capital. Men are now engaged making the connections for the two railways. The Gatineau line tunneling under the Canadian Pacific railway tracks in Hull to reach the bridge.

It is expected that the first construction train will cross the bridge in December and the regular traffic may begin in January 1901. --

There has not been a serious accident among the men employed by the railway company, but one man employed by the bridge contractors was killed by a fall.

The Pontiac line is graded for five miles and several miles of track have already been laid. The company is not rushing the work because it is not desired to have the road completed before the Hull terminals are ready.

Drawing of new depot.

With the completion of the new Canadian Pacific depot the Capital will one of the completest stations in the country. The structure is not lacking in size, either, having a frontage of 156 feet with a depth of 40 feet. On either side of the main building is a wing with a frontage on 35 feet and a depth of 80 feet. The present structure will be fully double the size of the old one which had a 50 foot frontage.

The new building is of the modern type, yet possesses that symmetry and balance of architecture which originated among the ancient Greeks. The central pavilion stands four storeys high with a half tower. The whole building will have a high pitched roof of Rockland slate, while its foundations are laid on the solid rock 12 feet below the surface. Above the foundation for three and a half feet the walls are of solid Scottish granite, and above this white fire brick imported from Scotland for the purpose completes the walls.

The central building will contain the general waiting room, a ticket and a telegraph office. In this portion of the building to the right of the general waiting room will be placed the gentleman's first class waiting and smoking room and the first class waiting room for ladies. In the northern wing will be the restaurant and pantry. A corridor will be constructed between the two first class waiting rooms to the restaurant. Immediately to the left of the general waiting room will be the second class waiting room while at the extreme south of the building the 80 foot wing will be utilized as a general baggage room and the office and store room of the Dominion Express Company.

The upstairs portion will be utilized as offices of the superintendent of the road, staff, trainmaster, roadmaster, train despatcher, building and bridge master, and three spare offices,

The present station is situated about fifty feet back from the street between Richmond Road and the aqueduct. Thus cabs and other vehicles will find ample space in front of the depot.

Two platforms, 700 feet in length, with umbrella roofs have been constructed, between which six new tracks for passenger trains have been laid.

An umbrella roof also covers the platform in the rear of the station.

The company has filled in the differences in level between the old site and the new caused by the new being five feet higher than the former. The old site and tracks will be converted into an extensive freight yard.

The company is sparing no pains to make the new station as perfect as possible and from present appearances there can be small doubt of their success. The estimated cost of building was at first \$30,000 but it is now considered that \$35,000 will be required to complete the work.

The above cut shows the new station completed.

*19/11/1900 Ottawa Free Press*

*Chaudiere*

*Bridge street*

Conditions on which C.A.R. may cross Bridge street.

*20/11/1900 Ottawa Citizen*

*New York Central*

*Ottawa*

INSPECTED THE LINE

Directors of Ottawa & New Yourk Railway Are Here Today.

A distinguished party of American railroad magnates and financiers arrived in the Capital this morning from New York over the Ottawa & New York line. An official inspection of the road was made and the roadbed and fixtures were pronounced in first class shape. Stops were made at each of the stations which, together with the yards, inspected. The recently completed bridge at Cornwall was also subjected to a close and satisfactory scrutiny.

As a result of the inspection Ottawa is assured a new and fast service to New York, which will be inaugurated in April next. First -lass trains with through sleepers attached will leave Ottawa about 7 o'clock each evening, connecting with the New York Central at Tupper Lake, and arriving in New York City about 7.45 the following morning.

The members of the party of inspection are Mr. George Barclay Moffat, vice-president of the Ottawa & New York company; Mr. George Foster Peabody, chairman of the board and vice-president of the Rio Grande & Western Railway; Gen. Palmer, director of the Ottawa and New York Railway and president of the Rio Grande & Western Railway; Mr. H. S. White, director of the Ottawa & New York railway; Wm. Bulkley, jr. Member of the firm of Spencer, Trask & Co., bankers of New York city.

The party made the trip in a handsome private car, the Nomad, belonging to the Rio Grande & Western railway.

While in Ottawa they were shown around by Mr. H. S. Gays, general manager of the Ottawa & New York railway. The parliament buildings were visited and a trip was take nto [sic] the Chaudiere and Rockcliffe.

The visitors expressed themselves as being very favorably impressed with the prospects of Ottawa as a railroad and manufacturing center.

Mr. H. S. White is a well-known philanthropist of New York City, his model tenements for the poorer classes being referred to as a practical form of modern philanthropic work.

*23/11/1900 Ottawa Citizen*

*Britannia Power Canal*

*Metropolitan Electric*

The Metropolitan Electric Company has completed its canal to within a few feet of the river. It will be necessary to do some excavating near the point where the river water enters the canal from which the power will be derived.

In order that the work on the power house may be carried on conveniently during the winter a temporary shed will be erected over the site.

Arrangements are now being made to secure the necessary machinery, but it will probably be spring before the work is completed and the plant installed so as to enable the company to avail itself of its franchise and supply light, heat and power to the city.

*23/11/1900 Renfrew Mercury*

*Ottawa, Brockville and St. Lawrenc*

Brockville, Nov. 19. G.E. Kidd, the well known Ottawa lawyer, was in town today en route to New York. Mr. Kidd is solicitor for the company which proposes constructing the new Brockville and Ottawa electric railway, and speaks hopefully of the scheme becoming an accomplished fact. The prospects are exceedingly bright for an early start at construction next spring.

Mr. Kidd's business in New York will be to interest capitalists if that place in placing a line of steamers between Brockville, Kingston and the Thousand Islands, in connection with the new railway,

*24/11/1900 Ottawa Free Press*

*Canada Atlantic*

*Maria street*

The new yards at the site of the granite works have a capacity of 250 cars and greatly facilitate the handling of freight and relieve the present yards.

*24/11/1900 Athens Reporter*

*Westport*

A number of students attending the Athens High School had been misbehaving and annoying passengers on. the B&W Railway trains, it was reported. They were destroying property and in consequence E.A. Geiger, General Passenger Agent ordered their commutation tickets taken up, and they thereafter be required to pay full fare or give a guarantee of good behaviour.



N.Y CENTRAL

May Extend its Line to the Dominion Capital

DEAL BEING DISCUSSED

Proposal is That the Ottawa &amp; New York Line br Purchased

The growing importance of Ottawa as a railway center may be very materially enhanced in the not far distant future by the entrance to the city of one of the biggest railway corporations in America, the New York Central. It is reported that negotiations for the acquisition by the New York Central of the Ottawa & New York Railway have been in progress and are not unlikely to fructuate when the latter road is finally completed. The Ottawa and New York extends to Tupper Lake - a distance of 129 miles - where it connects with the New York Central. It's differs from the Canada Atlantic in that it is wholly dependent upon the New York Central for entrance into the American metropolis. The New York Central, which represents in part the Vanderbilt millions, has recently been pursuing a policy of expansion and besides its original lines has acquired the control of the Lake Shore Railway, the Boston & Albany, the Chicago & Northwest and the Big Four. It is consequently not all unlikely that for the purpose of developing its Canadian business it will extend its line to the capital by securing the Ottawa & New York.

The comparatively short mileage of the Ottawa & New York and its inability to further extend its main line, will, it is asserted, necessitate its ultimate amalgamation with the larger corporation on account of the inability of the road to compete with other more important lines.

When questioned in reference to the matter today General Manager Gays, of the Ottawa & New York, said that an informal proposition for the sale of the line to the New York Central has been talked of, but as yet it had not assumed any definite shape, nor would it until the road was finally completed. Mr. Gays said that should the New York Central enter Ottawa it would be impossible to estimate the benefits the city would derive from such a strong and wealthy corporation, which would doubtless become a big and potent factor in the city's development.

27/11/1900 *Ottawa Free Press**Ottawa Electric**Rockcliffe*

Owing to the increase in rolling stock the Street Railway company has found it necessary to increase its storing accommodation for cars. A new shed is being erected on their property at the entrance to Rockcliffe Park adjoining Princess avenue. The new shed will be brick, 210 feet long and 50 feet wide. The stone work is now completed. In the spring the company will build an addition to its car sheds on Albert street.

27/11/1900 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Three of the eight new cars ordered from the Ottawa car works are now in service, one on Albert street and two on the Somerset street line. The new cars are 34 feet long and provided with the Brill truck which is the easiest riding truck known, very little oscillation being noticeable. The remaining new cars will be in use shortly. The company's regular service this winter numbers forty-four cars as compared with thirty-seven last year.

Mr. Greene, general manager of the Hamilton Street Railway company,; Mr. Moody, a director of the Cataract Power company, and Promoter Patterson of Hamilton, were in the city yesterday negotiating for new cars for the Hamilton road from the Ottawa car shops. The visitors were taken over the Britannia extension by Supt. J.E. Hutcheson and unanimously pronounced it the finest suburban line they had seen.

28/11/1900 *New York Times**New York Central*

NEW YORK CENTRAL IN CANADA.; Reported that It Will Acquire an Entrance Into Ottawa.

OTTAWA, Ontario, Nov. 27. -- It is stated here that there is a possibility that the New York Central will acquire the Ottawa and New York Railway, and in that way gain an entrance to the Dominion capital.

When questioned in reference to the matter today the General Manager gays said that an informal proposition for the the sale of the line to the New York Central has been talked of, but as yet it had not assumed definite shape, nor would it until the road was finally completed.

29/11/1900 *The Record, Chesterville**New York Central*

Ottawa Nov. 27. It is reported that negotiations for the acquisition by the New York Central of the Ottawa and New York Railway have been in progress and are likely to develop when the latter road is finally completed. The Ottawa and New York extends to Tupper Lake, a distance of 129 miles, where it connects with the New York Central, on which it is wholly dependent for entrance into the American metropolis. The comparatively short mileage of the O&NY and its inability to further extend its main line will, it is asserted, its ultimate amalgamation with the other corporation on account of the inability of the road to compete with other more important lines. When questioned in reference about the matter today General Manager Gays of the O&NY said that an informal proposition for the sale of the line to the NYC had been talked of but as yet had not assumed any definite shape, nor would it until the line was finally completed.

29/11/1900 *Ottawa Journal**Britannia Power Canal**Britannia*

THE METROPOLITAN WORKS

Ald. Hewlett, who is a foreman at the works of the Metropolitan Electric Co. at Britannia said last evening that the work of rock cutting on the canal construction would be finished in another six weeks. There still remains to be excavated a cut 70 feet long 14 feet deep and 150 feet wide.

About sixty men are employed on the works. Regarding the building of the power house Mr. Hewlett says that the construction work will be commenced as soon as a spur line can be put in by the C.P.R. This line is required to carry material to the site for the power house.

29/11/1900 *Ottawa Free Press**Canada Atlantic**Central Depot*

C.A.R. request to the stopping up of Wilbrod and James streets will likely be granted.

29/11/1900 *Merrickville Star**Westport*

UNRULY STUDENTS.

A number of students attending the Athens high school have been misbehaving and annoying passengers on the B. & W. Railway trains, and destroying property, and in consequence E. A. Geiger, G.P.A., has ordered their commutation tickets taken up, and they will hereafter be required to pay full fare or give a guarantee of good behavior.

29/11/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Foot traffic is now well established on the Interprovincial bridge and as a consequence very little patronage is extended the ferry boat.

30/11/1900 *Ottawa Citizen**Ottawa Terminal**Ottawa, Broad Street*

CPR will construct the proposed route through the city in the spring. Route not definitely chosen. Three alternate routes, the preferred one being one that parallels the CAR.

The superintendent is very much pleased with the work on the new depot on Broad Street, which is assuming a completed appearance and will be ready for occupancy about the end of the present month.

03/12/1900 *Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

A large gang of men is still at work extending the C.P.R. yard at the Union depot. The work, it is expected, will be completed in about two months.

04/12/1900 *Ottawa Citizen**Pontiac Pacific Junction**Hull*

The Hull city council, last evening, gave the final reading to the by law granting tax exemption for fifteen years to the property owned by the PP&J Railway. The provision is made that within a year the company must build a \$4,000 depot in Hull and the employees on its works must reside in that city.

*07/12/1900 Ottawa Citizen Ottawa Electric*

The street railway has put a combined passenger and mail car on the Bank street route. In it the mails will be conveyed from the branch to the central office.

*07/12/1900 Ottawa Citizen Chaudiere Bridge street*

A gang of men is now engaged building the new crossing on Bridge street, which will give Mr. J.R. Booth direct railway connection with his timber yards. Until the work is completed the street cars will stop on the south side of the crossing.

*10/12/1900 Ottawa Journal Chalk River Haley's*

TRAIN JUMPED THE SWITCH BUT THE PASSENGERS WERE NOT INJURED.

As Accident to the Soo Train at Haley's Station Near Pembroke This Morning

This Soo train, Canadian Pacific Railway, due in Ottawa at 4.10 a. m.. left this track at Haley's station, six miles this side of Pembroke, smashing the baggage car and also doing considerable damage to the station house. Fortunately no one was hurt beyond one shantyman. who scratched his hand in tumbling around the second-class car, when this baggage car struck the station.

This train does not stop at Haley's and was consequently going along at a good rate. The engine passed over the switch all right but the baggage car took the siding and left the track a few yards from the switch; taking the rest of the train with it. A few feet from the switch the platform begins and the baggage car truck switched into this, throwing the body of the car across the four foot platform up against the station, carrying that building almost to entire destruction. Fortunately there is no night operator on duty here, so that no one was injured.

When the baggage car left its trucks the second-class car stopped up short, throwing the passengers about this car rather unceremoniously, but they all escaped without serious injury.

The accident is supposed to be due to a broken switch rod.

All passengers, with the exception of those in the Pullman, were transferred to another train, made up at Pembroke and sent on to Ottawa, arriving here at 7:45.

*10/12/1900 Ottawa Free Press Chalk River Haley's*

The eastbound Soo train on the C.P.R. jumped the track at 2 o'clock this morning at Haley's station, the first station west of Renfrew. There was no loss of life and comparatively little damage to the train.

The baggage car next to the engine was the first to leave the track and following it went the three coaches at the rear. The former smashed into the station building damaging it to some extent but remaining intact itself.--

*10/12/1900 Ottawa Citizen Chalk River Haley's*

TRAIN JUMPED THE SWITCH ,

"Soo" Express Runs into Haley's Station - Shantyman Hurt and One Car Damaged.

While the east bound "Soo" express was passing Haley station, seven miles above Renfrew at 2 o'clock this morning , the entire train of four cars left the track. The baggage car struck the end of the station house, partly demolishing it . Fortunately none of the cars, all of which were of heavy construction, were overturned, and the train crew and passengers escaped serious injury. An unknown shantyman had his hand painfully cut by broken glass. The injury was dressed by Dr. Murphy, of Renfrew, who was summoned to the scene by the railway officials. The cause of the accident is thought to have been a misplaced switch rod. The engine and tender passed over safely, but the baggage car left the rails followed by the second and first class cars and sleeper. The road, where the accident occurred, is examined twice daily, and after the accident the switch was found securely locked as usual.

Fortunately the accident happened in the railway yard and it was thus made possible to conduct through traffic on the adjoining track without delay. The train was in charge of Engineer Clendinnen and Conductor Nidd, both of Ottawa, and was running at reduced speed through the yard when the accident occurred. The train was not billed to stop at Haley's Station and at that early hour there was no one in or about the building when it was struck. The passengers were transferred to a train made up for the purpose, and were conveyed to the city after a delay of about three hours. A wrecking crew was sent up from Ottawa and it is expected the coaches will all be replaced on the track today. Owing to their solid construction work, none of the cars with the exception of the baggage car, were seriously damaged.

*11/12/1900 Ottawa Journal Renfrew Arnprior*

Arnprior Dec. 10. Despite frequent protestations street crossings continue to be blocked by CAR trains in the Arnprior yard. Officials in Ottawa will be asked to abate the nuisance, and if this does not suffice, there may be a whole train crew placed under arrest one of these days.

*12/12/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge*

For the first time since the big structure has neared completion a locomotive was run over the Interprovincial bridge this afternoon in connection with the construction work. The rails were laid some days ago and everything went off smoothly. The official test, however, will not take place for about three weeks when some of the heaviest engines in the city will be run over the bridge. The construction work is now receiving the finishing touches under the direction of Engineer Dunne [sic] and by the end of the month it is expected that trains will be running into the Central depot.

*13/12/1900 Ottawa Citizen Carleton Place Ottawa Broad Street*

FOOT CRUSHED

Mr. Nicholas Olmstead, C.P.R. brakeman, had his right foot crushed at the Union station last evening. He was helping in the yards and had his foot caught in a frog. He could not release it before an approaching car passed over the heel. The ambulance was summoned and Mr. Olmstead was taken to his home in Hintonburg

*13/12/1900 Merrickville Star Chalk River Haleys*

RUNOFF AT RENFREW

C.P.R. Express Jumps the Track

The east-bound Soo train on the C.P.R. jumped the track at Haley's station, near Renfrew, about 2 o'clock Monday morning. There was no loss of life and comparatively little damage to the train. The baggage car next to the engine was the first to leave the track and following it went the three coaches at the rear. The former smashed into the station building, damaging it to some extent, but remaining intact itself. The coaches were not upset, and the passengers, although shaken up, escaped injury.

It was fortunate that the roadbed is level at that point; otherwise the result would doubtless have been more serious. Besides this, when the baggage car was detached from the engine the brakes on it and on the succeeding coaches came into play automatically, with telling effect. As a consequence they were at a standstill when about twenty-five yards were covered. An investigation will be held to enquire into the cause.

*14/12/1900 Renfrew Mercury Chalk River Haley's*

The Soo express from the west made kindling wood of the station building known as Haley's on Monday morning. A broken switch rod is supposed to have been responsible for the trouble. This train does not stop at that station, and was sailing along at a speed of 35 or 40 miles an hour. The engine and tender had gone over the switch safely. But the baggage car left the rails and crashed into the station building and flattened it and the goods stored therein. -- The woodwork of the demolished station building took fire from the coals which were scattered from the stove which had been in it. --

*14/12/1900 Almonte Gazette Chalk River Haley's*

The eastbound Soo train on the C.P.R. jumped the track at 2 o'clock last Monday morning at Haley's station, west of Renfrew. There was no loss of life and comparatively little damage to the train. The baggage car next to the engine was the first to leave the track, and following it went the three coaches at the rear. The former smashed into the station building, damaging it to some extent, but remaining intact itself. The coaches were not upset, and the passengers, although shaken up, escaped without injury. Only one of them was hurt, a gentleman who had his hand cut by a broken window pane. The cause of the accident will be investigated.

*17/12/1900 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

Several work trains have passed over the Interprovincial bridge since the first one on Wednesday last. The trains were engaged in bringing supplies for the workmen.

Many people visited the new Interprovincial bridge yesterday and admired the structure.

*19/12/1900 Ottawa Citizen Canada Atlantic Central Depot*

TO BUILD UNION STATION NEXT YEAR

The new union depot for Ottawa, so long talked of, will be built during the coming year, if present intentions are carried out. A prominent official of the Canada Atlantic railway stated today that he did not have the remotest doubt that the work would be proceeded with considering that in the spring the government will vacate the building at the canal basin used jointly for militia stores and depot purposes. The new military stores building in the rear of the drill hall is already completed on the outside, so that early in the summer it will be in readiness for occupancy. Mr. J. R. Booth has time and again asserted that as soon as the new building is done work on the union depot will be started, and there there is no doubt but what the promise of the energetic railroad magnate will be fully implemented..

*19/12/1900 Ottawa Citizen Canada Atlantic Central Depot*

The new Union depot for Ottawa, so long talked of, will be built during the coming year, if present intentions are carried out. A prominent official of the CAR stated today that he did not have the remotest doubt that the work would be proceeded with considering that in the spring the government will vacate the building at the canal basin used jointly for militia stores and depot purposes. The new military stores building in the rear of the drill hall is already completed on the outside, so that early in the summer it will be in readiness for occupation. Mr. J.R. Booth has time and again asserted that as soon as the work on the new building is done work on the union depot will be started, and there is no doubt but what the promise of the energetic railroad magnate will be fully implemented.

*24/12/1900 Ottawa Journal Ottawa Electric Chaudiere*

Electric cars will cross the bridges over the slides at the Chaudiere today for the first time since the big fire on April 26th. Ordinary vehicular traffic will not be resumed for some time yet.

*24/12/1900 Ottawa Free Press Carleton Place Ottawa, Broad Street*

Ald. White informed the Free Press yesterday that the new C.P.R. station would be in readiness for occupation about the 15th of January. It would have been completed by now had there not been a scarcity of plumbers. There were so few unoccupied in the city that some had to be obtained from Montreal.

*27/12/1900 Ottawa Citizen Hull Electric Interprovincial Bridge*

It is understood that the negotiations between the Hull Electric company and the P&PJ railway relative to the entry to the central depot by the Interprovincial bridge of the former company's electric cars are practically completed. There has been an exchange of privileges. The Hull cars will run over the Interprovincial bridge while in connection with the PPJ extension from Aylmer to Hull Mr. Beemer's line will run over the tracks of the Hull Electric company from Tetreauville to the Hull depot. This will obviate the necessity of an expenditure of about \$200,000 for an overhead crossing of the electric railway tracks on the Aylmer road.

The arrangements will go into effect early in the month of January.

The Hull Electric company is also considering the advisability of constructing a loop line around the city of Hull.

*28/12/1900 Ottawa Free Press Britannia Power Canal Metropolitan Electric*

Ald. Hewlett, superintendent of the Metropolitan Electric company's works at Britannia says about forty men are constantly employed there. The building of the southern embankment has just been completed and the excavation of the remaining portion of the canal is now going on. Thirty-five feet more of rock has to be taken out before the canal is finished.

*28/12/1900 Ottawa Free Press Ottawa Electric Rockcliffe*

Work on the new car sheds of the Ottawa Electric company at the entrance to Rockcliffe Park has been interfered with by the weather. On fine days the workmen manage to make good progress and will soon have the structure completed.